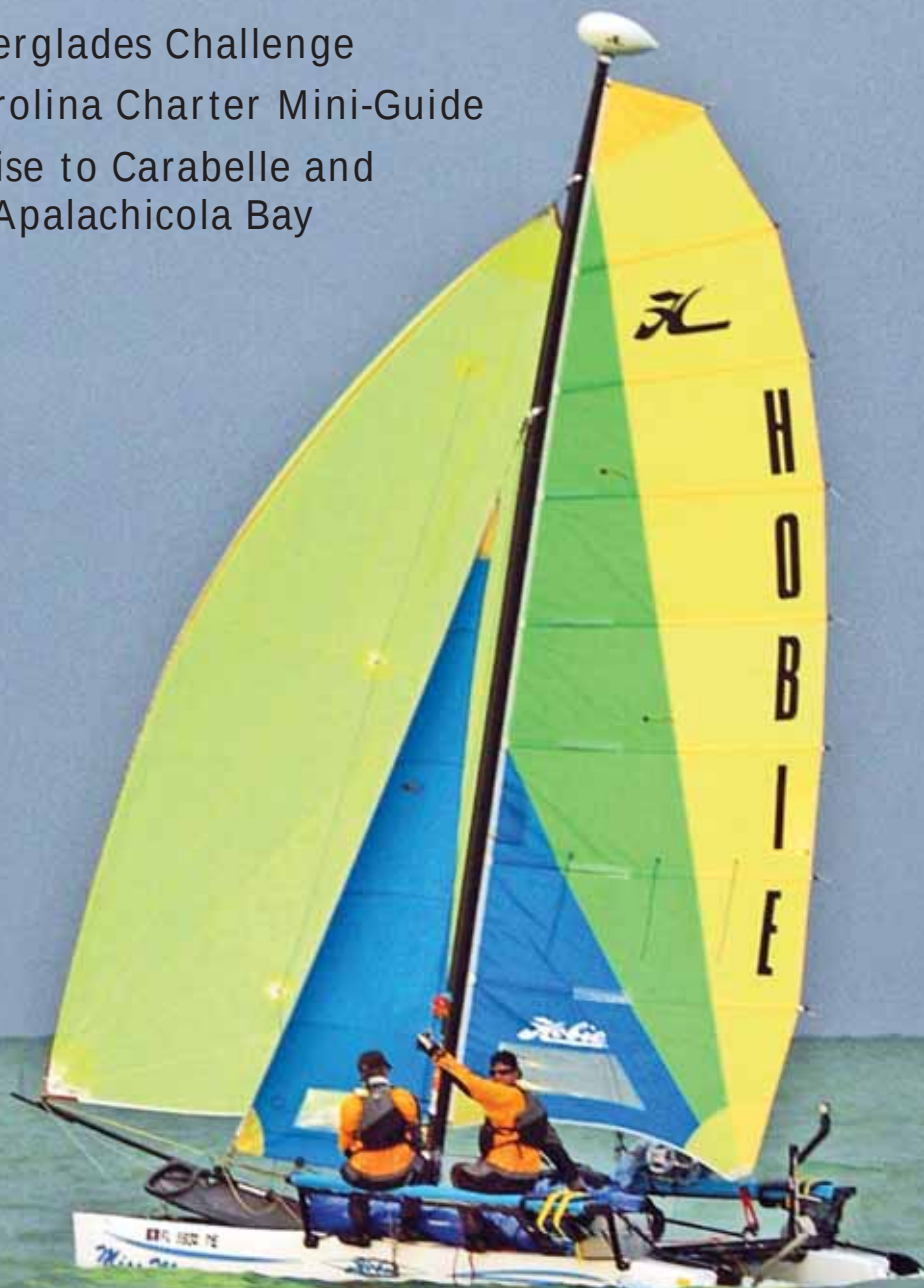


# *SOUTHWINDS*

News & Views for Southern Sailors

Everglades Challenge  
North Carolina Charter Mini-Guide  
Cruise to Carabelle and  
Apalachicola Bay



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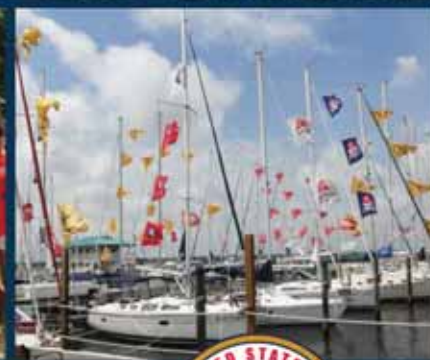
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*Bareboating North Carolina Mini-Guide. Page 36.  
Photo by Mike Alyea.*



*Everglades Challenge. Page 44. Photo by Steve Morrell.*

### COVER PHOTO:

The Everglades Challenge 2013. *Miss Marie*, a Hobie Getaway, crewed by Eddie Mack and Joshua Murphy, about an hour after the start as they head out of Tampa Bay in the Gulf for the trek south to Key Largo. Photo by Steve Morrell. Story page 44.

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## New Interactive Online Southern Youth Sailing Programs Directory

For the last five years, *SOUTHWINDS* has published in the April issue a list of the youth sailing programs in the southeast United States. We published them in April each year so that young sailors and parents had ample time to prepare for summer sailing camps. We originally started listing just the summer programs. Then we expanded it to include youth programs for the entire year, but we found it difficult to get the listings updated by March 1 for printing in April since programs weren't always finalized by then. This year, I decided to create an interactive online directory.

The advantage of the online directory is that organizations can create their own account and upload and edit it year-round, as seasons change and as programs change, plus list a lot more information. This service will be **FREE** to all non-profit organizations, with a small fee to all for-profit companies. The service will be up and running before April 1. We will email the organizations from last year and put their 2012 programs on the directory (marking them as 2012), allowing those organizations to "claim" their listing by registering an account. They will then be able to update their listing anytime. Every organization will also get its own page to expand its listing. They can run a small listing or a long one, even upload a logo and/or photos. These listings can be edited anytime. Organizations offering youth programs not printed in 2012 will be able to create a new account and post new programs.

The area covered will be the southeast states where *SOUTHWINDS* is distributed: North Carolina, South Carolina, Georgia, Florida, Alabama, Mississippi, Louisiana, and Texas. We will also allow listings of programs in Tennessee, Arkansas, the Bahamas and the Caribbean.

The directory will be accessed by going to our website and clicking the Youth Sailing Programs link. We will promote and advertise the directory monthly in the magazine. We will be looking for suggestions on developing and improving the directory.

## New Interactive Online Southern Yacht Club Directory

*SOUTHWINDS* has always had an online Southern yacht club directory. It has only listed the name, city, state, website link and phone number. Along with our new youth programs directory, we will be expanding the club directory to make it interactive so that clubs can update changes and increase their listings to describe their club at length and upload logos and/or photos. Each club will also get its own page for expanded information. Clubs will be allowed to create an account and upload and change information as they see fit. We will post the current club information on the site and clubs will be able to "claim" an existing listing. The directory will be **FREE**. It will cover the same areas as the youth directory (see above). You will be able to access the directory by April 1 on our website. We will also be looking or suggestions for improvement.

## North Carolina Charter Mini Cruising Guide in This Issue

We published part I of "Bareboating in North Carolina" in the February issue, and at the end of the article stated that we would be publishing part II, a mini-guide to chartering in the state in March. Because of an error on my part, we did not get that in the March issue, so it is in this issue. Mike Alyea wrote both articles and did a great job on writing a guide to bareboating in North Carolina on page 36.

## Boatyard Burnout

After publishing a story on boatyard experiences in the February issue ("Surviving Boatyard Burnout" — available online in Back Issues), and then writing about my boatyard experience in the March issue, I am inviting others to send us their stories about boatyards. Send to [editor@southwindsmagazine.com](mailto:editor@southwindsmagazine.com).

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| Chris & Alyse Caldwell                | Dana Clark/Breathe Magazine |                          |
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| Roy Laughlin                          | Bruce Matlack               | Jules Norwood            |
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| Richard Smith                         |                             |                          |

### EDITORIAL CONTRIBUTIONS: ARTICLES & PHOTOGRAPHY:

SOUTHWINDS encourages readers, writers, photographers, cartoonists, jokers, magicians, philosophers and whoever else is out there, including sailors, to send in their material. Just make it about the water world and generally about sailing and about sailing in the South, the Bahamas or the Caribbean, or general sailing interest, or sailboats, or sailing.

SOUTHWINDS welcomes contributions in writing and photography, stories about sailing, racing, cruising, maintenance and other technical articles and other sailing-related topics. Please submit all articles electronically by e-mail (mailed-in discs also accepted), and with photographs, if possible. We also accept photographs alone, for cover shots, racing, cruising and just funny entertaining shots. Take or scan them at high resolution, or mail to us to scan. Call with questions.

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## LETTERS

**"Freedom of the press is limited to those who own one."**

A.J. Liebling

*In its continuing endeavor to share its press, SOUTHWINDS invites readers to write in with experiences & opinions.*

*Email your letters to editor@southwindsmagazine.com*

### BOATYARD BURNOUT — SEND US YOUR STORIES

We really enjoyed the "Surviving Boatyard Burnout" story in the February issue. Anyone who has owned boats for a long time and done their own work in a yard has "been there, done that" at some point. Those of you who are new to the life and think Jay and Lindsay's experience is an exception—and "it won't happen to me"—be ready for a surprise!

A big thanks to them for sharing their story, and kudos for persevering and getting out and enjoying the cruising lifestyle. Fair winds, Jay & Lindsay!

Jeff Grossman and Jean Levine  
Two Can Sail (sailing instruction)

Jeff and Jean,

*I enjoyed it so much that I wrote an editorial about my first—and my most memorable—experience in a boatyard. Just writing it brought back fond memories of my times in boatyards. I didn't mention that some of my best experiences in boatyards were the people I met, who were all great. Maybe it's because we were all in the same boat—so to speak. But I always learned a lot from people about how to do things, and in the boating world, there's always more to learn.*

*After thinking about it, I am hoping that others will send us stories about their boatyard experiences. But they don't have to be burnout stories, as being in a boatyard, even with all the surprises in extra money and labor that come with boatyard work, they are all part of the "messaging about boats" world that we all enjoy.*

Editor

### FREE SERVICES? FOR REAL?

Re: "Free Services" March 2013 "Letters"

Can you tell me the law Capt. Jay cites that provides for free water, toilets and trash? You see, I just paid my monthly city utility bill when I picked up my latest issue. It runs about \$80 a month here in St. Augustine, even though we often use around the minimum amount. Perhaps next month I could just cite Jay's law. I also pay around \$300 per month toward property taxes. Seems like some of that must go toward all these "free" services?

Jeff Goff  
St. Augustine, FL

Jeff,

*Can't say I can quote the laws as I am not quite sure they exist. I do know that public bathrooms are provided all around the country at parks, community buildings, etc. Boaters need to go as much as most people, as far as I know. Same with water, but boaters do need a little more than that provided by a public drinking fountain. I don't see a problem with offering these services "free" to boaters to a limited extent. Many people don't like it as they think they are freeloading, but I think that's a ridiculous sup-*

See **LETTERS** continued on page 10

# GLADES BOAT STORAGE

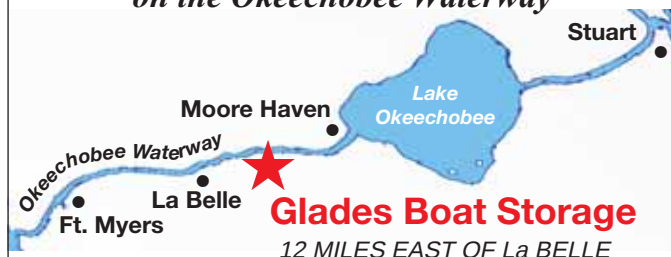
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## LETTERS

position. Free bathrooms, free water and free dumping were available behind trees and in the wilderness throughout the land until it got crowded.

But boaters aren't freeloaders if they are buying goods from people, which they do in every port. Every penny made by every person in this country comes from the sale of goods to the masses of people, boaters included. There is no other source of money, and every time someone buys something, some of that money, whether paid directly via sales tax or through the profit made and the tax paid on that profit, goes to paying for governmental services. Everyone contributes to the taxes whenever they buy anything, so boaters should get something back. But we live in a land where the car is king, so you get better treatment for cars. Too bad, because cars aren't gods. Far from it.

Of course, we don't put as much money into the waterways just for cruisers as we do for cars. After all, we don't have to pave the waterways—besides the cost of breathing all that carbon monoxide and the consequences of that stuff in the air. There's good in just looking at a sailboat at anchor—a return you don't get from just looking at a parked car.

Editor

### JANUARY COVER PHOTO

Thanks for sending a jpeg of the January cover [Cal 2-29]. I have better pictures of my boat, of course, but none with the *SOUTHWINDS* title above it. I always pick up a copy at West Marine and was surprised to say the least at seeing my boat on the cover, until reading the article, of course (a review of the Cal 2-29). I had considered writing a review of it myself a few months ago but just didn't get around to doing it. I've owned that boat for eight years, been through every inch from the masthead to the keel, and stem to stern, including many hours in the engine compartment servicing its 18 hp Volvo. Great boat; thanks for including the photo and article.

**Stan Corbett**

*S/V Almost Paradise*

### WHO CAN AFFORD A NEW SAILBOAT TODAY?

I was at the Miami Strictly Sail Boat Show in February and noticed the prices and sizes of all the boats. Most were in the "several hundred thousand"—dollar range. Of course, I am talking about the boats that we would call a weekend cruiser, which I think starts with boats in the 30-foot range. It seems like they are all in the high 30s and up in length, and mainly in the 40-foot length and longer. But they are way out of my price range, which is way below \$100,000. Are we just building boats now for the wealthy? Whatever happened to the middle-class boat buyer?

**Frank Benson**

**Looking for a boat  
Currently in Miami, FL**

Frank,

Good question. Yup—there are mainly boats out there for the wealthy buyer. That's just the way it's going. But you really got me going, and I did a little research.

My memory tells me that there was an old axiom that goes back to the '70s that a new boat in the 30- to 35-foot range (what everyone then considered as a great size to have) was \$1000/foot

back then. That means a Catalina 30—the classic small weekend cruiser at the time—was going for \$30,000 in 1975. I'll assume that works. I checked Yachtworld.com and saw that the modern equivalent (they don't make the 30 anymore, which is too bad) is the Catalina 315 and it goes for about \$120,000. That's four times the cost since back then.

Let's look at inflation. I checked an online inflation calculator, and \$30,000 in 1975 would be \$126,000 in 2012. That means the boat is a little cheaper today in inflation dollars, plus you get a foot and half in length (it's a 315), and they are all beamer (at least in the stern), and they are all built far better with more stuff. Not bad.

But that's only part of the story. Inflation is one thing. If you can afford one—income and other living expenses—is another. The median household income in 1975, adjusted for inflation, was approximately \$45,000 a year, and the median income in 2011 was approximately \$50,000. So median household income is up about 10 percent since then. This doesn't sound promising. That means, though, that if all your other living expenses were the same (adjusted for inflation), then you actually could afford a better boat today than back then. But all other living expenses are not the same. The cost of living is the real determining factor. We all know that the cost of homes, food, health care—are all way up. And these things are more important than a sailboat (I think). Cost of living has increased about 150 percent (Social Security COLA increases have averaged around 4 percent a year) since 1975, which means few people will be buying boats in the 30-foot, \$120,000 range these days because their more important living expenses are much higher. And the real proof that this is true is seen at the boat show. There's a lot more people in the middle class than in the upper class, but the number of big, expensive boats (in the small cruiser range like a 30-footer) compared to the 30-foot range is about 10 to 1. Why? Because that's what's selling, and what's selling is the real proof of what's going on.

I know this is a quick and dirty analysis, but it's not far off and the proof is in the pudding, meaning what is selling and to whom, tells the real story.

Sorry, but that's the way it goes. But there is one good thing: There are an incredible number of good deals out there in used boats. And the number of great boats that were built in the '70s and '80s is huge. They just aren't as user-friendly as today's boats. So, my suggestion is get an old, solid fiberglass boat for dirt cheap, park it in your yard, and totally rebuild it. Go for the 30-foot-plus range as that is a nice size. Bigger boats bang into the dock too hard if you hit it, anyway. Then there's maintenance and slip costs, too, so keep it small.

Of course, there has been an "inflation" in local communities and neighbors disliking big boats in back yards, so move out to the country where you won't be bothered. Of course, you won't find a job out there that pays much, but that's just the state of things today.

Good luck in your quest for a boat.

Editor

**E-mail your letters to:**

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# Bubba and the Phlebotomist

To tell you the truth, I cannot remember why I was in a shopping center in Sarasota not so long ago. It could have been to buy some china or cooking utensils or hardware. The reason escapes me. On the other hand, running into Tripwire, one of the regulars at The Blue Moon bar, I can still remember. He was standing outside a Victoria's Secret store looking at the display in the store's window.

What I immediately noticed is that Tripwire was drooling. The drool kind of gathered at the right hand corner of his mouth and ran down to his chin to drip upon the pavement. I was standing on his right side when I stopped, so I cannot vouch for what he was excreting from the left side.

"Hi, Tripwire," I said.

He didn't hear me, so lost was he in an apparent dream—it could have been a hallucination—that involved the display of lingerie of various types. I repeated myself, louder this time. It broke the spell.

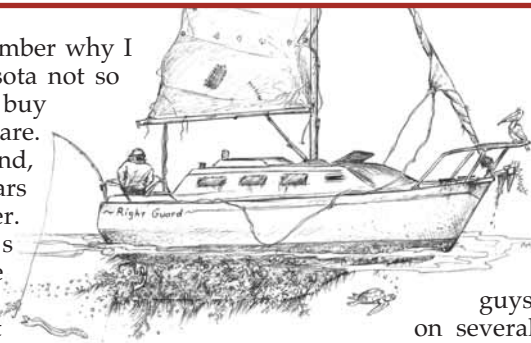
"God, you scared the hell out of me," Tripwire snapped. Tripwire, a Vietnam vet with an aversion to loud noises and, apparently, surprises, wears cammies all the time, good days or bad. On the good days, the cammies are pressed and starched. On bad days they appear to have been slept in for days on end. Tripwire is inconsistent in the best of times, but he is never dull.

"What's going down, Tripwire?" I asked.

"I would," he replied, still caught amongst the fringes of the reverie he had been having.

"Have you seen Bubba?" I questioned the vet. The last several times I had been in The Blue Moon Bar, the live-aboard, live-alone skipper of the ferro-cement sloop *Right Guard* had not been in evidence, and the bartenderette, Doobie, was of no help in telling me where he might be. She said she had no idea whatsoever of where Bubba Whartz was.

"The last I heard from Bubba," Tripwire responded, "he was going to sail down to Key West to see if he could race *Right Guard* in the races. He said they probably didn't already have a ferro-cement class and that he might qualify for a trophy if he could get in the races. However, I don't know if he made it down there. *Right Guard* needed to have its bottom cleaned before he raced it, as you can imagine.



And there was another reason he wanted to be out of town for a while. The heat was on in Sarasota and Bubba didn't want anyone asking him questions."

"What do you mean 'the heat was on in Sarasota?'" I queried Tripwire.

"There were a couple of big guys looking for him in The Blue Moon on several occasions," Tripwire responded.

"They did not look friendly. In fact, they made me think fondly of the M-16 I carried in Vietnam, because it gave me a feeling of security."

"Sounds like the guys were heavies," I commented.

"I think they were," said Tripwire. "Bubba is like Aeschylus. Sometimes he flies too close to the sun."

"What happened this time?"

"It involved a phlebotomist Bubba had chatted up someplace, and she did some work for Bubba" Tripwire informed me.

"A what?"

"A phlebotomist," Tripwire repeated.

"Tripwire, what is a—that word you said?"

"It's a person who takes your blood, usually in a hospital, but I have had blood taken at the VA clinic here in Sarasota, too. Some people, usually women, are good at it. Others, usually men, are awful at it," Tripwire explained with patience.

"So how did Bubba get involved with a lobotomist?"

"Phlebotomist," Tripwire corrected.

"Phlebotomist," I repeated correctly.

"That's the way," Tripwire encouraged. "You are getting educated. You don't sound like a manure salesman with a mouth full of samples."

"How did Bubba get involved with this woman?"

"I was with him that night, and she was sitting next to us. Bubba got to talking to her and found that she took blood as a profession. She worked in a hospital, mostly, but sometimes did some freelance work for doctors. She wasn't bad-looking, and she was animated in her explanations, told funny stories about how some people reacted. My guess she was a tad overserved.

"Anyway," Tripwire continued, "she told Bubba that

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the acceptable medical standard is to take three vials of blood from each patient, but the patients she drew blood from were often confused, especially hospital patients. From hospital patients she took four vials of blood, she admitted. Bubba asked her why she did that. And she told him that she had a collection of leeches at her apartment, in a closet, and that she fed the leeches with the extra blood she collected."

"You heard all this, Tripwire?" I asked.

"Every word," he affirmed.

"And Bubba?"

"Yeah, Bubba, too. And then she went on to tell Bubba and me about how, when she turned the light on in the closet where she kept her leeches in several aquariums, the leeches all knew it was feeding time and became very animated. They swam about quickly, she said. She told Bubba that she put the blood in sausage casings, filling them so they were tight and dropped the casings into the aquariums, where they were soon covered with leeches."

"Where does one get leeches in the first place?" I wanted to know.

"She said she got hers from a company up in Burlington, NC, a biological supply company. They charge \$8 per leech. Shipping is extra," Tripwire said.

"Why in God's name would anyone want leeches?" I asked.

Tripwire went into a long explanation about how women who have not had children tend to fixate on pets. Most people have dogs or cats or birds, she said. This woman, because she was able to feed her pets with the excess blood she collected, thought she had a good deal. She never has to take them to the vet. She said she never named any of them because they all looked the same. They didn't have to do tricks to earn their keep. They just have to be leeches and multiply, and they do just that. Leeches are hermaphrodites, so when they couple, it's possible that both get pregnant and that produces more leeches. The "mother" deposits a football-shaped cocoon on some sphagnum moss at the dry end of the tilted aquarium, and a few weeks later tiny leeches emerge.

"I don't care how you explain it, Tripwire," I said, "keeping leeches is just twisted. What use could they have?"



"Bubba came up with one," Tripwire parried.

"And that was?"

"You know how he has been getting beaten in races by that rich guy with the rock star crew and a fast boat? And you know how Bubba hates to come in second to anyone?" Tripwire asked me.

"Yeah. I know," I said. "Bubba is a sore loser."

"Well, he got this phlebotomist, who wasn't bad-looking, to petition the rich guy to give her a slot as cook on his boat when he was doing distance races," Tripwire told me.

"The rich guy went for it and put her on the crew. After the entire crew was asleep for the night, she got some of her leeches out—one for every sleeping crewmember—and dropped them gently on some exposed skin. Some went on hands. Some went on arms. Some went on legs, and some went on people's cheeks. When the crew woke up, each one had a leech attached that had been gorging itself for several hours. They were far bigger and more disgusting than when she had brought them aboard. The crew was appalled. No one knew how to get leeches off. They went to a hospital ER to get that done."

"And Bubba was involved in this?"

"It was his idea. She had the leeches. And I think he gave her some money to do it. Now the rich guy cannot get anyone to race on his boat with him. He has no crew. He cannot race at all. Sailing is a small world and bad news travels fast, especially when it comes to leeches," Tripwire related.

"So, Bubba's not around because he's afraid that someone will connect him to the leech caper?"

"I didn't say that," Tripwire objected.

"What happened to the phlebotomist?" I asked.

"She's with Bubba," Tripwire responded. "She brought her leeches."

"How is she feeding them?" I asked, shuddering at the thought.

"I have no idea," Tripwire responded, "and I don't want to talk about it."

I didn't say another word. The items on display in the window of Victoria's Secret had captured all my attention. It could be true that while men may grow older, they never actually grow up. But that's just a guess.

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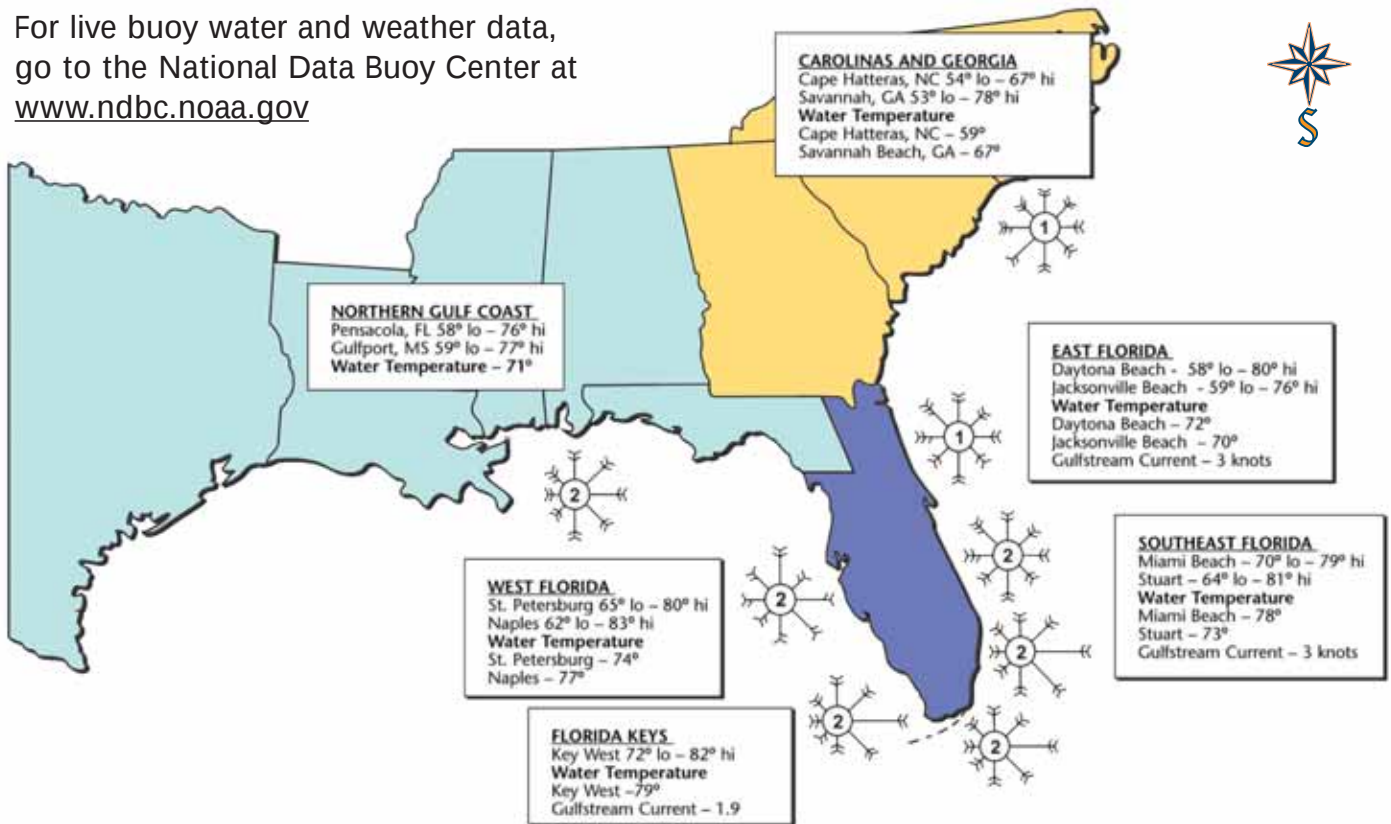
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The number in the center of the circle shows the percentage of the time that the winds were calm. The lengths of the arrows plus the calms number in the center add up to 100 percent. The number of feathers on the arrow indicates the strength of the wind on the Beaufort scale (one feather is Force 1, etc.). Wind Roses are taken from Pilot Charts.

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## EVENTS & NEWS OF INTEREST TO SOUTHERN SAILORS

To have your news or event in this section, contact [editor@southwindsmagazine.com](mailto:editor@southwindsmagazine.com). Send us information by the 5th of the month preceding publication. Contact us if later. We will print your event the month of the event and the month before. Rendezvous we print for three months.

### ■ RACING EVENTS

For racing schedules, news and events see the racing section.

### ■ UPCOMING SOUTHERN EVENTS

#### Youth Sailing Programs

Go to our annual list at [www.southwindsmagazine.com/southern-youth-sailing-programs.php](http://www.southwindsmagazine.com/southern-youth-sailing-programs.php).

#### Educational/Training

##### North Carolina Maritime Museum, Beaufort, NC

Ongoing adult sailing programs. Family Sailing. On-going traditional boatbuilding classes. [www.ncmm-friends.org](http://www.ncmm-friends.org), [maritime@ncmail.net](mailto:maritime@ncmail.net), (252) 728-7317.

##### Standards Certification, Jacksonville, FL, April 9-11

[www.abycinc.org](http://www.abycinc.org). (410) 990-4460

##### Marine Systems Certification, Jacksonville, FL, April 16-19

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#### About Boating Safety Courses—

##### Required in Florida and Other Southern States

Effective Jan. 1, 2010, anyone in Florida born after Jan. 1, 1988, must take a boating safety course in order to operate a boat of 10 hp or more. Other states require boaters to have boater safety education if they were born after a certain date, meaning boaters of all ages will eventually be required to have taken a course. To learn about the laws in each state, go to [www.aboutboatingsafely.com](http://www.aboutboatingsafely.com).

The course name “About Boating Safely,” begun by the Coast Guard Auxiliary, satisfies the education requirement in Florida and most southern states and also gives boaters of all ages a solid grounding (no pun intended) in boating safety. Other organizations offer other courses which will satisfy the Florida requirements.

The About Boating Safely (ABS) covers subjects including boat handling, weather, charts, navigation rules, trailering, federal regulations, personal watercraft, hypothermia and more. Many insurance companies also give discounts for having taken the boater safety education course. Completion of courses qualifies attendees for Florida’s Boater Safety Card.

The following are ABS courses (with asterisks \*\*):

**\*\*Ongoing — Jacksonville, FL.** Mike Christnacht. (904) 502-9154. Classes held in 2013 on May 18, Sept. 14 and Oct. 5. Go to [www.uscgajaxbeach.com](http://www.uscgajaxbeach.com) for the schedule, location and to register.

**\*\*Ongoing — Ruskin, FL, Coast Guard Auxiliary Flotilla 75 Offers Home Study Safe Boating Course.** Each month. The flotilla has found that many boaters do not have the time to attend the courses, so it is now also offering a home

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For small boat rentals, this includes beach cats, sunfish, trimarans, windsurfers, kite sailing, sailing kayaks—any small sailboat rental in a private business, sailing club or community organization.

For charter companies, this includes bareboat and captained charter companies and sailing clubs, including for the day and overnight, whether long-term or short-term, and for any size boat.

All above includes inland and on the coast. Email your information to [editor@southwindsmagazine.com](mailto:editor@southwindsmagazine.com).

# SHORT TACKS



study course at \$30. Additional family members will be charged \$10 each for testing and certificates. Tests held bimonthly. Entry into the course allows participants to attend the classes. To apply, call (813) 677-2354.

## **\*\*St. Augustine, FL. Ongoing. About Boating Safely.**

Sponsored by the Coast Guard Auxiliary of St. Augustine, FL, the eight-hour course is held at the St. Augustine campus of St. Johns River State College, 2900 College Drive (off State Road 16), St. Augustine. Preregistration required by contacting Vic Aquino at (904) 460-0243. The course is offered 7:45 a.m. to 4:30 p.m. on May 4, August 3, Sept. 7, and Nov. 2. A course called **"Suddenly in Command"** is a boating safety primer designed for those not generally at the helm to help them to be prepared with the basics in the event of an emergency, such as the captain becoming incapacitated. This course is offered from 1:00 to 4:30 p.m. on April 6 and June 1. **"How to Read a Nautical Chart"** seminar will be held on April 6 from 9 am to noon.

For more information on all courses, go to [wow.uscgaux.info/content.php?unit=070-14-07](http://wow.uscgaux.info/content.php?unit=070-14-07).

## **US SAILING COURSES IN THE SOUTHEAST (NC, SC, GA, FL, AL, MS, LA, TX)**

For more on course locations, contact information, course descriptions and prerequisites, go to [http://training.ussailing.org/Course\\_Calendars.htm](http://training.ussailing.org/Course_Calendars.htm), or call (401) 683-0800, ext.

644. Check the website, since courses are often added late and after press date.

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Prerequisites for the 40-hour course include being 16-years old and successful completion of a NASBLA safe boating course. Holding current CPR and First Aid cards is strongly suggested. Register at [www.ussailing.org](http://www.ussailing.org) under training.

**Austin, TX, April 27-28, May 4-5** (two consecutive weekends). Austin Yacht Club. Instructor Stephen Gay. Contact Kate Noble: [kate@austinyachtclub.net](mailto:kate@austinyachtclub.net).

**Miami, FL, May 11-12, May 18-19** (two consecutive weekends). Coconut Grove Sailing Club. Instructor Charles Price. Contact Bud Price: [bud@aaaglass-mirror.com](mailto:bud@aaaglass-mirror.com).

**Washington, NC, May 17-20.** Little Washington Sailing School. Instructor Arn Manella. Contact Jules Norwood: [jules@carolinawind.com](mailto:jules@carolinawind.com).



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**Charleston, SC, May 23-26.** College of Charleston Sailing Assn. Instructor John Griffin. Contact John Griffin: [jdgri2@wm.edu](mailto:jdgri2@wm.edu).

**Jensen Beach, FL, May 24-27,** US SAILING Center of Martin County. Instructor Alfredo Sambolin. Contact Alan Jenkinson: [alan@usscmc.org](mailto:alan@usscmc.org).

**Mooreville, NC, May 24-27.** Lake Norman Yacht Club. Instructor Arn Manella. Contact Todd Chambers: [capttc@gmail.com](mailto:capttc@gmail.com).

**Beaufort, NC, May 24-27.** Friends of the NC Maritime Museum. Contact Brent: [brent@maritimefriends.org](mailto:brent@maritimefriends.org).

**Biloxi, MS, May 29-June 1.** Biloxi Yacht Club. Instructor John Gordon. Contact Tom Musselman: [capt.muss@gmail.com](mailto:capt.muss@gmail.com).

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**Seabrook, TX, April 13-14.** Lakewood Yacht Club. Instructor Stephen Gay. Contact Marek Valasek: [sailingdirector@lakewoodyachtclub.com](mailto:sailingdirector@lakewoodyachtclub.com).

**Rincon, Puerto Rico, May 4-5.** rincon Sailing. Instructor Jeanne Sinclair; [jeannenwalker@hotmail.com](mailto:jeannenwalker@hotmail.com).

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**Fort Lauderdale, FL, April and May.** Ongoing one and two-day courses. Best Boat Club and Rentals. Dean Sealey. [dean@goboatingnow.com](mailto:dean@goboatingnow.com). (954) 523-0033

**Southport, NC, April and May.** Ongoing one and two-day courses. NC Boat Rentals, Southport, NC, Kevin Hennessey. (910) 279-2355

**St. Petersburg, FL, April 12.** University of South Florida. Zac Oppenheim. (727) 873-4597

**Sanford, FL, April 13-14.** 531 N. Palmetto Ave, Dock 1A Sanford. Guy Flick. (321) 689-4325

**Kemah, TX, April 13-14, May 11-12, 25-26** (two-day courses). Gateway Community Boating Center. Capt. Lucy Newman. (281) 334-4606

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## BOAT SHOWS

### Gulf Coast Yacht & Boat Super Show, Gulfport, MS, April 4-7

The Gulfcoast Yacht and Boat Show is the largest boat show on the Gulf Coast. Previously held in Orange Beach, AL, the show has been moved to the brand-new \$40-million renovated Jones Park and Gulfport Small Craft Harbor in Gulfport, MS. Boats up to 60 feet, fishing boats, ski boats, offshore boats, runabouts, personal watercraft and others. New for 2013 is the Sailboat Row with over 40 boats, both new and brokered, along with vendors and suppliers of sailing gear. Another 150 boats are on land, along with demonstrations, seminars daily on cruising the Southeast, Florida, the Keys and the Great Loop. \$10 admission (\$8 online), children under 12 free. VIP Thursday 1-7. Friday 10-7, Sunday 10-5. Free parking. [www.gulfcoastyachtandboatshow.com](http://www.gulfcoastyachtandboatshow.com).

### 5th Annual Oriental In-Water Boat Show, Oriental, NC, April 12-14

New and used watercraft: sail and power, fishing and cruising, from kayaks to yachts, plus new marine products and services, timely seminars and great food. This year, expected are 80 exhibitors and 100 boats, 50 of which will be available for in-water trials. Pecan Grove Marina, 685 Oriental Road, Oriental, NC. Admission \$5 each day, with children 12 and under free, and acres of free parking. Hours: Friday, noon-5:30; Saturday, 10:00-6:00; Sunday 11:00-3:00. For information, call (252) 249-0228. [www.orientalboatshow.com](http://www.orientalboatshow.com).

### South Carolina In-Water Boat Show, Charleston, SC, April 12-14

Sponsored by the South Carolina Marine Association, this show will be held at Daniel's Island Waterfront Park, where River Landing Drive meets the Wando River. An additional 1000 feet of portable floating docks will be added to the existing city docks, with in-water sail and power boats, gear exhibitors, music, food, demos and children's area. For more information, go to [www.scinwaterboatshow.com](http://www.scinwaterboatshow.com), or [www.scmarine.org](http://www.scmarine.org).

### 17th Southeast US Boat Show, Jacksonville, FL, April 12-14

This show includes seminars, live music, powerboats, kayaks, sailboats, and hundreds of vendors selling gear and accessories for both power and sail. The show is also as much a festival as it is a boat show with live music, good food, and a happy hour at the famous marina tiki bar. A bikini contest is held at the bar on Friday 4-8 pm.

The show is held across from Everbank Stadium at the Metro Park and Marina, 1410 Gator Bowl Blvd., Jacksonville, FL 32202. The stadium parking lot is available for show visitors. The show can also be reached via water shuttle from the Jacksonville Landing. Dockage is available on a first-come, first-serve basis for those who come by boat. Some consider this the best boat show venue in Florida. There will be in-water sail and powerboats, and several hundred boats on land spread across the seven acres of the waterfront show. Hours are 10-8, Friday and Saturday, and 10-5 on Sunday. \$10 entry and children 16 and under free.

### 31st Annual Suncoast Boat Show, Sarasota, FL, April 19-21

This show features both in-water and on-land boats, as well as vendors selling gear and other related boating accessories. It is held at Marina Jack in downtown Sarasota. The show is open 10-7 Friday and Saturday, and 10-5 on Sunday. Entry is \$10 for adults at the gate and \$8 purchased online. Kids under 15 free. For more information, call (954) 764-7642, or go to [www.ShowManagement.com](http://www.ShowManagement.com).

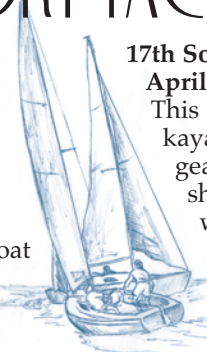
### West Marine Nautical Expo, Regatta Pointe Marina, Palmetto, FL, May 4-5

Regatta Pointe Marina in Palmetto, FL, will be host to Manatee County's largest free boating event this spring with the West Marine Nautical Expo Spring 2013, held May 4-5.

The event has many of the facets of a traditional boat show, with a number of additional caveats. It is like a boat show in that there will be more than 50 in-water boats, as well as many more located along the promenade and on trailers around the marina and tent exhibits by businesses and organizations. New boats and brokerage boats will be on display, both sail and power. The large number of in-water brokerage boats that are open for touring is quite unusual, making this expo better than many boat shows that one must pay to enter. This is a chance for buyers to view a large number of brokerage boats—both sail and power—of different makes, ages and sizes—a selection which is usually only seen by appointments with different brokers at different times. New boat dealers located at the marina will also have a large number of new models available for viewing.

The expo also features live seminars by various nautical industry leaders, children's fishing stations led by U.S.C.G.-certified charter captains, a nautical-themed fashion show by West Marine and Blue Sol & Hearts Designs, paddleboard/kayak demos, live music, food/beer vendors and a full nautical flea market.

Seminars include topics such as "Boaters Going Green," "Marine Electronics," "Boat Financing," and "Boating Cosmetics." A complete updated list of seminars and speak-



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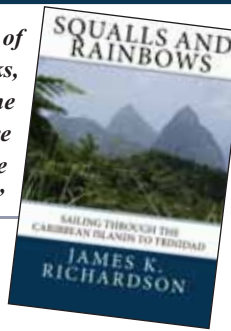
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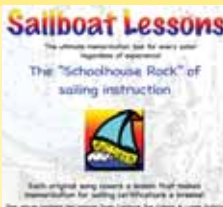
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ers is located at WestMarineNauticalExpo.com. All seminars are completely free of charge, but there will be door prizes given to attendees as well as discounted meal tickets offered by the Riverhouse Reef and Grill, which is located at the marina.

The event is organized by the Regatta Pointe Marina Nautical Association. All local marine businesses are encouraged to get involved, with exhibit space starting at just \$100 before April 12. Contact Ed Massey at Massey Yacht Sales for exhibit information at (941) 725-2350. For more information, go to [www.WestMarineNauticalExpo.com](http://www.WestMarineNauticalExpo.com).

## Articles Wanted About Southern Yacht Clubs, Sailing Associations and Youth Sailing Groups

SOUTHWINDS magazine is looking for articles on individual yacht clubs, sailing associations and youth sailing groups throughout the Southern states (NC, SC, GA, FL, AL, MS, LA, TX (east Texas)). Articles wanted are about a club's history, facilities, major events and general information about the club. The clubs and associations must be well established and have been around for at least five years. Contact [editor@southwindsmagazine.com](mailto:editor@southwindsmagazine.com) for information about article length, photo requirements and other questions.

# SHORT TACKS

## 18th Annual Billy Creel Memorial Gulf Coast Wooden Boat Show, Schooner Pier Complex, Biloxi, MS, May 18-19

Historic, antique, classic and contemporary wooden boats at the largest gathering of watercraft on the Mississippi Gulf Coast. The Wooden Boat Show features exhibits, demonstrations, music, children's activities, good food, contests, prizes and more! 10-6. Schooner Pier Complex, 367 Beach Blvd, Biloxi, MS. (228) 435-6320.



protests allowed. Sailing/boating rules and rules of seamanship always apply. Four races are held over four months. The race is videotaped and the awards ceremony after the race at the bar serves a barbecue dinner while guests watch the race on a big screen TV. Beer drinking is very common.

Race dates remaining are March 31 and April 28. There is a captain's meeting the day before the race at the bar at 7 pm, where "captains and crew contemplate strategy while reviewing course and race rules." Race awards, booty, music and barbecue are after the race at the bar at 7 pm. [www.schoonerwharf.com](http://www.schoonerwharf.com).

## OTHER EVENTS

### Wrecker's Cup Race, Key West, March 31, April 28

This race, if you could call it that, is sponsored by the Schooner Wharf Bar on the waterfront in downtown Key West. This Sunday afternoon race commemorates the race to a wreck that signified the old days when Key West's main business was wreck salvage. Boats race seven miles out to Sand Key from the Key West waterfront and back. The race has five classes: Classic, Schooner, Multihull, Monohull over 30 feet and Monohull under 30 feet. Locals and visitors are invited and welcome. It is known as the "anything-but-serious race." First boat back wins. No

### 8th Annual Gulf Coast Traditional Small Craft Festival, Sarasota Sailing Squadron, Sarasota, FL, April 19-21

This year the Sarasota Sailing Squadron will host the 8th Annual Gulf Coast Traditional Small Craft Festival. Come to see boats, or to sail, row, paddle or simply show your classic or traditional boat the weekend of April 19-21. The weekend will begin with an informal barbecue on Friday evening for early arrivals. On Saturday, there will be rowing and sailing

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# SHORT TACKS

races and plenty of “messaging about” in the sheltered lagoon of the Sailing Squadron and on Sarasota Bay.

Speakers are being lined up for education and entertainment, and cost of entering a boat in the festival will include a dinner and awards presentations Saturday evening. Amenities available at the Squadron include camping, with limited RV options, clubhouse, bar with snack foods, large porches and meeting pavilions, and plenty of launching options including beaches, ramps and a hoist. The Squadron is in Ken Thompson Park on City Island—near the north end of Lido Key. For more information, go to [www.sarasotasailingsquadron.org](http://www.sarasotasailingsquadron.org), or call (941) 388-2355.

## 29th Annual Pompano Beach Seafood Festival, Pompano Beach, FL, April 26-28

Pompano Beach oceanfront. Held on the beach, featuring fresh local seafood prepared by area restaurants. Musical entertainment, arts and crafts and children’s play area. Located at the end of Atlantic Boulevard at the beach. More than 50 charities benefit from the proceeds of the Seafood Festival. \$12 admission. Kids 10 and under free. Friday, 5-10 pm. Saturday, 10-10, Sunday, 11-8. (954) 570-7785. [www.pompanobeachseafoodfestival.com](http://www.pompanobeachseafoodfestival.com).

## 29th Annual Interstate Mullet Toss and Gulf Coast’s Greatest Beach Party, April 26-28

Individuals on the beach throwing a mullet from a circle in Alabama to the state line in Florida to benefit the Alabama Sheriffs Boys and Girls Ranch and the Boys and Girls Club of Escambia. Opens at 9. \$5 all day and night. No re-entering after leaving. Children’s toss at 10 am. Adult’s toss at noon. Bikini contest, keg toss and tug of war. [www.florabama.com](http://www.florabama.com). (850) 492-0611. Flora-Bama Lounge & Oyster Bar, 17401 Perdido Key Drive, Pensacola, FL 32507. Great pictures on the website. You will want to go.

## Crystal River Boat Bash, Crystal River, FL, April 27

The Crystal River Boat Bash is a celebration of small craft, nautical heritage, and fun on the waters of the Nature Coast. Conditions in late April and early May are ideal in the area—temperatures, humidity, and winds. From around the country, owners of small sailing, rowing and paddling craft—classic, traditional and modern—will be offered the hospitality of Crystal River. Crystal River Preserve State Park, Crystal River, FL. [www.tsca.net/CRBB/bashdesc.htm](http://www.tsca.net/CRBB/bashdesc.htm).



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# SHORT TACKS

## 29th Annual Cedar Key Small Boat Meet, May 3-5

The 29th Cedar Key small boat meet will be Friday, Saturday and Sunday, May 3-5. It is completely informal. Tides and weather are still the only organization. There are no planned events, signups, or fees. For more info, contact Hugh Horton at (586) 215-7060, or [huhorton@gmail.com](mailto:huhorton@gmail.com). Or contact Dave Lucas at (941) 704-6736 or [skipjack@tampabay.rr.com](mailto:skipjack@tampabay.rr.com). Everyone meets at City Park at 9 a.m. each day. A weekend of fun on the water, it brings meaning to the expression "messaging around in boats." Open to anyone, with no fees. All shallow draft boats are welcome: canoes and kayaks, catboats and catamarans; trimarans, rowboats and sailing dinghies; scows, sharpies and sampans; punts, pirogues, prams—and pirates' yawlboats.

## Slip to Ship Racing Regatta, Ocean Springs, AL, May 25-26

A multihull regatta launching from Ocean Springs Yacht Club and racing out to Ship Island. The sailors lunch then race back. The final leg is the next day when there is another opportunity to beat the time around Deer Island! In addition, there is a FUNdraising raffle held to support sailing on the

Gulf Coast. Sponsored by the Ocean Springs Yacht Club, 100 Beach Blvd, Ocean Springs, AL. (228) 365-4169. FREE.

## Camachee Cove Yacht Harbor National Marina Day, St. Augustine, FL, June 1

Camachee Cove Yacht Harbor will be celebrating its 4th National Marina Day Saturday, June 1, from 10 to 3. National Marina Day recognizes the important recreational, environmental and social contributions marinas make to thousands of waterfront communities all over America.

Activities will open up with a "homemade" sailboat regatta for children. Other activities include a pirate dunk tank, casting contest, blindfold dinghy race, children's carnival games, nautical knot-tying contest and powdered donut scallywag. Educational displays for children and adults will be exhibited on subjects from marine history to whale watching. Other activities are boat rides, sailing demos, a nautical flea market, maritime vendors, a silent auction and boat displays. Swashbucklers and pirates will raid the harbor, with cannons firing, black powder rifles and sword fights.

For more information, contact Wendy Thomson at (904) 687-4625, or [wendysails55@gmail.com](mailto:wendysails55@gmail.com).



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### Morgan Invasion Moves to Davis Island Yacht Club, Tampa Bay, FL, Merging with New Tampa Bay Hospice Cup, May 3-5

See News section in the Racing section.

### Wharram Catamaran Rendezvous, Islamorada, Florida Keys, May 17-19

Wharram catamaran owners will be holding their sixth summer rendezvous in the Florida Keys on May 17-19 in Islamorada, FL. They will be anchoring behind the Lorelei

Restaurant at MM 82 Bayside (approximately N24.55.5; W80.38). Lorelei will allow them to bring dinghies ashore, and the restaurant is a great meeting area. Check out the Lorelei at [www.loreleicabanabar.com](http://www.loreleicabanabar.com). Call Dan at (305) 664-0190 and leave a message with a phone number, or send an e-mail to [floridawharramrendezvous@hotmail.com](mailto:floridawharramrendezvous@hotmail.com) and you will get very detailed information by return email.

### 16th Annual Catalina 22 Northern Gulf Coast Cruise, Fort Walton Beach, FL, May 11-18

The Catalina 22 National Sailing Association's Fleet 77 of

#### Review Your Boat

*SOUTHWINDS* is looking for boaters to review their own boat. We found readers like to read reviews by boat owners. If you like to write, we want your review. It can be long or short (the boat, that is), a racer, a cruiser, new or old, on a trailer or in the water. Photos essential. If it's a liveaboard, tell us how that works out. Or—is it fast? Have you made changes? What changes would you like? Contact [editor@southwindsmagazine.com](mailto:editor@southwindsmagazine.com) for more specifics and specs on photos needed. Articles must be sent by e-mail or disc. We pay for the reviews, too.

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# SHORT TACKS

Fort Walton Beach, FL, host this cruise. This one-design event, open to all Catalina 22 sailors, attracts participants from across the country and Canada. The one-week cruise starts at the Fort Walton Yacht Club, sails the protective waterways of the ICW, crossing Choctawhatchee Bay, Pensacola Bay and Perdido Bay to arrive at Bear Point Marina, Orange Beach, AL, and return. Go to <http://www.c22fleet77.org>, or contact Chief Yeoman McKenzie at [captmac747@gmail.com](mailto:captmac747@gmail.com), for information.

## NEWS AND BUSINESS BRIEFS

### Okeechobee Water Level Essentially the Same Since February

As of press date in early March, Lake Okeechobee is at 14.10 feet above sea level, decreasing a few inches since February. This makes the navigational depth for Route 1, which crosses the lake, 8.04 feet, and the navigational depth for Route 2, which goes around the southern coast of the lake, 6.24 feet. Bridge clearance at Myakka was at 49.61 feet. For those interested in seeing the daily height of the lake, navigation route depths and bridge clearance, go to <http://w3.saj.usace.army.mil/h2o/currentLL.shtml> (copy this address exactly as it is here with upper and lower cases). This link is also available on our website, [www.southwindsmagazine.com](http://www.southwindsmagazine.com).

### Replicas *Nina* and *Pinta* Visit Southern Ports for Tours, March through May

Replicas of Columbus ships, the *Nina* and the *Pinta*, will be visiting southern ports this spring and will be available for self-guided tours and guided group tours. Teachers and organizations can set up tours with a crewmember from one

of the boats as a guide.

Their schedule is:

|                  |                 |                       |
|------------------|-----------------|-----------------------|
| March 29-April 3 | Punta Gorda, FL | Fisherman's Village   |
| April 5-14       | Palmetto, FL    | Regatta Pointe Marina |
| April 24-28      | Demopolis, AL   | Demopolis Yacht Basin |
| May 1-5          | Columbus, MS    | Columbus Marina       |
| May 8-13         | Iuka, MS        | Grand Harbor Marina   |

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### BP Funding for Recreational Boating

Troy Gilbert

Seemingly forgotten in the wake of the BP oil spill were the recreational boaters and fishermen who experienced a lost season along the northern Gulf Coast. With bays, inlets, ramps and marinas closed and boomed off in 2010, coastal towns that rely more on recreational boating or fishing as opposed to commercial fishing experienced loss as did everyone along the Gulf. In an interesting precedent, this recreational "human loss" is being acknowledged and compensated, perhaps on a very large scale financially.

With 160 studies currently underway under a program titled the National Resource Damage Assessment (NRDA), this program's goal is to determine the direct and indirect losses suffered to the environment, the economy, commercial fisheries and human loss. These studies and its board of trustees, consisting of representatives from Louisiana, Mississippi, Alabama, Florida and multiple agencies of the federal government, will have heavy influence in directing the expected billions of dollars in federal fines BP will pay.

The majority of these fines will go directly to rebuilding marsh, coastal dunes, bird habitats and fisheries. However, BP and the trustees have recently acknowledged and set a precedent regarding recreational boating. Funded by a vol-

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# SHORT TACKS

untary pre-payment of \$1 billion by BP toward these eventual fines, eight projects have been selected for early funding. Most have to do with oyster habitats along the Louisiana coast or the rebuilding of beaches in Florida, but out of the estimated first \$60 million being allocated from this initial payment, \$5 million of this is headed to Pensacola, FL, to repair or construct new public boat ramps.

Two existing public ramps in Pensacola that were heavily utilized during the clean-up effort, Navy Point and Galvez Landing, will be fully repaired, dredged and have new docks added. Two additional state-of-the-art public ramps, Mahogany Mill and Perdido, will be fully constructed, funded and built on land purchased by Escambia County prior to the oil spill. These ramps will include parking, docks and even educational kiosks. The location on the Perdido River will become the largest freshwater public boat ramp in Escambia County.

This is a clear signal that the recreational human loss during the spill is very much under consideration. Even a small percentage of the looming billions in fines BP will be paying could equal a substantial investment in recreational boating infrastructure—a very welcome development for the states along the northern Gulf Coast.

## New Orleans West End Boating Center Rebuilding

By Troy Gilbert

*New Orleans Municipal Harbor.  
The marina has slowly been coming back  
to life since Hurricane Katrina in 2005.*

Built in 1830 on piers over Lake Pontchartrain as a resort accessible by streetcars from downtown with jazz clubs made famous by Louis Armstrong, New Orleans' West End was eventually reclaimed from the lake and today is the recreational boating heart of the city. The area is filled with expansive oak-lined parks, home to two yacht clubs—including the 164-year-old



Southern Yacht Club—sail lofts, boat chandleries, restaurants, and two liveaboard and transient-friendly marinas that equal over 1,000 boat slips. West End is now embarking on a nearly \$20 million infrastructure investment, which could transform the neighborhood into the sailing and boating capital of the northern Gulf Coast.

The massive marina complex is wholly owned by the city of New Orleans, with portions leased out to private entities. After damage from Hurricane Katrina, including the marinas, the complex became eligible for FEMA rebuilding funds. Nearly eight years later, these funds are finally being approved and disbursed after being trapped in a bureaucratic limbo. Rebuilt fishing piers, a fully refurbished Municipal Yacht Harbor, park upgrades, the addition of a large wetlands park, a community sailing center, and new commercial and condo developments are all slated for construction, to begin in 2013, or with planning underway, by that time. These will join the already rebuilt Orleans Marina, private facilities, boathouses and yacht clubs, many of which have existed in this beautiful and historic working marina since the 1840s.

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and having produced six Olympic medals for the United States in sailing, West End is already host to major annual sailing regattas and OD Class championships. It was selected as the site for the second annual induction ceremony for the National Sailing Hall of Fame last fall. With the addition of these new—or rebuilt—facilities and infrastructure, the compact nature of the area, mild winters and central geography to both the Great Lakes and the East and West Coasts—as well as an easy \$20 cab ride to the French Quarter—West End is poised to become an even larger draw for national class championships.

Located on the 633-square mile Lake Pontchartrain, with a near universal 12-foot depth and easy access to the Mississippi Sound and the Gulf of Mexico, West End is already luring liveaboards, transients and even cruisers from the Midwest looking for very reasonable slip fees, even before much of the reconstruction. With quaint towns, all within a day-sail's reach, and central Gulf of Mexico geography, it is understandable that many are looking to New Orleans as a home port.

New Orleans' tight-knit boating community has rallied behind this long-awaited resurgence in West End. The community is also financially supporting the rebuilding of the historic New Basin Canal Lighthouse, which was lost in the hurricane, and the non-profit Friends of West End, which seeks to make major enhancements to West End's 100 acres of green spaces.

Eight years after Katrina struck, a perfect storm of funding, energy and foresight are finally coalescing on New Orleans' West End and will restore this historic district to its rightful place as a recreational boating jewel on the northern Gulf Coast.

Marina amenities will include a marina store, floating concrete docks, two bar/restaurants, fuel/service dock, water and electric. The marina is being built by a North Carolina-based developer, USA InvestCo. [www.portcity-marina.com](http://www.portcity-marina.com).

## US SAILING's 2013 Youth World Team—Five Southern Sailors Qualify

From US SAILING

Twelve youth sailors have qualified for US SAILING's 2013 Youth World Team and will receive invitations to represent the United States at the International Sailing Federation (ISAF) Youth World Championship in Limassol, Cyprus, from July 11-20. Team members were selected based on first-place finishes in their respective classes at US SAILING's 2013 ISAF Youth World Qualifier Regatta, hosted by Clearwater Yacht Club, Jan. 19-21.

The sailors named to the team:

Laser Radial (boys one-person dinghy): Addison Hackstaff (St. Petersburg, FL)

Laser Radial (girls one-person dinghy): Haddon Hughes (Houston, TX)

International 420 (boys two-person dinghy): Wade Waddell

(Palm Beach Gardens, FL) and Henry Fernberger (New York, NY)

International 420 (girls two-person dinghy): Casey Klingler (Larchmont, NY) and Fiona Walsh (Rye, NY)

29er (open high performance dinghy): Quinn Wilson (Ojai, CA)

and Dane Wilson (Ojai, CA)

RS:X Boys: Maximo Nores (Miami, FL)

RS:X Girls: Marion Lepert (Belmont, CA)

Multihull: Ravi Parent (Bradenton, FL) and Sam Armington (Sarasota, FL)

The Youth Worlds Team members also will be named to the 2013 US SAILING Development Team. The team, which is annually named by US SAILING, comprises the country's top sailors in the classes selected for the 2013 Youth Worlds and the 10 events selected for the Olympic Games.

US SAILING supports the U.S. Youth World Team, which represents the United States at the ISAF Youth World Championship. The team members must qualify for the team each year, based on their on-the-water results at a pre-determined qualifying event. The team is managed, coached and supported by the U.S. Olympic Sailing Program and the Olympic Sailing Committee (OSC).



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*The Maritime Heroes Award presentation at the symposium.*

# US SAILING's Annual National Sailing Programs Symposium, Clearwater, FL, Jan. 23-26

By Jabbo Gordon

Once again, US SAILING's annual National Sailing Programs Symposium set an attendance record as it hit the 270 mark in Clearwater, FL, in January.

When registrations passed the previous record of 260 and walk-ins continued to appear at the Clearwater Beach site, officials were afraid they would have to put a cap of 275 on the event, which marked its 30th anniversary. The Marriott Suites Hotel was already sold out; there were only so many meeting rooms available and symposium personnel were scrambling to provide proper packages for the newcomers.

What is causing this growing trend? We asked Stu Gilfillen, the event's coordinator, and he came up with a variety of reasons.

With the growth of sailing in America, there is a growing need for resources, services, education and connections. Although he knows that you can't please everyone all of the time, Gilfillen and his group tweaked the format somewhat to give everyone a healthy serving of appetizers, main entrees and desserts.

"And there was more opportunity for audience participation this year," Gilfillen explained. "Instead of hitting people with three days of lectures, we set up more panel discussion sessions so that all attendees could share their experience and knowledge."

Furthermore, newly created regional symposiums, which were held throughout the nation (including the Southeastern one at Clearwater) last fall, helped stir up interest.

It was a recipe that proved popular.

However, US SAILING is not content to rest on its laurels and plans on taking these types of meetings to a new



*From left to right are: Brian Johnson, regional vice president, International Beverage USA (Old Pulteney); Lyne Backe holding the Old Pulteney Single Malt Scotch Maritime Heroes Award, which she accepted on behalf of Don Backe (who wasn't able to attend); and Tom Hubbell, US SAILING president.*

level. The national governing body for the sport of sailing has already established the inaugural sailing leadership forum for San Diego, CA, on Feb. 5-8, 2014.

The plan is to bring leaders from all areas for an inclusive learning and networking experience. Officials will be combining the NSPS with the yacht club summit and one-design symposium. Gilfillen estimates there will be 750 in attendance.

"There have been crossovers before, but we haven't done it as much as we could," he said. "I know it will work to bring all these people together."

Back to this year's record-breaking symposium; the opening session was called a sailing industry town hall. On the panel were: Cori Serti,

1988 Olympian and two-time Rolex Yachtswoman of the Year; Jack Gierhart, executive director of US SAILING; Lt. (jg) Jen Peterson of the U.S. Coast Guard; Nick Hayes of Saving Sailing; and Wayne Moss of the national Boys and Girls Club organization.

Gierhart told the audience that other sports and activities are challenging sailing for time and money. Moss shared his approach of selling fun to attract young people. Hayes recommended that instructors be more inventive when they teach.

"Be more creative," he said. "Use less uniformity."

Serti suggested promoting the sport through high school sailing.

"Also, get the parents—past and present—more involved in your program," she counseled.

The final keynote address was by John Craig, principal race officer for the upcoming America's Cup. He reviewed

some of the developments and some of the planned innovations.

"We will have much better television coverage," he said. "The technology will be outstanding.

"Each boat will have tracking devices and we will use helicopters to monitor the races."

On a regional note, Cathy Potts of the New Orleans' Southern Yacht Club, and Danny Killeen of the Pass Christian (MS) Yacht Club, were on a panel that discussed preparation (and recovery) from a natural disaster. Hurricane Katrina's name came up several times.

Meka Taulbee of Sailfit in Clearwater talked about fitness training programs for junior sailors.

Rich White and Bonnie Monroe, also of Clearwater, discussed the ups and downs of an autistic sailing program.

White and Ken D'Agostino of Sarasota were part of a panel on how to create visibility in government and business. It was entitled, "Making an impact in your community."

Jon Faudree, Jacksonville University's new sailing coach, served on a panel that covered using existing equipment for a variety of projects.

As always, one of the symposium's highlights was the annual community sailing awards. This year, they were pre-



*Community Sailing Award winners (from L to R): Mark Naud, interim executive director at Lake Champlain Community Sailing (accepting More Than 10 Years of Hallmark Performance); Kate Neubauer, outgoing executive director of Lake Champlain Community Sailing; Rachael Miller, winner of the Virginia Long award; Jen Guimaraes, winner of Creative Innovations in Programming.*

sented at a special, limited-seating dinner, instead of during a regular session.

Ross Webb of Fort Myers' Edison Sailing Center was honored for his outstanding outreach and inclusion efforts. Last year, he and his wife, Stephanie, were recognized for an outstanding community sailing program, an organization that they have directed for 30 years.

The Downtown Sailing Center in Baltimore, MD, won that award at this symposium, and the Clearwater Community Sailing Center, which helped host the NSPS, was recognized for its "Camp Awesome" in the outstanding adaptive community sailing program.

The outstanding organizational support award went to the Caloosahatchee Marching & Chowder Society, Cape Coral, FL.

Jane Pimental of the New Bedford (MA) Community Sailing Center was honored for her excellence in instruction. Pimental used to coach youth in both Sarasota and Venice until a year ago when she returned to New England.

The outstanding year-round program director award went to Greg Fisher of the College of Charleston in South Carolina.

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# Bareboating (or Chartering) North Carolina

## Part II of II

*(Part I was in the February Issue—available online in Back Issues at [www.southwindsmagazine.com](http://www.southwindsmagazine.com))*

By Mike Alyea

Photos by Mike Alyea (unless noted otherwise)

There are many reasons to plan a sailing charter exploring coastal North Carolina. It might be the lure of Blackbeard's lost treasure and the sweet scent of pine in the air, or maybe its windswept beaches and historic lighthouses. Some folks are drawn by the delicious "Low Country cuisine" and quaint harbors, while others want a sailing experience ranging from the blue Atlantic to quiet gunkholes shared only with feeding dolphin and squawking blue jays. Regardless of the reasons, you'll find it all when you sail these waters.

### North Carolina Coastal Geography

Looking over the appropriate charts, you will see that the cruising area comprises the Pamlico and Albemarle sounds along with the Neuse and Pamlico rivers; all interconnected by over 150 miles of the scenic ICW—allowing sailors easy access to Beaufort Inlet, Lookout Bight and the Atlantic Ocean.

This area is quite large for a typical bareboat charter of several days. As the seagull flies, it's 120 miles north to south from Albemarle Sound to Beaufort Inlet, and 60 miles east to west from Ocracoke to Washington, NC. Don't feel too bad if you can't cover it all!

### Outer Banks, Inner Banks, Offshore and the ICW

Study the area a bit and you'll notice the distinctly different



*Town Creek Marina just north of Beaufort, NC, near ICW MM 202. Good depths dockside and nice anchorage options nearby. A full service marina in every regard.*

character of the Outer and Inner Banks—a study in contrasts. Working our way from east to west, you first begin on the beautiful, shell-strewn Atlantic beaches that make up the eastern ocean edge of the Outer Banks—the barrier islands forming the area's eastern boundary.

Continue west across Pamlico Sound for 15 to 30 miles and you'll come to the Sound's western shore that is the Inner Banks. Comprising salt marshes and river mouths, pine trees and hardwoods, the Inner Banks convey a feeling

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much like that of the Chesapeake.

The Neuse and Pamlico rivers are scenic, wide and well-marked, and are both crossed and connected by beautiful stretches of the ICW. Sailors longing to feel the ocean swell under their feet will be studying their charts for the nearest navigable ocean access. Beaufort Inlet, to the south, though, is the only viable option if your draft is more than three feet.

### Sailing Coastal North Carolina

Depth profiles tend towards the shallow end of the benthic spectrum and, yes—you can find shoal water on the sound—even when out of sight of land, but it's also very easy to find plenty of sailing water with double digit depths.

The area is susceptible to shifting shoals resulting in charts and plotters being of questionable accuracy at times. The good news is the bottom is typically sand or soft mud, and the large shoals are charted accurately. Brant Island and Middle Ground Shoals are easily identified and there's plenty of water over Bluff Shoal enroute to Ocracoke.

Wind tides are more significant than the lunar tides that have little effect on the area. A 15-knot southwesterly breeze over a few days tends to pile up water to the northeast, while lowering it to the southwest, and vice versa. In these conditions, if you anchored overnight with only a foot or so under your keel, you could be aground come morning.

Weather patterns can also dictate certain changes to your itinerary during a charter. A strong breeze out of the east can make for a wet and rough bash across the Pamlico enroute to Ocracoke; the long fetch and shallow water serves to make for a choppy sea state. Much depends on



*Nautical Wheelers located on Broad St, Oriental, NC. In part I in the February issue, we mention that we stopped here for "trinkets, baubles and wine."*

your tolerance and the size of your boat, so stay flexible; it may be best to enjoy the sheltered Inner Banks until conditions are more favorable.

### Sailing Seasons

The charter season usually runs from around April 1st through November 30th. Over the winter months, many boats get hauled out, winterized, or sailed south by their owners. Check with each company if you desire a cool-weather charter as these seasonal dates are not inscribed in coral.

Temperatures for the Inner and Outer Banks during the summer typically range from the mid-80s to the lower 70s, while during the winter you'll find mid-50s to the upper 30s. Of course, you can expect significant variation, as there is little about the weather that can be counted on to be "typical"—especially once you're on charter.

### Planning Your Charter

There are three bareboat companies and one crewed charter operator conveniently located in Washington, Oriental and New Bern, from which you have easy access to the waters of Pamlico Sound and down the ICW to Beaufort Inlet and into the blue Atlantic.

Carolina Wind Yachting Center, based at historic Haven's Wharf in Washington, operates a bareboat and captained fleet of several boats ranging from a Hunter 30 to a Jeanneau 45, with charter rates from \$2350 to \$4150 for a 7-day charter.

The crew at Oriental's School of Sailing provides instruction, day sailing and multi-day charters aboard their fleet of C&Cs and Cal 24s, priced at \$200 per hour. They're based in Oriental, renowned as the "Sailing Capital of North Carolina."

Whittaker Creek Yacht Harbor, also based in Oriental, provides both day sailing their O'Day 28 on the Neuse River, and multi-day bareboat charters on a Beneteau 38 that runs \$2300 for 7 days and comes well-equipped for coastal North Carolina.

A fourth company, 360Yachting, plans to expand its operation in 2013 with the opening of a bareboat base located on Roanoke Island near Manteo. This location will provide easy access to Albemarle Sound for those skippers wanting to explore that area.

If you'd prefer to kick back and let a professional skipper with 26 years of local knowledge shoulder all the responsibilities, On the Wind Sailing Cruises offers captained charters on board its 43-foot sloop based out of New Bern.

Another great option is a charter that includes sailing

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*Anchorage Marina Silver Lake, Ocracoke, NC. As mentioned in February article, we tied up here overnight. We had excellent service from all the staff, who got us squared away with rental bikes and local knowledge.*



*The docks at Havens Wharf, Washington, NC, location of Carolina Wind charters. Photo by Jules Norwood of Carolina Wind (charter company used).*

instruction on the water. Contact East Carolina Sailing to discuss courses taught onboard your charter vessel, including the official ASA courses: bareboat cruising, coastal navigation and advanced coastal cruising.

Of unique note, North Carolina regulations governing bed and breakfast type operations make it prohibitive for charter operators to provide boat linens. Don't think your chosen company is being chintzy; none of them are able to accommodate that request, but we've found it's easy enough to bring what you need or buy cheap boat linens locally.

### Getting There

If it's too far to drive, fly in to Coastal Carolina Regional Airport in New Bern and rent a car or make arrangements with Shuttle Me transportation service. New Bern is currently served by Delta Connection and US Airways Express, with connections to major airports for convenient air travel. You may also consider flying into Raleigh-Durham and although the drive is longer, the difference in air fare might make this worthwhile.

It's worth noting that round trip air fare from Atlanta to St. Thomas, USVI, can cost about \$904, whereas round-trip air fare into New Bern from Atlanta is about \$280. You might want to factor that savings into the total cost when deciding where to spend your charter dollars.

### Places to Visit: Sail the Sounds, the Banks or Offshore

Quaint, yet modern waterfront towns with a historical connection to the seafaring lifestyle dot the shoreline of coastal North Carolina, and a warm, friendly welcome is evident with every landfall.

Ocracoke, Beaufort and Lookout Bight are the jewels of the Outer Banks and are at most a two-day sail from the charter bases located in Washington and Oriental. Hatteras, Manteo and the Roanoke Island area offer a lot if you're interested in exploring waters to the north and Albemarle Sound.

The village of Ocracoke is a popular destination and its harbor, Silver Lake, is a great anchorage. Biking around the village in search of the best seafood and the coldest beer is a great way to spend a whole bunch of time. Plan at least one overnight, but understand that two nights barely scratch the surface.

Lookout Bight, situated just six miles east of Beaufort Inlet, provides an anchorage of such natural beauty that it's well worth the scenic miles you'll travel to get there.

Surrounded by white sand and turquoise water, the Bight provides a setting unlike anything else you're likely to find north of the Bahamas. A bonus is the offshore sail that beckons from just around the point. The bight is best enjoyed during the off-season as it can be a circus of day-trippers during the summer.

Beaufort is a vibrant sailing town with a storied seafaring history. Plan an anchor stop in Taylor Creek and dinghy across to the Beaufort waterfront to soak up the ambiance in an eatery like the Spouter Inn or the Front Street Grill and Rhum Bar.

The small towns of the Inner Banks, like Belhaven, Bath, Washington, Oriental, and New Bern, all provide a wonderful selection of history, attractions, supplies and amenities. There is much to enjoy in these delightful waterfront destinations that provide sheltered itinerary options in difficult weather.

Docking facilities and overnight anchorages abound. There are countless salt marsh bays, freshwater creeks, bights and bends suitable for overnight stops while hopscotching between the area's highlights. Some favorites include Silver Lake, Lookout Bight, Taylor Creek, Town Creek, Cedar Creek, Indian Island, Swan Quarter, Goose Creek, South River, Bay River and Bonner Bay. Tranquil seclusion is the order of the day—at least until you tie up dockside at the more developed and popular marinas.

### Activities Aboard

Beachcombing, shelling, fishing, birding, crabbing, biking, dining, treasure hunting, sightseeing, and historical study are all available at every turn. It's not a question of, "Is there anything to do?" It's a question of, "How do we do it all?" Good luck!

Festivals, celebrations and fairs are held in the many waterfront towns and villages; a web search will help guide your planning. We were fortunate enough to stumble onto Washington's 300th anniversary celebration and were treated to an open air concert on the waterfront performed by the North Carolina Symphony.

Crabbing is great fun and is best May through October; however, the investment in chicken necks and string is cheap, so try it any time you're anchored. Steamed in the galley and cracked in the cockpit, you'll find fresh blue crab the perfect appetizer to accompany your sundowner. A North Carolina fishing license is required.

## Let's Go Charter

Regardless how your tastes and interests run, if you thrive on great sailing, great food, great anchorages, great marinas and great people, then do yourself a favor and spend a few days sailing coastal North Carolina. Do that and I'm sure you'll come to understand why James Taylor sang "In my mind I'm going to Carolina." There are just so many reasons, and they're all real good!

*Mike and Cindy Alyea sail their Hunter 30 'Bout Time on Lake Allatoona, GA, and charter whenever schedules allow. They've sailed the Chesapeake, Puget Sound, Florida, Southern California, the BVI, offshore and North Carolina. They're available for questions, comment and discussion at [mikealyea@hotmail.com](mailto:mikealyea@hotmail.com)*

## Information and Resources

### Cruising Guides

*Cruising Guide to Coastal North Carolina* by Claiborne Young.

The author will tell you it's a bit dated, but it's still a great resource.

*Dozier's Waterway Guide, Atlantic ICW 2012*

Salty Southeast Cruisers' Net at [www.cruisersnet.net](http://www.cruisersnet.net) (run by Claiborne Young).

### Charts

Pamlico Sound – 11548

[www.oceangrafix.com/chart/zoom?chart=11548](http://www.oceangrafix.com/chart/zoom?chart=11548)

Pamlico River – 11554

[www.oceangrafix.com/chart/zoom?chart=11554](http://www.oceangrafix.com/chart/zoom?chart=11554)

Neuse River – 11552

[www.oceangrafix.com/chart/zoom?chart=11552](http://www.oceangrafix.com/chart/zoom?chart=11552)

Beaufort Inlet and Cape Lookout – 11545

[www.oceangrafix.com/chart/zoom?chart=11545](http://www.oceangrafix.com/chart/zoom?chart=11545)

### Charter Companies

Carolina Wind Yachting Center

[www.carolinawind.com](http://www.carolinawind.com) (252) 946-4653

Oriental's School of Sailing

[www.sailingschooloriental.com](http://www.sailingschooloriental.com) (252) 249-0960

Whittaker Creek Yacht Harbor

[www.whittakercreek.com](http://www.whittakercreek.com) (252) 670-3759

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On the Wind Sailing Cruises. [www.onthewindsailingcruises.com](http://www.onthewindsailingcruises.com) (crewed charter only) (252) 670-3047

East Carolina Sailing. [www.eastcarolinasailing.com](http://www.eastcarolinasailing.com) (instruction) (252) 557-9783

### Local area tips

If heading for Beaufort and Lookout Bight, keep an eye on the tide tables. You won't need them for the Sounds but when close to the coast, you may not have bridge clearance at high tide.

If the weather is warm and a bit buggy, pick an anchorage oriented open to the breeze to help keep the critters blown back into the marsh and woodlands.

Hail any ferry or dredgers that you may encounter in the channel into Ocracoke on Ch 16. They want to know your plan and you really want to know theirs. Standard rules of the road apply but a few clarifying words of agreement are helpful.



Bicycling is a popular way to see Ocracoke and the surrounding area. Rental bikes shown here with Silver Lake in the background.

Be very clear as to the red-green convention used for the channel marks you're navigating off of. Just because you're headed toward "land" doesn't necessarily mean that you're "red right returning." You may still be headed "out to sea" as in Big Slough Channel leading into Ocracoke.

The key to navigating channels is to know where you are at all times and know where the deep water is. Keep to the starboard edge of the channel so that when the depth starts decreasing, you know immediately that a turn to port is a turn toward deeper water. Keep an eye out astern at the last marker and draw a mental line from it forward to the next mark ahead—this will help you to correct for any lateral current set.

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# Second Annual Catboat Rendezvous

## Key Largo, FL, Feb. 15-17

By Wavy Davy Adamusko and First Mate Lindi  
Photos courtesy Upper Keys Sailing Club



A rendezvous of catboats and Nonsuch boats at the Upper Keys Sailing Club on President's Day weekend played a hand of three windy wild card days to make a success of the event. Twenty boats from near and far gathered to sail on Buttonwood Sound together and celebrate their love of sailing. Many more sailors attended without their boats to take in the warm winds and waters of the Keys and join in the activities.

Sailing, conversations, good food and drinks made for a fine time, despite the unusual blustery winds the weatherman dealt us. The Catboats ranged in size from a 14-foot Handy Cat to a 33-foot Nonsuch. The smaller, shallow-draft catboats formed a flotilla late Friday morning and headed off north into the Everglades wilderness to sail among the mangrove keys on vivid, green warm waters. It was a sailor's delight to have the whole of Florida Bay to ourselves. Ominous dark clouds to the north gave the skies a unique tension to our delight. Standing around knee-deep off the beach, the local cat boaters listened to the storm stories told by visitors from Massachusetts and their recent blizzard and the New Jersey gang tell of Hurricane Sandy and how it affected them. Sometimes it feels like the "south of Florida" climate is the best of all possible worlds for boating when compared to stories from the North. Locals had to explain to visitors that it was not normal to have any bad days during winter on Key Largo. The turbulent winds and skies were an anomaly in winter sailing wonderland. After an hour or so, the winds shifted, and we headed back for Happiest Hour at the clubhouse.

On Saturday, it was clear and blustery—a perfect day for the Nonsuch to race in 15- to 20-knot north breezes. We decided to start racing at noon to allow for tamer air before the predicted heavier blow coming later. Someone called this just right, and we were ready to return to the slips at the sailing club just when the wild winds arrived. Eighty sailors enjoyed an evening banquet served by the kitchen volunteers at the club. A brief tribute was held to commemorate the life of Dave Olson, a club member who recently passed away. Dave was very instrumental in building the interest in Nonsuch and Catboats in the Upper Keys.

On Sunday, the participants gathered for breakfast in the clubhouse, hung out to make conversation and discuss catboating matters, plan ahead for the next rendezvous, check out and leave for home. The memories and plain old feeling of being fortunate to be alive near the water and to enjoy our sailboats among friends was the ultimate reward for the best catboat rendezvous south of Florida yet.

Many thanks to our sponsors who contributed to the success of this event: The Fish House/Encore Restaurants, Publix, Friends of Dave Olson, The Pelican Cottages, Marshall Marine, Arey's Pond Catboats, and Bridgman Communications.

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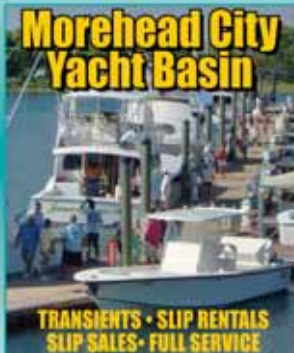


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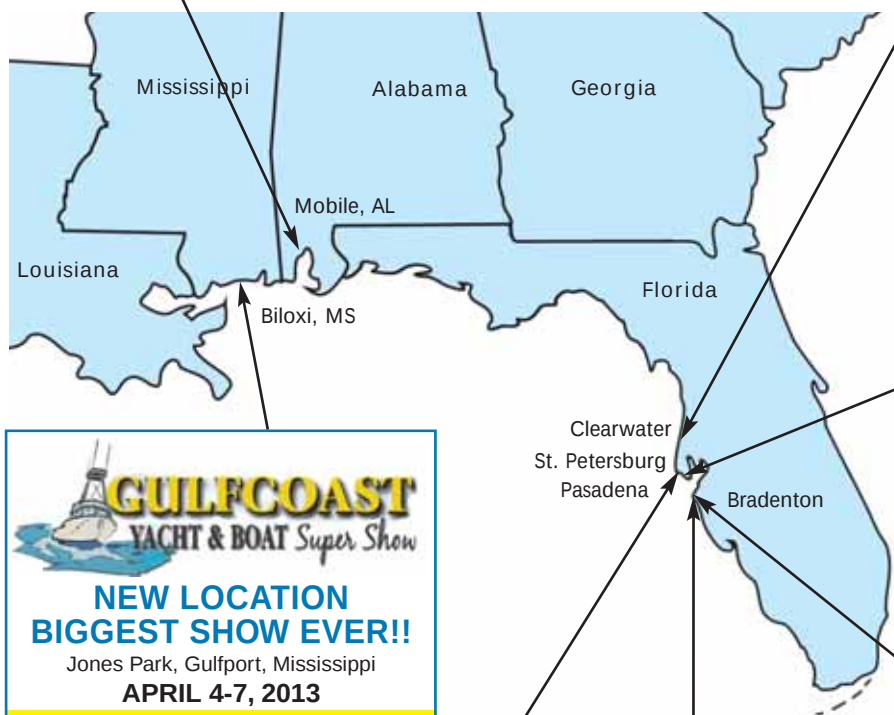
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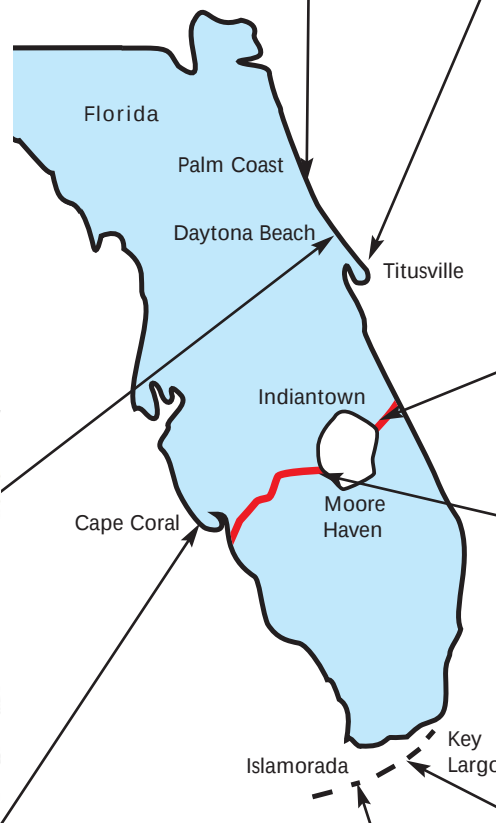
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# The Everglades Challenge—

## Small Craft Race 300 Miles from St. Petersburg to Key Largo

By Ron Hoddinott

Cover Photo: *Miss Marie*, a Hobie Getaway, crewed by Eddie Mack and Joshua Murphy, about an hour after the start as they head out of Tampa Bay into the Gulf for the trek south. Photo by Steve Morrell.



Some of the boats on the beach in St. Petersburg the afternoon before the Challenge. One hundred and seven small craft started the next morning at dawn. Photo by Steve Morrell.

Randy Smythe's *Sizzor*, a custom-made trimaran that Randy rebuilt this last year, after the boat was damaged in last year's Challenge. Photo by Steve Morrell.

Excitement was running through the racers like wild-fire on Fort De Soto's East Beach on the southern tip of St. Petersburg, FL, at dawn on March 2. Leader of the WaterTribe, Steve Issac, who goes by his tribal name, Chief, read the roll call, the national anthem played, and at 7 a.m., 107 small craft pushed their boats from above the high tide line to the water to the sound of bagpipes. The sun was just breaking the horizon behind the main span of the Skyway Bridge. The Everglades Challenge had begun.

### The Boats

Just as he did in previous years, Randy Smyth's trimaran, *Sizzor*, was the first sailboat into the surf, and the first to disappear in the distance. The other Class 5 boats were also launching to give him some competition. Guy deBoer entered a Hobie Magnum 18; Joe Frohock sailed his Prindle 19, solo. Hal Link was sailing a *Mystere 4.3* cat, and there were 20 other multihulls in the race. The Hobie Adventure and Tandem Island boats were given their own class this year. With their mirage drive (flippers) to assist, they are always a strong threat in this adventure race where anything goes, as long as it is human- or wind-powered. A *Windrider 17* from Missouri was entered in a special class this year for solar/electric power to assist.

The Class 4 boats usually take their time getting off the beach, but the *Core Sound 20* of Alan Stewart made quick work of it, utilizing beach rollers. Two *SeaPearl* monohulls, and one *SeaPearl Tri*, were entered this year. The *SeaPearl* of Luke Lukowski and Bill Wright of JSI Island Nautical were first-timers, but very well-prepared. Bill Fite, tribal name, Jarhead, looked relaxed, but admitted he's always keyed up at the start. Most impressive new boat in Class 4 was Phil Garland's *Core Sound 17* cat ketch. Phil was vice president of Hull Spars of Rhode Island. His new B&B design sported high-tech North Sails, carbon fiber Hull Spars, and a bowsprit for downwind sails. New to the Challenge this year was the husband and wife team of William and Amber Nye, sailing a *Vanguard Nomad 17* sloop. Seventeen Class 4 boats made it to the water and headed out. Some took the inside route



*Boats at the finish in Key Largo. In the foreground is Roger Mann's red trimaran, which took first in Class 3. Roger (WaterTribe name Jolly Roger) designed and built the boat specifically for the Challenge. At the dock in the background is Bill Fite's Moon Shadow, a SeaPearl 21. Fite set a record for doing the challenge solo, arriving after 2 days, 23 hours, and 45 minutes. Photo by Bruce Matlack.*



down the Intracoastal due to the high wind forecast for the afternoon. Most of the multihulls and a few of the monohulls headed out into the Gulf.

The kayak and canoe classes walked their craft into the water and hopped aboard. A hundred paddle blades flashed and sparkled in the sun as they worked their way across Tampa Bay. Among them was Meade Gougeon of West System Epoxy fame, back for his fourth try at the Everglades Challenge. His beautiful decked sea canoe, *Woodwind*, sported amas and akas (floats), which placed him in Class 3, along with some very unique and innovative craft. Some of these boats utilized the Hobie Mirage drives in their hulls. Roger Mann, tribal name Jolly Roger, told me he had two, in case one broke on the way. He said it was "easier to just replace it than fix it during the race."

After the start, everyone on the beach hurried home to log on to computers to follow the race on the tracking map of the WaterTribe website. Each boat has a required SPOT device that tracks them and reports to the tracking map. Every 20 minutes, we could see updated positions of the competitors.

### Three Checkpoints on the Route

There are three checkpoints along the course. Each boat must check in but does not have to stay. The first checkpoint is at Cape Haze Marina in Englewood, near Stump Pass, about 62 miles south of the start (depending on your route). The second checkpoint is at Chokoloskee, about 174 miles from the start (depending on your route), near Everglades City. Once past checkpoint two, you're in Everglades National Park. Many kayaks and sea canoes choose the hundred-mile Wilderness Waterway to earn the coveted "alligator tooth" award. The third and final checkpoint is Flamingo Ranger Station, east of Cape Sable. From

Flamingo it's 35 miles to Key Largo, through the shallow winding channels of Florida Bay. The finish is at the Bay Cove Motel in Key Largo. There is a time limit for each checkpoint, and a time limit for the entire course of eight days. The fastest boats finish in two to three days, while most paddlers take the better part of a week to complete the journey.

The early leaders in the sailboat classes took the outside route as the northwest winds began to pick up. Phil Garland's Core Sound 17, and Alan and Paul Stewart's Core Sound 20, set the pace in Class 4, monohulls. Core Sounds are flat-bottomed cat ketch skiffs from the drawing board of Graham Byrnes of B&B Yachts in Vandemere, NC. They have powerful planing hulls with centerboards, and can carry a cloud of sail, including spinnakers and mizzen staysails. The venerable Lightning of Per Lorentzen was also surfing down the waves. Meade Gougeon took the Gulf route in his 15-foot Sea Canoe, but it turned out to be a bad mistake. By late afternoon he was on the beach down by Osprey (a little north of Englewood and checkpoint one), and unable to punch through the surf to get going again. Meanwhile, Randy Smythe was being chased to the first checkpoint by Joe Frohock's Prindle 19, Hal Link's Mystere 4.3, Aras Karaitis' Hobie 16, and Roy Edwards' Sailbird Tri (24 feet).

Inside the ICW, Roger Mann, tribal name, Jolly Roger, was leading Class 3 in his self-designed boat, purposely built for the Challenge. The two SeaPearls were doing well, also opting for the inside route.

Reports of high-speed surfing finally led to the first casualty in the fleet. Joe Frohock tangled with a crab trap and capsized his Prindle. The boat sank, taking with it all the expensive equipment he had purchased for the event. Luckily, Joe was wearing a dry suit, and his required PLB (Personal Locator Beacon) was on his life jacket. It worked, and the Coast Guard rescued him off Venice. By 1:15 p.m., Randy Smythe had surfed into Stump Pass and was into and out of the first checkpoint by 1:30 p.m. Aras Karaitis' Hobie 16 careened into the checkpoint about 90 minutes later, followed two minutes later by Guy deBoer in his Hobie 18 Magnum.

The faster Class 4 boats weren't far behind, as the Core Sounds of Alan Stewart and then Phil Garland arrived at checkpoint one, two hours behind the first multihulls. The serious sailors, who were after line honors, or intent on beating their personal best times, just signed in and left. Surfing down the Gulf Coast off Sanibel Island was Randy

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Royd Whedon's *Dances With Waves*, a Kruger Dreamcatcher, as the boat approaches the Manatee Bridge over the ICW at Anna Maria Island a couple hours after the start. Sailing kayak trimarans are a popular boat for the Challenge. Royd made it to the finish in 6 days, 11 hours, and 35 minutes. Photo by Steve Morrell

Smythe, followed by Guy deBoer, and the Core Sound 17 of Phil Garland. Inside Pine Island Sound, Alan Stewart's Core Sound 20 was setting the pace, closely followed by Hal Link's *Mystere 4.3* catamaran.

### Sunday Morning Positions

By Sunday morning the fleet was stretched from Lemon Bay (Englewood area) to Cape Romano (southern tip of Marco Island). Phil Garland's monohulled, 17-foot skiff had surfed its way into the lead ahead of the multihulls! He was about five miles ahead of Alan Stewart's Core Sound 20. Randy Smyth's *Sizzor* was under jury rig and limping toward Naples. Guy deBoer's Hobie 18 seemed to be adrift 20 miles offshore Marco Island. Later, he described being hypothermic, confused and drifting in big seas, but he managed to warm up, get hydrated and recovered enough to make it to checkpoint two. The race to checkpoint two turned into a drag race between the two Core Sound monohulls, with the Hobie 16 of Aras Karaitis trailing them both. After dueling it out for 30 hours, Phil Garland's little Core Sound 17 was first into Chokoloskee, ahead of Alan Stewart's Core Sound 20 by 28 minutes. But leaving Chokoloskee is more challenging than getting into the checkpoint. There are several channels used by the fishing guides, and Alan's Core Sound 20 took the shorter route back to the open water, opening up a lead that he never relinquished. The race between these two monohulls continued in Florida Bay down to Cape Sable (the coastal turning point into Florida Bay). Their average speeds were in the 10-knot range, which meant they were seeing 12-knot speeds when planing. It was quite a drag race, but the longer Core Sound 20 eventually pulled away, and checked into and out of Flamingo first. Phil Garland and his crewmember, Dan Neri, said they were running on fumes when they arrived and decided to rest and recharge in Flamingo.

### The First Finishers

Monday morning, Alan Stewart's Core Sound 20 completed the race to Key Largo in 2 days and 2 minutes setting a new monohull record. Five miles from the finish, their main



Shane Perrin, the first person to do the 300-mile Challenge on a paddleboard. Shane made it within the eight-day time limit, arriving in Key Largo on Friday evening, the seventh day. Here he is pictured the next day on his board at the finish. Photo courtesy Dana Clark/Breathe Magazine.

mast broke off, when a marker snagged a spinnaker line. They gathered the wreckage, and continued to the finish under jury rig.

By 2:34 Monday afternoon, Phil Garland's Core Sound 17 finished, taking second overall—and becoming the second fastest monohull ever to finish. Both Core Sound skiffs bested the fleet, including all of the multihulls. The third and fourth boats to finish were Hal Link's *Mystere 4.3*, and the Hobie 16 of Aras Karaitis. Roger Mann's Class 3 design, made with Hobie Tandem Island parts, finished fifth.

Behind the leaders, the two Sea Pearls of Bill Fite, and Luke Lukowski and Bill Wright, were dueling it out. Amazingly, 72-year-old Bill Fite, sailing solo, stayed ahead of the younger two-man team of Bill Wright and Luke Lukowski. Bill Fite, tribal name Jarhead, slept very little, and forged ahead whenever possible. Bill rowed all through the pitch-black night against the tide in Indian Key Pass to check point two, and after clearing Flamingo, rowed all night across a flat, calm Florida Bay to the finish line, setting a solo Class 4 record of just under three days! Guy deBoer in his Hobie 18 Magnum overcame his earlier difficulties to finish a couple of hours behind Bill Fite's *SeaPearl*. Tuesday night, Luke Lukowski and Bill Wright sailed to the finish line in their *SeaPearl 21*. The venerable *Lightning*, sailed by Per Lorentzen and Tom Dyll, overcame a broken rudder to finish 12th overall.

### A Stand-up Paddleboarder Reaches the Finish

Toward the back of the fleet, an amazing effort was being made by Shane Perrin to become the first stand-up paddleboarder to complete the challenge. As this is being written, he is crossing Florida Bay on the final leg to the finish. After the finish, he plans to continue south to Key West, completing a 400-mile long journey. While stopped for a rest at Marco Island, Shane had all of his equipment and gear stolen from his paddleboard. The WaterTribers heard about his plight on social media, and donated over \$3000 to his Internet website, so he could replace his equipment and continue his challenge. On Friday night, March 8, about 9 p.m., Shane paddled across the finish line in Key Largo—and into the record book.

Roy Edward's Sailbird trimaran, Big Red, on the beach. Roy's rudder broke north of Venice in the Gulf, and they tried to rig one up but could barely control the boat, so they surfed into Venice Inlet on a scary ride with little control, but managed to make it down the ICW to Cape Haze, where more serious repairs were tried, but nothing worked there, so they pulled out. Photo by Steve Morrell.



The assembled WaterTribe cheered and applauded.

Of the 107 starters, 24 did not finish. The very low percentage of DNFs this year is due to the mostly favorable winds. Engraved wooden paddles and shark teeth necklaces were awarded to each finisher at the ceremony on Saturday afternoon. First overall this year went to the Core Sound monohull of Alan Stewart, who also took first in Class 4. Phil Garland's Core Sound monohull finished second overall and second in Class 4. Bill Fite was third in Class 4 with a new solo record. The first three Class 5 finishers were, in this order, Hal Link (also took third overall), Jesse Willert and Channing Boswell. In Class 3, the top three were Roger Mann, Charles Wolfe, and William Highsmith. In Class 2, the first three finishers were the team of Robert and Druce Findlay in first, followed by Greg Stamer, and James Collins. In Class 1, the first three to finish were Bob Waters, Joshua Morgan and Kris Lauri. Hobie Adventure Islands had their own class this year, and Paul Kral, Steve Issac, and Scott Prosuch were the first three

to reach Key Largo in their class. In Class Hobie I, Jim Czarnowski was the only finisher. In Hobie C class, the team of Aras Karaitis and Matt Sornson took fourth overall and first in the class. Guy deBoer took second, and the team of Eddie Mack and Joshua Murphy took third.

The Challenge is a place to test yourself against the elements as much as it is a race between competitors. To most racing sailors this is a strange race. You are allowed to use paddles and oars. You can take any route you choose to the finish, and some of the boat designs push the limits of the imagination. But the Everglades Challenge is more than a race. It is a personal challenge and adventure. It's a personal victory just to finish, and regardless of how long it takes you to get there, the WaterTribe will applaud and cheer when you arrive as if you'd come in first.

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# Sperry Top-Sider Charleston Race Week – Same as it Ever Was, but Bigger, April 18-21

By Dan Dickison

One of the few constants within South Carolina's competitive sailing scene over the past decade has been the continued growth of this region's pinnacle event—Sperry Top-Sider Charleston Race Week. Each April, more and more sailors from around the country and the world make their way to the Carolina Low Country to compete and enjoy the superb hospitality of what has become the largest regatta of its kind in the Western Hemisphere. With support from a raft of sponsors – including Outside Television offering commercials to eight million viewers—it's about to get even bigger. Here's a concise pictorial overview.



## Roots of the Regatta

Back in the day, when Sperry Top-Sider Charleston Race Week got its start in 1996, there were only 35 boats on the scratch sheet, and the entire fleet competed under the PHRF format; there just weren't any one-design classes at that seminal event. These days, more than 60 percent of the 260-plus boat fleet competes in one-design classes, but the regatta hasn't evolved too far from its roots among the offshore entries. Except for the Tartan Ten, J/111 and Swan 42 classes, the offshore boats are mostly dissimilar designs that compete under PHRF or the new High Performance Rule. Among them are boats such as the Charleston-based One-Design 35 *Fearless*, in the foreground above. Photo by Meredith Block.



## Latest and Greatest

When the initial starting gun sounds on Charleston Harbor on April 19, an amazing gathering of J/70s will rip off the starting line and head straight into history. As of press time in early March, 47 crews sailing these zippy, new one-designs had registered for the regatta. "This is more than huge," asserted Randy Draftz, event director. "We've had big classes at past editions of the event, but never a new design with such critical mass in its first year. To put this in perspective, there were 47 Melges 24s on the scratch sheet in 2011, but that was after the design had been established and growing for nearly two decades. With the J/70s, one of the first ones in existence was on display at the regatta as a demo boat just a year ago, and now these boats make up our event's largest class." Photo courtesy J/Boats.



### Lottery Winners

What else distinguishes this event? It's one of only two regattas in the country where crews have the chance to compete for free, courtesy of *SAIL* magazine's "Best Around the Buoys" contest – a grassroots initiative designed to reward sailors for strong performance on the local level as a means of encouraging more racing on the national level. Last year, Grant Dumas' team out of St. Petersburg, FL., (seen here) enjoyed free use of a brand-new Beneteau OC 36, with new sails from North Sails, a race-prepped bottom from Pettit Paint, and an electronics package by B&G, along with free housing

### Location, Location, Location

Part of the allure of racing in Charleston is the area's picturesque setting. The inshore racecourses are surrounded by the iconic Ravenel Bridge linking peninsular Charleston and Mt. Pleasant, and the highly visible red-roofed Charleston Harbor Resort & Marina – the event's headquarters. The distinctive cityscape with its many church steeples rising above the rooftops of the Holy City punctuates the backdrop. Just to the southeast is Fort Sumter, which offers a bevy of handy wind indicators for sailors with its numerous flags. Here, the Melges 24 fleet rounds the top mark with the bridge towering in the distance. Photo by Meredith Block.

### Party Central



Southern hospitality is alive and well at Sperry Top-Sider Charleston Race Week, and participants here enjoy one of the most inviting beachfront venues anywhere around. With Goslings Rum flowing nightly and an ever-changing menu of entertainment offerings, the post-race hours at this regatta don't leave anyone wanting for fun. The shoreside highlights from 2012 include a visit from the America's Cup trophy, along with a Mardi Gras-like parade complete with a Dixieland band and the College of Charleston cheerleaders handing out leis. Photo by Meredith Block.



and dockage. To top it off, Sperry Top-Sider threw in a pair of new shoes for each crewmember. Winning their class at the regatta was simply icing on the cake for this crew. Photo by Meredith Block.

For additional information about Sperry Top-Sider Charleston Race Week, log on to [www.charlestonraceweek.com](http://www.charlestonraceweek.com), or follow the event on Facebook and Twitter.

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# Dinghy Options Aboard Trawlers

By Captains Chris and Alyse Caldwell

*Captain Chris recovers this RIB using a moderately priced davit with up/down controls only.*

“Where do I put my dinghy?” is a common question among sailboat owners. Well, we trawler owners ask the same question, but our answers offer many more options than on a sailboat. However, before we jump right to the solutions, we must also ask how we plan to use a dinghy to decide what size and weight fits the mission. All boat owners dream of how they will use their boat—and then they experience reality. If you aren’t sure, then this dinghy debate will get you underway.

It starts like this: You are cruising toward a beautiful harbor. After carefully anchoring, you lower the dinghy and now you have options to consider. Oh, look! There’s a stunning 52-foot trawler anchored nearby. You’d love to meet the owners and maybe get a closer look and invite them for your ride ashore. Now you realize you should have gotten a dinghy certified for four people. Maybe your deeper-draft boat does not allow you to gunk hole, but you really want to explore the shoreline. Do you enjoy fishing or wish you could get closer to the trees to photograph the nesting osprey or sea birds? *Consider size.*

Those of us with pets know that a reliable dinghy is almost as important as our *cruising* boat. We take our goldendoodle Bert on shore patrol twice a day, so we need a dinghy big enough to support both of us and a 75-pound dog. How far must we anchor from a safe place to walk Bert? Do we need a fast dinghy to travel long distances or will a smaller horsepower engine allow us to putt-putt over to the beach? *Consider construction design and weight.*

Some smaller dinghies are only certified for three and do not meet the legal requirements for four persons aboard. Check the load and capacity plate on the transom of the dinghy to see if it is certified for two, three, four or more persons aboard. What is this new certification I see for 3.5 persons? How does that work? Three adults and half person, a child or dog? *Consider load capacity.*

Do you plan to pull a grandchild on a hydroslide, inner tube or a pair of skis? You may need horsepower and that comes at a price. The larger the horsepower, the heavier and longer the length of the dinghy. *Consider speed.*

You are starting to get the dinghy drift. Different dinghies are required for different missions. Now you need someplace to carry that bigger, longer, heavier, faster dinghy and a crane to lift it aboard. So let’s talk about some of the dinghy storage locations available on your trawler. A small dinghy with a small horsepower outboard may weigh

less than 150 pounds, and the motor may be 35 pounds of that weight. That dinghy may be a rollup version when the floorboards are removed. A new inflatable floor makes this easier than ever before. The rollup dinghy can be stored in the lazarette or on deck. Then the outboard can be placed on a motor bracket mounted on the handrail of your trawler. But most of us trawler owners have something bigger, longer, heavier and faster in mind than a rollup.

We will start at the top—literally at the top of our trawler—and look to our roof for storage. No, not an attic, but many trawlers do have large aft deck hardtops for simple dinghy storage. The dinghy is out of the way but easily accessible. Best of all, the dinghy is stowed intact without any disassembly. The outboard motor is ready to go. A davit or crane makes lifting effortless, and an electric davit makes life even better. Simple, push-button controls allow you to lift and lower the dinghy over the side for an easy and painless launch and recovery.

Don’t forget to tie the dinghy down when it’s stored on the roof. While that may seem like common sense, you may be surprised at the number of dinghies merely resting in their cradles, the owners expecting that gravity will just hold it in place, despite the weather. Additionally, the roof method of storage makes some of us cringe from fear of heights so consider handrails close to the roof ledge.

A little lower down the hull, we find the stern is another convenient location to store a dinghy. There are a few different bracket systems to mount your dinghy onto the swim platform of a trawler. Rigged to hinge the dinghy up towards the transom of the trawler, some brands require more swim platform space than others. Two popular models are the Weaver Davit and the Hurley Marine Davit. The outboard motor may remain mounted on the dinghy if it is light enough and is a 2-stroke motor as there is no oil in a crankcase. But a 4-stroke outboard motor needs special consideration and must be stored upright. A hinge on the outboard motor bracket allows for this consideration when the dinghy is cranked up onto the swim platform. As the dinghy changes angles the outboard motor swivels on the special bracket and also changes direction BUT remains vertical to sea level. This idea works great for both 2-stroke and 4-stroke outboards. Perfect solution, right? Every convenience comes with a price, and this method sometimes makes it more difficult to walk off the swim platform onto a floating dock.

If the roof height is a fear factor, and the swim platform blocks more than it helps, then you may consider storage high off your transom. Sailors have used this process, like the St. Croix model, for years, and occasionally, we see trawlers with a dinghy hanging off the transom though roof storage is still the most popular trawler choice.

Because the trawler owner has so many opportunities for dinghy storage, we also have many options for dinghy design. RIB, Hypalon, PVC, inflatable deck, tiller outboard controls, center console steering, portable gas tank or built-in—the thoughts just keep popping up. Want the exercise offered by a true rowing dinghy, or is the stability of an inflatable more what you desire?

RIB means Rigid Inflatable Boat, which usually has an inflatable collar around a fiberglass hull. The rigid hull gives you better tracking than an inflatable keel and a more solid platform when beaching the boat on gravel, rocks or Neptune forbid, oyster shells. This type of hull saves your air bladders from being shredded.

The Hypalon inflatable tube generally comes with a 10-year warranty while the PVC often has a 5-year warranty. The Hypalon is glued together while the PVC is plastic-welded (heat-melted together). Both types are allergic to barnacles, oysters and rusty nails on pilings, all of which are not covered under a warranty from defects.

Once you've decided on the hull construction and design, then you have to choose how you'd like to drive your dinghy: with a tiller outboard motor, or a steering wheel on a center console? A center console is the big daddy of dinghy luxury, but the additional weight of the console must be considered as well. Can your roof handle all the extra weight? The tiller control is fine and does the job well, but the center console with a windshield makes driving easier and more fun. Best of all you're sitting in a real seat instead of riding shotgun on the inflatable air bladder. This alone makes long distance dinghy rides more comfortable. No dinghy butt! (Translation: wet pants from splashing sea water, which is a chronic condition of the avid cruiser with a basic RIB.)

So consider your dinghy's mission, check the prices, decide where to stow it and make your decision. A very smart cruiser once said that the closer the dinghy is stored to the water, the more you will use it. Wise words indeed. Now let's go ashore.

*(If you have any ideas for future topics, comments about this article, or comments about trawler coverage in SOUTHWINDS, email them to [editor@southwindsmagazine.com](mailto:editor@southwindsmagazine.com).)*



*A six-position electro-hydraulic dinghy boom makes launch and recovery very simple.*



*This RIB is lifted by davit onto an aft roof deck that has short rails around the roof ledge, offering those who have height issues something to grab on to.*



*Swim Platform hinge with a rotating outboard bracket keeps the motor upright.*

# A Cruise to Carrabelle and Apalachicola Bay:

## *Carrabelle Teachers and Son Set Sail for the Holidays*

By Cyndi Perkins



Oystermen farm the abundant beds on St. George Sound between Carrabelle and Apalachicola.

The McGovern family has a small sailboat but is perfecting the art of living large as the trio travels Florida's Panhandle region in their cheerful, red 25-foot O'Day, *Recess*. Dave is a fourth-grade teacher; Ivy's an upper-grade biology instructor. Son Mico, 7, rounds out the crew.

From their Carrabelle, FL, home port, the sand-kissed stretches of Gulf Barrier islands and dolphin-blessed waters provide fine sailing, shelling and seafood. Hauling in the catch of the day—and surplus for the freezer—is regular recreation for this fishing family.

During school vacations, the McGoverns expand their horizons beyond St. George Sound, which runs west-to-east adjacent to Apalachicola Bay on the upper reaches of the Gulf of Mexico. Taking advantage of a nine-day break over the Thanksgiving 2011 holiday, the trio embarked on a vacation loop that took them west on the Panhandle to Destin. The loose and flowing itinerary driven by the wind—and determined by morning fog, or lack thereof—encompassed stops in Shalimar, Panama City and White City before heading back to Apalachicola, down that great brown bay and across St. George Sound to their base at The Moorings Marina a few miles up the Carrabelle River.

We met the kind and knowledgeable *Recess* crew when they docked next to our 32-foot DownEast sailboat, *Chip Ahoy*, at Panama City Marina, where we were celebrating Thanksgiving en route to the Florida Keys. Along with many other blessings—including a turkey breast roasting in the oven and the Packer-Lion football game on cable TV—I was grateful for the opportunity to find out more about Carrabelle.

Despite two America's Great Circle Loops and several winters cruising south from the Panhandle, we'd yet to dock or anchor in Carrabelle. Many cruisers and America's Great Loop Cruisers Association (AGLCA) members stage there because it's a convenient jumping-off point for traversing Florida's Big Bend. The southbound pack often buddies up to compare forecast notes and travel in company from the Forgotten Coast around the Big Bend to the loosely defined "warm line," which lies somewhere around Clearwater.

Carrabelle and Apalachicola are exposed to all that the Gulf of Mexico has to offer as hurricane season is drawing to a close in late fall. In November and December, frost is common; the north wind frequently bites briskly.

Mariners familiar with these waters know that settled weather windows for the 170-mile or so Gulf of Mexico passage from Apalachicola or Carrabelle to the Tarpon Springs-Clearwater area on Florida's west coast come few and far between at this time of year. Timing is everything; there is no place for impatience or ignorance. A prevailing northerly element can make for fine sailing if wind speed and wave

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heights are within safety and comfort zones.

Apalachicola has for many years serviced all our needs, albeit with a laissez-faire attitude toward visiting sailors. The cold shoulder—complete with cold showers—is balanced by some very pleasant amenities, including the well-stocked Piggly Wiggly grocery store several blocks away with an excellent Chinese buffet across the street; meandering and browsing in the picturesque downtown with its Spanish moss-draped graveyard and tin-roofed, red-brick facades; and mainly, scarfing succulent oysters at Papa Joe's restaurant on Scipio Creek. Apalachicola is an Old Florida town well worth tying up in for its history and cuisine.

When wallets deplete before fierce winds abate, budget-minded cruisers often run back to the Saul Creek anchorage. The secluded creek is a time-tested hurricane hole with generous depths and *Jurassic Park* scenery. Give yourself or your boat a freshwater bath here. The only drawback to Saul Creek is no Internet, a buzz-kill for my husband, Capt. Scott.

Meeting an enthusiastic local sailing family inspired us to divert from the usual stops and make time for Carrabelle.

Mariners approaching Carrabelle from Apalachicola follow the channel south under the 65-foot Gorrie Bridge. The channel is well-marked and regularly dredged, but watch for tidal side-set and stay well to the middle. Should you spot a working dredge, radio well in advance, and the operators will assist in safe approach and passage.

Water depth improves before and after the turn for the straight-line course east across Apalachicola Bay. This bay is a most unpleasantly exposed body of water in anything but dead calm, slack-tide conditions. Contrary to some reports, in the aforementioned conditions, it is possible to exit or



The Panama City Marina docks overlook wide-open St. Andrew's Bay and its Gulf inlet but offer full protection via a massive concrete pier and breakwall.

enter the Gulf using Government Cut. Most cruisers choose the turn to port that will lead them under the St. George Bridge delineating the entrance to the Sound. The channel under the 65-foot fixed highway bridge and into the Sound was carved out of the profusion of oyster beds that grace this area. This is a prime spot to watch oyster harvesting in the justifiably proclaimed "Oyster Capitol of the World."

Negotiating the Sound is not difficult; shoal and spoil areas are well-marked and the barrier islands, St. George and Dog, are known for their exquisite beaches. Just don't plan to be in protected waters because a very thin line of barrier islands is the only thing between you and the Gulf.

Carrabelle is on the mainland side off Dog Island, with the channel markers picking up shortly after clearing East Pass, located between the Sound's two islands. The pass is considered easy to run in settled conditions. On rough days, it generates enormous waves and swells. Southbound cruisers may instead choose to enter the Gulf around the east end of Dog Island, taking care to stay well off its considerable shoals.

The McGoverns should get a commission from Carrabelle for positive and enthusiastic promotion of their town. *Recess* motored out of her Panama City slip a few minutes ahead of *Chip Ahoy* on a blustery late-November morning, Ivy expertly hoisting the sails as Dave cleared the Panama City Marina breakwall and nearby Massalina Bayou channel. Their teamwork is impressive; we would later learn they've done some racing. Both boats were bound for White City, where the town park at the foot of the highway bridge provides complimentary dockage along with boat ramps, fish-cleaning stations and other amenities.

An otherwise uneventful trip through the twists and turns of the ICW was temporarily halted at the juncture of East Bay and Wetappo Creek when an inattentive Circle Looper ran hard aground. A half-dozen trawlers and assorted motor yachts deftly maneuvered in tight quarters on a blind curve in skinny water, awaiting word from the power vessel captain coming to the aid of a fellow Looper.

After 20 minutes of jockeying, a panicky female voice broadcast on 16, "We are anchored in the middle of the channel with 80 feet of chain out," advising all to sit tight until the grounded boat was extricated.

*Recess* sailed up behind the roadblock as jaunty as you please, running alongside the waiting vessels. We explained the situation as the McGoverns passed. A few minutes later,

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The author's boat, *Chip Ahoy*, berthed inside the U-shaped inner pier of the White City Docks. The public park and boat launch offer superb shelter from stormy weather—and the price is right.

Ivy radioed back: "No problem getting around on the port side, *Chip Ahoy*."

"Roger that." We were able to proceed past the vessel in distress, which was stuck in a cove off the channel, as well as the assist boat, which was well to starboard inside the markers.

It would not be the last time that the McGovern family provided valuable local info.

*Recess* had left a spot for *Chip Ahoy* at the deepest end of the inner White City dock. Dave had set up the Coleman camping stove in the White City picnic pavilion. While their clam chowder supper was heating, we joined them for a taste of the aged Irish cheddar they'd picked up during their recent travels.

When I told them that Scott's favorite hobby is scouting out local grocery stores, Ivy noted that the Carrabelle IGA is right up his alley and right across the street from The Moorings. "They have the best pizza," Ivy says. "I hope we never get a chain pizza place that would spoil it."

The McGovern family also have a 22-foot Catalina, *Rambler*, that they often sail on their local waters. While it's one of the most popular trailerable sailing vessels in production, Dave says that the O'Day ultimately proved more adaptable to the family's out-of-area sailing expeditions. The trailer-sailors enjoyed camping in Bahia Honda State Park and would like to explore more of the Florida Keys. The Anclote Key-Tarpon Springs-Dunedin area also ranks high on their list of sailing destinations to revisit.

Favorite local anchorages include the coves on either end of Dog Island. Dave cautions that the inner Tyson's Harbor anchorage can be skinny in spots. Ivy says Shipping Cove offers good holding close to shore. The couple noted that in north winds, anchoring off Carrabelle Beach may be a better-protected option.

*Recess* has a three-foot draft; having run aground more than once themselves over the years, Ivy and Dave are sensitive to what a pain it can be. All of their recommendations accommodate *Chip Ahoy's* five-foot draft.

Mico is anxiously waiting for his turn to contribute to the conversation. "We ran aground at Caledesi," he volunteers, as mom and dad chuckle. Although that incident can

be chalked up to a minor navigational error, Ivy and Dave agree that it is too shallow for *Chip Ahoy*. They highly recommend nearby Dunedin for its interesting village and helpful marina staff.

"No marina we've stayed at is as good as The Moorings," says Ivy loyally, adding that they did enjoy stays on the docks in Shalimar and Panama City. The family also stopped in Apalachicola, 20 miles from Carrabelle. As we compared notes about the reception visiting cruisers receive there, she put her finger on the crux of the matter: Transient boaters are tiny fish in a big pond. Commercial fishing operations by far provide the largest income stream. "That is why they are indifferent," she shrugs. "Remember, their main business is fuel."

School duties called, and *Recess* departed White City a day before we did. They kindly called after crossing troublesome Lake Wimico, where shoaling is an ongoing concern. In spring 2011, we'd found just 5.5 feet near markers 7, 8, 9 and 10. *Recess* sounded seven feet of water in the danger zone, alleviating worries and reinforcing the need to travel across this shallow-but-snippy body of water at high tide with good visibility.

"I don't like that lake very much," young Mico had confessed, after telling another true sailing tale of the time "dad grounded the boat in the fog. We stopped moving and we shut everything down and called TowboatUS," said the polite, lively charmer. He's been sailing from infancy; mom and dad hope that he's developed a lifelong habit. "Sometimes I wonder what it will be like when he's 15 or 16. Will he not want to go?" Ivy muses.

As the youngster showed me his fish drawings and told me about his very own boat, a skiff named *Shine* ("I plan to put some suns on it"), I got the feeling that mom and dad don't have much to worry about. Mico, named for his Native American heritage, has definitely caught the boating bug.

Dave was also on the water from boyhood. "I grew up sailing in Hawaii," he says. "I've been hooked ever since."

Dave credits his Native American roots for a self-resilient nature, as much honed by hunting and living off the land as being out on the water whenever possible. The menagerie at the McGovern family farmstead includes two horses and Pablo the parrot.

"He's the perfect parrot colors: green, red and yellow," says Mico. Pablo doesn't love everyone. "He's mom's," the youngster says.

Ivy draws on a strong Native American heritage as well, and I think some of her vibrant composure must also come from teaching teens. "She's definitely got the harder of the two teaching jobs," says Dave.

Ivy handles the sails with authority and never appears ruffled about anything, from docking in strong current to walking 23 blocks to a buffet restaurant that looked much closer on the Panama City map.

She's looking forward to the day when the family can spend more time on the water, making longer passages offshore. She tells of a couple of families they've met who traveled around the world taking two years, home-schooling aboard. The educator can definitely envision her family embarking on a similar voyage.

"We love it out here on the water," she says, smiling. "I really have to start keeping a journal of all these precious times we've had." Then the busy mom is back on her feet again, helping Mico rebait his hook as he fishes off the White City pier.



Recess, towing their dinghy, heads out of Panama City bound for Carrabelle.



From left, second-grader Mico, mom Ivy and dad Dave, smiling—and squinting—in the morning sun after a pleasant stay at the White City docks on the Florida ICW between Port St. Joe and Apalachicola. One of their favorite pastimes here is strolling to the little Hammond Country Store for fresh-dipped ice cream cones.

By the time *Chip Ahoy* entered the Carrabelle channel, the *Recess* crew was back to workaday routines.

November is quiet in Carrabelle. Those looking for action would do well to arrive on the weekend or in peak tourism season, perhaps when the scallops are ripe for the

picking. We walked the mostly deserted waterfront, visiting the World's Smallest Police Station, a fitting attraction in a town with a population of approximately 1,231. We watched the amusing sight of oyster shells popping out of the chutes at a nearby processing plant. We found no fresh local seafood, but the IGA pizza and provisioning were tasty as promised, with a hardware store conveniently located next door.

Ice formed on *Chip Ahoy's* decks in the wee hours. The docks were hoary with frost as we let go the four-point ties and pushed away from the pelican poles. The burn barrel just off the fuel dock porch at C-Quarters Marina smoked merrily, locals bundled in flannel and fleece gathered 'round to solve the problems of the world while waiting for better fishing weather. With warmest wishes to *Recess*, we pointed *Chip Ahoy's* bow south.

The east winds that kept the fishing fleet at the docks would also make for a sporty 27-hour sail to Tarpon Springs and play a role in sinking a 61-foot power yacht suffering pump failure several miles off the coast near the Cedar Key-Crystal River sector of the Big Bend. The elderly couple and their faithful dog were successfully airlifted by Coast Guard helicopter.

In the New Year, we received exciting news from Carrabelle. The McGovern's' offshore dreams have taken a giant leap closer to reality.

"We just became the proud owners of a Pearson 323," Ivy wrote. "I am sad to see *Recess* go, but now we will be building tons of memories on the new boat. Her name is *Sea Trials*, which we are thinking of changing to *Sea-Renity*."

*Cyndi Boschard Perkins is an old school journalist with a passion for all things boating. She's a frequent contributor to numerous boating publications, including the book, Women Onboard Cruising (www.womenonboardcruising.com). Cyndi and husband Scott have been sailing Lake Superior from their homeport of Houghton, MI, for 17 years and have completed two 6,000-mile circumnavigations of America's Great Circle Loop. They currently cruise south each winter on their 32-foot DownEast sailboat,*

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## ■ SOUTHERN REGIONAL RACING

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## ■ NEWS

### Morgan Invasion Moves to Davis Island Yacht Club, Merging with New Tampa Bay Hospice Cup, May 3-5

Morgan Invasion organizers wanted to expand the popular Morgan Invasion, which has benefitted Suncoast Hospice since the Invasion's 25th anniversary in 2010. This year will be the 28th Morgan Invasion, held May 3-5.

The Hospice Cup steering committee comprises representatives from the Davis Island Yacht Club, the Morgan Invasion, West Florida Yacht Racing Association and the Bay Area Hospice organizations. Charley Morgan, who is serving on the committee, is enthusiastic about the new format.

The Tampa Bay Hospice Cup will appeal to both cruisers and racers. With a strong focus on informal sailing and camaraderie, the event will cater to cruising enthusiasts who just want to come out and be part of the fun. The regatta will also feature open fleets for PHRF, one-designs, and youth sailing. The committee is also planning landside activities for supporters who'd like to be a part of the event but who don't care to race.

Additional details on the 2013 Tampa Bay Hospice Cup will be available soon. In the meantime, if you'd like to volunteer to help, send an email to [TBHospiceCup@gmail.com](mailto:TBHospiceCup@gmail.com).

## TRAINING

### Leiter Spring Girls Youth Racing Clinic, New Orleans, LA, April 26-28

A free racing clinic for girls ages 13-18 wanting to improve their sailing skills prior to participation in regional and national events. Coaches Skip Whyte on the C420s and Brett Davis on Lasers. Held at the Southern Yacht Club. As there are a limited number of spots available in the clinic, selection will be based on demonstrated enthusiasm and participation in sailing activities. There is no fee for the clinic, yet participants must provide their own transportation to and from New Orleans, and Laser sailors must bring their own sails and blades. Participants will be transported to and from the airport by club volunteers. Housing will be provided. A damage deposit and reservation deposit are required. For more information, contact Yvonne Pottharst, event co-coordinator, at [tern4true@aol.com](mailto:tern4true@aol.com), or (504) 421-3819

## ■ UPCOMING REGIONAL REGATTAS

### Wrecker's Cup Race, Key West, March 31, April 28

See Short Tacks section, "Other Events," for information.

### Sperry Top-Sider Charleston Race Week, April 18

Sperry Top-Sider Charleston Race Week is firmly on the radar for racing sailors. Now the largest regatta of its kind in the Western Hemisphere, the event attracts one-design, offshore, and PHRF sailors from around the United States and parts of the world, in boats from 20 to 80 feet long. As of New Year's Eve, the entry list had surpassed 100 and was continuing to grow toward last year's record of 258 boats.

In addition to three days of fun, competitive racing, this event offers superb Southern hospitality for four nights at the regatta's beachside venue, the Charleston Harbor Resort



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 954-522-8840  
 Anson Mulder, Yana Meerson

**Jacksonville**  
 904-571-5566  
 Dave Beatson

  
**Better by Design**  
[www.northsails.com](http://www.northsails.com)

& Marina. Social highlights from 2012 include a presentation on the America's Cup, with the Cup itself on display, a Mardi Gras-like parade with cheerleaders preceding a Dixieland band, and custom-sculpted trophies from local artist and sailor Fred Moore.

For the coming edition (April 18-21), the event's organizers have continued to ratchet up their game in almost every facet. They'll be importing top race committee talent to ensure the most fair-and fun-action on the water. They've also arranged for a local boatyard—Pierside Boatworks—to offer free storage of boats on trailers from late January until the event begins and have expanded entries to include IRC and High Performance Rule boats, and will accommodate cruisers with a special pursuit format.

Proceeds from the regatta help support local sailing non-profits in Charleston and other initiatives that directly promote the sport. For additional information, log on to [www.charlestonraceweek.com](http://www.charlestonraceweek.com). You can also follow Sperry Top-Sider Charleston Race Week on Facebook and Twitter.

## 45th Regata del Sol al Sol Set For April 26; Racers are Already Signing Up for the 2013 Race from St. Petersburg, FL, to Isla Mujeres, Mexico

The St. Petersburg Yacht Club's Regata del Sol al Sol—the race, from St. Petersburg, FL, to Isla Mujeres, Quintana Roo, Mexico—will be setting out for Mexico on April 26. There is a 50-boat limit. Entrants are already signing up for the race.

There is still a lot of time for boats to get prepared and turn their entry in by April '07, which is the final entry deadline. (See the section called Fees in Notice of Race. Organizers are hoping to break the record of 43 entries this year.) So far this year, as of press date in early March, there were 27 boats signed up, with a record of four boats owned and skippered by Mexican sailors.

Elizabeth (Beth) Pennington, the chairperson, can be contacted through the website at [www.regatadelsolalsol.org](http://www.regatadelsolalsol.org) (click on Chairperson@regatadelsolalsol.org on the home page, or in the Notice of Race).

The "Island Activities" committee has lined up some very interesting extracurricular activities, which will include the ever popular Golf Cart Poker Run, miscellaneous parties, and the United States vs. Mexico basketball

game. Check the website often for updates.

Anyone interested in joining in the fun on the island, but not necessarily wanting to sail, can fly to Cancun. Then, it is a short taxi ride and ferry ride, to Isla Mujeres. In order to keep track of the boats and others coming to the island, people can get their regatta hotel reservations and ground transportation through the website using the "special" reservation logos that will soon appear on the website. There will be a special announcement when this occurs.

There is a secure website page for online entries, or mail the entry in (address available on the website). The monthly newsletter, available on the website, always has interesting information and one recent posting is an interview with Tom Hails who has sailed the race many times, the first being in 1980. Tom has many interesting comments about the race and Isla Mujeres. It is a good read. The regatta also now has a Facebook page. For more information, go to the website.

For information, e-mail [chairman@regatadelsolalsol.org](mailto:chairman@regatadelsolalsol.org).

## 3rd Annual Atlantic Cup Race from Charleston, SC, to Newport, RI, May 11

The Atlantic Cup, presented by 11th Hour Racing, is a dedicated professional Class 40 race held annually in the United States with a focus on running an environmentally responsible event. The first leg of the race starts Saturday, May 11, in Charleston, SC. From there, boats race a 642-nautical mile off-shore leg double-handed to New York City. After a brief stopover, competitors, still racing double-handed, start the coastal leg of the race, which takes competitors 231 nautical miles, south out of New York to a turning mark off the New Jersey coast before heading north to Newport. Once in Newport, competitors will race a two-day, inshore series with a crew of six (maximum). The combined overall winner will be the Atlantic Cup champion. For more information, go to [www.AtlanticCup.org](http://www.AtlanticCup.org).

## ■ SOUTHERN REGIONAL RACING

### NOTE ON REGIONAL RACE CALENDARS

#### *Regattas & Club Racing—Open to Everyone Wanting to Race*

For the races listed here, no individual club membership is required, although a regional PHRF rating, or membership in US SAILING or other sailing association is often required. **To list an event**, e-mail [editor@southwindsmagazine.com](mailto:editor@southwindsmagazine.com). Send the information. DO NOT just send a link. Since race schedules and venues change, contact the sponsoring organization to confirm. Contact information for the sailing organizations listed here is listed in the southern yacht club directory at [www.southwindsmagazine.com](http://www.southwindsmagazine.com).

**Club Racing.** Many clubs have regular club races year around open to everyone and new crew is generally invited and sought. Contact the club for dates and information. Individual club races are not listed here. We will list your club races only if they happen on a regular schedule.

For a list of yacht clubs and sailing organizations in the Southeast, go to [www.southwindsmagazine.com](http://www.southwindsmagazine.com).

**Note:** In the below calendars: YC = Yacht Club; SC = Sailing Club; SA = Sailing Association.



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## Upcoming Regattas

### Jean Ribaut Cup, Beaufort, SC, April 6

The Beaufort Yacht and Sailing Club hosts this regatta, a one-day PHRF race sailed in Port Royal Sound, which has had 15 to 20 boats participating in it the past several years. This is the main event of the weekend. A number of boats come from Dataw Island to race in this event so there is an informal race on the Friday before the Ribaut Cup on Saturday to reposition Dataw boats to Beaufort. There is also a PHRF race in the Beaufort River on Sunday, April 7, and then a PHRF race on Monday, April 8, that will go back to Dataw Island from Beaufort. These are basically separate races that are held in association with the Ribaut Cup. [www.byscnet.com](http://www.byscnet.com).

### Sperry Top-Sider Charleston Race Week, April 18

See the beginning of the Racing section for details.

## Southeast Coast Race Calendar

The following organizations do not post their races beyond the current month (go to their websites for schedule):

**Neuse Yacht Racing Association** [www.nyra.org](http://www.nyra.org). New Bern, NC  
See club website for local club race schedule

**Lake Lanier** [www.sailanier.com](http://www.sailanier.com). Lake Lanier, GA

See club website for local club race schedule

**Neuse Yacht Racing Association** [www.nyra.org](http://www.nyra.org). New Bern, NC  
See club website for local club race schedule

**Long Bay Sailing** [www.longbaysailing.com](http://www.longbaysailing.com)

See club website for local club race schedule

## APRIL

**South Atlantic Yacht Racing Assoc.** Go to this site for a list of the clubs in the region and their websites. [www.sayra-sailing.com](http://www.sayra-sailing.com). (state in parenthesis)

6-7 Jean Ribaut Cup. PHRF. Beaufort Y/SC (NC)

20-21 Bare What You Dare. Open. Keowee SC (SC)

**Charleston Ocean Racing Association.**

[www.charlestonoceanracing.org](http://www.charlestonoceanracing.org). South Carolina.

See club website for local club race schedule

18-21 Charleston Race Week. PHRF, IRC, One-Design. (SC)

24-27 Classic Boat Rally. PHRF. Savannah YC, Beaufort Y/SC (SC)

27-28 Harbour Town Cup. PHRF. YC of Hilton Head. (SC)

27-28 SAYRA Laser/Sunfish. Lake Norman YC. (NC)

27-28 Rebel Rouser. MCs. Lake Lanier SC (GA)

27-28 AYC Open and Thistle District. Atlanta YC (GA)

## MAY

**South Atlantic Yacht Racing Assoc.** Go to this site for a list of the clubs in the region and their websites. [www.sayra-sailing.com](http://www.sayra-sailing.com).

4-5 Keowee Cup.

4-5 Great 48. Flying Scots. Lake Norman YC (NC)

4-5 Cinco de Mayo Jr. Regatta. Optis, Lasers, 420s.  
Atlanta YC (GA)

4-5 DDS&A Regatta. Harbor 20s. South Carolina YC (SC)

4-5 Laser D12. Beaufort Yacht & SC (SC)

4-5 McIntosh Cup. PHRF. Savannah YC (GA)

4-5 Multihull Regatta. Lake Lanier SC (GA)

18-19 Grits and Haggis Regatta. Flying Scots. Keowee SC (SC)

25-26 Dixie Regatta. Thistles. Atlanta YC (GA)

27 Memorial Day Regatta. Lasers. Atlanta YC (GA)

**Charleston Ocean Racing Association.**

[www.charlestonoceanracing.org](http://www.charlestonoceanracing.org). South Carolina

See club website for local club race schedule. Club races all winter.

11 Spring Ocean Race

19 Femme Fatale

31 Indigo Cup to Georgetown



## Upcoming Regattas

### 2013 First Coast Offshore Challenge, St. Augustine, FL, April 3-7

This offshore race kicks off the north Florida offshore spring season. Last year, FCOC started a new format with all events starting and finishing in St. Augustine.

Three offshore races will be held. Race one and two are on April 3 and 4, and are held offshore St. Augustine. The third race is on April 5 and will race from St. Augustine to Jacksonville and back. The regatta is co-sponsored by the North Florida Cruising Club and the St. Augustine Yacht Club. Participants come from throughout the Southeast. Classes invited are Spinnaker, Non-Spin, Cruiser and One-Design. For more information, go to [www.sayc2000.com](http://www.sayc2000.com).

### 60th Annual Mount Dora Sailing Regatta, Mount Dora, FL, April 6-7

The 60th Annual Regatta is open to all classes from Opti to Sunfish to Hobie to Wayfarer to Catalinas and Mutineers. Organizers hope to have up to seven races, weather permitting. Four boats will be required for a design class. Mount Dora is inland sailing at its best, with outstanding food on Saturday night with music on the dock. For more information and registration form, go to [www.mountdorayachtclub.com](http://www.mountdorayachtclub.com), or call (352) 383-3188.

### Lake Weir Invitational and Harpoon Nationals, Ocala, FL, April 19-21

Ocala Sailing Club. [www.ocalasailingclub.org](http://www.ocalasailingclub.org).

### Melbourne Yacht Club Spring Regattas, April 13-14, April 20-21

With two weekends of sailing all types of boats on the Indian

River Lagoon—which typically has a good sea breeze and smooth water conditions—these spring regattas offer something for all sailors. Small boats and one-designs will sail April 13-14. Four or more boats make up a one-design class. One-designs usually sailing are Lasers, Sunfish, 420, Opti, C-22, SJ-21, J/24, and A-Class catamarans, as well as Portsmouth and multihull handicap fleets. PHRF racing in Spinnaker, Non-spinnaker and Cruiser classes will be on the weekend of April 20-21. [www.sail-race.com](http://www.sail-race.com).

## 60th Annual Mug Race, The Rudder Club, Jacksonville, FL, May 4

Billed as the world's longest river race, The Rudder Club will host the 60th Annual Mug Race on May 4. There are two courses, one at about 36 miles and the other about 38 miles. The south course is for all the boats that can pass under a bridge and the North Course is for boats with taller masts. Generally, about 150 boats sail the south course and about 20 sail the north course. Boats of every size and type race. The race goes from Palatka to Jacksonville along the St. Johns River. Pre-registration and party are on Friday at the Rudder Club. For more information and to register online, go to [www.rudderclub.com](http://www.rudderclub.com).

### East & Central Florida Race Calendar

**Club Racing** (contact club or website for details):

Rudder Club of Jacksonville ([www.rudderclub.com](http://www.rudderclub.com)): Weekend races organized seasonally and biweekly races on St. Johns River. Indian River YC ([www.sail-race.com/iryc](http://www.sail-race.com/iryc)): Weekend races organized seasonally. The Indian River Yacht Club's Sunday Winter Sailing Series began Jan. 13. Races are held every two to three weeks. Wednesday evening club races: Spring-Summer series begins on March 13, the first Wednesday after daylight savings time begins. Wednesday Evening races occur weekly. The catamaran section of the club (formerly Space Coast Catamaran Association) has fun sails on the third weekend each month at Kelly Park on Merritt Island.

Melbourne YC ([www.melbourneyachtclub.com](http://www.melbourneyachtclub.com)): PHRF Rum Races are on Sunday afternoons, biweekly. The first 2013 race occurred Jan. 6 with small boat Sundays on alternate weekends throughout the year. MYC also sponsors a Dragon Point Racing Series that occurs approximately twice monthly. East Coast SA has a regular women's racing series.

Halifax River YC ([www.hryc.com](http://www.hryc.com)): Commodore Cup Races.

Halifax SA ([www.halifaxsailing.org](http://www.halifaxsailing.org)): Sunfish racing weekly; race series organized seasonally.

Lake Monroe SA ([www.flalmsa.org](http://www.flalmsa.org)): This increasingly active sailing association sails on Lake Monroe, a segment of the St. Johns River. In 2013, they will conduct the Tequila Sunday Racing and Jager Cup Race series. The series will alternate every two weeks, with one race in the series held monthly. March through October, the club holds the Wednesday Night Rum Race series most weeks. The association also sponsors seasonal race series that race on Saturdays once each month. The Winter Series began on Jan. 19. Races 3-4-5 are scheduled for Feb 9.

Manatee Cove Marina (Stuart area) sponsors monthly races. [www.gopatrickfl.com/marina.html](http://www.gopatrickfl.com/marina.html).

Lake Eustis SC ([www.lakeeustissailingclub.org](http://www.lakeeustissailingclub.org)): Weekend races twice monthly, Sept through May.

The Sailing Club in Orlando ([www.thesailingclub.us](http://www.thesailingclub.us)) Dinghy club race series, second Sundays (3 exceptions) in the afternoon on Lake Baldwin, January through November.

### APRIL

2-6 First Coast Offshore Challenge. St. Augustine YC

6-7 Mt. Dora Regatta. Mt. Dora YC.  
13-14 Lipton Cup Regatta. New Smyrna YC.  
13-14 Cowford Cup Regatta. Florida YC  
20 Blue Max Race. North Florida Cruising Club.  
19-21 Lake Weir Invitational & Harpoon Nationals. Ocala SC  
20-21 Spring Big Boat Regatta. Melbourne YC.  
27-28 Ocean Race. Port Canaveral YC/Melbourne YC  
27 DuPont Cup. Epping Forest YC

### MAY

4 Mug Race Rudder Club Jacksonville  
5 Monkey's Uncle Race. St. Augustine YC  
11 Waves Regatta. Navy Jax YC  
18 Armed Forces Day Regatta. Navy Jax YC  
18-19 47th Annual Brevard Challenge. Indian River YC  
25-26 Kelly Park River Regatta. Indian River YC  
25-26 Mayport to St. Augustine Race. North Florida Cruising Club and Race of the Century. St. Augustine YC

### JUNE

1-2 Titusville Spring Regatta. Titusville Sailing Center  
2 St. Johns Regatta. Florida YC



### Upcoming Regattas

## Miami to Key Largo Race, Miami Yacht Club Youth Sailing Foundation, April 20

First held in 1956, this annual race has grown from 33 entrants to as many as over 200. Everyone starts at once, just south of the Rickenbacker Causeway in Miami and proceeds 43 nautical miles through Biscayne National Park to the Jewfish Creek area of Key Largo. The new 65-foot permanent bridge will provide future finishers with easy access to the resorts and parties at the end. Monohulls and multihulls race in various classes. Proceeds go to the Miami Yacht Club Youth Sailing Foundation, a non-profit corporation that supports youth education and safety in sailing. Racers range from teens to sailors in their 90s. For more information, go to [www.miamiyachtclub.net](http://www.miamiyachtclub.net).

## 2013 Hospice by the Sea Regatta, Fort Lauderdale, FL, May 18

More than 50 sailboats from throughout South Florida are expected to race in the 2013 Hospice by the Sea Regatta on Saturday, May 18. Five classes will race on a 12-mile course just off the shores of Fort Lauderdale Beach. For the past 16 years, this highly anticipated sailing event has raised funds to support hospice care for patients and families residing in South Florida. An after race party and awards ceremony, expected to bring in more than 300 guests, will be held at the Coral Ridge Yacht Club.

The regatta is hosted by the Lauderdale Yacht Club, Hillsboro Inlet Sailing Club, Coral Ridge Yacht Club and the

## RACING

Gulfstream Sailing Club. The winner will qualify to compete in the Hospice Regattas National Championship.

For the NOR and to purchase advance tickets to the awards ceremony, call (561) 416-5132, or go to [www.hbts.org](http://www.hbts.org).

### Southeast Florida Race Calendar

#### Regional Sailing Organizations:

US PHRF of Southeast Florida. [www.phrfsef.com](http://www.phrfsef.com)

BBYRA Biscayne Bay Yacht Racing Association. [www.bbyra.net](http://www.bbyra.net)

#### Clubs (go to clubs for local club racing schedules)

BBYC Biscayne Bay YC

CGSC Coconut Grove Sailing Club. [www.cgsc.org](http://www.cgsc.org)

CASC North Palm Beach. [www.castawayssailing.com](http://www.castawayssailing.com)

CRYC Coral Reef YC. Miami. [www.coralreefyachtclub.org](http://www.coralreefyachtclub.org)

GSC Fort Lauderdale. [www.gulfstreamssailingclub.org](http://www.gulfstreamssailingclub.org)

LYC Lauderdale YC. [www.lyc.org](http://www.lyc.org)

MYC Miami YC. [www.miamiyachtclub.com](http://www.miamiyachtclub.com)

KBYC Key Biscayne YC. [www.kbyc.org](http://www.kbyc.org)

PBSC Palm Beach Sailing Club. [www.pbsail.org](http://www.pbsail.org)

SALM Shake-A-Leg Miami. [www.shakealegmiami.org](http://www.shakealegmiami.org)

SCF Sailfish Club. Palm Beach. [www.sailfishclub.com](http://www.sailfishclub.com)

SORC Southern Ocean Racing Circuit. [www.sorcsailing.org](http://www.sorcsailing.org)

STC Storm Trysail Club. [www.stormtrysail.org](http://www.stormtrysail.org)

USSC US SAILING Center, Miami. [www.usscmiami.org](http://www.usscmiami.org)

#### APRIL

6 BBYC Annual Sunburn Regatta. One-design.

7 BBYC Annual Sunburn Regatta. PHRF

12-13 Hillsboro Inlet to Palm Beach Regatta. [www.phrfsef.com](http://www.phrfsef.com)

20 Miami to Key Largo. MYC

26 Full Moon Regatta. BBYRA

27 Castaway Ocean series. CASC

#### MAY

4 Ron Payne Memorial Snipe. LYC

10 Southeast Florida Offshore Series. [www.phrfsef.com](http://www.phrfsef.com)

11 PHRF Coastal Challenge. [www.phrfsef.com](http://www.phrfsef.com)

17-18 PHRF Championships. [www.phrfsef.com](http://www.phrfsef.com)

18 Hospice by the Sea Regatta. LYC

24 Full Moon Regatta. BBYRA

25 Goombay Regatta. CGSC

27 Castaway Ocean series. CASC



### Florida Keys

#### Upcoming Regattas

## Wrecker's Cup Race, Key West, March 31, April 28

See Short Tacks section, "Other Events," for information.

#### Florida Keys Race Calendar

**Key West Community Sailing Center** (formerly Key West Sailing Club). Every Saturday – Open house at the Center. 10:00 a.m. to 1:00 p.m. Friday evenings happy hour open house at 5 p.m. (305) 292-5993. [www.keywestsailingsailingcenter.com](http://www.keywestsailingsailingcenter.com). Sailboat Lane off

Palm Avenue in Key West. Non-members welcome. Small-boat Wednesday night racing during Daylight Savings season. Small-boat Sunday racing year around at 1 p.m. Boat ramp available. Race in the seaplane basin near the mooring field. Dinner and drinks afterward.

#### Upper Keys Sailing Club (UKSC).

[www.upperkeyssailingclub.com](http://www.upperkeyssailingclub.com). Go to the Club website for regular club racing open to all.

#### APRIL

7 President's Cup Regatta.

20 Miami to Key Largo. Miami YC

20-21 Capital Bank Regatta.

#### MAY

No regattas scheduled as of press date



### West Florida

#### Race Reports

## Allan Terhune Triumphant as J/22 Midwinter Champion, Tampa, FL, March 2

Allan Terhune controlled the competition at the J/22 Midwinter Championship to win by 14 points. Racing *Dazzler* with Katie Terhune, Jeff Linton and Louise Neuberger, Terhune dropped his lowest score of only 4 and kept a line of 3,1,1,1,1,2 for just 10 points in the eight-race series. He was quick to praise the host, Davis Island Yacht Club, saying "We couldn't have had a better three days of sailing—warm, good breeze, challenging and fun!"

Chris Doyle of Kenmore, NY, finished in second place with 24 points, and Casey Lambert of Seabrook, TX, came in third with 28 points. The Maryland-based *Dazzler* led from day one in the 15-boat fleet, and Terhune voiced that it was, "unfortunate for anyone who missed this fun regatta. The race committee was great, and the social events were all fun." The J/22 Class is gearing up for its 30th anniversary with a world championship this October in Newport, RI. Terhune was happy to start off his year in such an exciting manner. "We were able to work on our teamwork and tuning, and started off the season right. We've started our road to the worlds!"

In the final day of racing on Saturday, winds averaged about 14 knots in race eight, and then increased to a sustained 28 knots, so race nine was abandoned. Terry Flynn's *Tejas* won the day's only contest, trailed by Terhune and Doyle.

The top five: Allan Terhune (10 points), Chris Doyle (24), Casey Lambert (28), Terry Flynn (30) and Chris Wientjes (36). The J/22 Class extends its appreciation to Davis Island Yacht Club and its volunteers, including PRO Mike Dawson and Regatta Chair Trista Snook. Photos are available on the J/22 Class Facebook page, and complete results are available at [www.j22mw.com](http://www.j22mw.com)

## Upcoming Regattas

### **Suncoast Race Week, Tampa Bay, April 4-7**

Hosted by the St. Petersburg Yacht Club in cooperation with the Davis Island Yacht Club and Bradenton Yacht Club.

A long-standing tradition among regattas on Tampa Bay, this will be the 35th year of this event. There will be three days of racing, beginning with registration and start at Davis Island Yacht Club, then racing to the St. Petersburg Yacht Club, then to the Bradenton Yacht Club. The third day will be a distance race in lower Tampa Bay and finishing at a mutual point facilitating vessels' return to home ports. The awards will be at the St. Petersburg Yacht Club on April 12.

This is a qualifier for both Suncoast Boat of the Year and St. Pete's Ocean Racing Challenge. Notice of Race and Entry Forms can be found on the SPYC website at [www.spyc.org](http://www.spyc.org), and the West Coast Florida Yacht Racing Associations website at [www.wfyra.org](http://www.wfyra.org).

### **Sarasota Bay Cup, Bird Key Yacht Club, Sarasota, FL, April 19-20.**

Bird Key Yacht Club is hosting the annual premier sailing event of the Sarasota Bay season, the Sarasota Bay Cup. The event is listed as a BOTY contest for the Sarasota Bay Yachting Association and includes five divisions: Spinnaker, Non-Spinnaker, Multihull, Cruising and One-design. The pre-race party and skippers' meeting begins at 6:00 p.m. on Friday, April 19. The Saturday regatta will be conducted on two courses—random-leg and windward-leeward—located on Sarasota Bay. Course assignments will be announced at Friday's skippers' meeting. There will be a special post-race party and trophy presentation for all race participants. For information and the NOR, go to [www.birdkeyyc.com](http://www.birdkeyyc.com)

### **45th Annual Regata del Sol al Sol, St. Petersburg to Mexico, April 26**

See the beginning of this race section for more information.

### **Gulfport Yacht Club Multihull Regatta, Gulfport, FL, April 27-28**

Performance multihulls 20-feet and shorter are invited to GYC's annual regatta staged at the club off beautiful Gulfport Beach. F16s, F18s, A-Cats and Hobies will have separate starts. Any other class with five or more boats may be given a separate start. Others start together, sailing under Portsmouth handicap. [www.gulfportyachtclub.com](http://www.gulfportyachtclub.com).

### **Sarasota Youth Sailing Program Sailfest Regatta, Sarasota Sailing Squadron, April 20-21**

One-design classes will be spread out over Saturday and

Sunday. One-design fleets usually include Laser 4.7, Laser Radial, Laser Standard, Optimist RWB, Optimist Green, Sunfish, Club 420, and Flying Scot. Any other fleet with five or more competitors is welcome with prior notice. All money raised will go to benefit the Sarasota Youth Sailing Program. For information, go to [www.sarasotaysp.com](http://www.sarasotaysp.com), or contact David Livingston, sailing director at (941) 504-4236 or e-mail [sarasotayouthsailing@gmail.com](mailto:sarasotayouthsailing@gmail.com).

### **4th Annual Race to Fort Myers, Tampa Bay, April 26-27**

This regatta is from Tampa Bay to Fort Myers Beach, approximately 100 miles. All PHRF classes are welcome. After race party will be at Bonita Bill's, Fort Myers Beach. Haul-outs are available for dry-sailed boats. Davis Island Yacht Club is the hosting club. For information, go to [www.diyac.org](http://www.diyac.org), or contact Jamie Myers at [jmyers@mcraemetcalf.com](mailto:jmyers@mcraemetcalf.com), or (813) 601-5023.

### **4th Annual Bone Island Regatta, West Florida to Key West, May 14-18**

This is the 4th Annual Bone Island Regatta and it will have three start locations this year: Tampa Bay (off Marker 70 at 10 a.m.) and Sarasota (off Big Pass at 11 a.m.) on May 15; and Naples (at the pier) on May 16 at noon. The skippers' meeting for Sarasota and Tampa will be at the Sarasota Yacht Club on May 15, the skippers' meeting for Naples will be at the Naples Sailing and Yacht Club on May 14. The regatta is open to any single-hulled, self-righting, enclosed-cabin sailing boat, and to all offshore multihull yachts that hold a current, valid WFPHRF rating. Entry fee is \$150 if received by May 1, and \$175 by the final entry deadline of May 10. For more information, email [gap4737@aol.com](mailto:gap4737@aol.com), and to register online, go to [www.boneislandregatta.com](http://www.boneislandregatta.com).

### **27th Annual Couples Race, St. Petersburg, FL, May 18**

Sponsored by the St. Petersburg Sailing Association, this is a double-handed race. The crew must consist of one male and one female sailor. It is open to any single-hulled, multihulled or one-design sailboat. In addition to the usual classes, this race will include a "just for fun" class. After the race will be a party with great food, racing awards and fun awards. NOR and entry form available online at [www.spsa.us](http://www.spsa.us).

#### **West Florida Race Calendar**

The organizing authority for racing and boat ratings in West Florida is West Florida PHRF at [www.westfloridaphrf.org](http://www.westfloridaphrf.org). For regatta schedules and Boat of the Year schedules, go to the West Florida Yacht Racing Association at [www.wfyra.org](http://www.wfyra.org).

#### **Club Racing**

**Boca Ciega YC. Gulfport.** Every Sunday following the third Friday of each month. Skipper's meeting at 10 a.m., PHRF racing, spin and non-spin. (727) 423-6002. One-design, dinghy racing every Tuesday at 5:30 p.m. March through October. Jim Masson at (727) 776-8833. [www.sailbcyc.org](http://www.sailbcyc.org).

**Bradenton YC.** Winter Races: Starting in October until April. Races at 1400 hours each Sunday. Thursday evening races at 1830

hours beginning in April through Daylight Savings Time. PHRF racing on Manatee River. Lower Tampa Bay race second Saturday of each month. Contact John Izmirlian at (941) 587-7758 or [fishermensheadquarters@yahoo.com](mailto:fishermensheadquarters@yahoo.com).

**Clearwater Community Sailing Center.** Regular weekend club races. [www.clearwatercommunitysailing.org](http://www.clearwatercommunitysailing.org).

**Davis Island YC.** Regular club racing weekly. [www.diyv.org](http://www.diyv.org).

**Dunedin Boat Club.** Spring/Fall PHRF racing in the Gulf of Mexico; June-Aug. Bay racing in St. Joseph's Sound, alternate Wednesday nights. Paul Auman at (727) 688-1631, or [paulrauman@gmail.com](mailto:paulrauman@gmail.com).

**Edison Sailing Center.** Fort Myers. Sunfish and dinghy racing once a month, year-round [john@johnkremski.com](mailto:john@johnkremski.com)

**Platinum Point Yacht Club.** Weekly PHRF racing on Mondays starting at 1 p.m. on Charlotte Harbor. [www.ppycbsm.com](http://www.ppycbsm.com)

**Port Charlotte.** Third Saturday of month, year-round. [pbgytrax@aol.com](mailto:pbgytrax@aol.com).

**Punta Gorda Sailing Club.** Charlotte Harbor. Weekly racing. [www.pgscweb.com](http://www.pgscweb.com).

**Sarasota Sailing Squadron.** Friday evening races start in April. [www.sarasotasailingsquad.com](http://www.sarasotasailingsquad.com).

**St. Pete Yacht Club.** Friday evenings (except April 3) through Aug. 28. 1630 starts off The Pier. [www.spyc.org](http://www.spyc.org).

**St. Pete Sailing Association.** Weekly club racing. [www.spsa.us](http://www.spsa.us)

**Venice Sailing Squadron.** Saturdays. First Saturday of each month, PHRF racing. Start at mouth of Venice Inlet. [www.venice-sailing-squadron.org](http://www.venice-sailing-squadron.org)

**Boat of the Year Races (BOTY)** (please check with West Florida Yacht Racing Association at [www.wfyra.org](http://www.wfyra.org))

Tampa Bay (also known as Suncoast BOTY: (SUNBOTY)

Davis Island: (DIBOTY)

Gulf of the Year: (GBOTY)

Charlotte Harbor: (CHBOTY)

Sarasota Bay: (SBBOTY)

Naples/Marco Island: (N/MBOTY)

## APRIL

- 4-7 Suncoast Race Week. SPYC/DIYC/BYC (WFBOTY, SPORC, DIBOTY, GULF BOTY).
- 6-7 Flip-Flop Women's 2 on 2 Team Race Regatta. St. Pete YC
- 6-7 Leukemia Cup(CHBOTY). Isles YC. Charlotte Harbor.
- 11-14 Hospice National Championship. St. Peter YC
- 13 Windship Regatta. SPSA/USF
- 13 San T'weenie Race. Caloosahatchee Marching & Chowder Society.
- 13-14 Bud Light Regatta. Sailing Assoc. Marco Island
- 20-21 Salty Sisters Allison Jolly Regatta. St. Pete YC
- 20 Sarasota Bay Cup (SBBOTY). Bird Key YC
- 26 Regata del Sol al Sol (SPORC). St. Pete YC
- 27 Sea Scout Regatta. Tampa Sailing Squadron
- 27-28 Messmer Cup. Naples Sailing & YC

## MAY

- 2-3 Tampa-Fort Myers Race. Davis Island YC.
- 4 River District Regatta. Caloosahatchee Marching & Chowder Society.
- 4 Shark's Tooth Regatta. Venice Sailing Squadron & Venice YC
- 11 Estebel Night Race. Caloosahatchee Marching & Chowder Society
- 14-18 Bone Island Regatta to Key West. [www.boneislandregatta.com](http://www.boneislandregatta.com)
- 18-19 J/24 Rodeo. Davis Island YC
- 18 Couples Race. SPSA
- 25-26 ISSA Team Racing Nationals. Davis Island YC



## Race Reports

### Maxine Sansom #1 and Commodores Cup #1, Navy Yacht Club, Pensacola, FL, March 2

By Kim Kaminski



Skipper Paul Gillette (third from the right) and crew of *Atlantic Union* receive their first-place trophy for the Maxine Sansom Race #1 and the Commodore's Cup Race #1, held by the Navy Yacht Club of Pensacola. The rough day on the water did batter and bang up the crew, but they were all smiles at the end of the day. Photo courtesy Richard Smith, Navy Yacht Club.

Chilling temperatures and strong north winds greeted the sailors on Pensacola Bay during the first race in the Maxine Sansom Sailing Series—Race #1. It is also the first race of the season for the Navy Yacht Club of Pensacola's Commodore's Cup Race Series. The weather conditions—sunny skies, 40 degree temperatures (with the wind chill in the 30s) and 18- to 22-knot winds out of the west-northwest—did not discourage most of the competitive fleet, which consisted of seven Spinnaker boats and five Non-Spinnaker boats, which sailed the two races. Finish times and race placements were determined by seconds for several teams. Paul Gillette and team on *Atlantic Union* earned first place in Spinnaker class, and Rick Samuels and crew on *As you Wish* earned first place in Non-Spinnaker. For more photos and results, go to [www.navyypnsyc.org](http://www.navyypnsyc.org).

**Results: Spinnaker Class:** 1, *Atlantic Union*, Paul Gillette; 2, *My Sharona*, George Gamble; 3, *Reach Around*, Jeff Hunt; 4, *Sea Breeze*, Dan Owczarczak; 5, *Hoot*, Mark Mager; 6, *White Shell*, Kim & Julie Connerley; 7, *Vespers*, Eric Prochaska; **Non-Spinnaker Class:** 1, *As You Wish*, Rick Samuels; 2, *Sundance*, Bob Dean; 3, *Sunset Raider*, Ron Jordan; 4, *At Last*, Bear Hanson; 5, *Los Milagros*, Bob Wilson.

## Upcoming Regattas

### 2013 Gulf Ocean Racing Circuit (GORC), Biloxi, MS, April 5-7

Biloxi Yacht Club will host the 2013 GYA-sanctioned GORC regatta on April 5-7. Classes will include the Offshore

Division and a new division for sport boats. The Notice of Race is posted at [www.biloxiyc.org](http://www.biloxiyc.org). Race formats are steeplechase, fixed government marks and windward/leeward courses. There are several hotels/casinos within a couple of miles of BYC. Reserved docking at no cost can be arranged at the Seafood Museum Schooner Pier complex next to BYC. There is also a new boat launch next to BYC marina. Boat lift service details are available upon request. For additional information contact Winfield "Scotty" Scott at [regatta.chairman@biloxiyc.org](mailto:regatta.chairman@biloxiyc.org), or [WScott50@ATT.net](mailto:WScott50@ATT.net). Biloxi Yacht Club (228) 374-6344. [www.biloxiyc.org](http://www.biloxiyc.org).

## 40th Annual Stephen C. Smith Memorial Regatta, Shell Point Beach, FL, April 26-28

PHRF racing and catamarans such as Hobie Cats, and smaller day sailers, including Sunfish, and windsurfers. Winsurfers is the largest group and the windsurfing fleet will be competing for points in national standings. Catamarans, one designs and other monohulls will race on their own courses. Two days of racing. Sponsored by Shell Point Sailboard Club, Apalachee Bay Yacht Club and the American Cancer Society. [www.SmithRegatta.com](http://www.SmithRegatta.com).

## 55th Dauphin Island Race, Mobile Yacht Club, AL, April 27-28

This race is the largest single-day point-to-point sail race in the United States. The race was recognized as one of the premier "fun races" in America by *SAIL* magazine. Over 300 boats, from 16 to 65 feet, with over a thousand crewmembers are expected. Sailors and boats from at least eight states are anticipated.

A warm-up race is Saturday, April 20. A skippers' meeting and party will be Friday evening, April 19, at the Mobile Yacht Club in Mobile, AL. The race starts at 9:30 a.m. on Saturday, April 27, and finishes at Dauphin Island. Saturday evening features a party on the island highlighted by the race awards ceremony. On Sunday, April 28, there is a return race with a pool party and award ceremony at its conclusion. Go to [www.mobileyachtclub.com](http://www.mobileyachtclub.com), or call (251) 402-4098.

## Gulf Yachting Association Opening Day Regatta, Pass Christian YC, Pass Christian, MS, May 4-5

On the first weekend in May, the Gulf Yachting Association holds its opening day ceremonies and inter-club Capdevielle Racing Series Start. Includes one-design and PHRF racing. The GYA board of directors holds their annual meeting, along with other events including dinners, music and a GYA commodore's flag ceremony.

Racing will be on four different courses for the various one-design classes, with trophies given out on Sunday. Two perpetual trophies will be presented to the top finishing club teams. [www.pcyg-gya.org](http://www.pcyg-gya.org).

## 50th Annual Navy Cup, Navy Yacht Club, Pensacola, FL, May 18-19

The Navy Yacht Club will be celebrating its 50th year of hosting this regatta for the Navy Cup Trophy.

Races will be held both in Bayou Grande and in Pensacola Bay with race activities being held at the Navy Yacht Club at the Bayou Grande Marina. Small boat racing will be in the bayou, with the PHRF sailboats competing on Pensacola Bay. Yacht club teams will race against other club teams for most points. All yacht clubs in the Gulf Coast are invited. The top three scoring boats in each class will be presented awards. [www.navygpsync.org](http://www.navygpsync.org).

## Slip to Ship Racing Regatta, Ocean Springs, AL, May 25-26

A multihull regatta launching from Ocean Springs Yacht Club and racing out to Ship Island. The sailors lunch then race back. The final leg is the next day when there is another opportunity to beat the time around Deer Island! In addition, there is a FUNdraising raffle held to support sailing on the Gulf Coast. Sponsored by the Ocean Springs Yacht Club, 100 Beach Blvd, Ocean Springs, AL. (228) 365-4169. FREE.

### Northern Gulf Coast Race Calendar

See local club websites for club races.

#### LEGEND

|        |                                                |
|--------|------------------------------------------------|
| BSC    | Birmingham SC, Birmingham, AL                  |
| BucYC  | Buccaneer YC, Mobile, AL                       |
| BWYC   | Bay Waveland YC, Bay St. Louis, MS             |
| CSA    | Corinthian SA, New Orleans, LA                 |
| FWYC   | Fort Walton YC, Ft. Walton Beach, FL           |
| FYC    | Fairhope YC, Fairhope, AL                      |
| GYC    | Gulfport YC, Gulfport, MS                      |
| HYC    | Houston YC, Houston, TX                        |
| JYC    | Jackson YC, Jackson, MS                        |
| LAYC   | Lake Arthur YC, Lake Arthur, LA                |
| LBYC   | Long Beach YC, Long Beach, MS                  |
| LFYC   | Lake Forest YC, Daphne, AL                     |
| LPWSA  | Lake Pontchartrain Women's SA, New Orleans, LA |
| MYC    | Mobile YC, Mobile, AL                          |
| NOYC   | New Orleans YC, New Orleans, LA                |
| NYC    | Navy YC of Pensacola, Pensacola, FL            |
| OSYC   | Ocean Springs YC, Ocean Springs, MS            |
| PBYC   | Pensacola Beach YC, Pensacola Beach, FL        |
| PCYC   | Pass Christian YC, Pass Christian, MS          |
| PontYC | Pontchartrain YC, New Orleans, LA              |
| PYC    | Pensacola YC, Pensacola, FL                    |
| StABYC | St. Andrew's Bay YC, Panama City, FL           |
| SYC    | Southern YC, New Orleans, LA                   |
| TYC    | Lake Tammany YC, Slidell, LA                   |

#### APRIL

|       |                                            |
|-------|--------------------------------------------|
| 4-7   | Finn NAss. BucYC                           |
| 5-7   | GORC. BYC                                  |
| 6     | Fleur d'Lis. LPWSA, SYC, NOYC              |
| 6-7   | Iron Man Open OD. BSC                      |
| 6-7   | Wet & Cool. FYC                            |
| 6-7   | Elissa Regatta. HYC                        |
| 11-14 | Hobie Mudbug Midwinter Mania Regatta. OSYC |
| 13    | NOYC Opening. NOYC                         |
| 13    | Easterly 30s. NOYC                         |
| 13-14 | Pat Gilliland. JYC                         |
| 13-14 | SYC Opening. SYC                           |

See **RACING** continued on page 64



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| 2003 Catalina 14.2 Expo/trlr | ..... | \$4377   |
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| 2013 Compac Legacy 16        | ..... | \$11,500 |
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| 2013 Compac Picnic Cat       | ..... | \$10,995 |
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| 2013 Compac Suncat           | ..... | \$19,795 |
| 2013 Compac SundayCat        | ..... | \$17,245 |
| 2013 Compac Eclipse          | ..... | \$26,595 |
| 1989 Capri 22 Wing/Trlr      | ..... | \$4861   |
| 2013 Capri 22 Wing Keel      | ..... | \$21,736 |
| 2007 Catalina 22 Spt/Trlr    | ..... | \$16,341 |
| 2013 Catalina 22 Sport       | ..... | \$21,882 |
| 2013 Catalina 22 Sport/trlr  | ..... | SOLD     |
| 2013 Compac 23 MKIV          | ..... | \$34,995 |
| 2003 Catalina 250 WB         | ..... | SOLD     |
| 2010 Catalina 250 WK         | ..... | SOLD     |
| 2013 Catalina 250 WB         | ..... | \$35,685 |
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## RACING

- 13-14 Thistle Interdistricts. BSC
- 19-21 Flying Tigers. PYC
- 20 Preemie Cup. PBYC
- 20 Crawfish Regatta. LAYC
- 20.21 MS HS Team Racing Championship. LBYC
- 22 Dauphin Island Warm.up. MYC
- 25-28 Trimaran Nationals. PYC, PBYC
- 26-29 Offshore Regatta. HYC
- 27 Dauphin Island Race. MYC
- 27-28 Jourdan River. BWYC
- 27-28 1699 Regatta. OSYC
- 27-28 J/30 Midwinters. PontYC
- 28 Dauphin Island Return. FYC

### MAY

- 4-5 GYA Opening. PCYC
- 4-5 GYA Masters. PCYC
- 4-5 Vanguard 15 Jazzfest. SYC
- 11 Great Circle Regatta. MYC
- 11 Sea Buoy Race. PBYC
- 11-12 GYA Schwapps Match Racing Champ. SYC
- 18-19 Spring Regatta. BucYC
- 18-19 50th Anniversary. Navy Cup. NYC
- 18-19 Laser Gulfcoast Masters. FWYC
- 25 Single Handed Regatta. FYC
- 25 Great Ship Island Race. OSYC
- 25 Memorial Day Regatta. PBYC
- 25 Find Gulfport. LBYC
- 26 Race for the Case. GYC
- 25-26 Juby Wynne One Design. SYC
- 25-26 Slip to Ship. OSYC
- 25-26 FS Gulf District Championship. SYC
- 25-26 Rhodes 19 Gulf Coast Regionals. SYC



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| Beneteau 49 2007                       | .....                     | \$340,000 | (N) |
| Beneteau 49 2008                       | .....                     | \$325,000 | (N) |
| Beneteau 49 2007                       | .....                     | \$298,000 | (S) |
| Jarvis Newman 46 1979                  | .....                     | \$149,000 | (N) |
| Hatteras 46 Fly Bridge 1977            | .....                     | \$85,000  | (N) |
| PT 46 1987                             | .....                     | \$99,000  | (N) |
| Wellcraft 4600 MY 1995                 | .....                     | \$159,000 | (P) |
| Lancer 45 CC 1984                      | .....                     | \$48,000  | (N) |
| Beneteau Idylle 13.50 (43') 1984       | .....                     | \$67,900  | (S) |
| Beneteau 423 2007                      | .....                     | \$185,000 | (S) |
| Sea Ray 400 42 DB 1996                 | .....                     | \$98,000  | (N) |
| Hunter 41 AC 2007                      | .....                     | \$165,000 | (N) |
| Beneteau Oceanis 41 2013               | IN STOCK CALL for PACKAGE |           | (N) |
| Beneteau 400 1995                      | .....                     | \$109,000 | (N) |
| Beneteau Oceanis 381 2001              | .....                     | \$99,000  | (S) |
| Ocean Alexander 38 Double Cabin 1984   | .....                     | \$75,000  | (N) |
| Rampage 38 Express 2001                | .....                     | \$124,000 | (N) |
| Beneteau 373 2007                      | .....                     | \$135,000 | (S) |
| Beneteau 37 LE 2013                    | IN STOCK CALL for PACKAGE |           | (S) |
| Bavaria 37 2000                        | .....                     | \$94,500  | (P) |
| Beneteau First 36.7 5'11 Draft 2005    | .....                     | \$109,000 | (S) |
| S2 11.0A 36 1981                       | .....                     | \$41,500  | (S) |
| Beneteau 361 2001                      | .....                     | \$96,900  | (N) |
| Beneteau 361 2002                      | .....                     | \$99,900  | (S) |
| Grand Banks 36 Classic 1991            | .....                     | \$159,000 | (N) |
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| Grand Banks 36 1979                    | .....                     | \$79,000  | (P) |
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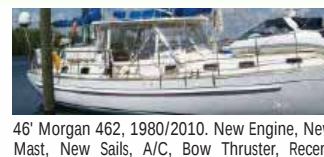
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| 36' Fountain Pajot Mahe     | 2007 | \$249,900 | Satellite Beach | Kevin   | 40' Dufour 405          | 2012 | \$239,900 | Satellite Beach    | Kevin   |
| 36' Intercontinental Tri.   | 1969 | \$59,900  | Englewood       | Jane    | 40' Hinckley Bermuda 40 | 1980 | \$140,000 | BVI                | Jane    |
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| 35' Island Packet Cat       | 1993 | \$144,900 | Tampa           | Mark    | 38' Ta Shing, Panda     | 1984 | \$94,900  | Bahamas            | Kirk    |
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| 34' Prout Catamaran         | 1990 | \$69,500  | New Port Richey | Dean    | 38' Island Packet       | 1988 | \$119,900 | Green Cove Springs | Tom     |
| 28' Telstar Trimaran        | 2006 | \$71,500  | St. Augustine   | Tom     | 38' Morgan 383          | 1982 | \$51,900  | Ft. Lauderdale     | Kirk    |
| 76' Viking Ship             | 2007 | \$175,000 | Trinidad        | Clark   | 38' Korgen Cutter       | 1980 | \$89,000  | Satellite Beach    | Kevin   |
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| 68' Hermanson Pilothouse    | 2000 | \$330,000 | Daytona         | Jim     | 37' Gulfstar            | 1979 | \$44,750  | Hudson             | Jane    |
| 63' Gulfstar Motorsailor    | 1987 | \$299,900 | Ft. Lauderdale  | Tom H   | 36' Beneteau Oceanis    | 1998 | \$79,900  | Ft. Lauderdale     | Kirk    |
| 60' Gulfstar                | 1986 | \$285,000 | Melbourne       | Kevin   | 35' Pearson             | 1981 | \$29,900  | Fort Myers         | Tom     |
| 55' Bingham Custom Cutter   | 1994 | \$165,000 | Daytona         | Jim     | 35' Beneteau            | 1988 | \$39,900  | Indian Town        | Leo     |
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| 50' Beneteau Idyllic 15.5   | 1986 | \$134,000 | West Palm Beach | Jane    | 33' Cal                 | 1986 | \$38,000  | Panama City        | Kevin B |
| 50' Gulfstar                | 1996 | \$195,000 | Melbourne       | Kevin   | 33' Hunter              | 2008 | \$95,000  | Indian Town        | Clark   |
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| 47' Vagabond                | 1993 | \$150,000 | France          | Harry   | 32' Beneteau            | 1984 | \$37,000  | Ft. Lauderdale     | Kirk    |
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| 45' Hunter                  | 2008 | \$299,950 | Grenada         | Kevin   | 26' Alerion             | 2003 | \$73,000  | Satellite Beach    | Kevin S |
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**2002 Pacific Seacraft Dana 24.** \$81,500 Fresh water, R/F, Lazy Jacks, Autopilot, AGM batts, dripless stuffing gland, canvas 2010/11, Carry-On AC. 727-214-1590, ext 3. Full specs/pics at: [www.MurrayYachtSales.com](http://www.MurrayYachtSales.com)

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**1984 Catalina 30.** Good condition. 22HP diesel low hours. GPS, depth, compass, stereo. 2 VHF radios. Dinghy. Roller furling. At St. Pete marina - slip transferable with boat. \$22k. [tomt@tampabay.rr.com](mailto:tomt@tampabay.rr.com). (813) 504-0414. (6/13)



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**Formosa 35 Ketch 1976.** Cruiser or bay boat. New YM30 Yanmar, (105hr), Garmin GPS, Radar, Autopilot, 30 amp Air X Wind gen, New canvas, 2 yr paint, 140 water, 45 fuel, Teak-Holly davits, Avon inflatable, 3.5 outboard. Reduced to \$25,000. Pensacola, FL. Rich (850) 450-9018, [rgcobler@gmail.com](mailto:rgcobler@gmail.com)



**Gulfstar 36 Motor Sailer.** 3 1/2' draft (trawler hull), 1971. 2 heads, walk in shower. Rebuilt 80 HP Lehman, cruise 7k@1.5gph, Upgraded-AC, generator, elect stove, inverter, autohelm, std rigging, sails, 2012 rebuilt transmission, Bimini, bottom paint, cutless bearing. Venice, FL. [wowens19@comcast.net](mailto:wowens19@comcast.net). (941) 497-3654. \$35,900. (5/13)



**38' Hunter** – 2 staterooms layout, very good condition, freshwater boat. Reduced to \$119,500! Contact Curtis Stokes at (954) 684-0218 or [curtis@curtisstokes.net](mailto:curtis@curtisstokes.net).

# CLASSIFIED ADS



**2005 Seawind 1160 Catamaran.** This boat is ready to head to the islands. All liveaboard gear included, SSB, watermaker, solar panels, wind generator, 4.2 KW genset, full batten main, self-tacking jib and bowsprit with downwind screacher. RIB with 15 hp Yamaha on stern davits. Twin 30 hp Yanmar diesels just serviced. Call (832) 473-6464, or email [cam\\_simmons@yahoo.com](mailto:cam_simmons@yahoo.com). \$339,500. Finish Line (772) 220-2994 (5/13)



**39' Corbin Pilothouse 1981.** 64 hp Pathfinder diesel 200 hours, blue water cruiser, Gen Set, all roller furling, solar, wind gen, radar, autopilot, GPS, electric windlass, full galley and more. \$89,900. Cortez Yacht Sales. (941) 792-9100



**42' Tayana V42, 1988.** Yanmar diesel, great electronics package (most are new 2006-2012), solar panels, genset, new bottom paint (2012), electric windlass, and lots more! \$119,900, Call Leo @ 941-504-6754, [www.SailboatsinFlorida.com](http://www.SailboatsinFlorida.com), Edwards Yacht Sales



**Marine Trader 38' (1979).** Well-maintained. Double Cabin, 2 electric heads, A/C, New Electric Wiring, Panel, Generator, Bimini, Strataglass & more; Dependable Ford Lehman Diesel (2 gal/hr cruising speed) \$59,900. (727) 517-0517. [belladonna2@tampabay.rr.com](mailto:belladonna2@tampabay.rr.com). (6/13)



**CAL 40, Secumptual III, 1964.** Restored by knowledgeable owner, no fastener left untouched, paint inside and out, re-powered w/Perkins 4-107. Eight sails, many new deck fittings, new electrics and batteries. Head and holding tank new 2012. Standard Horizon CPV 7" plotter, VHF. Loud hailer combo. Asking \$59,000. Contact Terry Rose at (910) 772-9277 or [terry@bbyachts.com](mailto:terry@bbyachts.com).



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**38' Shannon Ketch, 1979.** repowered Yanmar diesel in 2007, Airx wind generator (2007), Marine Air 16k Btu, lots of storage, custom teak interior, needs some TLC, \$39,000, Call Tom @ 904-377-9446, [www.SailboatsinFlorida.com](http://www.SailboatsinFlorida.com), Edwards Yacht Sales



**41' Beneteau 411 2001.** Beautifully maintained, shoal draft, aft cockpit sloop. One of the most popular Beneteaus ever. Below deck AP, life raft and more. Recently surveyed and all the small items noted were taken care of. \$139,000. Call Kelly at (727) 599-1718. Kelly Bickford CPYB Massey Yacht Sales, St Petersburg, FL.



**42' Catalina MK II.** 2 staterooms, 2-head layout, very good condition. Reduced to \$129,500! Contact Curtis Stokes at (954) 684-0218 or [curtis@curtisstokes.net](mailto:curtis@curtisstokes.net).



**Irwin Citation 39, 1979,** w/ 30 hp Yanmar, 41' 9" LOA, custom scoop transom, fin keel, roller furling head sails, Dutchman main, ST-60 instruments, Garmin GPS, VHF, S/S Stove, 12-volt DC fridge, ST winches, Bimini. Asking \$34,900. Cortez Yacht Sales. 941-792-9100.



**Beneteau Oceanis 411 Clipper, 2001.** The perfect couple's cruising boat with offshore capabilities. Two-cabin owners version. Designed by Groupe Finot, built by Beneteau in France. Well-equipped, meticulously maintained, never chartered. On the hard at least six months per year. USCG Registered. Lying in the Med. \$119,000. (415) 269-4901 or [sail@voleauvent.com](mailto:sail@voleauvent.com). (6/13)



**Beneteau 423 2007.** Fully Loaded and in turn-key condition. New Electronics, AC, Inverter, Electric Windlass, Electric Winch, Bimini, Dodger, In-Mast Furling, Refrig & Freezer, 4' 9" draft, low hours. \$185,000. Specs & pictures at [www.MurrayYachtSales.com](http://www.MurrayYachtSales.com). (727) 214-1590 x 3.

# CLASSIFIED ADS



**2000 Dufour 43 Classic.** Cruise fast with four staterooms. Well-equipped and new bottom paint. Volvo diesel 980 hours. Air conditioning, refrigeration, autopilot and more. \$99,900. Alan (941) 350-1559. [alangsys@gmail.com](mailto:alangsys@gmail.com). [www.grandslamyachtsales.com](http://www.grandslamyachtsales.com)



**Beneteau 49** (3 to choose from '07, '07 & '08). All are fully loaded and ready to go. Full electronics, AC, Genset, electric winch, electric windlass, bow thruster, etc. \$298,000 ('07), \$325,000 ('07) & \$340,000 ('08). Specs & pictures at [www.MurrayYachtSales.com](http://www.MurrayYachtSales.com). (727) 214-1590 x 3.



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**45' Jeanneau 45.1 Sun Odyssey 1996,** Volvo Diesel, Twin Steering, 4 separate cabins, two heads w/shower, roller furling main, electric windlass, auto-pilot, Tri-Data, full galley, Rib w/ OB. Excellent performance. \$109,000 Cortez Yacht Sales (941) 792-9100.



**51' Little Harbor** – Performance cruiser in very good condition. Reduced to \$425,000! Contact Curtis Stokes at (954) 684-0218 or [curtis@curtisstokes.net](mailto:curtis@curtisstokes.net).



**Marine Trader 46' 1982.** Trawler conversion, \$119,900. Great liveaboard. Two heads with tubs, washer/dryer, bow thruster, A/C, enclosed rear deck with hardtop. Excellent condition. For photos and details: (757) 581-5979, or [tejasgalv@sprintmail.com](mailto:tejasgalv@sprintmail.com). (6/13)



**2002 53' Bruce Roberts.** Custom Aluminum. Center Cockpit. Quality Construction and Loaded. Twin headsails, incredible owners' stateroom. Reduced to \$279,900. [Alangsys@gmail.com](mailto:Alangsys@gmail.com), (941) 350-1559, [www.grandslamyachtsales.com](http://www.grandslamyachtsales.com)

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**Shore Power Inlet.** Marincos 6353EL 30 amp, plastic, shore power inlet. Used but in good shape and works perfectly. WM 421893 sells new for \$100; asking \$40. Also Marincos plastic Cable/TV Inlet, PH6592TV. New \$60; asking \$20. Take both for \$50. Harmon at [harmonheed@yahoo.com](mailto:harmonheed@yahoo.com).

**Marincos Shore Power Adapter, 83A.** Hook your 30 amp shore power cord in to 110/15 amp receptacles. Like new. WM price \$60; asking \$30. [harmonheed@yahoo.com](mailto:harmonheed@yahoo.com).

**Water Pressure Regulator Inlet.** Jabsco 44411-0045. Used but in good condition, works perfectly. WM 282228 sells new for \$40; asking \$20. [harmonheed@yahoo.com](mailto:harmonheed@yahoo.com).

**Bilge Blower.** Mar-trail 3," 150 cfm, flange mount, bilge/engine room blower, USCG approved. Like Jabsco 34739-0010 which sell new at WM for \$135. Used but in great shape and works perfectly. Asking \$50. [harmonheed@yahoo.com](mailto:harmonheed@yahoo.com).

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For Information CONTACT:  
[editor@southwindsmagazine.com](mailto:editor@southwindsmagazine.com)

# CLASSIFIED ADS

**Anchors.** 45# CQR used \$225. Fortress FX37 with mud palms \$200. Bill Dixon. 941-769-0297. billd33950@yahoo.com. Punta Gorda, FL. (4/13)

**Fortress FX 11** \$80. Hardly used anchor. 65' 5/8 double braid new anchor rode \$80. 2 X double braid. 35x5/8 pre-spliced mooring lines, \$30 each. Selection of carabiner hooks, shackles, blocks, s/s nuts and bolts. YETI 45 qt. cooler - hardly used \$150. (239) 970-6282 (Marco Island, FL). (4/13)

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## HELP WANTED

**Website Manager(s) Wanted.** One or two different people. To run sailing-related website and/or website directory. Must be experienced in some web management and Joomla. Oversee users, help create and manage user input, develop website pages, deal with advertising and much more. Knowledge of Joomla and sailing essential for one website. Knowledge of PHPmydirectory a real plus. Sailing essential for both. Possibly help develop the Joomla site new from older site. Email information to [Odyssey1000@verizon.net](mailto:Odyssey1000@verizon.net).

**Writer wanted** to gather sailing/boating news from around the South, the U.S. and the world to do a monthly column in SOUTH-WINDS. Several hours a month at decent payment. Open to ideas. [editor@southwinds-magazine.com](mailto:editor@southwinds-magazine.com).

**Broker/Salesperson Wanted:** Ross Yacht Sales is looking for brokers; experienced or will train. Positions open to work in our Dunedin, FL, headquarters or work out of your house. Ross Yacht Sales has brokers from Naples, FL, to Gulfport, MS. Be part of a dynamic company celebrating its 50-year anniversary. Look over our website at [www.rossyachtsales.com](http://www.rossyachtsales.com). Interested parties e-mail Rick Grajirena at [rick@rossyachtsales.com](mailto:rick@rossyachtsales.com). (4/13)

**Wanted: An experienced canvas person and an experienced rigger** for subcontract work. Work area is greater Tampa Bay to Sarasota. Located in Palmetto. Email [jimmy@sunrisesailsplus.com](mailto:jimmy@sunrisesailsplus.com). (4/13)

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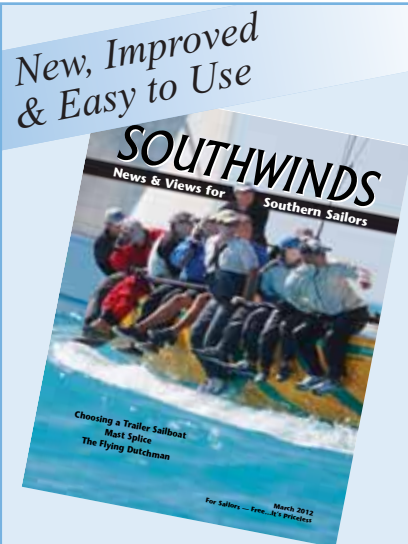


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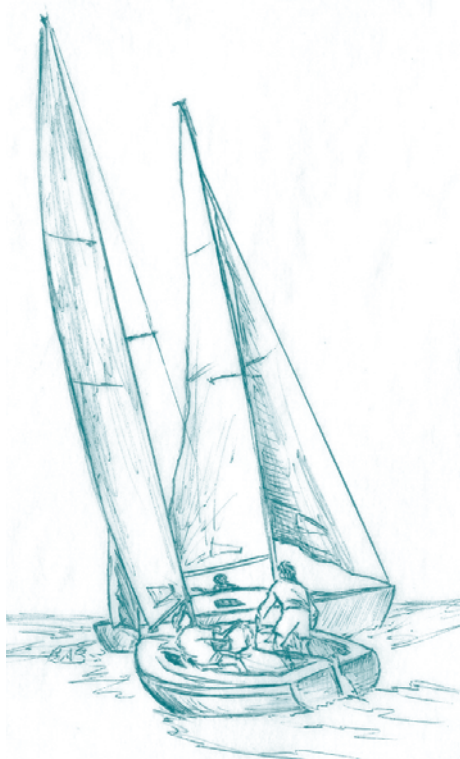
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*Got a story to tell? An experience? A sad story, a funny story, a learning experience? Send it to us. Keep it around 1000 words or so. Send to [editor@southwinds-magazine.com](mailto:editor@southwinds-magazine.com)*



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# Always the Same Dream

By Jeff Silcock

Hey, Staff Sergeant, I think my feet are frozen. "Shut up, grunt, and keep walking." So I keep walking. Up one hill, down the other side, back up another. Joy. My outpost partner, Mark O, a big, shiny black Marine says to me, "Man, it don't even get this cold in Chicago." It was a balmy 0 degrees outside. I stared across the rugged and ragged-looking mountains of this lovely little place called the DMZ that separates North from South Korea. I hate it here. When I get out of the Marines, I am getting as far away from this as possible. For the last two years, I have had to call R228, a South Korean airport runway, home. It always smelled like JP5 jet fuel and kimchi. I would fall asleep in my extreme-cold-weather sleeping bag with the cold, blue steel of my M16 inside with me, and I would drift off to sleep, always having the same dream; I was warm and the ocean was blue, and I could smell the salt-water in the air. My skin was tan, and even a little bit sun-burnt, and she was always beautiful.

Trip flares! I was forced awake, because a rabbit got caught in some concertina wire and set off the flares. I now even hate rabbits. I got to get out of this place, just like the iconic song of Vietnam, sung by the *Animals*.

Being honorably discharged from the Marines, Captain Pain-In-My-Buttocks asks me what I am going to do now that I am civilian.

"Become a sailor."

"You're joining the Navy?"

"No, sir. I am going to Miami, Florida and buy a sailboat, live on it and go sailing."

"You ever been to Florida?"

"No, sir."

"You ever been sailing?"

"No, sir."

"You ever seen the ocean?"

"One time out the back of an AAV, sir."

Upon my discharge, I purchased a 1975 AMC Pacer from a



three-toothed, sloth-looking human being from the hills of North Carolina and bid my farewell. The car reminded me of a fish bowl on wheels. With one used government-issue sea bag and all my possessions stuffed inside, I headed to Miami, Florida. I eventually pulled into the Miami Beach Marina and paid 50 cents for a South Florida *Sailboat Trader* magazine.

I sat with my ass in the sand and my toes in the water, long before Zach Brown starting singing about it. As I perused the ads, my dream continued to grow inside, but my wallet, on the other hand, did not. I did not know it at the time, but I ended up on South Beach, the worst place in the world for me to try to buy a sailboat. I eventually ended up in a honky-tonk in Key Largo and had the pleasure of meeting a "less-than-principled" fellow whom I will call Jim, for he said he was in the witness protection program. Anyway, I told him of my dream, my '75 AMC Pacer and my shrinking wallet. Go west, young man, cheaper boats and cheaper women on the west coast of

Florida was his advice. So off I go to find her, my soul mate.

I eventually rolled into Fort Myers Beach before sunrise and parked my car in a restaurant parking lot next to a tall metal building. And I fall asleep, with the same dream as always—I was warm, the ocean was blue, I could smell salt in the air, I was tan, a little sun-burnt and she was always beautiful. Then the tap on the glass awakes me, one of Lee County's finest doing his job.

Now I am not a smart man, or lucky for that fact, but sometimes, life leaves you clues. Being I backed into my sleeping spot, I never saw the sign that said Moss Marine in big blue letters on the side of the building, until I stepped outside my car. Hmm, I wonder if...around the corner I meander and there she was—the most beautiful thing I had seen since Olongapo City.

It was love at first sight and I had to have her. Twenty-five feet of white and blue and full of mold green on her sides. That big metal thing that holds up the sails was lying on top of her, looking defeated. I found the for-sale sign on the pavement near the jack stand. \$2500 dollars. I have that much, but I will have to sell my car. I was "all in," as the gamblers would say. The marina even gave me 30 days to fix her up. I gave them most of my cash and tossed my sea bag aboard.

I fell in love with this boat. I loved all of it, even the parts I didn't like so much. Over the next 26 days, I cleaned, repaired and repainted. I learned what a mast was and where every wire went, and how every nut and bolt was secured. I knew where every hose went and how they were clamped. I figured out when you put the word "marine" in front of it, it triples in price. This boat consumed me and all my thoughts and all of my money, just like an incredible woman does.

See **DREAM** continued on page 76