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Spanish Wells, The Bahamas. Page 40.
Photo by Fred Braman.



Pacific Seacraft Pilothouse 32 Review. Page 45.
Photo by Brooke Longval

COVER PHOTO

Endeavor, a Pacific Seacraft Pilothouse 32
at the docks in St. Petersburg, FL. Photo by Brooke Longval.
Boat review on page 45.

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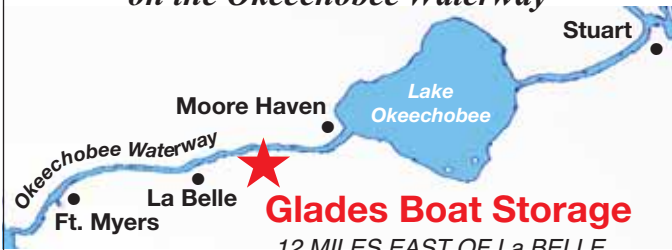


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News & Views for Southern Sailors

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Volume 27 Number 1

January 2019

Copyright 2019, Southwinds Media, Inc.

Founded in 1993

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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. Go to swindsmag.com for information.

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The St. Petersburg Power and Sailboat Show—Where Were the Sailors?

In the 80s this boat show was, as its name implies, both a power and sailboat show. At the time, Tampa Bay was a prominent center of both sailboat racing and the sailing industry. But the sailing industry felt they were being under-represented at the show, with the ratio of power to sail at about 10 to 1. Boat show owner Show Management also always put the sailboats at the very east end of the show docks—the furthest point away from the entry—and sailors felt like they were being treated like second-class citizens.

So, in 1992, those in the local sail industry got together and created their own show, Sail Expo St. Pete. It was held at the Vinoy Docks and was a great success until the docks were destroyed by a tropical storm. The show had to move across the basin to a park, but they had to build temporary docks, which was very expensive and the show was suffering financially. Show manager Sail America knew they couldn't continue, plus ownership of Show Management had changed, along with their attitude towards sailboats. In 2008, the sail show joined the power show and was again the St. Petersburg Power and Sailboat Show.

But in the process of joining the power show, the sail people negotiated terms that placed the sailboats at the docks closest to the entrance, and it was agreed that Sail America would run the show seminars, along with the popular Discover Sailing, which gave free sailboat rides to show visitors. The seminars—covering 40-50 topics—have always been a major part of the sailboat show and many sailors come to the show only for the seminars. But they cruise the docks and booths while there. The power show had no seminars, just a few fishing clinics. The seminars were for sailors.

It was in the fall of 2008 that the economy collapsed, but the show went on. For the next few years, the weak economy meant a smaller show, but it slowly came back and developed into a strong show for both sail and power.

In 2017, Informa, a London-based company that operates trade shows and conferences around the world, bought Show Management, but they did not make any changes to the 2017 St. Pete Show. But at the December 2018 show, the new Informa management was obvious, and from the sailing point of view, it wasn't all good.

With the St. Pete show, I dealt with Show Management, which manages several big boat shows in Florida, every year since 2008, and, in my opinion, the company has always done a professional job. Their tents, docks and everything they have at the show is first class and in great condition and they have always acted professionally, treating me and other exhibitors I knew efficiently and in an organized manner. But in 2018, things changed.

In December 2018, for the first time in more than 20-plus years, the seminars were canceled. On top of that, Discover Sailing was also gone. Also missing was the author's corner, which was an area outside the sail tent where authors of boating-related books sat (and they were generally all sailors), selling and promoting their books. Many of the authors also gave seminars. Show Management never charged the authors for the space, which was basically a card table and a chair. That space was empty this year. There wasn't even a trailerable powerboat parked in the empty spot.

Another missing event was Bob Bitchin's Cruisers' Party (originally from the sail magazine *Latitudes & Attitudes*, but recently *Cruising Outpost*), a popular Saturday night after-

show gathering where music, and free pizza and beer, was offered—for the last 21 years. It was particularly popular among sailors. Bob Bitchin decided to not even have a booth at the show this year. The two changes were probably related, as the previous year (2017), the seminars were sponsored by Bob Bitchin.

At our booth, we had visitors come by who were surprised when we told them the seminars were canceled. I printed the list of seminars in the December issue every year since 2003 and a summary in the November issue, but nothing in either month in 2018. Fellow sail exhibitors were also surprised and disappointed. On top of that sales, by almost every sail exhibitor I talked to were down, several saying they will not return next year. Garhauer, which has been to every show every year and travels the country going to all the shows, said they might not come back next year because sales were so weak.

At the docks, news was better and most of the brokers on the docks were pleased with the show and acknowledged good contacts, with some sales. That's a good sign—for brokers.

What happened? It appears sailboat buyers and lookers came to the show, but sailors, who might come to buy gear and equipment for their boats, didn't. What that means is sail booth exhibitors won't find it's worth it to be there. Many sail exhibitors are small companies and coming to a boat show can be a major expense. I wonder if their numbers are going to just slowly dwindle down to very few, maybe just local businesses, which don't have travel expenses. But some local businesses I talked to were unhappy.

And one last item that makes me wonder: This is the first year in over 20 years that the managers of the show, whether through Show Management or Sail America, did not advertise the show in *SOUTHWINDS*. All previous years, *SOUTHWINDS* traded booth costs for advertising the show for two months. This year, we paid for our booth. Another sign that they weren't interested in attracting sailors. My booth cost \$1000. With tickets at \$17, if our ads had attracted 60 sailors, Informa would have profited. It's not like they didn't have the space to give away. The main tent had many empty booths. We distribute to 500 locations in the Southeast, and our greatest concentration is in southwest Florida. I remember back in the early 2000s, when a poll was taken at the show asking visitors how they heard about the show. Results showed that the majority found out through a magazine.

Regardless, with all these sail events that have drawn sailors to the show being canceled, it almost sounds like an intentional disregard/conspiracy by the new owners of the show to not care whether it attracts sailors or not. Conspiracy? I doubt it. More likely, ignorance. Let's hope Informa wakes up and learns. Sail exhibitors are already leaving the Miami Boat Show since it merged with power. They are a tiny portion and get lost in the power show, and the Miami show and the area are expensive. The only real sail show left for exhibitors in the South is the St. Pete show which has real potential to be great for the sailing community. Compared to Miami, St. Petersburg is very affordable for hotels and food, along with less traffic and a more small-town atmosphere. Show organizers should be finding ways to grow the sail portion, not shrink it.

Or are we back to 1992?

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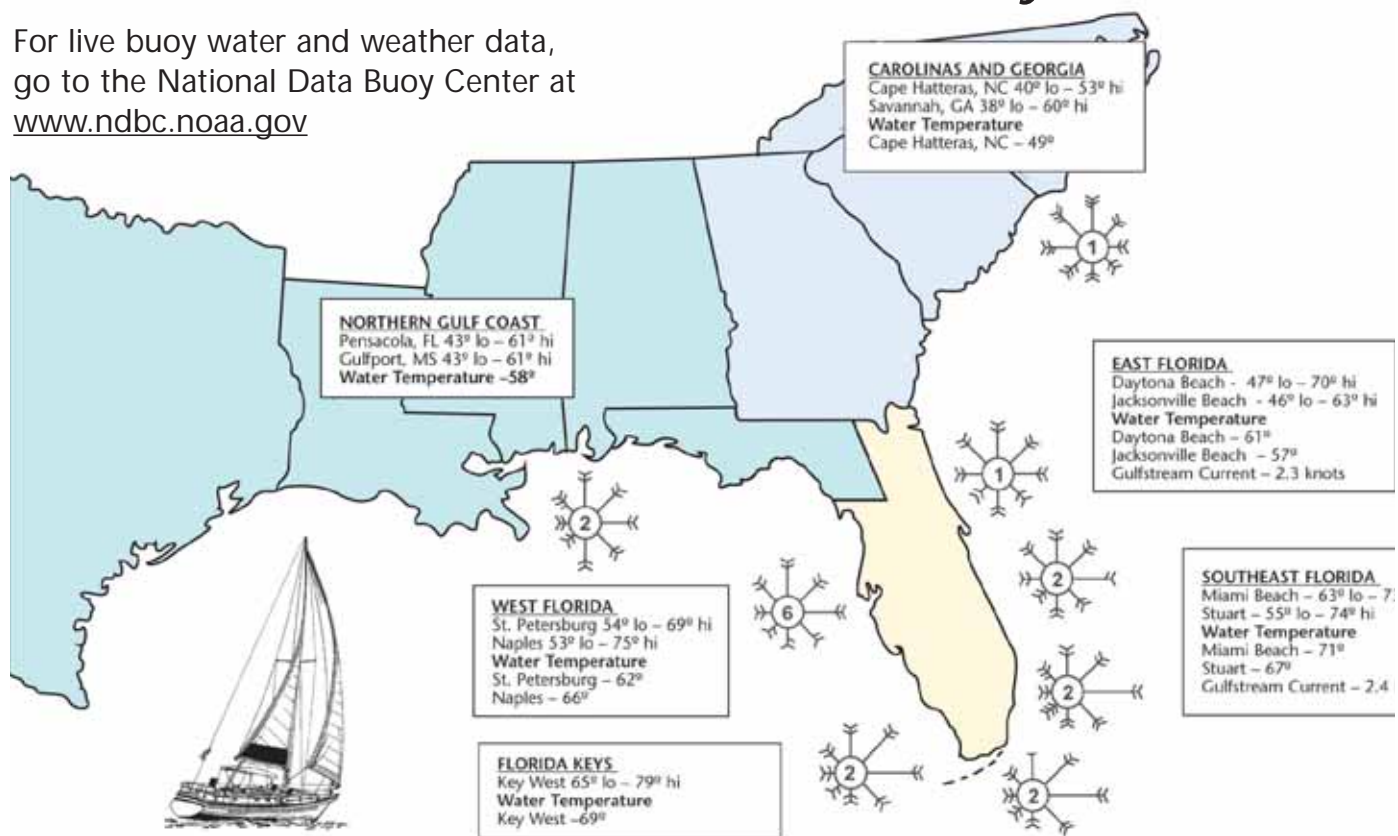


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CALENDAR



Upcoming Events in the Southeast (Non-Race)

Go to the Racing Calendar for regattas and local races. Go to Racing News for national and international regattas in the Southeast.

- Educational/Training
- Junior Olympic Sailing Festivals
- Boat Shows
- Seafood Festivals & Nautical Flea Markets
- Other Events

EDUCATIONAL/TRAINING

U.S. Coast Guard Auxiliary organizations throughout the country hold hundreds of regular boating courses on the various subjects. To find a course near you, go to www.cgaux.org/boatinged/class_finder.

Catamaran and Couples Cruising Seminars, Miami, FL, Feb. 16-17

These seminars are held in conjunction with the Miami Boat Show but are located at the Holiday Inn on the mainland (not at the main boat show on Virginia Key). The seminars are presented by long-time sailing and cruising instructors Jeff and Jean Grossman.

Jeff and Jean have been presenting couples cruising seminars and instruction for many years about sailing together in harmony, choosing a boat and cruising. They even wrote a book on the subject. The Couples Seminar will be held on Saturday, Feb. 16. The Catamaran Seminar, held on Sunday, Feb. 17, is about choosing the right catamaran, budgeting, purchase, design and handling. Those who sign up for the seminars receive boat show tickets. For more information, go to www.twocansail.com (see their ad on page 17).

Boating Safety Courses— Required in Florida and Other Southern States

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 safety education if born after a certain date. To see each state's law, go to www.aboutboatingsafely.com.

Listing Your Event in Print or Online

To have your non-race event listed in print, contact editor@swindsmag.com. Email the information (not just a link) by the first of the month preceding publication. Contact us if a little later. They must be public events that are free, or nominal low cost. Other for-profit events can be listed for \$35/month up to 150 words (text and title) for first month, \$25 for second month. We will print your public event for two months (rendezvous for three months). (If your for-profit event has a quarter page ad or larger, a 150-word notice in this calendar is included for two months.)

You can also list your event on our online calendar, swindsmag.com. Go to EVENTS. No charge for: (1) You have a print ad for the event in the magazine; (2) Public events, non-profit events, free events; (3) Club regattas, marine flea markets, boat shows and other similar events. Contact us for other for-profit events.

The courses named “**About Boating Safely**” and “**America’s Boating Course (ABC)**” both satisfy the requirements. They are marked below with two asterisks (**):

****Jacksonville, FL. Ongoing** Mike Christnacht. 904-502-9154. mchristnacht@comcast.net. www.uscgajaxbeach.com/pe.htm. Classes at Captain’s Club, 13363 Beach Blvd. \$25 including materials.

****New Port Richey, FL. Ongoing.** New Port Richey USCGAUX Flotilla 11-06. First Saturday of the month. 9am to 5pm. U.S. Coast Guard Auxiliary Communications Building, 3920 Marine Parkway, New Port Richey, FL (in Gulf Harbors Yacht Club Parking Lot). Register at BoaterEducation.info

US SAILING INSTRUCTOR AND COACH COURSES IN THE SOUTHEAST (NC, SC, GA, FL, AL, MS, LA, TX)

Go to the website for courses that might have been scheduled after our press date. For more on course schedules, locations, contact information, course descriptions and prerequisites, go to www.ussailing.org/education/instructor. No courses scheduled in the southeast U.S. as of press date. Check the website, since courses are often added late. For learning-to-sail and powerboat handling courses, go to www.ussailing.org/education.

Reach Educator Middle School 1 Course

Hyatt Regency Jacksonville Waterfront, Jacksonville, FL, Jan. 30. Contact Jen Guimaraes at jenguimaraes@ussailing.org. Instructor Katie Tinder

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Gary Jensen
Veteran Owned - FCC-Licensed

Small Boat Instructor Level 2
US Sailing Center Martin County, Jensen Beach, FL,
Jan. 3-4. Contact Alan Jenkinson at alan@usscmc.org.
Instructor Cappy Capper.

Small Boat Instructor Level 3
US Sailing Center Martin County, Jensen Beach, FL,
Jan. 5-6. Contact Alan Jenkinson at alan@usscmc.org.
Instructor Cappy Capper.

JUNIOR OLYMPIC SAILING FESTIVALS

Go to www.ussailing.org, then Youth>Junior Olympics>
Find a Festival. None listed this month or next month, but
check online in case a new festival was scheduled, or view
others further in the future.

BOAT SHOWS

Austin Boat Show, Jan. 4-6
Austin Convention Center. www.austinboatshow.com

**64th Houston International Boat Show,
Jan. 4-13**
Powerboats. NRG Center, Houston.
www.houstonboatshows.com. 713-526-6361

**18th Annual Charlotte County Boat Show,
Port Charlotte, FL, Jan. 10-13**
Charlotte County Fairgrounds. 954-570-7785.
www.swfmia.com/charlotte-county-boat-show

57th Atlanta Boat Show, Jan. 10-13
Georgia World Congress Center, Atlanta, GA. NMMA.
www.atlantaboatshow.com.

45th Stuart Boat Show, Stuart, FL, Jan. 11-13
Waterway Marina, Apex Marine. Stuart Harbor, Half Mile
off State Road 707. www.stuartboatshow.com

**Charleston Boat Show, Charleston, SC,
Jan. 25-27**
Charleston Convention Center, Charleston, SC.
864-250-9713. www.thecharlestonboatshow.com

SEAFOOD FESTIVALS and NAUTICAL FLEA MARKETS

**15th Annual Big Pine Key Nautical Flea
Expo/Flea Market, Florida Keys, Jan. 12-13**
Typically drawing nearly 200 vendors, this event held on
the wooded grounds of the Lower Keys Chamber of
Commerce, Mile Marker 31 Oceanside on Big Pine Key.



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Besides nautical items, there will be arts and crafts, food and live music. 8am to 2pm. 305-872-2411.
www.lowerkeyschamber.com, go to Events.

29th Annual Nautical Flea Market, Pompano Beach, FL, Jan. 19-20

Community Park, 820 NE 18th Ave. 8-5 Sat., 8-3 Sun.
www.nauticalflea.com

13th Annual Port Salerno Seafood Festival, Port Salerno, FL, Jan. 26

Live music, arts and crafts vendors, a kid's fun zone, mermaids, pirates and seafood. Adults \$13, \$10 in advance, children 10 and under free. 10am to 8pm. Food served until 7. Port Salerno Docks. www.portsalernoseafoodfestival.org.

37th Annual Cortez Commercial Fishing Festival, Cortez, FL, Feb. 17-18

Started in 1981, this two-day festival in the historic fishing village in Cortez, FL, offers a wide variety of seafood, live music, nautical arts and crafts, children's activities, environmental exhibits and beer. Over the years, the event has expanded from one to two days and from 500 visitors to 25,000.

The festival is sponsored and hosted by F.I.S.H.—The Florida Institute for Saltwater Heritage—which is dedicated to the preservation of the heritage of Florida's traditional Gulf Coast maritime communities. For more on F.I.S.H. and the festival, go to www.cortez-fish.org.

27th Annual Orange Beach Seafood Festival & Car Show, Orange Beach, AL, Feb. 23

The Wharf, 4830 Main Street. 10am-4pm.
www.gulfshores.com/things-to-do/calendar-events.

23rd Annual Gigantic Nautical Flea Market, Islamorada, Florida Keys, Feb. 23-24

Sponsored by the Upper Keys Rotary Club. Held at Founders Park on Islamorada, MM 87, Bayside. New and used boats, marine gear, dive gear, products, clothing, electronics, antiques, fishing, nautical arts and crafts. Sat 8-5, Sun 9-3. All-you-can-eat pancake breakfast at 8am. 305-712-1818. <http://giganticnauticalflea.com>.

Island Nautical 25th Annual Nautical Flea Market, St. Petersburg, FL March 2

Spaces available for sellers. Shop for bargains, sell old stuff or just browse. JSI parking lot at 2233 3rd Ave S., St. Petersburg. 8 am to noon. Call to reserve space at 727-577-3220.

41st Annual Dania Marine Flea Market, Mardi Gras Casino, Hallandale Beach, FL, March 14-17

Private individuals and corporate vendors sell marine equipment, antiques, used boats, fishing tackle, diving gear, marine artwork and other boating-related items. World's largest marine flea market. Thursday-Saturday: 9am-6pm. Sunday 9am-4pm. Free Parking. www.daniamarineflea.com.

SAILBOAT and TRAWLER RENDEZVOUS

List your Rendezvous. editor@southwindsmagazine.com

OTHER EVENTS

International Marina & Boatyard Conference, Fort Lauderdale, FL, Jan. 23-25

The IMBC is the leading marina and boatyard conference. It is geared specifically toward marina and boatyard owners, operators, and managers as well as dock masters, harbor-masters, boat builders and repairers, and industry consultants. IMBC is where dedicated marine professionals gather to exchange information, talk about the future of the industry, explore new methods and techniques, receive updates on revised standards and established rules, and discover new products. The conference is produced by the Association of Marina Industries (AMI). Fort Lauderdale/Broward County Convention Center. 401-682-7334.
www.MarinaAssociation.org/imbc.

Wrecker's Cup "Race," Key West, January 27, February 24, 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



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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 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 BBQ dinner while guests watch the race on a big screen TV. Beer drinking is very common.

The first race is the last Sunday of the month, starting in January. There is a captains meeting the day before the race at the bar at 7pm, where "captains and crew contemplate strategy while reviewing course and race rules." Race awards, booty, music and barbeque are after the race at the bar at 7pm. www.schoonerwharf.com.

2019 National Sailing Programs Symposium, Jacksonville, FL, Jan. 31- Feb. 2 Late Registration Ends Jan. 28

The National Sailing Programs Symposium (NSPS) is the premier event for sailing education in the United States. NSPS is the only conference of its kind that brings together program directors, instructors, volunteers, parents and industry representatives to share and learn best practices with one another about running, maintaining and improving sailing programs. The symposium goal is to have par-

ticipants coming out of the event with ideas to apply to their sailing programs, make them better and help them grow.

The symposiums began in 1984. In 2019, NSPS will have more events than ever where attendees can spend guided and focused time networking with their peers, learning from industry leaders and manufacturer representatives, and experiencing keynote presentations from some of the most accomplished and best-known sailing luminaries in the world.

The symposium is at the Hyatt Regency Jacksonville Riverfront. Late registration \$400, ends Jan. 28. At the door registration \$450, is Jan. 29-Feb.2. <http://nsps.ussailing.org>.

39th Annual George Town Cruising Regatta, Exumas, Bahamas, Feb. 14-27

This is a cruisers' regatta that attracts 350-400 cruising boats. Most boats start arriving from the U.S., Canada and other countries in November and stay through March. When the actual regatta days start, the schedule includes sailboat races in Elizabeth Harbor, around Stocking Island, and to neighboring Long Island. There is a variety of on-water and on-the-beach events to capture the interest of non-racing cruisers, as well as racers: Volleyball tournaments, softball, coconut harvest, bridge, Texas Hold'em poker, beach golf and much more. Opening night of the regatta is a very big event. For more information and exact dates, go to www.georgetowncruisingregatta.wordpress.com.



Two Can Sail Cruising Seminars



Miami Boat Show 2019

<p>Saturday Feb 16</p> <p>Couples Cruising Seminar</p> <p><i>Learn how to take the Drama out of your Dream from choosing the right boat to sailing away together in harmony.</i></p> <p>The 5-Step Plan to your Dream, Boat & Equipment for Two, Communications, Fear Factor, Working Together on Board, The Cruising Lifestyle</p>	<p>Sunday Feb 17</p> <p>Catamaran Cruising Seminar</p> <p><i>Dreaming of owning a catamaran and cruising off to new harbors?</i></p> <p>How to Choose the Right Cat for You, Design and Construction, The Budget, Current Market, Purchasing, and Tips on Handling a Big Catamaran</p>
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\$325 per couple/ \$195 Single

For Details and to Register, visit: www.TwoCanSail.com/Seminar info@TwoCanSail.com

Presenters: Team Jeff & Jean, Phil Berman, Liza Copeland and others






For the complete southern racing schedules by region, go to the "Southern Regional Race Calendar" in the back of the magazine

NEWS

American Magic comes to Pensacola, Florida

By Kim Kaminski

American Magic, the only U.S. team to vie for the 36th America's Cup in 2021 has established their plan: reinvigorate sailing in the U.S. It will be the first time in 15 years that the New York Yacht Club will take a bid at the Auld Cup alongside Italy's competitor Luna Rossa and Britain's Ineos Team UK to try and take the cup from the defender Emirates Team New Zealand.

The U.S. syndicate will have renowned Kiwi Dean Barker as helmsman in the America's Cup Race in New Zealand to help lead them in their goal. Philip Lotz, Commodore of the New York Yacht Club, said, "America was the first boat to win the America's Cup in 1851. *Magic* was the first boat to defend the Cup in 1870. *American Magic* builds on the legacy of those two yachts, and the name embodies the mission of our campaign, which is to win the Cup—and in the process—build the foundation for a stronger competitive sailing culture in the United States. The New York Yacht Club is very excited to be part of this campaign and the legacy we are striving to create."

It's even more exciting news for sailing fans in Pensacola, FL. The New York Yacht Club's America's Cup Team has set up camp along the city's waterfront and will be practicing on the waters of Pensacola Bay. The team had traveled to the area to deliver a keynote presentation to open the 2018 Optimist Class U.S. National Championship held in Pensacola and was impressed with the sailing area.

The *American Magic* team expects to establish its primary base in Newport, RI, this spring.

RACE INSTRUCTION IN THE SOUTHEAST

To list your race instruction courses in print (free listings for non-profit groups. A \$25 fee to for-profit groups): editor@southwindsmagazine.com

VIEW UPCOMING REGATTAS & EVENTS ON OUR WEBSITE – LIST YOUR REGATTA OR INSTRUCTION COURSE FREE

View upcoming regattas and events in our online calendar. You can list your regatta course yourself on our online calendar for free with more information. Go to swindsmag.com, and click on EVENTS.

US SAILING Courses: US SAILING has seminars around the country on: Race Officers; Umpires; Judges; and Classifiers. Information, prerequisites, and enrollment online available at www.ussailing.org/competition/rules-officiating. Check the website, as classes are sometimes created at the last minute—long after our press deadline, and some fill up quickly.

COURSES IN THE SOUTHEAST

One-Day Race Management Seminar

Austin Yacht Club, Austin, TX, Jan. 5. Contact Jim Castro at jcastro@sbcglobal.net. Instructor Gil Greenwood.

Lake Canyon Yacht Club, San Antonio, TX, Jan. 19. Contact Lynn Simpson at lsimpson003@satx.rr.com

Columbia Sailing Club, Columbia, SC, Jan. 19. Contact David Van Cleef at sailingdirector@columbiasailingclub.org. Instructor J D Rosser.

Advanced Race Management Seminar

Pensacola Yacht Club, Pensacola, FL, Feb. 16-17. Contact Hal Smith at hal_smith@mindspring.com. Instructor Tim Rumpitz.

NATIONAL, INTERNATIONAL AND OTHER REGATTAS IN THE SOUTHEAST

View upcoming regattas on our Events page at www.swindsmag.com. List your regatta for free.

LISTING YOUR RACE

SOUTHWINDS lists races in the Southeast eight coastal states for free with date, event and sponsoring organization in the "Racing Calendar" at the end of the magazine. Listed below are upcoming national and international regattas in the Southeast. For other regatta pre-race write-ups with a description in this section, cost is \$35/month (\$25 for second month) for the first 130 words and \$45/month (\$35 for second month) for 200 words total. No listing over 200 words allowed. Regattas that run display ads 1/4 page or larger (we give regatta ads reduced rates) will get 150 words at no additional charge for two months. Email editor@swindsmag.com, or 941-795-8704, around the first of the month preceding publication to list your event or place an ad.

RS Aero North American Midwinters, West Palm Beach, FL, Jan. 8-10

Hosted by the Palm Beach Sailing Club and the Sailfish Club. www.pbsail.org, www.rsaerosailing.org

36th Annual Golden Conch Regatta, Platinum Point Yacht Club, Punta Gorda, FL Jan. 12-13

This two-day race series is an open sailing event to be conducted outside the Burnt Store Marina entrance on Charlotte Harbor. There will be two separate race courses: five races will be in Spinnaker, Multihull, and Harbor 20 fleets; three races for the cruising fleets. The Regatta qualifies for the Charlotte Harbor Boat of the Year (CHBOTY).

Expected are 30-35 boats in the five classes offered. Both

buoy and windward-leeward races will be conducted. A mandatory skippers meeting will be held on Saturday morning along with a complimentary continental breakfast. A barbecue social is planned after Saturday races. The awards ceremony with light lunch will be held on Sunday after racing. Details, NOR, and Entry Form can be found at www.ppycbmsm.org.

43rd Fort Lauderdale to Key West Race, Jan. 17

A 160-nautical-mile sprint down the Florida Keys. The race starts at Port Everglades and runs along the Florida Keys to Key West. Boats 25 feet and longer. Fleets include IRC, PHRF, ORC, Multihull and One-Design. The race is sponsored by Lauderdale Yacht Club and the Storm Trysail Club and hosted by the SORC race management group.

A skippers meeting and cocktail party takes place January 16 at Lauderdale Yacht Club, race headquarters. Awards are scheduled for January 19 in Key West and hosted by First Flight (formerly Kelly's). For more information and online registration, go to www.keywestrace.org. Entry deadline is Jan. 11.

34th Pineapple Cup, Miami to Montego Bay, Jamaica, Jan. 27

Established in 1961, the Pineapple Cup is a classic 811-mile "beat, reach and run" ocean race that has been dubbed "the best ocean race in the world" by its devotees, including three-time winner and media mogul Ted Turner. After the start in Miami, boats sail to the Northwest Providence Channel in the Bahamas and then race down the eastern side of the Bahamas, then east of Cuba through the Windward Passage to Montego Bay.

The race is hosted at the start in Miami by Biscayne Bay Yacht Club and at the finish in Montego Bay by the Montego Bay Yacht Club. www.pineapplecup.com.

US SAILING World Cup Series Miami, Jan. 27-Feb. 3

US Sailing's premier event—the 30th running of Sailing World Cup Miami—is set to return to Miami for top-level Olympic and Paralympic class racing. The event is the only North American regatta to be included in World Sailing's 2018-2019 Sailing World Cup series. The regatta is a mainstay on the winter circuit for sailors campaigning for the next Olympic and Paralympic Games.

Classes include 49er, 49er FX, RS:X, Nacra, Laser, Radial, Finn, 470, 2.4mR. Medals will be awarded to the top three boats in each class.

Regatta headquarters will be located at the city of Miami's Regatta Park in Coconut Grove. Additional hosts for the event include the US Sailing Center Miami (a U.S. Olympic Training Site), Coconut Grove Sailing Club and Shake-A-Leg Miami. These sailing organizations host classes onshore, as well as help run the on-the-water racing. The Coral Reef Yacht Club hosts the opening and clos-



The St. Petersburg Yacht Club Hosts and Sponsors three prestigious Tampa Bay & Gulf Races 2019

All three regattas qualify for the SORC Trophy (The St. Petersburg Ocean Racing Challenge) and the Suncoast Boat of the Year

Special one-time entry fee if entering all three regattas at the same time — Pusser's Rum Cup, Suncoast Race Week and Crown Cars Regatta
Go to the SPYC Web Site Regatta Page for Details

2019
CROWN
Automotive | Group
Racing in the Gulf of Mexico.

35th Annual Crown Cars Regatta SPYC at PAG
March 9



38th Annual SPYC Invitational Pusser's Rum Cup
April 6
Originates at & returns to SPYC downtown location.

41st Annual Suncoast Race Week

Presented by the St. Petersburg Yacht Club in cooperation with Bradenton Yacht Club & Davis Island Yacht Club
April 12-14
Venue to be announced in the Notice of Race.



All NORs will be on the St. Petersburg Yacht Club Website at www.spyc.org and West Florida Yacht Racing Association at www.wfyra.org



RACING NEWS

Racing News, Instruction, Southern Sailors, and National and International Regattas in the South

ing ceremonies.

For more information, go to miami.ussailing.org.

Melges 20 Winter Series, South Florida, Feb. 8-10, March 15-17

The Melges 20 Winter Series is three events held annually for the large fleet of Melges 20s that campaign in Southern states and the Caribbean each winter. All events are held at the Coconut Grove Sailing Club: Event 1 is the series opener (held in Dec.); Event 2 is the Miami Winter Regatta; and event 3 is the Melges Rocks Regatta. After Event 3, Melges 20 racing moves to Charleston Race Week.

Gasparilla Regatta, Tampa Sailing Squadron, Tampa, FL, Feb. 10

Tampa Sailing Squadron's Gasparilla Regatta is the hot ticket for your February racing fix! On Saturday, Feb. 10, there will be Spinnaker, Non-spinnaker, Racer Cruiser, Cruising and Motherload classes competing on Tampa Bay.

Also, "NEW" is a Doublehand class that races around our long course! Our recent dredging of the main channel has been very popular and this is the only regatta in Tampa Bay where you will be fed a hot breakfast before racing.

Following racing is our infamous party, with live music, rum libations and an awards dinner. Pre-race skip-

pers meeting is Friday, Feb. 9, at 5pm, featuring a beer keg and \$5 hamburger/hotdog dinners.

For additional information contact Matt Dalton at tssregatta@gmail.com. For NOR and a discount for early registration, go to www.sail-tss.org.

St. Petersburg National Offshore One-Design (NOODS) Regatta, Feb. 15-17

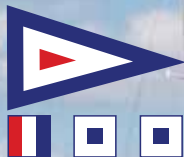
The St. Petersburg Yacht Club is host for this annual regatta. The NOOD regatta features several separate one-design classes, and PHRF racing with a combination of windward/leeward and distance racing courses. Entries from across the eastern half of the U.S. attend. Six NOOD Regattas are held around the country annually. Go to the *Sailing World* NOOD website for more information at www.sailingworld.com/nood-regattas.

2019 Force Five Midwinter Championship, Florida Keys, Feb. 18-23

The Midwinters will once again be hosted by the Upper Keys Sailing Club in Key Largo. Sailors arriving early will have use of the club facility to get in some practice racing. For information go to www.upperkeyssailingclub.com, or <http://force5.us/main/>.

54th Annual Gasparilla Regatta

Tampa
Sailing
Squadron



February 9, 2019

Spinnaker, Non-spinnaker, Cruising and Racer Cruiser classes along with the popular Motherload class and the Doublehand class.

Friday Registration & Skippers Meeting between 1700-2000

Saturday Hot Breakfast served to the racers at 0800

Racing starting at 1000

After racing party and awards dinner

Live music by 5th Gear Band

Details, Entry forms and NOR at www.sail-tss.org & go to Regattas

Laser Midwinters East, Clearwater, FL, Feb. 20-24

Clearwater Yacht Club. www.clearwateryachtclub.org

4th Annual Miami to Havana Race, March 13

The Southern Ocean Racing Conference (SORC) is the organizer of this race. The race is hosted by the Coral Reef Yacht Club and the Hemingway International Yacht Club of Cuba. It begins March 13 with boats racing down the Florida Keys and heading across the Gulf Stream to Havana wherever the racers decide the best point is. www.HavanaRace.org.

St. Petersburg – Habana Race, March 18

The St. Petersburg Yacht Club's 284-nautical mile race to Havana, Cuba, will depart St. Petersburg at 11am on March 18, headed for the finish at Morro Castle off Havana. Although this race was revived in 2016, it was originally staged from 1930 to 1959.

Included in the schedule of events in Cuba are a welcome party March 21 and a race starting at the Havana Harbor entrance. A dinner and awards presentations party will be held afterward. Open to boats at least 30 feet. For more information, go to www.spyc.org and click on Habana Regatta. Final Entry Deadline is Jan. 11.

10th Conch Republic Cup/Key West Race Week and Race to Cuba, Begins April 27

The Conch Republic Cup/Key West Race Week race begins on April 27 with a welcome party at the Schooner Wharf Bar and Grill in Key West. Schooner Wharf sponsors the Wrecker's Race Series which starts on the last Sunday in January and ends with the last Sunday in April. The last race is Jan. 27 and will be the kick-off of the Conch Republic Cup.

The race will start at 12 noon on April 28 at the Sand Key Lighthouse and then continue on to Havana, Cuba. Boats should arrive at Marina Hemingway the next day, Monday, with a welcome party on Tuesday.

Buoy Races will be held over the next few days, exact location and dates to be determined. Boats may stay in Cuba up to two weeks, choosing their own departure based on needs and weather window. There will be no return race to Key West.

For more information, including the updated Notice of Race and full schedule, go to www.conchrepubliccup.org.



RACE TO CUBA

BEGINS APRIL 27

Key West Community Sailing Center



The Florida Keys
Key West
Clear To Perfect - For Your Normal

For information contact
Karen Angle
Karen@conchrepubliccup.org

Conch Republic Cup



20 19

KEY WEST CUBA RACE WEEK
Cultural Exchange Through Sport
KEY WEST - HAVANA

Register at www.ConchRepublicCup.org



SHORT TACKS

NEWS FROM AROUND THE SOUTH AND THE WORLD OF SAILING

Send us news, including business press releases, to editor@southwindsmagazine.com. We need to receive them by the 1st of the month preceding publication. Contact us if later (it most likely will get in, but not certain).

Okeechobee Water Level Goes Down About Seven Inches Since November

As of press date in early December, Lake Okeechobee was at 12.94 feet above sea level. This makes the navigational depth for Route 1, which crosses the lake, 6.88 feet, and the navigational depth for Route 2, which goes around the southern coast of the lake, 5.08 feet. Bridge clearance at Myakka was at 50.81 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).

Warning on E15 Fuel at the Gas Pump for Auto, Marine and Other Gasoline Engines

By Steve Morrell

It is widely known that older outboard engines will have problems with E10 (gas with 10% ethanol), as will many small engines—like generators, lawnmowers, etc.—running on gasoline. But now that E15 is becoming more prevalent, it can really wreak havoc on all gasoline-run engines (except flex fuel vehicles).

For E10, how old is the question and nobody wants to nail that down. Some say that modern marine outboards from 2007 on will handle E10 for sure, but that is a general opinion—in my opinion. I know that I had a 2003 90hp

Yamaha that had major problems with E10 and after spending \$400 to get the carburetors rebuilt, I never used it again—at the advice of the mechanic. At the same time, I had a 2hp, four-cycle Honda (can't remember year but it was early 2000s) which always had problems with E10 and I had to rebuild the carburetor myself. Both outboards' problems went away after using only no-ethanol fuel. Same with a lawnmower and a 4-cycle weedeater.

Now we have E15 out there. And it is recommended to never use it in any year outboard, plus not in cars (although they say 2001 and later cars are okay, but I wonder). Now that the current administration has allowed use of E15 year-around (it was previously prohibited in warmer climates during summer because of pollution problems), it has become prevalent in almost all gas stations and the markings on the pump are often small and unseen. Some pumps don't mark it at all. Therefore, it is advised to look closely and make sure you never use E15 on any outboard or small engine and not in older cars. It will void warranties in many engines if used.

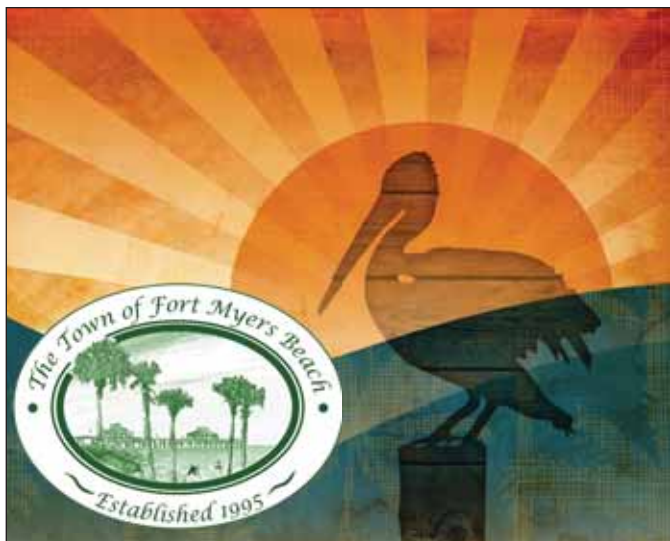
The Florida Commodores Association Foundation (FCAF) Announces their 2019 Youth Sailing Grant Program

Grants are available to recognized Florida yacht clubs with youth sailing programs. They are designed for youths 8-16 years of age in need of financial assistance to participate, with an interest in learning to sail or extending their sailing training. Award amounts will vary, with a maximum of \$250 going to any one club.

The objective of the program is to develop sailing proficiency, communications, organization and leadership skills, and a greater understanding of STEM. The grants can offset all or some of the registration cost for participating youths, used for course materials, or for teaching aids for enhancing STEM in their sailing program. They cannot be used for capital equipment or salaries.

The FCA Foundation was established by the Florida Commodores Association, a community of past, present and future commodores of recognized Florida yacht clubs who promote the business of yacht clubs and yachting customs and traditions through awareness, education, and charitable and social events.

The foundation works to ensure the future of yacht clubs and sailing opportunities through educational and charitable programs. Its present focus is on youth sailing, U.S.



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SHORT TACKS

NEWS FROM AROUND THE SOUTH AND THE WORLD OF SAILING

Send us news, including business press releases, to editor@southwindsmagazine.com. We need to receive them by the 1st of the month preceding publication. Contact us if later (it most likely will get in, but not certain).

Olympic sailing and the Wounded American Veterans Event (WAVE).

Detailed information and the application form can be found at www.fcafoundation.org. Submission deadline is April 1, 2019. Awards will be made by May 1. For further information, email t.reynolds@ieee.org.

Sailors Rescued Off Sailboat Dismasted Off North Carolina

On Tuesday, Nov. 27, the U.S. Coast Guard rescued four experienced sailors on a Beneteau Oceanis 55.1 after the boat was dismasted in a storm on the previous day. The boat was owned by Beneteau America and was being delivered from the Annapolis Boat Show (held in October) to Miami to be in the Miami Boat Show in February. The boat was dismasted about 100 miles southeast of Cape Lookout in North Carolina.

Crew onboard the sailboat sent out a distress signal after 6pm, Monday, Nov. 26, that the Rescue Coordination Center Norfolk received. A Hercules aircraft located the boat and contacted the crew by radio. The crew said they were not in need of any immediate distress, but that the mast and rigging were overboard, plus steering was damaged. A Coast Guard cutter patrolling in the region reached the sailboat the following day and took the crew off the boat after assisting them in cutting away the mast.

A Coast Guard 47-foot Motor Lifeboat was dispatched, and it took the crew off the cutter and brought them to shore. The names of the crew have not been released.

Because of rough seas, the Coast Guard determined that the boat could not be towed safely, so it was left behind. Beneteau America plans to recover the sailboat, which has a tracking device.

Boats Submerged by Hurricane Florence Raised, Cleaned and Then Sunk Again

The North Carolina legislature was investigating that boats sunk from Hurricane Florence were raised by salvage companies and then resunk.

The problem is money. Many of the 383 boats that were identified as hazards were abandoned by the owners. A state and federal task force hired salvage contractors to deal with the boats and the immediate goal was to remove hazardous materials that could pollute the water—fuel, oil, flares and other pollutants. One of the contractors said “tens of tens of tens” were raised, cleaned and resunk.

No one was willing to pay to have the boats raised, placed on land and then taken to a dump to be demolished. Costs to do so are around \$400 a foot, which means a 30-foot boat could cost \$12,000, the raising of the vessel being the most expense part.

To deal with the boats, a task force consisting of the Coast Guard, the North Carolina Wildlife Resources

Commission and the state Department of Environmental Quality was put together to deal with the problem. The group had two options: ESF 10, the cheaper option, would raise, clean and resink the boats; or ESF 3, which would raise the boats and store them on land somewhere, possibly having them demolished. The cheaper option was chosen. Consequently, the “cleaned” boats were put back in the water but away from channels, where they would not be a hazard to navigation. The task force also said no state or federal agency would take responsibility for the boats, making ESF 10 the better option. Not only was it a question of lack of money, but also of who had the authority to deal with the boats.

After hearing about the process, state legislators began an investigation to find out what to do about the existing problem with all these abandoned boats in the water—also wondering if the boat owners are responsible. They also question that perhaps they could find a better option in the future.

One local government spokesperson said that you could see masts sticking up out of the water in places.

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U.S. Coast Guard Ready for Rescue Challenge to Find Innovative Rescue Solutions

In September the Coast Guard announced the Ready for Rescue Challenge—a call for new ideas on locating people in the water who are in need of rescue. It is well known among many in the boating community that finding a person in the water is often the most difficult part of a rescue and can take hours, if not days, to find someone, especially in a great expanse of water.

There are currently many ways that help locate victims, such as personal electronic locators and reflective materials on the PFD worn on the person, but these methods are not widely used due to cost, comfort, style—or just awareness that these solutions are available.

Consequently the Ready for Rescue Challenge was created to invite new ideas from the public that will help solve this problem. The Challenge was open to all US citizens and legal permanent residents 18 years of age or older. If they are under 18, they can be members of a team that is led by a person 18 years or older. Even a K-12 school may enter.

The new ideas can be almost anything from something that attaches to a PFD to an entirely new device—it just must make it easier to find someone.

Deadline was Oct. 15 and the winners were chosen on Nov. 15, at which time the Coast Guard announced the

Phase I five monetary prize winners and five non-monetary honorable mention winners. \$25,000 will be split among the five monetary winners. Next the challenge will enter Phase II where the five winners will compete to the next level of idea evaluation and compete for \$120,000. The honorable mentions may compete in Phase II but are not required to. Phase II will be the development of prototypes. More funds could be available to develop prototypes.

Next will be Phase III where the prototypes will be tested by the Coast Guard and \$110,000 will be split among the five winners.

On Nov. 15, the Coast Guard announced 5 winners and 16 honorable mentions. The five monetary prizewinners are:

A “Detection Kite” Zipper Pull (Bay Sea Scouts, Inc. of Bay Village, OH): An aluminum-coated kite that reflects USCG radar and can be seen above waves from 5-7 miles away. It clips onto a lifejacket in a pouch and can also help retain body heat if used as a head covering.

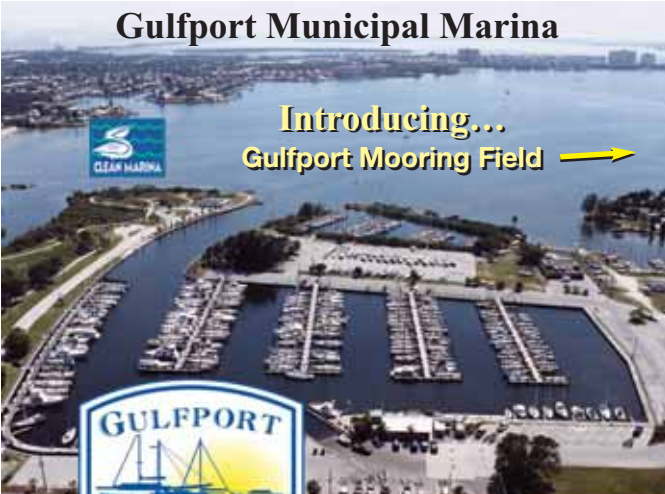
AdventureSafe 911 Platform and the RaftUp App (RaftUp Technologies Inc. of North Little Rock, AR): A free mobile app that allows a person in distress to share exact GPS coordinates with the Coast Guard via its SMART SOS feature. The app integrates with public safety software AdventureSafe which enables the USCG to track first responders.

Personal Deployment Beacon (Fusion Tactical of Chino Hills, CA): A white LED light, attached to a self-inflating helium balloon, that strobes above waves and reflects on the water’s surface. The balloon is attached to a lifejacket in a pouch, or directly to the arm as a sleeve, and releases and inflates with only one pull.

Personal Flotation Devices equipped with Infrared and Radar Beacons (Pallas LLC of Washington, D.C.): A \$1 lifejacket patch equipped with a long-range radio-frequency ID tag for easy detection by search radars. The patch material glows brightly so search and rescue helicopters with infrared sensors can detect a person during the day and at night.

Safety Beans Tracking and Rescue System (Nautical Beans Inc. of Seattle, WA): A radio system comprised of a base station and up to 32 trackable waterproof watches (called “Safety Beans”) and attachable tags (called “Safety Buds”). The system works without a GPS, and can track the Safety Beans and Safety Buds up to five miles from the base station and when submerged in water.

Learn about the honorable mention award winners on the Challenge blog at www.readyforrescuechallenge.com.



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SHORT TACKS

Annual Florida Sailing Association Meeting, St. Petersburg, FL, Dec. 1

By Jabbo Gordon

Edith Collins, Area D (Florida and Georgia) representative for US Sailing, presented a framed certificate to retiring US Sailing judge Ann Newton for her 30 years of service to sailing "in recognition of your leadership, wisdom, devotion to our sport and your standards of excellence."

Donna Sue Marks of St. Petersburg was re-elected commodore, Rich White of Clearwater was elected vice commodore and Stephanie Webb of Fort Myers was re-elected secretary-treasurer.

Webb supplied a list of grants that FSA had made to member clubs for regattas and training. And while the lone training recipient this past year was 16-year-old Annabelle Riggs of Venice, Webb emphasized that grants were available to adults as well. However there can be only one grant per member club. Attendees discussed safety issues such as requiring youth to wear helmets at some regattas, but some wondered if adults should wear helmets if youth must. Another topic was making sailing an official high school sport instead of just a club activity. At this time, most high schools will not give official sanction to sailing. Other subjects included red tide, regatta costs and writing grants. Another topic was to establish a youth series on Florida's west coast, similar to what east coast clubs have in the fall

and spring. More than 100 skippers from the upper keys to Daytona Beach are competing this year.

The meeting was a joint session with US Sailing's fall regional symposium. Vice president of US Sailing Rich Jepsen said that US Sailing is rededicating its commitment to regional symposiums as an outreach program.

Sweden Boat Scrapping Program

A common problem around the world is what to do with fiberglass boats when they are no longer useful or wanted. The cost of removing a derelict boat in the water, hauling it to a scrap yard and having it either recycled—not commonly available—or buried can be very costly. Abandoned derelict boats in the U.S. are a major problem. Many states have programs to deal with it, but it's expensive and many boats are left untouched, often being hazards to navigation.

In Sweden an estimated 64,000 boats are abandoned or unseaworthy, and about 900,000 boats in the country.

Sweden recently instituted a program that will allow boat owners to scrap their boats for free through the end of 2018. All boats under three tons are eligible but owners must pay for the transport costs to the scrapyards. The boats will be recycled. They estimate about 500 boats will be scrapped in the program. It's a small dent in the 64,000 boats, but the government figures it will not only remove some boats from the market, but have an enormous impact in the media and raise awareness of the need to deal with the problem.

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Hurricane Michael Hits Apalachicola

By Ron Dierolf

Editor's note: SOUTHWINDS published a two-part article on cruising Apalachicola Bay by Ron Dierolf in the August and September issues, available online in Back Issues at southwindsmagazine.com.



Seagrass and debris deposited on Water Street (which runs along the waterfront) by storm surge, but the small building behind still stands.

The Forgotten Coast became a household name on Oct. 10 when Hurricane Michael roared ashore on the Florida panhandle. The Mexico Beach/Port St. Joe area was hit by the eastern eyewall with Panama City and Tyndall Air Force Base receiving the winds of the western side of the eyewall. The storm, the third strongest in recorded U.S. history and the strongest to ever hit the Florida Panhandle, caused catastrophic damage along a 100-mile swath of the panhandle coast and well inland into southern Georgia and Alabama.

People in Apalachicola had not experienced anything like Michael. Hurricane Eloise came ashore near Panama City as a Category 3 in 1975 but few people here recall much about Eloise. Many people remember Opal (1995), Ivan (2004) and Dennis (2005), all of which came ashore west of Apalachicola. Opal caused flooding on St. George Island, and the storm surge from Dennis damaged the Apalachicola waterfront. A 45-foot shrimp boat was sitting high up in some large trees at the Mill Pond, courtesy of Dennis. Regrettably, it was removed several years ago. It should have been left as a demonstration of the power of storm surge. However, Michael was a whole new experience for this town.

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Although large mounds of debris were washed ashore and mud covered the downtown streets, Apalachicola Riverfront Park suffered almost no damage.

Apalachicola sustained damage to the downtown area due to storm surge and wind. Most of the residential area damage was limited to downed trees and tree limbs with some older structures sustaining some wind damage. The most spectacular damage in Apalachicola was along the riverfront and the bayfront. Large mounds of sea grass and debris were washed ashore and mud covered the downtown streets. Most of the businesses along Water Street (adjacent to the river) and on Commerce Street (one block from the river) had some storm surge damage. Immediately after the hurricane, the street curbs were piled high with wood, appliances, furniture, etc.—damaged by the storm surge. However, buildings were not destroyed, and roof damage was relatively minor in most cases.

We returned to Apalachicola five days after the hurricane hit (yes, we decided to leave at the last minute when it hit Category 4) and much of the debris downtown had been removed. As of this writing—the first week in November—most of the businesses are back up and running at least on a limited basis. The fuel dock at the Apalachicola Marina sustained significant damage and is not in operation at this time.

For reference, the accompanying picture of the Riverfront Park area can be compared to the picture in my articles on Apalachicola Bay in the August and September issues. This shows that little damage was done to the waterfront area other than that described above. The pictures herein were taken between a week and ten days after the hurricane. If you could compare pictures taken in town in

the previous articles to pictures taken at the same time as these the only difference you would notice would be the lack of vehicular traffic and some mud on the streets, hence we did not duplicate those pictures here but chose to include some of the more significant damage.

Regarding fuel, the Apalachicola Marina is out of commission for the time being. There is fuel available at Scipio Creek Marina, but fuel supplies are limited although the situation is improving. The one gas station in town that carried no-ethanol fuel does not have a supply at this time. Gasoline is available in town but the stations periodically run out. The situation is the same for groceries. Panama City was the primary supply source for many businesses and that supply chain was seriously damaged.

Surprisingly, the dock at Waterfront Park in downtown Apalachicola sustained only very minor damage. While watching The Weather Channel during the hurricane it appeared that many of the boards on the boardwalk were being floated away by the storm surge, but that was not the case. One piling was broken at the level of the dock and one or two more may have leaned a bit, but the damage was minor.

The same cannot be said for the piers and boardwalks at Ten-Foot-Hole and Lafayette Park. The pier at Lafayette Park was almost completely destroyed. The piers and boardwalks at Ten-Foot-Hole were damaged and will require repair. Several of the power kiosks on the pier at Ten-Foot-Hole were knocked over and power has not yet been restored to that portion of the marina.

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A sailboat, about 35 feet long, moved from its dock in Ten-Foot-Hole marina across the street, about 200 ft. from its dock. The piers and boardwalks at Ten-Foot-Hole were damaged and will require repair.

For us boaters, the preparation and aftermath of the storm were quite interesting with several lessons learned. All but one boat of the commercial fishing fleet left town and headed up the Apalachicola River to hurricane holes that have been used for generations. They did quite well and are back on the waterfront ready to begin fishing. The intrepid captain of the one boat that stayed in the Mill Pond—the commercial marina—stayed with his boat throughout the hurricane and both survived intact.

The recreational fleet that stayed put did not fare as well. A few boats stayed in the Ten-Foot Hole Marina just off the bay. Two were sunk, several were heavily damaged and one ended up on shore. Several were hauled out at the Mill Pond boatyard, but that facility flooded from the storm surge. An eyewitness account described the boats as floating off of their stands and playing bumper cars for a while. A few eventually made their way into Scipio Creek and from there to various points ashore to the north of town. Looking north from the causeway there are a couple of large boats in East Bay which is much too shallow for anything but a flats boat. It took a substantial storm surge for a boat with a five-foot draft to be placed in an area that is normally two feet in depth.

Several recreational boats headed up river to hurricane holes and rode out the storm. A few are back at the marina, but the Ten-Foot-Hole marina is still sparsely populated. Time will tell whether the rest of the boats will be back.

Having said all this, when you get out onto the water into Apalachicola Bay, little has changed. The Coast Guard was here a week after the hurricane and the channel buoys and other aids to navigation (ATONs) are back in place. The channel has silted in a bit, but the water depth is still between 8 and 10 feet—a little less than is normal after the periodic dredging, but by no means limiting to boaters.

Government Cut (or Sykes Cut as it is sometimes called)—one of main cuts out the bay to the Gulf—is still where it should be. Some of the rip-rap has been moved around and a few boulders may have fallen into the channel. With the depth of the cut being 20-plus feet there should be no consequences if there are a few large rocks in

the channel, but caution is warranted anyway. As has always been the case, caution is warranted in this area. I am unable to tell for certain if the sandbars to the east and west of the channel have intruded into the channel, but from my cursory survey (which entailed driving my fishing boat north and south between the markers), it doesn't appear that any drastic changes have occurred. However, the land connection between the rip-rap on the east side of the channel has been washed away and the eastern rip-rap is now isolated from the island. This is of no navigational significance but it does attest to the power and unpredictability of a hurricane.

West Pass does not appear to have changed very much. The area just south of the pass has always been shallow and changing, so nothing new there. We did not get to Bird Island and shoals west of the pass and just south of St. Vincent Island, but this area is always changing under normal conditions, so it would be suspected that some drastic changes occurred in that area. There have never been any ATONs in this area.

While Michael seems to have had little lasting effects on navigation and boating, there have been significant and possibly long-lasting changes in shoreline profiles on both the islands and the mainland. These are sometimes difficult to see from the water but, as more and more drone videos become available, these interesting changes can be clearly seen from the air.

Regarding the Apalachicola River, little has changed due to the hurricane, with the exception of some boats and debris in unusual locations. The ATONs are in place. However, the range tower just north of the bridge is leaning, although the osprey nest on top of the tower survived mostly intact. The large, decades old eagles' nest in a large pine tree on 12th street in Apalachicola also survived. Perhaps we should take some lessons from avian engineering practices?

All in all, Apalachicola and Apalachicola Bay fared reasonably well given the severity of Hurricane Michael. While amenities in town are somewhat limited, they are returning to normal. Almost a month after the hurricane, it is difficult



Apalachicola Marina fuel dock was mostly destroyed. The fuel tank in the background is leaning.

to tell that anything really happened in some areas of town. The annual Seafood Festival went on as planned the first weekend of November. There are still piles of debris around town and blue tarps on a few roofs, but the town looks good and the boating IS good.

Hopefully we will not experience another Michael in our lifetimes. However, there are no guarantees and any

predictions more than a few days out are just educated guesses. Michael intensified from a cluster of slow-moving thunderstorms near the Yucatan Peninsula to a fast-moving Category 4 hurricane in just a few days, leaving little time for preparation and evacuation. It pays to be ready and agile. Again, there are NO guarantees.

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This is a photo of a safe harbor marina (hurricane hole) that saw quite a bit of damage due to tornadoes. The boats pictured were tied up together and the tornado spun the boats around and they ended up along the shore.

Hurricane Michael Hits the Florida Panhandle

By Kim Kaminski

On Wednesday, Oct. 10, an historically strong hurricane made landfall along the Panama City beach-Mexico Beach area of the Florida Panhandle. The eye of the storm made landfall around 12:30pm gliding over the Tyndall Air Force Base and residential areas below. The winds were measured at 155 mph (5mph less than a

Category 5 storm)—devastating and demolishing everything in its path. This storm measured in at 919 millibars—the third lowest pressure storm to ever hit the Panhandle since 1851 when the records began—including the Labor Day Storm that hit Florida in 1935 and Camille hitting Mississippi in 1969. Some of the storm’s devastation could be seen later in the afternoon as the wind conditions decreased, but the entire picture would not come to light until the following day when the whole face of the landscape that was Panama City and Mexico Beach completely evolved into an apocalyptic world of unrecognizable features.

In Pensacola (approximately 130 miles from Panama City), almost 4000 power utility vehicles from various states converged upon the Pensacola Fairgrounds, preparing to head out when the weather was cleared to help restore power after the chaos of the storm.

Pensacola was at the outer rim of the storm’s winds and storm surge. Just 40 miles east of Pensacola, the destruction from the storm began to be seen and the further east one went, the greater the demolition of homes, businesses, marinas, restaurants, boats and roadways emerged.

Fort Walton Beach Yacht Club, which lies along the outer banks of Choctawhatchee Bay, had damage to some of their docks, but thankfully, many of the boats were spared (which was not the case just 60 miles east of Ft. Walton.)

Reports came in that further east at the St. Andrew’s Bay Yacht Club in Panama City, greater ruin had occurred. The clubhouse was spared, but the boats and docks were

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obliterated. The Panama City docks had immense damage—even the city’s 9-11 Memorial of the Twin Towers saw destruction where the metal sculpture of the American Eagle was blown over. After the storm, state police closed the city marina due to damage and hazardous conditions. Even the local “hurricane hole” marina locations saw huge amounts of destruction and chaos. This storm came onto shore with a vengeance, and it will take years for this coastal community to arise from its impact.

Local sailor Billy Mason, who came to Pensacola following the storm, reported that he had positioned his houseboat in a safe “hurricane hole” marina—along with his six other boats—and when the storm hit, the rain was blowing sideways so hard that you could not see anything but a gray blur. Then, suddenly, a tornado hit his houseboat. He jumped into the water and swam to shore hiding behind a metal building out in the elements for four hours until the storm let up and he could find better shelter. A friend had offered Billy the chance to stay in their condo nearby, but had he moved to that location he might not have survived as the condo was destroyed during the tornado. He came to Pensacola because he was registered to compete in the 2018 Kona North American Championship held in Pensacola on Oct. 19-21 at the Pensacola Yacht Club*. He figured he was going to have to start all over, but he had his windsurfing board and sails and he might as well compete since he was already registered. After Pensacola, he was heading to Clearwater, FL, to compete at the Kona Worlds and then return to Panama City to rebuild from his loss.

A billboard in Pensacola states it all: “Pray for Panama City.”

* Mason took third in Overall Standings in the Kona North American Championships.



The Panama City Docks were unrecognizable following the beating by Hurricane Michael. Pieces and parts of boats were tossed everywhere.

St. Andrews Bay Yacht Club Seeks Donations for Hurricane Damage Repairs

Because of damage from Hurricane Michael, the St. Andrews Bay Yacht Club in Panama City, FL, has closed down, with over 40 employees at the club now out of a job while the club undergoes repairs.

The Gulf Yachting Association has set-up the GYA Foundation that can be used as a vehicle for making tax-deductible donations to the club, which is one of the member clubs of the organization, to assist as needed in their hurricane recovery effort. To donate, go to www.gya.org, and click on the link on the left side of the page: Donate to the GYA Foundation. The foundation will pass on any donation designated for St. Andrews Bay. The yacht club is focused on reopening as soon as possible, and the club is also planning on celebrating their 100th anniversary of the GYA Lipton Cup Challenge in 2020.

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Time for Acknowledgment

By Dan Dickison

The end of a year and the beginning of the next is a good time to pause and pay a tribute to those folks without whom much of the activity we all enjoy in this sport wouldn't be possible. Of course, that's a reference to volunteers. In so many instances, they're the ones who make regattas and rallies and other events possible. And their service is one of the elements that distinguishes sailing, because few other recreational pastimes are as reliant upon volunteer support as ours.

In most sailing communities, there are always a few key individuals who dedicate an inordinate amount of their time and energy to support others' enjoyment. Sometimes, we're not even aware of the work they do. We know they're involved somehow in making things happen because we see them at regatta parties and other gatherings, but we don't really grasp the importance of the effort they put in because they do it so regularly and willingly. Well, at least for a few of those folks in the Carolina Lowcountry, that lack of recognition stops now.

If you participate in regattas around Charleston, chances are you've seen or know Priscilla Parker. When she's not behind the lens of her camera chronicling sailing activity at venues up and down the North and South Carolina coasts, it's likely she's doing race committee duties somewhere. Parker has been a stalwart participant in the sport for over 35 years, and a supporter of Charleston area racing activities since 1999.

Before she and her husband Lauther moved to Charleston that year, the Parkers lived near Atlanta and owned a series of sailboats from 19 to 36 feet in length. According to Lauther, they used to compete regularly on Lake Lanier. "We won a lot of races back then," he says, "all of them with Priscilla on the helm."

Priscilla, who retired a few years ago from the marketing department at the Medical University of South Carolina, doesn't just volunteer at events in Charleston, she has also helped out in vital capacities at the Sunfish Worlds in North Carolina and the Conch Republic Cup (Key West to Havana) two years in a row.

One of her true contributions to sailing is the fact that



Priscilla Parker (second from right) capturing photos of the annual holiday festivities at the Charleston Yacht Club. Courtesy photo.

she's often the only person who takes the initiative to share information and images from Lowcountry events with outlets outside the region. She's a frequent contributor to this publication and *Scuttlebutt Sailing* and occasionally to *Sailing World* magazine.

What drives her, Lauther explains, is a passion to preserve the sport of sailing. "She believes sailing teaches us more than the skill of sailing a boat," he says. "It teaches us life lessons and how to be a team member—building blocks that are lifelong."

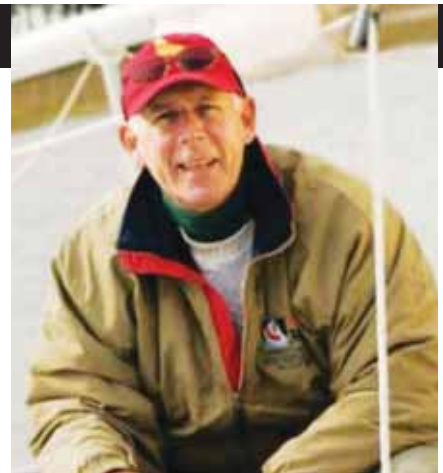
He says Priscilla volunteers relentlessly, but always with a smile on her face. "And she's been overheard to tell other sailors, 'I have as much fun as you do on the water.'" One thing's for sure, Charleston's sailing community is lucky to count her among its members.

Just up the road to Myrtle Beach, S.C., there's another individual—Patrick LeGoff—who many identify as a pivotal player for sailing activity in that area. LeGoff, a retired engineer who formerly worked at Beneteau U.S.A., is involved in almost all the activity that the Long Bay Sailing Association undertakes. He often serves as a one-person race committee aboard his 20-foot powerboat, and does double duty by making sure that his wife Annick and son Julien race the 24-foot sloop he built himself.

According to the association's commodore, Breck Caine, LeGoff is the person most responsible for keeping things going with LBSA. "Patrick pretty much pulls together our events," Caine explains. "He organizes the regattas, sets the courses and runs the races. He kind of holds the whole thing together. I joined the association back in 1998,



Patrick LeGoff, doing what he does so often — running races on his own. Courtesy photo.



Jim Vaughn takes a break on board his Flying Scot. Photo courtesy W Photography.

and he's been our most active member for a long time."

Caine says that LBSA stages an official event almost every other weekend from April through late October. Though it's mostly a racing organization, members here also enjoy the occasional cruise and raftup, along with a good many shoreside parties. In all of those activities, LeGoff is a key player and participant. Ask anyone involved in LBSA activities and they'll tell you, LeGoff is a blessing for sailing in this area.

And then there's Jim Vaughn down on Hilton Head Island. Vaughn, a businessman who owns and runs

Vaughn's Business Machines, has been organizing and managing sailing events here for over 30 years. He's been commodore of the Yacht Club of Hilton Head Island several times, and currently serves as the club's official historian and co-chair of the boating committee. In addition, he's also the fleet captain for the local Flying Scot fleet.

These days, Vaughn is perhaps most recognized for the work he does with Hilton Head Island Sailing (HHIS), a nonprofit community sailing program that promotes the sport to both youngsters and adults. According to John Rumsey, another Hilton Head Island sailor who chairs the program's board, Vaughn "really hustles around and works hard to keep the activity going within the program."

Rumsey praised Vaughn's dedication to HHIS. "We've been working together for about three years on that. He was a big part of getting the dock facility built at Squire Pope Community Park, and he did that by working with the town and navigating all the politics. But he's got a long history of motivating people. He worked on the committee when the Olympics were held in Savannah in 1996. He was instrumental in getting a good many people from Hilton Head involved in that."

If Vaughn isn't working with junior sailors in the program, says Rumsey, it's likely he's out racing his Flying Scot. And when he's not doing that, he's probably running races. "He works really hard at all that." And you can bet everyone around the Hilton Head Island region who values sailing is glad to have Vaughn in their midst.

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Bahamas 2018

Touring Spanish Wells and then on to the Abaco islands

By Fred Braman

In last month's issue, we cruised northwest along the west side of Eleuthera Island from Cape Eleuthera to Hatchet Bay, also known as Alice Town. From there we went northwest to Spanish Wells. The trip from Hatchet Bay was less than 25 miles, and the strong following wind made for a quick passage. But because we had to pass through Current Cut and time our arrival there for high tide, we couldn't get an early start and arrived at the marina in Spanish Wells late in the afternoon on May 19—luckily, just prior to a storm that came through. Although the treacher-

ous Cut transit was uneventful, we had three straight days of high-stress sailing getting there from Cape Eleuthera and then to Hatchet Bay and then up to the Cut—and had just enough energy to check out the marina property and maybe catch a little of the NBA Championship on TV in the marina bar. Crew Steve DiFranco's favorite Cleveland Cavaliers were playing the hated Boston Celtics in game three.

Spanish Wells is what many people would picture as an active and colorful fishing community. For decades, the community did little to attract visitors, content with pursu-

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A few moorings are available across from town. They are owned individually. Call on VHF radio and someone will answer.

ing a prosperous trade in the “spiny lobster,” a tasty crustacean abundant on the flats that surround the islands. While that has changed a little with increased tourism and more summer homes, the focus of the island remains with the fishing trade and the support activities that surround it. Although Spanish Wells is far from a yachting center, there are a few moorings across from town just north of Charles Island. Slips for visiting yachts can also be found in town along the main dock or at the Yacht Haven Marina on the west end of town. Spanish Wells is on the southeast coast of St. Georges Cay, tucked in between the cay and Russell and Charles Islands to the immediate south. It can be entered from the east between the town and Charles Island, or from the south between Russell and Charles Islands. Both approaches are marked. We had arrived from Current Cut and entered town from the south between the two islands.

Each Bahamian town has its own charm, but none have more of it than Spanish Wells. The picturesque town is captivating at first look. With a population of around 1500, Spanish Wells is busier than most Bahamian towns. It has a decidedly middle-class feel: no resorts, no high-rise condos or mega-estates, only well-maintained small homes and everybody seems to have a job. The day after our arrival, we were rested and anxious to take a stroll through town. I had been here twice before. The first in 2012 during another *Rhombus* cruise, and again last year via MailBoat (Bahamas by MailBoat, *SOUTHWINDS* Magazine, February 2018). I had favorite haunts to revisit! The town is just plain fun. It’s a working fishing village, but their “spiny lobster” catch was out of season and the port was crowded with boats. Crews were busy working on their boats and rigs, but were happy to take a break to chat with interested visitors. Also along the main dock in the center of town is the world’s most compact boatyard, complete with a marine railway and a “dry dock” affair where boats are floated onto a sunken work platform, blocked underwater, and the whole rig is lifted by a compressor-driven cable drive into a working position. A couple other working docks are also included, all in a waterside location a little bigger than an average house lot! It’s a fascinating operation! We continued along the length of the waterfront to “The Shipyard,” not a boatyard, but a bar and grill perched on the corner of Spanish Wells with a view of mainland Eleuthera. It was a favorite on the MailBoat cruise, but had new importance this time. It overlooked the route we would have to take when we

departed in a few days, and we hoped to gain some intelligence about it. We could watch the boats headed north through a difficult channel, good information especially if you are thirsty!

The next day we rented a golf cart to tour the rest of St. Georges Cay and also Russell Island, connected to St. Georges by a small bridge. We also had an alternate mission, track down A1. A1 is a pilot who guides boats through the Devils Backbone, the reef-strewn waterway that skirts the northern tip of Eleuthera and eventually leads to Harbour Island on Eleuthera’s northeast coast. We would



Rhombus found a slip at the very nice Yacht Haven Marina on the western edge of town.



Fred Braman at the port. The fishing boats were all in port and the harbor front was teeming with activity.

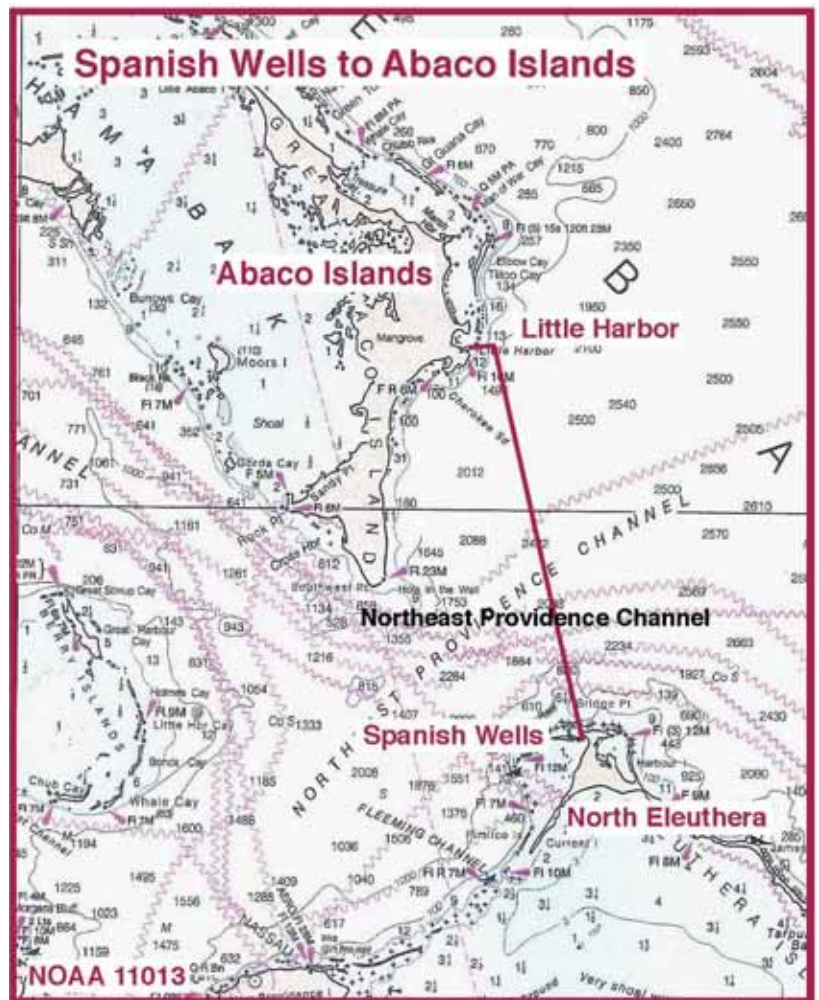


The Shipyard's Alicia remembered the MailBoat crew well and took great care of us this time too.

only transit a portion of it on our way to the Abaco Islands, but disaster only takes one rock! For \$50, A1's 20 minutes of work is cheap insurance. When not guiding boats, A1 can usually be found cruising around in his golf cart with a big "A1" displayed prominently on its side. At the beginning of our morning tour and a block from the marina, A1 sped past in his cart. We tracked him down and set a tentative departure date. After consulting Marv's predictions that foretold rough weather for the next few days, we settled on May 24 for a departure (read about Marv's Weather Service, www.southwindsmagazine.com, November 2018, in back issues). We would be careful with this one. Crossing the Northeast Providence Channel would be a long stretch of deep open-ocean water, subject to the Atlantic's potential fury. We weren't interested in any "fury," and would wait as long as necessary for the right weather.

The weather continued to be rough at sea but delightful ashore. Daily we would check out the town's activities in the morning, stroll the beaches in the afternoon and stop by the marina restaurant later on. Spanish Wells is a treasure, a place where strangers wave to each other, and it's hard to just take a walk as people stop to pick you up. I'm sure they have their troubles, but they're hard to spot. This retired old math teacher even worked in an algebra lesson for a cruising family. A veteran "boat schooling" mom and 13-year-old daughter were having problems with factoring trinomials! The teen caught on right away. Mom took a little longer! Afterwards, I got breakfast! I returned the next morning to check their homework—and for another breakfast!

We prepared *Rhombus* for travel the evening before our planned departure. Marv's forecast looked good, but we were still a bit skeptical as



Once through the Devil's Backbone Reef, it's a straight shot in very deep water to the Abaco Islands.

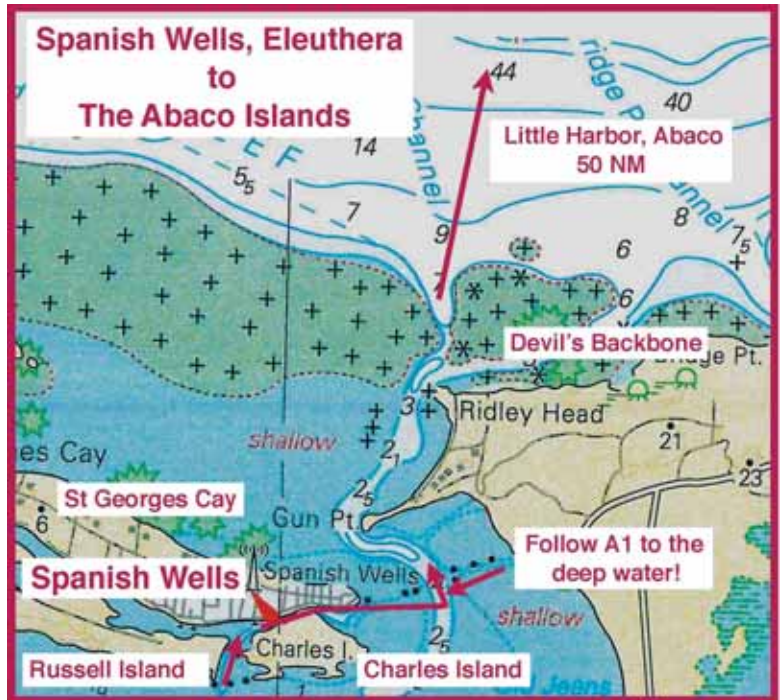


We ended each day at the marina's Wreckers Restaurant and Bar, named after an earlier time in Bahamas history, when half the population was employed in salvaging "wrecked" ships along the world's fourth longest barrier reef. "Wrecking" was The Bahamas chief industry for well over a century.

wind and surf had been up all day. Hoping for the best, we checked in with A1 and were set for an early departure. An early morning emailed forecast from Chris Parker sealed the deal. We were off—next stop, Little Harbor, Great Abaco Island! We departed our slip at 7am on May 24, meeting A1 in his boat just off the town's dock a few minutes later. We quickly gave him his fee and then followed him out the eastern entrance between Spanish Wells and Charles Island. A1 earned his money as we made several turns through unmarked bars and the turn around Ridley Head Point, then proceeded through the reef ominously called, "the Devil's Backbone!" Once in deep water, A1 turned around and sped back by us, waved and pointed north toward Abaco.

Soon after exiting the reef, the depth sounder gave up at 202 feet, and didn't kick in again until a half mile from the southernmost entry into the protected and popular Sea of Abaco. With rock walls nearly three miles high, the Northeast Providence Channel is very possibly the largest underwater canyon in the world. Seas were about five feet, but gentle downwind rollers, no whitecaps. For the first time in a month, the wind was well below 20 knots. We covered the 50 miles between the island groups faster than expected, sailing six to seven knots most of the day. We were anxious to get this long, hazardous, deep-water leg behind us and arrive into the comparative safety of the Sea of Abaco. Little Harbour, just inside the protected waterway, was our initial destination. As a many-times visitor to these islands over 30 years, Abaco is almost like a Bahamian second home. Spanish Wells is special, but it's on to new adventures.

Capt. Fred Braman sails his Catalina 30 Rhombus throughout the U.S. Southeast and The Bahamas. He writes about his travels for SOUTHWINDS Magazine. Read previous parts of the series "Voyage of Rhombus, 2018" at www.southwindsmagazine.com, Back Issues (or go to the "Cruising The Bahamas" page). He is happy to present his travels to interested yacht clubs and sailing groups. Contact Fred at fredbraman@hotmail.com.



Entry into Spanish Wells from the south is fairly straightforward. Leaving to the north is another matter. Prudent first time cruisers, or even many time cruisers, hire a guide to lead boaters into deep water when heading north.

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BOATOWNER'S BOAT REVIEW



Pacific Seacraft Pilothouse 32

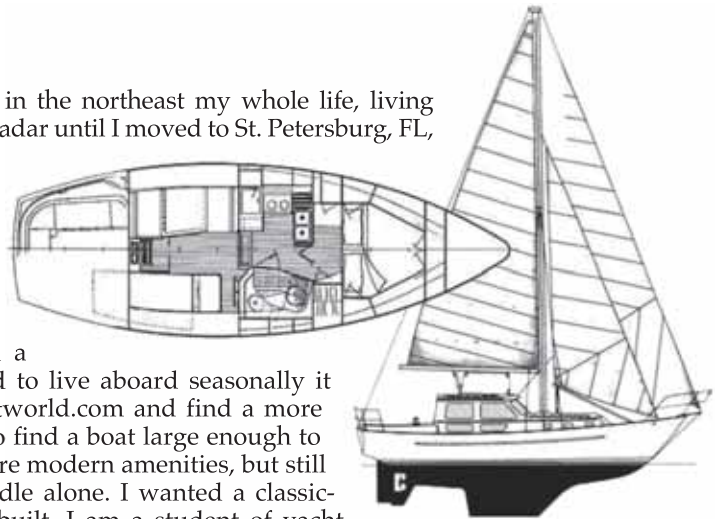
By Brooke Longval

Cover: Endeavor at the docks in St. Petersburg.

SPECS

LOA: 32' 10"
LOD: 31' 6"
LWL: 24' 3"
Beam: 9' 10"
Draft: 4' 11"
Displacement: 11600 lb
Ballast: 4700 lb
Sail Area: 483 sq ft designed
Mast Height:
42.5' designed,
44.5' new rig
Engine: Yanmar 3JH2E 38hp
freshwater-cooled
Fuel: 74 gal
Water: 90 gal

Having lived and sailed in the northeast my whole life, living aboard was not on my radar until I moved to St. Petersburg, FL, in 2013. My 1984 Sea Sprite 30 was a fantastic daysailer and weekend cruiser in Jamestown, RI, but was definitely lacking in space and amenities for living aboard—no shore power, refrigeration or AC, and a tiny V-berth. Once I decided to live aboard seasonally it was time to check out Yachtworld.com and find a more suitable boat. My goal was to find a boat large enough to live on comfortably, with more modern amenities, but still small enough for me to handle alone. I wanted a classic-looking boat that was well built. I am a student of yacht



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The bulwarks forward are nine inches high and, combined with the 30-inch lifelines, they make the foredeck a very secure working platform.

is deck-stepped and the main halyard is led aft to the cockpit. Large midship cleats are located near the shrouds, which are mounted at the rail. Chainplates are external 1/4-inch SS plate, through-bolted to backing plates. The genoa track is mounted on the teak caprail, which sits on top of the high bulwarks. Any water on deck drains through two

design (literally, I attended the Landing School in Kennebunkport, ME, and completed the yacht design program) so it isn't common for me to come across a design that I am not familiar with. Pacific Seacraft was certainly a name I knew well, but the Pilothouse 32 was new to me. After a successful survey and sea trial, I bought *Endeavor* in November of 2013 and moved aboard in December.

Approximately 25 Pilothouse 32s were built by Pacific Seacraft in the mid 1990s. *Endeavor* is hull number 16 and was built in 1995. Very little documentation still exists on this model but Pacific Seacraft's new owners in Washington, NC, are extremely helpful in assisting owners in any way possible. The design started life as the Crealock 31, and shares the same hull, keel, rudder and rig, with a foot added onto the stern and a new deck and interior layout. Pacific Seacraft builds high-quality bluewater boats with beefy layups and impeccable joinery work. The hull is solid glass with vinylester resin used for the outer layer for blister protection, while the deck is balsa-cored with plywood in high load areas. The hull to deck joint is on a raised bulwark and is through-bolted. Ballast is external lead and the integral skeg and rudder have stainless steel internal stiffeners. The deck-stepped mast is supported by a stainless steel compression post.

On Deck

Forward is a double anchor platform with a Lewmar windlass. The bulwarks forward are nine inches high and, combined with the 30-inch lifelines, they make the foredeck a very secure working platform. Bronze hawseholes and two 12-inch deck cleats easily handle multiple dock lines. Because of the boat's narrow beam, the side decks are very narrow, especially next to the pilothouse. Between the high lifelines and full-length teak grab rails, going forward on either tack feels very safe despite the narrow deck. The mast

deck drains, rather than over the side, eliminating black streaks on the hull. A teak and SS rub rail further protects the hull.

Pilothouse

Many people are curious about the pilothouse and want to know its pros and cons. The pros are many, in my opinion. Lots of light and ventilation, lots of extra storage, an inside steering station for inclement weather and great views from any seat in the boat. Cons include extra construction cost and the need for duplicate electronics. Also, the windows are an excellent greenhouse in hot weather. Visibility is a non-issue, I find the visibility from the cockpit to be similar or even better than through the dodger that most boats have. I have not noticed any detrimental effects on stability or excess windage while sailing or docking.

Cockpit

By modern standards, the cockpit is very small. The seats are long enough to sleep on, but sailing with four people is a crowd and squeezing by the wheel is a challenge. Two large cockpit lockers hold lots of gear, as well as the water heater and battery charger. A removable panel in the forward section of the cockpit reveals the AC unit and gives access to the steering gear. A raised helm seat conceals a propane locker that holds two tanks. The stern anchor has its own dedicated rode locker, which is a nice touch. A pair of Lewmar 44 self-tailing winches handle the genoa and are in easy reach of the helm. My boat has a standard bimini, and came with two 65-watt solar panels mounted aft of the bimini, and a Garmin HD radar on a Questus backstay mount.

Rig

The standard rig is a deck-stepped single spreader mast with 483 sq feet of sail area. A cutter rig was an option that

BOATOWNER'S BOAT REVIEW



By modern standards, the cockpit is very small. The seats are long enough to sleep on, but sailing with four people is a crowd and squeezing by the wheel is a challenge.

The interior of the boat was the main selling point for me, as it was a bit different from most of the interior layouts that I had seen. Pacific Seacraft is well known for their high quality joinery work, and the fit and finish of the interior is excellent.



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BOATOWNER'S BOAT REVIEW

The pilothouse has lots of light and ventilation, lots of extra storage, an inside steering station for inclement weather and great views from any seat in the boat.

few of the Pilothouses seem to have been equipped with. My boat was one of the very few Pacific Seacrafts (and only PH32 that I know of) ordered with an in-mast furling mainsail. After 20 years, the Hood line drive furler was nearly impossible to use, and a real safety concern as it would take me five solid minutes to grind a very small mainsail in or out. After noticing some leaks near the compression post, and evidence of the mast step sinking on the starboard side, it became obvious that some major surgery was needed. All of the rotten balsa and plywood was replaced, and the mast step itself was rebuilt solid, with no coring. The new mast and boom were built by Sparcraft in Charleston, SC, and were made two feet taller than the original on the recommendation of Pacific Seacraft. A 120% genoa and full batten main with two reefs were made by Jasper and Bailey sailmakers in Newport, RI. The original Harken headsail furler worked fine, but since the new rig was taller it was replaced with a new Harken unit. The local Doyle Gulf Coast loft made a Cradle Cover integral sail cover.

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Engine

A 38hp Yanmar 3JH2E resides under the cockpit sole in the pilothouse. Access to all but the port side of the engine is excellent, and the transmission and stuffing box are extremely easy to reach. Two 37-gallon diesel fuel tanks sit outboard of the engine, the port tank under the forward settee and the starboard under the inside helm station. Valves for switching fuel tanks, the fuel filter and engine intake seacock are also in the engine compartment.

Interior

The interior of the boat was the main selling point for me, as it was a bit different from most of the interior layouts that I had seen. Pacific Seacraft is well known for their high quality joinery work, and the fit and finish of the interior is excellent. The interior is done in the Herreshoff style of white paneling and teak trim. The cabin sole is the traditional teak and holly. Ventilation is better than any boat I have seen, with four large sliding windows in the pilothouse, five overhead hatches, six opening portlights and the large companionway door and slider.

Entering the boat from the cockpit, it is just two steps down into the pilothouse. To port is a dinette with a large table that can drop down to form a bunk. To starboard is a large quarter berth that extends under the cockpit. Forward of the quarter berth is the inside helm station, which also



The U-shaped galley sits on the port side with a 4.5-cubic-foot top-loading refrigerator, propane stove/oven, microwave and double sink.

houses the electrical panel. The dash has a second GPS unit, autopilot control, engine panel, shift and throttle controls, fuel tank gauges, compass and VHF radio. Down two more steps and the head is in front of, and below, the inside helm station. While small, it does have a fold down shower seat, and a hatch and portlight for ventilation, plus lots of lockers for storage of small items. The shower sump is drained overboard with a dedicated pump. The U-shaped galley sits on the port side with a 4.5-cubic-foot top-loading refrigerator, propane stove/oven, microwave and double sink. Two large teak storage racks and several drawers and lockers provide lots of storage. Forward in the V-berth, there are two large cedar-lined hanging lockers, several smaller lockers and drawers, a mirror and a small seat.

Tankage is more than adequate due to the extra space provided by the raised cabin sole in the pilothouse. Two 37-gallon diesel tanks reside port and starboard under the forward settee and inside steering station. A 60-ish gallon water tank lives under the V-berth with an additional 28-gallon tank under the quarter berth. The holding tank is also under the V-berth. Four batteries in two banks are under the settee table and quarter berth.

Performance

The boat is easy and forgiving to sail under all conditions. She sails remarkably well in light air, thanks to the cutaway keel and narrow beam. When the wind increases, the boat will tolerate being over-canvassed and needs more sail than you might think to keep moving through any chop. The boat heels easily at first but then stiffens up and is quite hard to push past 20 degrees of heel. Heavy displacement and low freeboard does mean a bit of a wet ride, but the pilothouse takes most of the spray and the windshield wipers are handy on a breezy day. Weather helm is minimal, and the boat will self-steer for long periods of time. The steering system is a bit stiffer than normal due to the dual



The port dinette has a large table that can drop down to form a bunk.

helm stations. Both wheels are connected to the rudder post with chain and cable (each wheel has its own quadrant), so turning one also turns the second which does introduce some friction. The boat points quite well, especially once the wind is over 10 knots, and loves a reach.

Due to the propeller being enclosed in an aperture, the boat has significant prop walk to port in reverse. With the prop immediately in front of the rudder the boat will pivot in place nearly 90 degrees before starting to move forward, which is very helpful in a tight marina. I usually cruise between 2000 and 2500 rpm; any higher and the boat is past hull speed and digging a big hole in the water. The extra horsepower is useful for powering into wind and chop or towing a stranded powerboat.

Upgrades

I have owned *Endeavor* for almost five years and have made a number of upgrades and changes to the boat besides the complete re-rig mentioned previously. I stripped and refinished all the exterior teak with Cetol Natural teak and Cetol Gloss. The old bimini was replaced, and I added side panels for shade as well as a forward panel to cover the companionway. The cockpit steering system was rebuilt after the metal backing plate under the pedestal started to fail (the pilothouse system only needed some oiling). The engine has been very reliable but I have had the motor mounts replaced and the alternator and starter rebuilt. All interior lights were changed to LED bulbs. I purchased a custom mattress for the V-berth and had all of the interior cushions recovered with Sunbrella.

Currently I am refinishing the interior teak, which came from the factory oiled, except for the cabin sole. I will replace the old cockpit cushions this fall, and in the near future the pilothouse windows will need replacing as the original vinyl frames are starting to fail from UV damage. As far as I can tell, they were not routinely covered.

Medical Adventures in the Caribbean

By Paul H. Gebert

We have found our fellow cruisers generally to be in good health—living as it were, outdoors with plenty of fresh air and sunshine. Even those cruisers with health issues forge ahead, deficiencies notwithstanding. We all have our meds and stuff to treat those cuts, knocks, nicks and bruises. Any truly serious medical emergency will no doubt entail a charter flight to the capital of the Caribbean: Miami (or at least to a major metro center). I would like to share herein a few short anecdotal stories of our dental and medical experiences.

The Bahamas are not unique in that medical and dental services are similar—both in professional treatment and cost—to the States. We found meds to be reasonable (no duty assessed for meds), and like in the U.S., will require a prescription. Dental and medical costs are also comparable to the U.S. Our insurance will not cover out-of-U.S. expenses, so all costs in this article are cash out of pocket.

Our first non-U.S. experience was a number of years ago and involved routine dental prophylaxis in Isla Mujeres, Mexico. We found a good dentist with a rather modest office and equipment. It cost \$12 for the two of us. In La Cieba, Honduras, we walked into a dentist's office asking for the same thing. We were ushered right into the dental suite, promptly cared for, and charged \$30. In David (pronounced dah-veed), Panama, we passed by a storefront and saw a dental office. We stepped into a rather shabby-looking waiting room with cracked vinyl flooring, and faded and worn plastic-covered chairs. Again we were promptly entered into a totally modern and spotless dental unit, where we received treatment. The lady dentist cleaned Malinda's teeth and did two surface restorations (fillings) using 3M dental products. I only had cleaning done. The total cost was \$70.

What About Meds?

Here you will find things really different from the U.S. Nor are prescriptions required. In our Caribbean cruising, we have found that cruising from Florida going east, and then heading south and then into the western Caribbean countries, it takes approximately two years. The first year gets you to the West Indies, Trinidad or Columbia, the second year to Panama, Honduras, Guatemala, Belize, Mexico and back to Florida. It's not really feasible to stock routine meds for that long, so most likely you will be buying meds along the way.

On a road trip around Martinique, we stopped at a pharmacy in San Pierre to seek an antifungal med I had needed at an earlier time and now needed to treat a re-infection. My French is zip, the pharmacist's English—also zip! I saw the *Physician's Desk Reference* on a nearby table and motioned for the pharmacist to bring it over. Quickly flipping through the pages, I found the med I needed and pointed to it. She had the stuff—and at a reasonable price. In San Pedro Sula, Honduras, Malinda needed to re-stock a

med she took on an annual basis. We asked the clerk for a year's supply, she hesitated and called the pharmacist who okayed the sale and tacked on a serious discount for a bulk purchase. This med cost us \$100 per month in the U.S., but only \$27 per month in Honduras. We repeated this purchase experience at WalMart in Cancun, Mexico.

On a little different note, we found a pharmacy in Fronteras, Guatemala (on the Rio Dulce), with a phlebotomist (vampire). I thought I'd have some routine blood work done. He handed me a menu and I ticked off the tests I wanted: triglycerides, cholesterol, blood sugar and several other tests. He did the blood draw, sent the vial to Guatemala City and a few days later, gave me the printout results. Cost \$60. Since intestinal parasites are easily acquired, one may take a sample to the pharmacy for analysis, where a toxic drug can be acquired to kill the little beggars—hopefully before the meds kill the patient.

On a visit to Luperon, Dominican Republic, with about 100 boats at anchor, we made friends and soon discovered that almost all the female cruisers, Malinda included, had UTIs (urinary tract infections). The Bactrim DS flew off the shelves of the local drug store. Our delicate gringo GI and GU tracts just don't know what to do with these new critters invading our systems. The locals actually swim in Luperon harbor with no ill effects!

Montezuma's Revenge

If you travel inland, as we often do, and eat the local cuisine (do you have a choice when on the road?), you will get traveler's diarrhea. We went with another cruising couple from the Rio Dulce to the Guatemalan highlands—Antigua and Panajachel on Lake Atitlan. Late one afternoon we saw a street vendor with the most beautiful slices of watermelon, looking all juicy and sweet (and they were!). The next morning, as we all staggered out into our hotel courtyard, we exchanged our experiences with the "porcelain throne." The vendor's knife nicely takes the bacteria from the skin of the watermelon down into the luscious fruit's flesh, thus spreading the bacteria onto the slice.

Malinda and I, on a bus trip to Santa Elena, Guatemala, stopped around noon to change buses. While waiting, Malinda saw a street vendor and asked me to pop out and get some lunch. I brought back two obligatory plastic take-away containers with fried chicken, plantain, rice and a small cucumber/tomato salad, and Pepsi. I polished off my lunch and looked over at Malinda's plate; everything was gone *except* the salad! I slapped my forehead and groaned, "Oh, no!" Yep! Montezuma's Revenge all night long. Malinda was fine.

Surgery Experience

After an overnight sail from Cartagena, Columbia, to the easternmost anchorage in the San Blas Islands of Panama, we soon made friends with the dozen or so cruisers



The Mae Lewis Medical Center (Centro Médico Mae Lewis) in David, Panama. It didn't look like a hospital. It didn't smell like a hospital. It didn't sound like a hospital. It looked and felt like a really upscale hotel/residence. Everything was neat and spotless.

anchored nearby. A lady cruiser friend gave us a typed page of helpful places and things to do while in country. On the list were libraries, tourist attractions, museums, doctors, dentists and other useful cruiser information for Panama. We filed it away.

Months later we were nearing the western end of Panama, toward the Costa Rican border, cruising Laguna Chiriqui on our way to Bocas del Toro, when Malinda suffered terrible cramps. She was popping Tylenol like M&Ms. She is an RN and had a good idea of the problem. We motored full throttle across Laguna Chiriqui into Bahia Almirante and anchored in Sandfly Bay off Bocas. Next day, Friday, we got out the aforementioned paper our fellow cruiser gave us and found a medical clinic in David. Malinda called and made an appointment for the following Tuesday. We took the bus to David on Monday, got a nice hotel (\$30 per night), and taxied to the Mae Lewis Medical Center (Centro Médico Mae Lewis) Tuesday morning. The female health specialist doctor/surgeon was a tall—beautiful in looks and manner—Panamanian lady. Speaking Spanish, I explained the problem. She asked Malinda to step behind a screen and partially disrobe, where she did an ultrasound exam. After Malinda got herself reorganized, we sat at the doctor's desk where she turned the monitor and showed us that "this wasn't right" and needed remediation. Malinda immediately agreed, seeing what she had already suspected. When can you do surgery? Hmm, tomorrow, 0900, go NPO (no food and fluids) tonight, see you then.

The Mae Lewis Medical Center was managed by an American CEO. It didn't look like a hospital. It didn't smell like a hospital. It didn't sound like a hospital. It looked and felt like a really upscale hotel/residence. Everything was neat and spotless. After surgery, Malinda was in a semi-private room. Housekeeping was in/out constantly. Not a drop of water or spot or minute piece of dirt was tolerated. Her roommate and family were quiet and polite. So, appointment on Tuesday, surgery on Wednesday, discharged on Friday. Resting in the hotel Saturday morning, we heard a soft knock on the door. I opened the door to admit her surgeon, who did the appropriate poke and prod,

uttered the required "hmm," said all was good and goodbye. Sunday morning we heard the same soft knock on the door with a repeat of Saturday's exam. We flew back to Bocas on Monday. Recap: surgeon (and two house calls), assistant surgeon, anesthesiologist, semi-private room, and all meds. TOTAL cost \$2200. Excellent!

Our friend, Nancy, came down with something nasty while in Bocas. We all feared for her life and prayers were said by all her friends in the cruiser community. She was taken by water taxi to Chickimula and hospitalized. The doctor's there instantly diagnosed her with the worst form of Dengue Fever (there are four strains), which is indeed life threatening. Treatment was prompt and effective. Now why in the world would a little podunk town have the know-how and expertise to diagnose and treat such a disease? Experience! The nearby zillion acres of bananas and hundreds of workers commonly contract the disease, so diagnosis and treatment is a common thing. She might not have fared so well in the U.S.

In summary we found so-called third-world medical care to be top-quality, professional, effective, and very inexpensive. The American medical machine will tell you of the ineffective and even dangerous meds made in foreign countries. I read the labels and found the same Swiss and German manufacturers as sold in U.S. drugstores. All-in-all, we wouldn't hesitate to utilize Caribbean health care professionals again.

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SOUTHERN REGIONAL RACE CALENDAR

For Racing News, Race Training, and National, International and Major Upcoming Regattas in the South, see "Racing News" section.

LISTING YOUR RACE –

Below, *SOUTHWINDS* lists races with date, event and sponsoring organization in the eight southeastern states for free. To also list your regatta with a description in the Racing News & Regattas section in the front of the magazine, cost is \$35/month (\$25 for second month) for the first 130 words and \$45/month (\$35 for second month) for 200 words total. No listing over 200 words allowed. Regattas that run display ads 1/4 page or larger (we give regatta ads reduced rates) will get 150 words at no additional charge for two months. Email editor@swindsmag.com, or 941-795-8704, around the first of the month preceding publication to list your event or place an ad.

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With our new website you can list your regatta (with more information) yourself on our online calendar for free. Go to swindsmag.com, and click on EVENTS.

Club Races Not Listed

Local weekly and monthly club races not listed. Contact the clubs. Generally, any sailboat is invited to club racing.

Yacht Clubs Listed Below/Yacht Club Directory

Clubs listed below are the clubs that have regattas listed this month or next month. For a complete list of clubs in the Southeast, go to www.SouthwindsMagazine.com and go to the club directory. To add your club or edit the listing, create an account on the online directory. You can then add additional information about your club: Location, regattas, club racing, cruising, activities, general information, etc.

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



Race Calendar

South Atlantic Yacht Racing Assoc. This is the main site for the racing calendar in the region, which generally has the races from the next two groups (CORA and Lanier). Go to this site for the list of clubs and their websites. www.sayra-sailing.com.

Charleston Ocean Racing Association (CORA) organizes many of the regattas in the Charleston, SC, area. www.charlestonoceanracing.org.

Clubs with regattas listed this month (go to club websites for local club racing schedules):

JANUARY

25-27 SAYRA Annual Meeting
No regattas scheduled this month

FEBRUARY

No regattas scheduled this month



Clubs with regattas listed this month

(go to club websites for local club racing schedules):

IRYC: Indian River YC, www.iryrc.org
LESC: Lake Eustis YC, www.lescfl.com
MYC: Melbourne YC, www.MelbourneYachtClub.com
RCJ: Rudder Club of Jacksonville, www.RudderClub.com

JANUARY

1 Hangover Regatta. MYC
1 Hangover Regatta. RCJ

FEBRUARY

1-3 19th Wayfarer Mid-Winters Championship Regatta. LESG
1-3 10th MC Scow Train Wreck Regatta– Triple Crown 2. LESG
2-3 Catalina 22 State Championships. IRYC
14-15 Flying Scott Clinic. LESG
16-17 49th George Washington Birthday Regatta. LESG
17 Florida East Coast Winter Youth Series Regatta. MYC



Regional Sailing Organizations:

BBYRA Biscayne Bay Yacht Racing Association. www.bbyra.net
US PHRF of Southeast Florida. www.phrfsef.com

Clubs with regattas listed this month

(go to club websites for local club racing schedules):

BBYC: Biscayne Bay YC, www.biscaynebayyachtclub.com
CGSC: Coconut Grove Sailing Club, www.cgsc.org

CRYC: Coral Reef YC. Miami.
www.coralreefyachtclub.org
 MYC: Miami YC. www.miamiyachtclub.com
 USSCMC: US Sailing Center Martin County.
www.usscmc.org

JANUARY (*see Racing News & Regattas, page 18)
 5-6 Etchells Sidney Doren Memorial. BBYC
 5-6 Star Levin Cup. CRYC
 12 Crossroads Regatta. Scholastic Rigged 420s.
 USSCMC
 12 CGSC BBYRA ORC #5
 13 MYC BBYRA OD #5
 19-21 Bacardi Invitational Series #2. BBYC
 19-21 470 & I420 North American Championship. CGSC
 25-27 Tradewinds Beach Cate. MYC
 28-Feb. 3 Sailing World Cup Miami*

FEBRUARY(*see Racing News & Regattas, page 18)
 Jan. 2- Feb. 3 Sailing World Cup Miami*
 3 Commodores Rasco. CGSC
 3 Star Zagarino Masters. CRYC
 4-6 Star Youth Worlds. CRYC
 7-10 Star Midwinters. CRYC
 7-8 Star Walker Cup. CRYC
 8-10 Melges 20 MWS #2. CGSC
 9-10 Etchells FL State Championship. BBYC
 16-18 I420 Midwinters. MYC
 20-21 Miami to Bimini. MYC*
 22-23 J70 Midwinters. CRYC
 23 Barnacle's George Washington Regatta. CGSC
 23 Annual BBYRA OD #6. MYC
 24 Annual BBYRA ORC #6. MYC



Race Calendar

Key West Community Sailing Center. A social hour featuring lite fare is held on Fridays from 6-8pm. Beginners and non-members welcome. The KWCS is located at 705 Palm Avenue (off Sailboat Lane). 305-292-5993. www.keywestsailingcenter.org.

Upper Keys Sailing Club (UKSC), Key Largo
www.upperkeyssailingclub.com.
 Go to the Club website for regular club racing open to all.

JANUARY
 5-6 Chris Sandifer Regatta
 18-20 A-Cats Regatta
 25-27 Moths #1

FEBRUARY
 2 Fleet Captains Regatta. Portsmouth

3 Fleet Captains Regatta. PHRF
 16-17 Buccaneer Blast
 18-23 Force 5 Race Week



Race Calendar

The organizing authority for racing and boat ratings in West Florida is West Florida PHRF at www.westfloridaphrf.org. For the Tampa Bay Area & Florida West Coast Yachting Calendar, go to the St. Petersburg website at www.spyc.org, then "Regattas" and "2018-2019 TB Regattas," then page down to the calendar.

Clubs with regattas listed this month

(go to club websites for local club racing schedules):
 BYC: Bradenton YC. www.BradentonYachtClub.com
 CHR: Charlotte Harbor Regatta.
www.charlotteharborregatta.com
 CHCSC: Charlotte Harbor Community Sailing Center,
www.CharlotteHarborCommunitySailingCenter.com
 CHYC: Charlotte Harbor YC,
www.CharlotteHarboryachtclub.com
 CMCS: Caloosahatchee Marching & Chowder Society,
www.cmcs-sail.org
 CYC: Clearwater YC, www.ClearwaterYachtClub.org
 DBC: Dunedin Boat Club, www.DunedinBoatClub.org
 DIYC: Davis Island YC, www.diy.org
 GCSC: Gulf Coast SC, www.gulfcoastsailingclub.org
 PPLYC: Platinum Point YC, www.ppycbsm.org
 SPSA: St. Petersburg SA, www.spsa.us
 SSS: Sarasota Sailing Squadron,
www.sarasotasailingsquadron.org
 SPYC: St. Petersburg YC, www.spyc.org
 TSS: Tampa Sailing Squadron, www.Sail-TSS.org
 VYC: Venice YC, www.VeniceYachtClub.com

JANUARY (*see Racing News & Regattas, page 18)
 1 Hangover Bowl. DIYC
 1 Hangover Regatta. SSS
 1 New Year's Pursuit. SPSA
 5 New Year's Cup. CGSC
 5-6 Bay Area One-Design. SPYC
 12 Snowbird Regatta. SSS
 12-13 Master Driver Team Racing. SPYC
 12-13 Commodore's Cup. DIYC
 12-13 Golden Conch. PPLYC*
 18-21 USODA National Team Championship. SPYC
 21 Useppa Race. PPLYC
 25-27 J-Fest: J/88s, J/111 Midwinters, J/70s. SPYC
 26 Gulf Race. DBC
 26-27 Windjammer. SSS/VYC
 26-24 Can/Am Series Edge Midwinters. CHYC

SOUTHERN REGIONAL RACE CALENDAR

FEBRUARY (*see Racing News & Regattas, page 18)

- 1-3 Charlotte Harbor Race. CHR
- 2 Around the Point Race. DIYC
- 9 Commodore's Winter Cup. CMCS
- 9 Gasparilla Regatta. TSS*
- 9-10 Valentine's Regatta. SPYC
- 14-17 St. Pete NOOD. SPYC*
- 16 Cherry Pie Regatta. SSS
- 16 Gulf Race. DBC
- 16 Valentine's Regatta. CHCSC
- 20-24 Laser Midwinters. CYC
- 23 Around Egmont. BYC
- 23-24 Can/Am Series 2.4mR. CHYC
- 23-24 Melges 32 Regatta. DIYC
- 25-Mar 1 Thistles Midwinters East. SPYC

- FWYC: Fort Walton Yacht Club, Ft. Walton Beach, FL
- GYA: Gulf Yachting Association
- PBYC: Pensacola Beach Yacht Club, Pensacola Beach, FL
- PYC: Pensacola YC, Pensacola, FL
- SYC: Southern YC, New Orleans, LA

JANUARY (*see Racing News & Regattas, page 18)

- 1 Hangover Regatta. PBYC
- 5 One-Day Race Management Seminar*
- 11 Pensacola Bay Yachting Awards. PYC
- 11-13 GYA Winter Meeting & Awards Banquet. PYC
- 19 One-Day Race Management Seminar*
- 26 US Sailing Club Judge Seminar. PYC
- 27 US Sailing Race Management Seminar. PYC

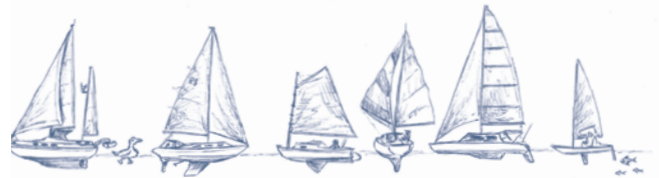
FEBRUARY (*see Racing News & Regattas, page 18)

- 2 On the Water Race Management Practice. PYC
- 16 US Sailing Race Management Seminar. FWYC*



Clubs with regattas listed this month

The GYA is the main organization coordinating all races in the area



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36' Catalina MK II 2000. Harborage Marina Slip Available, Visit Featured yachts at PreferredYachts.com for more details. Located at the Preferred Yachts brokerage Display Center at the Harborage Marina in St Petersburg. Reduced to \$82,500. Contact Joe Zammataro 828-560-0220. Joe@PreferredYachts.com



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2007 42' Jeanneau 42 Deck Salon. Twin Helm, VG Sails, Diesel engine and generator, Bow Thruster, Electric Winches, full electronics 2 stateroom, 2 head Dinghy and Outboard. Alan Pressman 941-350-1559, AlanPWYS@gmail.com \$149,900. Full details and photos; www.windsweptyachtsales.com



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Half Moon - 1979 42' Pearson - \$66,500 -
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42' 1981 Tartan Schell Keel. New Awlgrip, new spar, new furler, new standing & running rigging, autopilot, GPS, 2015 UK mainsail. Gregg at 941-730-6096, GreggWYS@gmail.com www.windsweptyachtsales.com \$59,900



Island Packet 420 2001. One-owner boat. Very clean, electronics upgraded in 2017. A/C, genset, newer sails, beautiful jade green Awlcraft hull paint. \$275,000. Punta Gorda, FL. Contact Bill Bolin of S&J Yachts, 941-212-6121, bill@sjyachts.com



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46' Hunter 460 2001. 3 stateroom with office layout. Located at the Preferred Yacht's Brokerage Display Center at the Harborage Marina, St Petersburg. Contact Bo Brown at 727-408-1027. Bo@PreferredYachts.com



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52' Irwin Center Cockpit 1978. \$134,900 Contact: Kevin Welsh 321.693.1642. Kevin@EdwardsYachtSales.com www.EdwardsYachtSales.com



1990 Grand Banks 36 Classic. Two Staterooms, two heads, Twin Cummins, Onan generator, air conditioner, gorgeous wood interior/exterior, GPS, radar and more. Great Circle Looper. \$117,000. www.windsweptyachtsales.com. Joe Hamilton. JoeHWYS@gmail.com, or call 727-612-5502

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PROBLEM SOLVING

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were frustrated and stumped to find a solution.

My crewmate Herb had casually mentioned while we were sailing that there could be an issue with the fuel pick-up line in the tank. We didn't think much more about it until it became absolutely necessary to fix whatever was wrong, but a problem with the fuel line did seem possible. I decided to unclamp the fuel line at the primary filter and force air through the line back to the tank and see if there was blockage somewhere. Sure enough air would not pump through the fuel hose. Then suddenly there was no longer resistance to the pressure and it seemed the obstruction was dislodged. I reconnected the hose, bled the fuel system (fuel flowed from the bleed valves this time—a good sign) and the engine started easily and continued to run just fine. The problem was a clogged fuel line and not bad filters. I have since sampled the fuel from the bottom of the tank, and it appeared clean. My next project is to inspect the fuel intake line in the tank and make improvements so the next time we are in rough conditions it won't clog again. I have been told the pick-up line may have a screen and should be removed. Unclogging the line was a good idea and a relatively simple fix at sea. If your engine experiences similar troubles, try clearing the fuel line to the tank—it may just work for you too.

Steve Moser is out of Jacksonville Beach, FL, and Oriental, NC. He has been sailing for seven years. He is a retired Environmental Engineer and enjoys working on the boat, surfing and the beach. He sails with his first mate, Kim. They sailed Spindrift to Oriental in June, where they intend to spend the next few years sailing and exploring the rivers and sounds of eastern North Carolina.

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Problem Solving at Sea— *The Tale of a Novice Mechanic*

By Steve Moser

The first time our engine began to run erratically and quit seconds later occurred in the middle of the St. Augustine Inlet after a great sail in breezy conditions offshore. The seas had built to a choppy 3-5 feet during the sail south from Jacksonville, but we motored into the notoriously tricky inlet at slack tide as the wind was settling down. However, losing engine power in an inlet known for strong currents, shoaling, and bordered by rock jetties is dangerous and scary. With the anchor and sails at the ready, we were fortunately able to restart the engine. But it would only run for a minute or so before sputtering to a stop. We repeated this process for a stressful 20 minutes through the inlet and into the ICW to our assigned mooring ball, where just as we grabbed the pennant, the engine died for good.

We decided to make the trip south to St. Augustine last summer so we could get more experience sailing in the ocean, and also because the waterfront is a beautiful place to be moored and the Municipal Marina is excellent. At the time we kept *Spindrift*, our classic 35-foot 1967 Bristol sloop, in Jacksonville at a dock on Julington Creek, a tributary of the St. Johns River. The scenic river is a great place to learn to sail in relatively calm, safe, protected waters. In addition to sailing, we have been doing some restoration projects and upgrading several of the older components on the boat that we bought four years ago. We also replaced the 30-year-old Universal engine with a new Beta 24. Eager to do more sailing out in the ocean, we first had to get the engine problem resolved.

When I bought the boat, the previous owner had drained the fuel tank and cleaned it out as best he could. I always filter the diesel through a funnel that removes water, dirt and



Spindrift anchored in St. Augustine, FL.

debris from the fuel before going into the tank, and I add STA-BIL fuel treatment. Despite these best practices, I suspected a clogged fuel filter because the rough seas may have dislodged and stirred up sediment from the bottom of the tank. I discovered that during the repowering, a 2-micron primary fuel filter was installed, which would clog more easily than the 10-micron filter I ordered. So I replaced the primary and secondary fuel filters with properly sized ones, and with the training and help of a mechanic, bled the engine and got it running perfectly.

For the next year, the engine gave us no issues, and what I thought was the problem (clogged filters) had been solved. However, this was not the case. While recently sailing *Spindrift* to her new home in Oriental, NC, offshore of Fernandina Beach we were hit by an unexpected and violent thunderstorm that ended a perfect day of sailing with hours of torrential cold rain and strong winds. Diligently, we furled the sails before

the gale hit and were motoring along in rough seas when the engine coughed a few times and quit. Experiencing the same symptoms as before, I thought the fuel filter was again clogged. As we drifted around waiting for the weather to improve, we changed both filters (which did not appear to be fouled), but the engine still would not run.

After the storm, we hoisted the sails and continued to head north while pondering the problem. Nearing the North Carolina coast, the winds gradually eased and were predicted to be very light for the next few days, so we decided to enter the nearest safe inlet and motor up the ICW the rest of the way to Oriental. This meant we had to get the engine running, or get towed in from offshore! One thought was maybe we were not bleeding the engine properly as no fuel seemed to be pumping through the hand-operated fuel pump and out of the bleed valves, as it should. We

See **PROBLEM SOLVING** continued on page 68

GOT A SAILING STORY?

If you have a story about an incident that happened that was a real learning experience, or a funny story, or a weird or unusual story that you'd like to tell, send it to editor@southwindsmagazine.com. Keep them short—around 800-1000 words or less, maybe a little more. Photos nice, but not required. We pay for these stories.