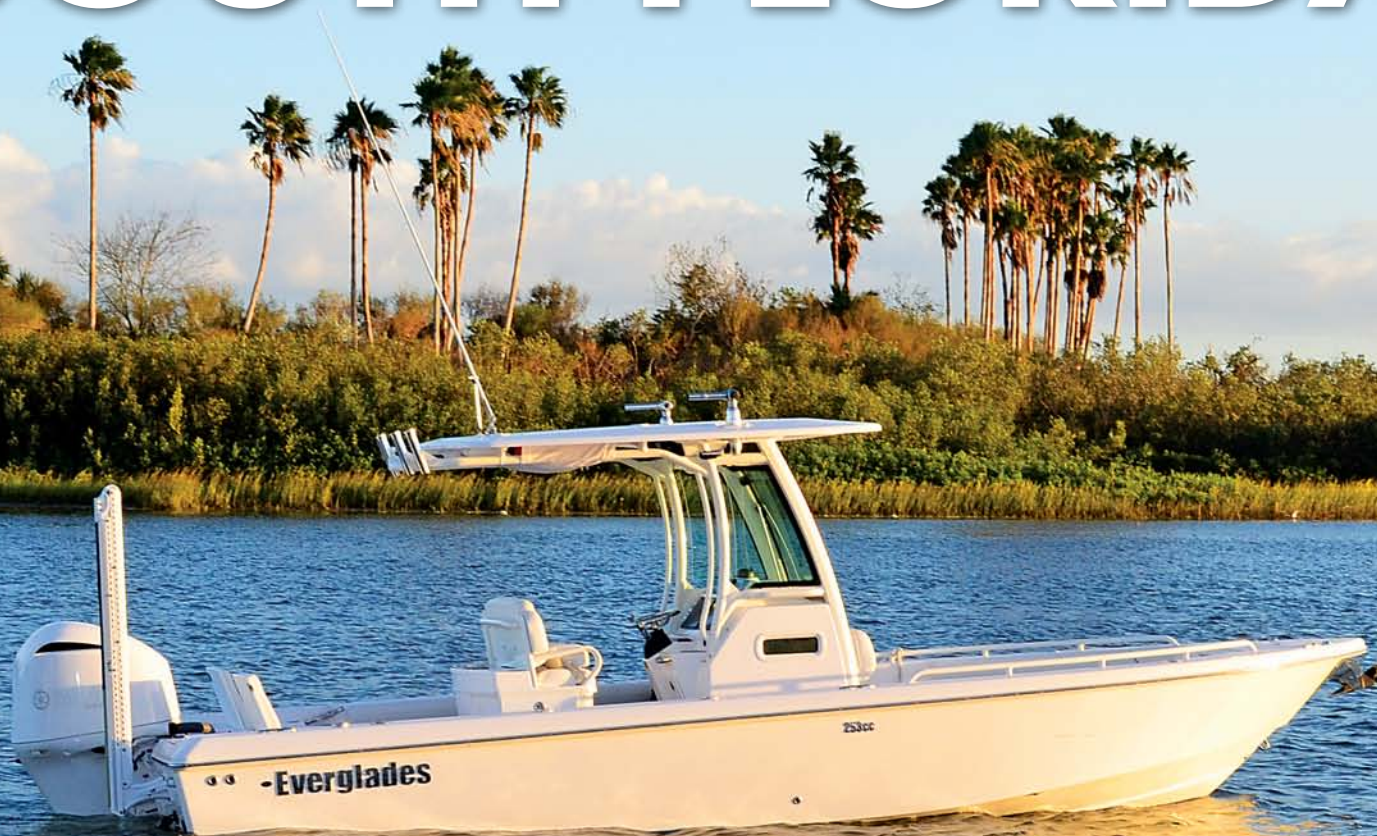


ALL AT SEA

SOUTH FLORIDA



Inside:

Robotic Boats - Your New Overlords

Cruise in the Keys **PINK CADILLAC**

PETERSON Fuel Delivery 25 Years

El Dorado **RUM REVIEW**

SOUTH FLORIDA NEWS



WHAT'S NEW AT MIAMI INTERNATIONAL BOAT SHOW

Over 100,000 boating buffs from around the world are expected to attend the Progressive Insurance Miami International Boat Show. Set for February 16 to 20, at the Miami Marine Stadium Park & Basin, this year's show features several new facets.

"This year we are going to even greater lengths to ensure that attendees to the 2017 Miami International Boat Show have a world class experience," says Ben Wold, executive vice president of the National Marine Manufacturers Association (NMMA) and manager of the 2017 Miami International Boat Show. "Attendees can expect to browse and board over 1300 boats, with 550 in-water and take advantage of our sea trial program where interested shoppers can take the boat of their dreams for a spin in Miami's open waters. This year's show will also feature enhanced food and beverage options, ample parking, and seamless transportation via water taxi and shuttle bus to and from Miami Marine Stadium Park & Basin. Another highlight to the 2017 show is the addition of Pier 9, which will accommodate more than 100 new luxury yachts for sale, making the Miami Boat Show one of the largest

yachting exhibitions in the country. There is definitely more to do and love at this year's show." www.miamiboatshow.com

EVERGLADES ANNOUNCES LATEST MODEL

There's a lot to love about Everglades Boat's November-launched, masterfully-built, hybrid bay-offshore boat, the 253cc.



Features include a massive 91-square-foot cockpit with tons of storage, multipurpose seating with two aft fold-down seats that convert to a non-skid casting platform, a 69-gallon in-floor insulated fishbox and 26-gallon livewell as well, a giant built-in 87-quart insulated EverCooler located under the forward console seat and most uniquely twin Yeti Hopper 20 holders – perfect for easy loading and unloading of coolers for drinks and ice.

"This boat is very unique for its versatility," says Shane Kwaterski, director of dealer development for the Edgewater, Florida-headquartered manufacturer. "She's an offshore hull with low free board, giving it inshore capabilities. The boat comes packed with standard creature comforts and fishing amenities. The new 253cc is truly perfect for South Florida and the islands. Inshore fishing, offshore fishing, cruising, water sports, you name it! This boat offers something for everyone." www.evergladesboats.com

DOT-REQUIRED DRUG TESTING IS NOW PAPERLESS

Marine employers and Coast Guard credentialed individuals required to have U.S. Department of Transportation (DOT) drug testing can now do so in a paperless format.



"The new eCCF (electronic Custody and Control Form) for DOT drug testing eliminates the need for the traditional five-part paper form and a laboratory account set up," explains Joe Reilly, president of National Drug Screening, Inc., in Melbourne, Florida, which offers this service. "This benefits yacht captains and others in the South Florida marine industry. Many facilities throughout South Florida and the entire United States can accept the electronic eCCF orders for DOT drug screening."

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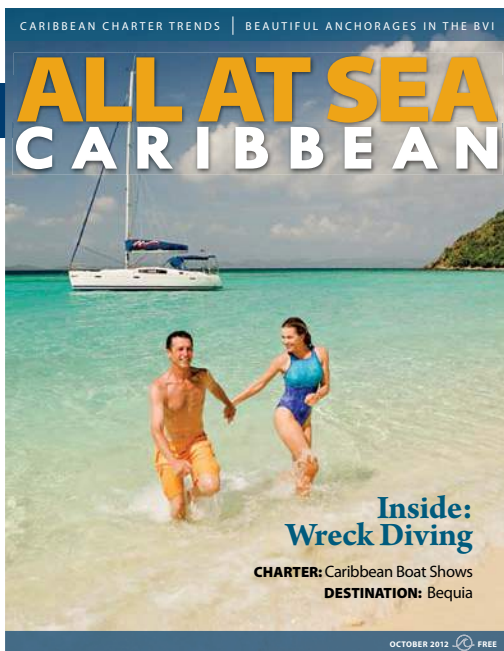
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Photo, from left to right, is Gary Jennings, manager of Keep Florida Fishing®, and Glenn Jennings, Vice President, Industry Relations, American Sportfishing Association. The KFF t-shirt that Glenn is wearing says "I fish and I vote."

CREDIT: KEEP FLORIDA FISHING



One of the biggest benefits is that clear, legible CCF images are delivered more quickly to the appropriate parties such as the employer, the laboratory, and the Medical Review Officer (MRO). www.nationaldrugscreening.com

U.S. SENATE PASSAGE OF OUTDOOR REC ACT POSITIVE FOR FLORIDA

Sportfishing industry jobs and recreational fishing's economic impact will now be accounted for as part of the U.S.'s gross domestic product, akin to other industries such as automobiles and pharmaceuticals, thanks to President Barak Obama's signing the Outdoor Recreation Jobs and Economic Impact Act of 2016 into law in December.

"Sportfishing is a major economic driver in Florida, contributing to \$9.3 billion in annual economic activity and employing more than 123,000 Floridians," says Gary Jennings, manager of Keep Florida Fishing®, an advocacy arm of the American

Sportfishing Association with the goal of ensuring Florida anglers have clean waters, abundant fisheries and access to both. "Florida is the Fishing Capital of the World and the federal Outdoor REC Act will have a positive impact on our more than 3 million licensed anglers by highlighting the important contributions of anglers to Florida's economy and to conservation." www.KeepFloridaFishing.org

ALL AT SEA SOUTH FLORIDA

COVER SHOT:

There's a lot to love about Everglades Boat's November-launched, masterfully-built, hybrid bay-offshore boat, the 253cc.

Image courtesy of Everglades Boats



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ELEUTHERA BOUND

BY: CAPT SHANE MCCLELLAN



As we continue exploring the Bahamas, we find ourselves at Harbor Island in the northeast part of Eleuthera. This is one of those well known laid back vacation spots, due to the wonderful beach, where there are specks of red coral mixed in with the sand giving its famous pink color. The island is big enough to warrant the use of bicycles, but not too big to wear you out while exploring. The best place to start is at the Meeting Place, which is a group of trees in the middle of town. From here you can ride past beautiful churches, solemn cemeteries, lovely homes, cute shops, monuments, and historic stairs taking you from one street to the next.

If you arrive by boat you must go around the north side of Eleuthera through a minefield of coral heads on a lee shore called the Devil's Backbone. It is recommended you pick up a local pilot at least your first time, because this short stretch has caused more shipwrecks that you would like to know about. Including the Eleutheran Adventurers, who were the



original colonists in 1647. Once they made it to shore they lived in Preacher's Cave for a while and continued to use it for meetings and church. This has been confirmed as the first settlement and birthplace of the Bahamas.

On the west side of the Devil's Backbone is Spanish Wells, a historically old and visually beautiful town, I was absolutely amazed at how clean the entire town was. I loved the park. The museum is a must see as is the beach. As you look at the harbor you will notice the fishing boats that make Spanish Town the country's lobster fishing center.

Several miles further west you will find Royal Island, where a fully protected harbor can be found. Ashore you will find the ruins of an estate from the 1950's and when the weather is settled Egg Reef to the northwest is a wonderful water playground. I found a spot where the swell was breaking and still had 10 feet over the reef, so I could go body surfing even with land several miles away. If that is not your cup of tea then the snorkeling will be, as it is as good as it gets in terms of both coral and fish.

Southwest of Royal Island you can find a shipwrecked freighter with only several feet of the bow now showing above the water. During the late 70's and early 80's, Spanish Wells was a transit point for the drug trade. I am told this wreck was intact and partially above water at that time and it was used as a storage depot for drugs.

To go any further south, you must transit Current Cut. You want to go through at slack tide, but then you can anchor the



BOAT SHOWS

MIAMI, FL

FEBRUARY 16 – 20

Yachts Miami Beach

www.showmanagement.com

FEBRUARY 16 – 20

Miami International Boat Show

www.miamiboatshow.com

NAPLES, FL

MARCH 2 – 5

Bonita Springs Boat Show

www.swfmia.com

STUART, FLORIDA

FEBRUARY 28 – MARCH 4

TrawlerFest Stuart

[www.passagemaker.com/
events/trawlerfest-stuart-
fl-2017/](http://www.passagemaker.com/events/trawlerfest-stuart-fl-2017/)

WEST PALM BEACH, FL

FEBRUARY 11 – 12

Palm Beach Marine Flea Market and Boat Sale

www.FLNauticalFleaMarket.com
954-205-7813

FISHING TOURNAMENTS

DANIA BEACH, FL

FEBRUARY 22 – 26

Sailfish Challenge
(2nd Leg of Crest
Sailfish Series)

www.sailfishchallenge.com

FORT LAUDERDALE, FL

FEBRUARY 25

Fort Lauderdale
Billfish Tournament

[www.fortlauderdalebillfish
tournament.com](http://www.fortlauderdalebillfishtournament.com)
info@miasf.org
954-524-2733

ISLAMORADA, FL

FEBRUARY 3 – 4

Swamp Guides Ball Fishing
Tournament & Auction

www.fkfga.org
(305) 664-5142

FEBRUARY 3 – 5

Islamorada Women's
Sailfish Tournament
fishnbully@msn.com
305-240-9337

FEBRUARY 7 – 8

Poor Girls Sailfish
Tournament
305-664-2012

FEBRUARY 12 – 13

Islamorada Bartenders
Sailfish Open
fishnbully@msn.com
305-522-4868

FEBRUARY 24 – 25

Backcountry Fly
Championship
www.BFCtournament.com
captbackbone@gmail.com
305-393-2156

FEBRUARY 24 – 26

The Islamorada Winter
Classic Tournament
www.islamoradaclassic.com
info@islamoradaclassic.com
305-522-4868

KEY WEST, FL

FEBRUARY 3 – 4

Cuda Bowl


www.cudabowl.com
info@cudabowl.com
305-360-6969

MARCH 13 – 16

March Merkin
Permit Tournament
marchmerkin.com/
DHorn18669@aol.com
303-888-4546

Continued on page SF9

boat and wait for mid tide when the current will be the highest. If you do this, you can swim the current through the cut where it gets up to 6-7 knots.

Next issue we will continue exploring Eleuthera starting with the Glass Window and continuing south. 

Visit www.svGuidingLight.com to read more from Captain Shane about the Bahamas, Caribbean, life aboard, world traveling, and more. You might also want to check out his travel video series.

RIDING IN AN OCEAN-GOING PINK CADILLAC

BY JILL ZIMA BORSKI



PHOTOS BY JILL ZIMA BORSKI

The pink Cadillac looks like it made a wrong turn from the Florida Keys Overseas Highway and ended up in the ocean. Yet, it glides serenely along on the flat-calm waters of Florida Bay. Visitors at the oceanfront Lorelei Restaurant and Bar, where it is docked when not chartered, register surprise and then a smile as they pull out their cameras and focus on this unusual site... a floating Nauti-Limo, as it is called.

Joe Fox of Islamorada, Fla., a former electronics engineer, is the mastermind behind this seaworthy work of art. Set upon a 19-foot Carolina Skiff hull, Fox built the 21-foot long cruiser and chick magnet 15 years ago. The draft is 10 inches. Using a Yamaha four-stroke 100-horsepower engine, the captain

usually meanders at a speed of five to six miles per hour but the limo can go 20 mph, if suddenly challenged by a leather-jacketed drag racer out at sea.

Fox used to live in St. Croix while he designed technology for tracing Russian submarines and worked on research vessels. Then, he moved to Mangrove Marina (formerly Campbell's) in the Florida Keys and lived in a two-story houseboat. He's been in the Keys ever since. About 15 years ago, driving down the Overseas Highway with his wife, he saw a classic 1978 stretch Cadillac limousine. "It drove by and I couldn't get it out of my mind. I started building [the Nauti-Limo] the next day. I replicated that car."

Initially, the floating limo was white, but after three years, Fox got another crazy idea. He said he grabbed the Sawzall and cut off the roof of the car. It became a convertible, so much the better for enjoying the wide open vistas of Florida Bay. Also, with the popularity of Bruce Springsteen's song "Pink Cadillac," he couldn't help but paint the limo pink.

The Nauti-Limo is a natural choice for weddings. "I've married about 15 couples on the limo," he said, and other couples have arrived at or departed from their ceremony aboard the unique craft. Other limo cruisers enjoy a typical eight-mile ride on the bayside of U.S. 1 which passes by the working marina used in the popular Netflix series, "Bloodline," as well as Islamorada Library Park, Worldwide Sportsman and Robbie's Marina where guests might want to stop and feed the tarpon. Fox usually incorporates a trip around "Bird Island" in his voyages for guests to see a multitude of avian species. "They love it," Fox said.

Possibly, boaters have seen a similar limousine on the waters around Fort Lauderdale. Their eyes have not deceived them. Fox said that the chair of the Fort Lauderdale Boat Parade

Continued from page SF7

FISHING TOURNAMENTS

POMPAÑO BEACH, FL

FEBRUARY 18 – 19

Sailfish Smack Down

www.extremekayakfishingtournament.org/sailfish-smackdown.html

FEBRUARY 22 – 26

The Sailfish Challenge

www.bluewatermovements.com/sailfish_challenge/

NAUTICAL FLEA MARKET

ISLAMORADA, FL

FEBRUARY 25 – 26

Gigantic Nautical Flea Market

www.giganticnauticalflea-market.org
giganticnauticalmarket@gmail.com

POKER RUN

MIAMI, FL

FEBRUARY 23 – 26

Miami Boat Show Poker Run

flpowerboat.com/project/miami-boat-show-poker-run/
 954-545-1414

SAILING REGATTAS

MIAMI, FL

FEBRUARY 3 – 5

Melges (NA) Miami Winter Series Event No. 2 | Miami Winter Regatta

www.melges20.com

FEBRUARY 3 – 5

Melges (NA) Miami Winter Series Event No. 3 | Melges Rocks Regatta

www.melges20.com

MARCH 5 – 11

Bacardi Miami Sailing Week

www.miamisailingweek.com/



PHOTOS BY JILL ZIMA BORSKI



PHOTOS BY JILL ZIMA BORSKI

had to have one. When he couldn't buy Joe's, he asked him to make another one. Fox built it in four months.

Fox's mind and tools are always creating. Five years ago, he created El Zorro, a pirate ship, aboard a 27-foot Carolina Skiff that is 32-33 feet long and accommodates 12 passengers. Fox said a year before starting El Zorro, he had been invited by the owner of the company, Joe Driscoll, to tour the boat factory. After the tour, looking at the latest skiff produced, Driscoll said, "You're taking this home." It was a gift to Fox for using a Carolina Skiff as the base of the Nauti-Limo which had garnered coverage in the Sunday edition of the Miami Herald. Driscoll had called Fox after reading the article, saying, "You made our day at the Carolina Skiff Co."

Fox's latest creation is the Golden Sea Horse, another pirate galleon. It is about 40 feet long and four feet wider than the El Zorro and can accommodate 16 passengers. His friend and fellow war veteran, Capt. Bobby Richendollar, will run that charterboat out of the Islamorada Fish Company at Worldwide Sportsman.

Fox's website is www.uniqueboattours.com.



Jill is a 22-year resident of Islamorada and her website is www.jill-zima-borski.com.

ROBOTIC BOATS BECOME A REALITY

BY CAROL M. BAREUTHER



Captain-less boats? It may not be a far-fetched idea, especially in an age where self-driving cars make headline news. In fact, the innovation of self-driving, drone or robotic yachts is the subject of intense research spanning everything from cutting-edge competitions to private companies seeking out practical solutions to everyday marine problems. It's an area that may launch something new to the recreational boating industry.

Designers of the world's best self-driving sailboats compete annually at the World Robotic Sailing Championships. Last year, the event was held in Portugal and included a scientific conference.

"The basic mission for a robotic boat, that is, sailing through a set of pre-programmed waypoints, is now commonplace among the several global research and development groups.

For example, maneuvers such as sailing upwind, tacking, sailing downwind and gybing can be handled by a small and low power onboard computer that controls a set of servomotors to keep course and trim the sails," explains Jose C. Alves, associate professor in electrical and computer engineering at the University of Porto, in Portugal, who spoke at the conference. "However, the ability to adapt (or resist) to adverse wind and sea conditions is a different matter. One project that has been successful at doing this is the American company, Saildrone."

PUTTING AUTONOMY TO WORK

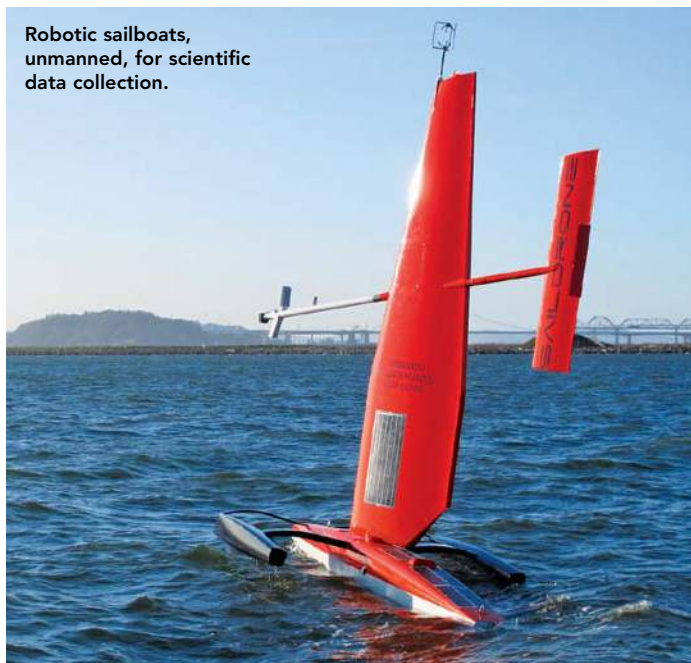
Saildrone designs and builds small autonomous wind- and solar-powered trimarans. The Alameda, California-headquartered company enjoyed its first major success in 2013 when its bright orange, 15-foot model sailed unmanned from San Francisco to Hawaii. Instead of entering the Transpac to race, Saildrone researchers are honing their vessels to conduct sci-



Sea Drones



Sea Drones



Robotic sailboats, unmanned, for scientific data collection.

PHOTO COURTESY SAILDRONE



PHOTO COURTESY SAILDRONE

entific research such as gathering climate data and doing so in harsh conditions such as the Arctic.

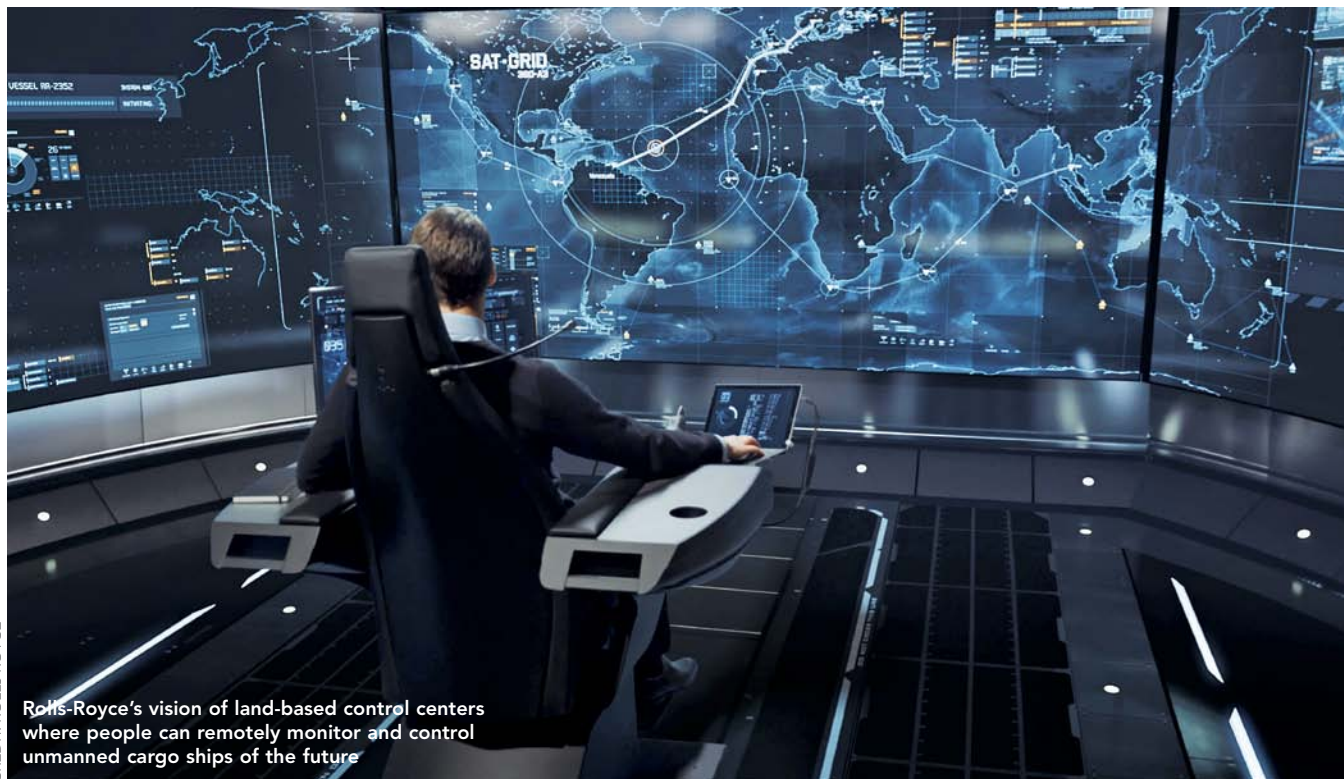
On the East Coast, Sea Machines is also building its own concept of self-driving work boats. These are designed, says founder and director Michael Johnson, for dull, dirty or dangerous jobs such as long duration surveying and oil spill response and clean up. The Boston, Massachusetts-based company currently offers three models: a 20-footer perfect for positioning autonomous underwater vehicles; a 24-foot converted military model useful for surveying and station keeping; and a 32.5-footer best for nearshore or offshore jobs like environmental sampling, hydrographic surveying and data harvesting.

"Our core technology is our autonomous control systems, which can be operated as direct wireless remote command or via autonomy computer which uses programmed workflows to

guide the craft. Positioning and telemetry is primarily based on DGPS (differential global positioning system). This first generation of technology is developed to be installed in any craft less than 50-feet in length. Our customers are primarily in the industrial and commercial work boat industries," says Johnson.

Another application for self-driving vessels is in providing 'green' transportation in the cargo shipping arena. Famous luxury automobile manufacturer, Rolls Royce, is working to turn this concept into reality.

"We are working on situational awareness systems which integrate data from high definition and infra-red cameras, lidar and radar into a detailed analysis of the ship's immediate environment. This analysis can then be either transmitted back to a remote operations center where it is converted to a visual display for an experienced vessel skipper to take the appropriate deci-



sion or used by the ship's onboard computers to generate the appropriate next action," explains Simon Kirby, external communications manager at Rolls-Royce Marine, in Derby UK, who envisions a remotely operated vessel such as this in operation in local waters by 2020 and a decade later for unmanned ocean going vessels to be a common sight on the ocean.

RECREATIONAL REALITIES?

What does self-driving boat technology mean for the recreational side of the industry?

On one hand, says University of Porto's Alves, "While some degree of automation such as electronic autopilots and more recently computer controlled motorized winches are naturally desirable and even essential for reduced crew situations, autonomous or robotic sailing is not for recreational boating or racing in my opinion. People sail for fun."

On the other hand, adds Sea Machines Johnson, "The value for recreational boaters will be using autonomous control systems as a real-time overwatch to ensure the safety of those on board. In fact, we conducted our own analysis of the recreational boating industry in the U.S. and we found that the fatality rate of boating is around eight times that of automobiles. The average American will spend 650 hours a year driving a car but the average American boat owner will only spend about 30 hours operating his/her boat. This means that most boat op-



erators are not very experienced. An autonomous overwatch system could keep a vessel safe by assisting to maintain its course while avoiding collisions and groundings."

Finally, will self-driving boats make crews obsolete? Yacht captains don't have to worry about hanging up their shoulder boards any time soon.

"While technology and innovation continually push the marine industry forward, direct human interaction is, and will be, a necessary component, as the vessel is a platform on an unstable surface (water)," says Phil Purcell, chief executive officer and executive director of the Marine Industries Association of South Florida. "That is different from terrestrial automation (cars) or controlled airspace (drones), and the level of judgment and service required in yachting won't disrupt humans in those spaces."



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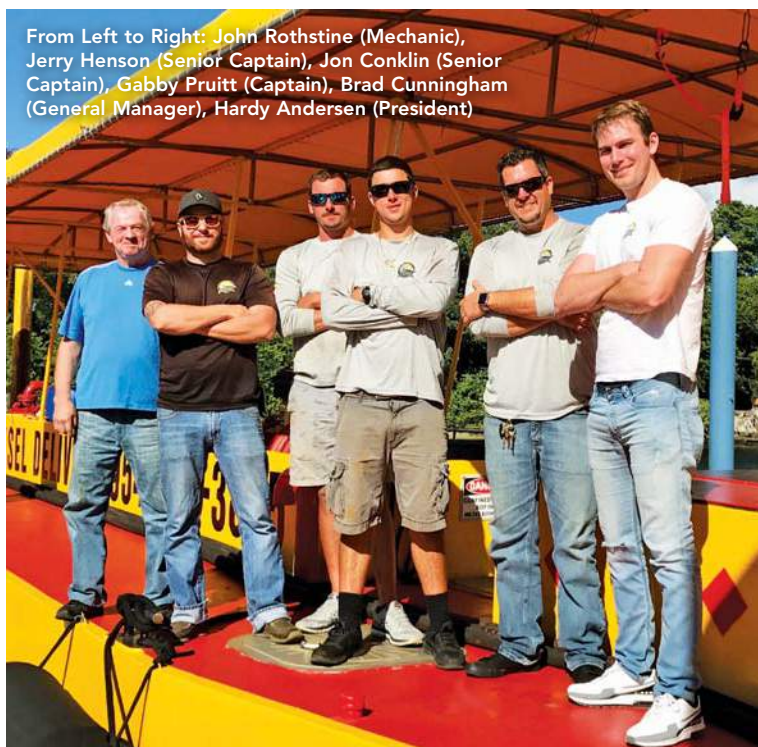
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PETERSON FUEL DELIVERY CELEBRATES 20 YEARS

BY CAROL M. BAREUTHER



From Left to Right: John Rothstine (Mechanic), Jerry Henson (Senior Captain), Jon Conklin (Senior Captain), Gabby Pruitt (Captain), Brad Cunningham (General Manager), Hardy Andersen (President)



What started as one man's vision to become the best fuel delivery service to vessels of all types is today just that as Peterson Fuel Delivery celebrates its 20th anniversary. The Fort Lauderdale, Florida-based company, recognized by its yellow fuel barges operating in the Fort Lauderdale and Miami-Dade intracoastal waters, provides high grade diesel and lubricants to boats ranging from 50- to 450-plus-feet, both private and commercial.

"The company was founded in 1997 and my father, Tom Andersen, bought in and expanded quickly," says president, Hardy Andersen. "He always believed if you wanted to run a successful profitable business you need to take care of these assets and always make sure you're a couple steps ahead of the game. So, early on he invested in building two more self-propelled barges while converting the first barge into a self-propelled barge as well; this was originally a push barge. He also saw that what boaters and yacht captains wanted was consistent availability and white glove service. Our proudest accomplishments in recent years is

making a name for ourselves being the 5-star service to some of the world's largest yachts."

Peterson tells a fun story about when one of the company's high profile clients came into town for a very large fueling that took most of the day. Once finished, the yacht's captain and chief engineer invited Peterson and his team aboard for a tour.

"I have never seen anything like it, even on TV," he says. "The custom detail down to every square inch. The Chief engineer said it was possible to not see crew for weeks! The engine room was three stories tall and the control room looked like it belonged in NASA. Those are experiences you will never forget and drive us to be the best yacht fueling service in Fort Lauderdale and Miami."



Carol M. Bareuther, RD, is a St. Thomas, U.S. Virgin Islands based marine writer and registered dietitian.

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Boca Grande, Florida — juvenile tarpon habitat restoration



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EL DORADO 12-YEAR OLD GUYANA

RUM BY CLINT AND TERRY BORAM

The beautiful red box with a square-rigger on the front drew our attention. El Dorado is a 12-year old rum from Guyana on South America's coast. Not having much information about the region, we began researching immediately after the tasting. We discovered, the uniqueness of this rum lies in the stills. Producing sugar and rum since the 17th century, Demerara Distillers operates the last remaining distillery in Guyana. The company consolidated all the old stills and rum making traditions from over 300 distilleries once operating in the region. Demerara now operates nine unique stills producing twenty different styles of rum. El Dorado 12-year old is blended from rums distilled in two very unique stills.

The original Wooden Continuous Coffey Still is from the Enmore Sugar Estate founded nearly 200 years ago and is now the last working example of its kind in the world. This towering still produces a medium bodied rum with a mild and fruity aroma. The Double Wooden Pot Still was the original still from Port Mourant Estate, founded in 1732, moving several times before arriving at Demerara. The unique copper-necked still is valued by blenders because it produces a heavier bodied, flavorful rum with deep aromatic notes. Demerara has the last operating double and single wooden pot still in the world.

El Dorado 12-year old is a blend of rums no less than 12-year old rum stock, then is aged in American bourbon oak casks.

HE SAID

The first note that hits me is a light caramel, molasses. There is also a slight vanilla with an oak base. It's not overly sweet. On the palate, I immediately get cherry and apricot. As the rum moves from the tongue to the roof of my mouth it changes from fruit to more floral. There is a delayed warming on the throat which lingers nicely. There's a hardness to the rum with consistent notes sip after sip.

SHE SAID

I love the golden amber color. The nose has molasses and baking spices which take me back Gran's kitchen at Christmas. On the palate, I'm surprised by the thick texture without the blast of sweetness. Here I'm getting orange, brown



sugar, and cloves with maybe a hint of nutmeg. That balance of sugar and spice gives way rather quickly to a nice warming sensation which stays with me for quite some time. This is my style of rum – lightly sweet, soft notes and warming.

OVERALL

While we differ with some of the notes we both agree there is a consistency with every sip. At the \$30 price point this is a good base to begin enjoying sipping rums. As a side note: we happened to sample the El Dorado 15-year old a week prior and relegated that to a mixing rum. Don't spend the extra \$10.00 for the older rum.

3.5 OUT OF 5



SIPPING RUM SCALE

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

ABOUT CLINT AND TERRY: *We have sampled many a dram over our 33 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.*