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Sperry Charleston Race Week. Page 27. Sperry Charleston Race Week/Sander van der Borch photo.



Morgan 30 Boat Review. Page 40. Photo by Sarah Schaefer.

COVER PHOTO:

*Robin Team's crew on board his J/122, Teamwork, worked seamlessly enough to walk away with the Palmetto Cup for overall honors in the most competitive PHRF Class.
Sperry Charleston Race Week/Sander van der Borch photo.*

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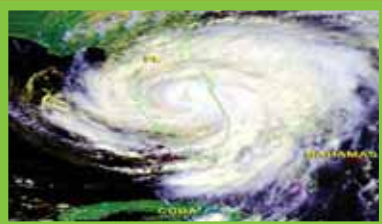
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What the Anti-Anchoring Bill Would do to Anchorages in Florida

It was in mid April that the anti-anchoring bill was separated from the derelict boat bill in the Florida Legislature, which enabled the Seven Seas Cruising Association and boaters to support the proposed derelict boat changes, while being against the anti-anchoring bill. Then in late April the legislature shut down till next year, securing current anchoring laws in place for another year. But with the legislature later scheduling a special session this month (June 1-20)—to supposedly set a state budget—anything can be brought up. So, we must keep aware of what's going on. They could sneak it in this month.

But I still wonder if any anchoring law will stand up in court. Maybe in Florida courts, but I suspect that such proposed restrictions as no anchoring within 200 yards (600 feet) of any developed property will not stand up in Federal court. Add anchor swing to that in a shallow water anchorage and your anchor might have to be a lot further. If we say a scope should be around 7:1, then how much do we have to add in 10-15 feet of water, which is common in Florida waters? That would be another 70-100 feet plus add a little more for length of line from the water to the deck, which for a trawler would be even more. So to be on the safe side, add another 100 feet. With anchor swing, that means 700 feet from shore (although I am not sure how the proposed law would set anchoring—at the anchor or the boat?). Regardless, this would really eliminate anchoring entirely in many areas throughout the state. Age-old, established maritime laws would not allow it, in my opinion. Florida



lawmakers are probably aware of this, but would they try it, anyway? Probably. After all, if you own waterfront property, that means you are paying a lot more in taxes and, as anti-theftical as that might seem to exist in a just society, we all know better. If the law passes and the Federal courts turn it down, how will the state look at it? Federal intrusion? Even though it's protecting the rights of a minority's interests which go back to maritime rights established long before 99.9 percent of waterfront homes were built?

Let's hope we don't have to find out and we stop these potential anchoring laws. Perhaps what we need is a survey

of the state's waters showing, on a chart in a color band, a 600-foot barrier (or 700-feet with anchor swing) to anchoring along developed property to indicate how much anchoring would be impacted.

What would happen to a popular anchorage like Manatee Pocket on Florida's southeast coast (just south of Stuart), where the shores on all sides are completely lined with homes? In the attached chart, you can see the Pocket and its channel in the light green area. Look at the scale below it. Half of the black line represents 1125 feet—a little wider than most of the entire anchorage, except one little triangle at the widest point. At 600 feet per side, the only anchorage left is a tiny area (in red) at the widest point of the Pocket—that's big enough for one boat with a 100 feet of line out. If my calculations are correct, Manatee Pocket, along with many other anchorages, would be eliminated. Except for maybe one boat of course.

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www.southwindsmagazine.com
editor@southwindsmagazine.com

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Steve Morrell editor@southwindsmagazine.com (941) 795-8704

FOR ALL DISPLAY ADVERTISING

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Artwork
Rebecca Burg
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CONTRIBUTING WRITERS

Letters from our readers	Charlie Clifton	Conrad Cooper
Dan Dickison	Dave Ellis	Pam Hudston
Kim Kaminski	Roy Laughlin	By Rick Mannoia
Mike Mills	Dave Montgomery	Lynn Paul
Kat Robinson-Malone	Hone Scunook	Morgan Stinemetz

CONTRIBUTING PHOTOGRAPHERS/ART

Robert Beringer	Rebecca Burg (& Artwork)	Brian Carlin
Cindy Clifton	Conrad Cooper	Pam Hudston
Kim Kaminski	Rick Maupin	Mike Mills
Bud Newton	Lynn Paul	Sarah Schaefer
Scunook Photography	Elise Sloan	
Sperry Charleston Race Week		Sander van der Borch

EDITORIAL CONTRIBUTIONS: ARTICLES & PHOTOGRAPHY:

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

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

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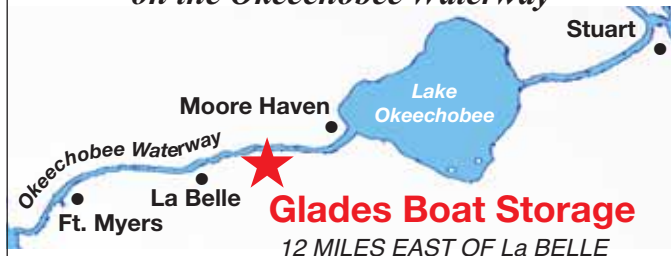


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LETTERS

SEVEN SEAS CRUISING ASSOCIATION FIGHTS ANTI-ANCHORING RESTRICTIONS IN FLORIDA LEGISLATURE

Kathy and I are proud to be long-standing Commodores in the Seven Seas Cruising Association (SSCA). SSCA led the charge in defeating the Florida Senate Anchoring Restrictions Bill—at least for this year. Too often cruising/sailing organizations sit idly by and watch bad things happen. We're certain SSCA will be back next year if the bill resurfaces. The Florida House derelict boat bill sounds good but I suspect the waterfront property owners really want to get rid of all boats in their "backyard view" not just derelicts.

Fair Winds,

SSCA Commodores Dick and Kathy de Grasse, s/v Endeavour, Islesboro, Maine lying Charlotte Harbor, FL

Dick and Kathy,

Shortly after hearing that the Florida Legislature closed up their 60-day, once-a-year session in April, I'd heard that the Florida courts stated that they illegally closed it three days early, killing many pending bills. I was relieved that the anti-anchoring bills died with that, but then I next heard that they are holding a special 20-day session June 1-20. The main purpose of this special session is to set a budget since the real reason they closed the session was that they were arguing too much about the budget while getting nowhere. So, they all just went home.

But during this special session, it's not just the budget that can be discussed, although they all agree that's their main reason for showing up in June. Any bill can be brought up, and if need be, the governor can ask them to consider anything he would like to see addressed, not that they will. Maybe the SSCA and others need to keep that in mind when the session opens and continue the fight, since our representatives, both national and local, like to sneak bills in at the midnight hour all the time, while everyone is asleep in bed.

How the legislature of a state that has almost 20-million people figure they can govern in a 60-day period is beyond me. But then again, the state is run full-time by the the big-money lobbyists who are working full-time.

Editor

TOO MANY BEADS

As captain of a chartered Leopard 39 catamaran, I participated in the 2015 Gasparilla Pirate Invasion Flotilla on Tampa Bay and Hillsborough Bay. For anyone who is not familiar with the Gasparilla flotilla event, it culminates with hundreds and hundreds of mostly powerboats, some sailboats, escorting and motoring in very close quarters from Ballast Point in south Tampa, across Tampa Bay, north on Hillsborough Bay, and then north in the Seddon Channel to the basin in downtown Tampa where the "pirate ship" docks and the Gasparilla Parade begins down Bayshore Blvd.

The Gasparilla event, with many related activities, is simply a manufactured event to attract tourism in the spirit of Mardi Gras...lots of public drinking, landside floats in the parade, tossing beads, etc. It originally was a family event marking the opening of the state fair which was then located just west of downtown Tampa. Over the years the river-

diness and bad behavior of the spectators forced the organizers to have two parades—one for children, one for adults.

However, my point is about the flotilla invasion...this armada of boats large and small. Not satisfied to toss and catch plastic beaded necklaces on the land parade route, the bead tossing is now a major part of the water-based activities. Literally thousands of strings of these plastic beads are tossed between boats close by as well as beads being tossed from the spectators on land along the shores of Davis Islands and Channelside. The end

result is that a vast majority of these plastic bead necklaces end up on the bottom of Tampa Bay, Hillsborough Bay, and the Seddon Channel.

Boaters—both sail and power—are aware that it is illegal to dump plastic into the water...period. There are no exceptions to this law. But for some inane reason, this law is overlooked for the Gasparilla Invasion flotilla. We are not talking about a few strings of beads falling into the water. I witnessed hundreds and hundreds of beads missing their target and sinking to the bottom of the waters...and I was on one boat in one

small part of the parade.

Water balloon launches between boats has long been banned due to the plastic waste ending up in the water. Those activities were miniscule in comparison to the strings of plastic beads which now adorn our bottomlands on local waters. That plastic will be there forever.

It's time for the US Coast Guard and all of the local law enforcement authorities which join the flotilla to put a stop to this practice. It is unconscionable.

**Capt. Doran Cushing
St. Petersburg, FL**

Doran,

*I know what you mean. I've been to parades that throw those beads constantly and every one of them gets picked up and saved—even cherished—but obviously this does not happen with the ones in the water. The city, the yacht clubs, the Coast Guard, community organizations, the flotilla organizers and the marine patrol need to start a campaign to get people to stop throwing them. I bet it stops in a few years with such an effort. I'm glad you brought this up and maybe you can approach the flotilla organizers to promote this starting next year. If I can publicize the idea in any way, I will be glad to put it in **SOUTHWINDS**.*

Editor

Editor's note:

*Doran Cushing is the founder and former owner of **SOUTHWINDS** magazine.*



Thank you to all the sailors, sponsors & volunteers who made this another successful regatta. Everyone had a great time – see you in 2016!

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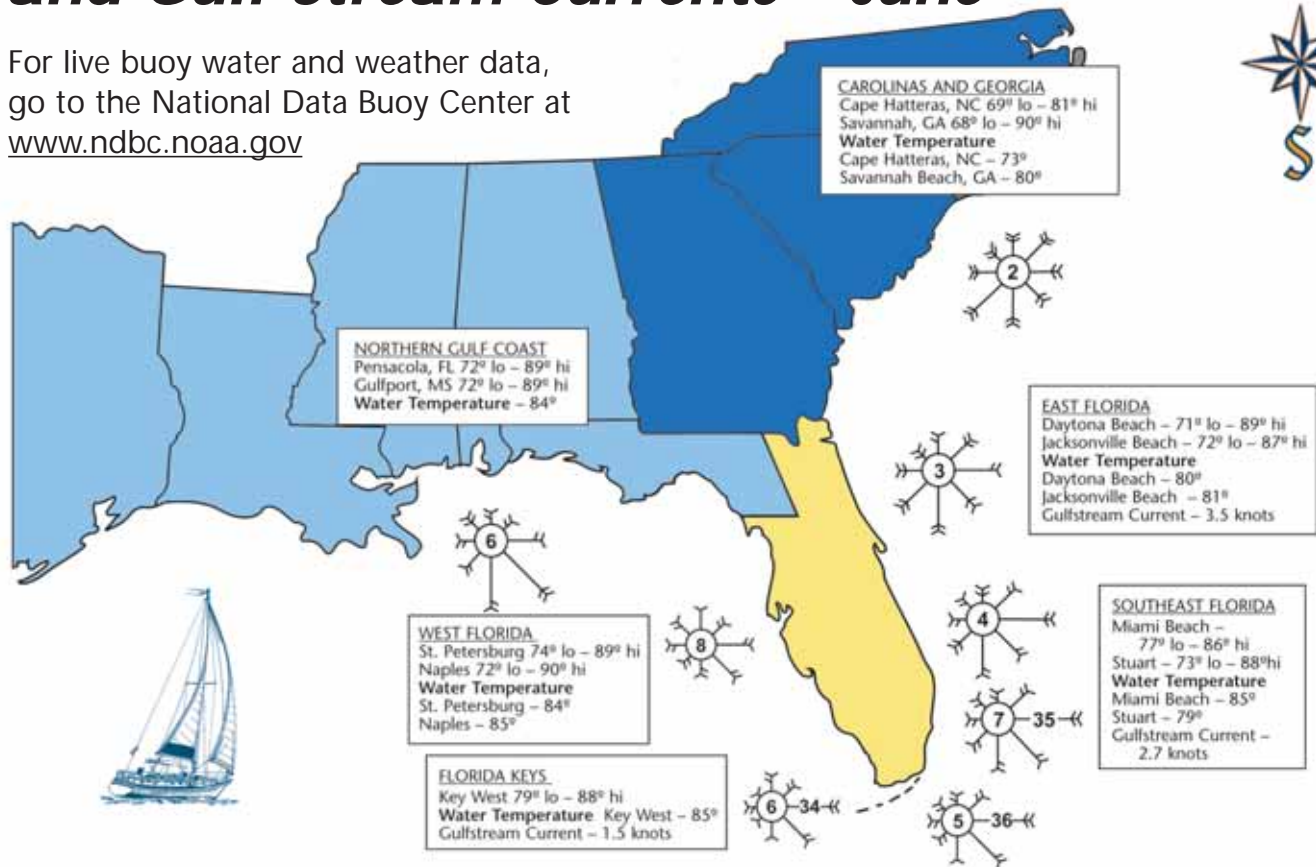
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date. To see the laws in each state, go to www.aboutboating.com.

The course named "About Boating Safely" satisfies the requirements. They are marked below with 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. 9 a.m. to 5 p.m. 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

****St. Augustine, FL, June 5.** Coast Guard Auxiliary of St. Augustine. One-day course. St. Augustine Campus of St. Johns River State College, 2900 College Drive (off SR-16), St. Augustine. 7:45 a.m. to 5:00 p.m. Early registration recommended. Contact Vic Aquino at (904) 460-0243.

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Small Boat Instructor Course Level 1

Key Biscayne Yacht Club, Key Biscayne, FL. May 30-June 2. Contact Nic Pro at adultsailing@kbyc.org. Instructor Jeanne Walker Sinclair.

Camp Sea Gull/Camp Seafarer, Arapahoe, NC. June 2-5. Contact Blair Overman at overman@seagull-seafarer.org. Instructor Allison Jolly.

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All of the above include inland and on the coast. To enter your FREE or paid listing (add additional information to paid listings), go to www.southeastsailing.com.

Southern Yacht Club, New Orleans, LA. June 2-5. Contact Holly Murrery at sthcrux@aol.com. Instructor James Miller.

Naval Air Station Jacksonville Marina, Jacksonville, FL, June 8-11. Contact Rustie Hibbard at hibbard.rustie.am12@navyjrotc.us. Instructor John Gordon.

Lauderdale Yacht Club, Fort Lauderdale, FL, June 13-21 (two weekends). Contact Julia Melton at julia.melton@lyc.org. Instructor Charles Price.

Small Boat Instructor Course Level 2

Southern Yacht Club, New Orleans, LA. June 6-7. Contact Holly Murray at sthcrux@aol.com. Instructor Betsy Alison.

Adaptive Sailing Instructor

Lake Worth Sailing Club, Fort Worth, TX, June 20. Contact Karen Richardson at sailinggk@att.net.

Powerboat Instructor

Camp Sea Gull/Camp Seafarer, Arapahoe, NC. June 2-4. Contact Jon Meyers at powerboat@ussailing.org. Instructors Dick Allsopp and Michael Askew. Two separate courses, same dates.

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SOUTHWINDS will list your Rendezvous (if held in the Southeast or Bahamas) for three months (other events listed for two months. Send information to editor@southwinds-magazine.com.

OTHER EVENTS

2015 Atlantic Hurricane Season Begins, June 1-November 30

Visit the *SOUTHWINDS* hurricane pages at www.southwinds-magazine.com for articles and links to weather websites, hurricane plans, tips on preparing your boat and more. How to develop a simple plan to protect your boat—the best and simplest plan out there.

Dragon Boat Festival to Save Dragon Point, Cocoa Village, FL, June 13

This inaugural event will include local and regional teams racing on a 300-meter racecourse on the Indian River. Racing 9 am to 3 pm. Run by Save Dragon Point Inc. (SDP), a 501(c)(3) nonprofit organization for rebuilding of “Annie,” the community’s iconic and adored river dragon. www.sdp-dragonboat.com.

Fishermen’s Village in Punta Gorda, FL, Celebrates National Marina Day, June 20

National Marina Day will include vendors, organizations dedicated to the preservation of wildlife as well as exhibitors promoting outdoor activities around Charlotte Harbor. Space is available for non-profit organizations such as boat clubs. Information and dockage reservations: (941) 575-3000. Vendors and non-profits: Catherine Perry at (941) 575-3067. www.fishville.com.

15th Annual Summer Sailstice, Planet Earth, June 20

The 15th Annual Summer Sailstice, a sailing celebration of the Summer Solstice, will be held on the weekend of June 20-21, the closest Saturday (June 20) to the Summer Solstice. There is no specific location of the Summer Sailstice except that it occurs on the planet Earth, in this solar system, where sailors can spend the day—or two days—sailing as a tribute to the solstice, which—astronomically—occurs on June 21 at 12:38 pm (EDT).

For more on Sailstice, go to www.summersailstice.com.

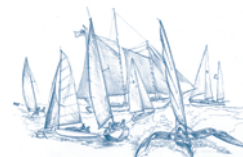
40th Annual Regatta Time in Abaco, July 3-11 – More Than a Regatta

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This annual regatta, one of the most famous in the Bahamas and Florida, starts with Bob Henderson’s immense “Cheeseburger in Paradise” picnic and runs through a week of festivities and casual racing with Bahamian boats and cruisers from all over. Bob’s “Stranded Naked” party, as it’s also called, is the kick-off event for the regatta. Over 1200 cheeseburgers—plus fries, hot dogs, margaritas and rum punch—are fed to hundreds of visitors who come by every means possible—but mainly by boat. The party is followed by a series of five races that are held throughout the Abacos, all of which end at Hope Town where the final race and party are held. Regatta organizers promote the event as, “It’s a party every night...in a different location.” For more information, go to www.regattatimeinabaco.com.

Florida Lobster Season July and August Openings

Florida has two spiny lobster seasons for recreational divers. The first is the two-day mini sport season, which is always the last consecutive Wednesday and Thursday in July, falling this year on July 29-30. The regular 8-month season always runs Aug. 6 through March 31. For regulations and more information, go to the Florida Fish and Wildlife Commission website at www.myfwc.com/fishing/saltwater/regulations/lobster.



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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).

Florida Legislature Ends Session Without Passing Anchoring Restrictions

Last month, we printed that the Florida House—just hours before we went to press—did not tie the anchoring restrictions proposals to a derelict boat bill, which is good news since boaters want to support the derelict boat bill, but are against anchoring restrictions. Tying the two together would have made fighting more restrictions more difficult. In the Senate, though, the appropriations committee voted favorably for Bill 1548, which restricts anchoring. But before anything could be passed—on anchoring and on derelict boats—the legislature closed down the session in a huff (and did so three days early, which was later declared illegal by Florida courts), which means both issues are dead until the next legislative session opens next year in March (for 60 days). But that also gives anti-anchoring landlubbers another ten months to rally for restrictions. And it gives the Seven Seas Cruising Association, who were instrumental in opposing restrictions, another ten months, too. For those who want to continue the fight against anchoring restrictions, go to the SSCA website at www.scca.org for updates.

Race to Cuba on Schedule for May

The Key West to Cuba leg of the Bone Island Regatta to Key West from southwest Florida (see “From the Helm” May issue) was on schedule to leave Key West on May 20. As of press date, Regatta organizer Alice Petrat had received the license from the Department of Commerce. She still had to receive final permission from the Coast Guard, but feels confident there would be no problem. Five boats were signed up to go. *SOUTHWINDS* will be reporting on the trip in the August issue.

Storm Trysail Club Takes Over Key West Race Week

From the Storm Trysail Club

In April, the Storm Trysail Club announced that it has come to an agreement with Premiere Racing to take over ownership and management of Quantum Key West Race Week—along with the ongoing support of its title sponsor—Quantum Sail Design Group.

The Storm Trysail Club, established in 1938, is well known for running Block Island Race Week, which will celebrate its 50th anniversary this summer. The group also organizes the Lauderdale-to-Key West Race that has long served as feeder for Key West Race Week.

“Key West Race Week is a terrific bookend to the club’s long-standing Block Island Race Week,” Storm Trysail Club commodore Lee Reichart said. “We believe we will be able to utilize our experience at Block Island to ensure that Key West remains the most prominent winter big-boat event in North America.”

Quantum Key West Race Week 2016 will be held Jan. 18-22, 2016, with many of the same elements that made the regatta so popular remaining in place. Foremost is the sponsorship of Quantum, the second-largest sail-making company in the world.

Storm Trysail Club members are in the process of contacting all past sponsors and will be working to bring new partners into the mix. Jeff Johnstone has pledged the support of J/Boats, a worldwide leader in high-performance sailboats.

Okeechobee Water Level Remains the Same Since April

As of press date in early May, Lake Okeechobee was at 13.68 feet above sea level, nearly the same level as in early April. This makes the navigational depth for Route 1, which crosses the lake, 7.62 feet, and the navigational depth for Route 2, which goes around the southern coast of the lake, 5.82 feet. Bridge clearance at Myakka was at 50.01 feet. For those interested in seeing daily height of the lake, navigation route depths and bridge clearance, go to <http://w3.saj.usace.army.mil/h2o/currentLL.shtml> (copy this address exactly as it is here with upper and lower cases). This link is also available on our website, www.southwindsmagazine.com. See the left column.

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The new race organizers announced that longtime member John Fisher will serve as event chairman for Key West Race Week. Fisher has been involved with Block Island Race Week since 1999, serving as chairman for three editions of the biennial regatta.

Dick Neville, another Storm Trysail Club veteran, has been appointed race committee chairman. Neville has been working Key West Race Week for nearly two decades as right-hand man to Division 2 principal race officer Dave Brennan. Neville is expecting to conduct starts in most of the classes that have traditionally competed at Key West.

Fisher said Nick Langone will serve as shore-side committee chairman while John Storck Jr. will oversee mobile marina logistics. The Storm Trysail Club hopes to retain the services of numerous dedicated volunteers that worked for Premiere Racing for many years.

Skippers wishing to register for Quantum Key West Race Week 2016 should visit keywestraceweek.com.

Storm Trysail Club is one of the world's most respected sailing organizations. Established in 1938. Its membership includes skilled blue water and ocean racing sailors who have flown a storm trysail or severely reduced canvas dur-

ing an ocean voyage. The club is headquartered in Larchmont, N.Y., and has regional stations throughout the U.S. It hosts Block Island Race Week in odd-numbered years, the annual Block Island Race, Lauderdale-to-Key West Race and the biennial Miami-to-Montego Bay Race, among many other events. The Club's affiliated 501(c)(3) organization, The Storm Trysail Foundation, holds annual junior safety-at-sea seminars and the Intercollegiate Offshore Regatta for college sailors using big boats. For more information, visit www.stormtrysail.org.

Review Your Boat

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

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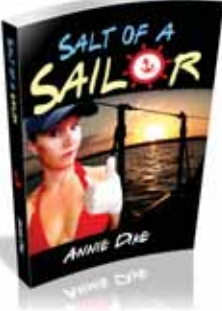


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Juniata goes to Cuba –

Feb/March 2015

By Mike Mills and Pam Hudston



Juniata, a Hallberg-Rassey Rasmus 35 under sail.

Knowing we were going to cruise beyond U.S. waters, we were careful to follow the regulations for exit and entry of the U.S. as far as we could understand them. We had originally tried to join the U.S. Customs and Border Protection Small Vessel Reporting System (SVRS), but this was rejected. The SVRS is open to U.S. citizens and nationals of Visa Waiver Program countries. To cut a long story short, in early February we cleared out at Fort Myers Airport, obtaining a "Permit to Proceed" to Cuba (\$37 cost)

* Cuban Convertible Pesos Currency (CUC). 1 CUC=\$1

via Key West—within the next 48 hours.

The trip south from Fort Myers Beach in light and variable winds was uneventful—a combination of sailing and motorsailing did the job—making the 115 miles to Key West anchorage in 28 hours. Here we waited out a front followed by a period of brisk NE winds. Three days later, we struck out for Cuba on a decreasing NE to E forecast, our destination the new Marina Gaviota behind Cuba's Hicacos Peninsula (Varadero). The wind faded too fast and we again found ourselves motorsailing to get a reasonable motion over the 3- to 4-foot Gulf Stream waves. Overnight, we saw a few fishing vessels and several ships; we passed only half a mile ahead of one cruise ship—she didn't respond to our radio calls so I don't know if we were even seen!

Approaching the north coast of Cuba in the dark hours of the following morning we saw no recognizable shore lights. Most significant was a powerful orange light visible over 15 miles off—this we think was the oil plant and flare stack near Darsena. About this time, we picked up a firm south wind, a land breeze we guess. Just before first light, we identified the Piedras del Norte lighthouse which gave us the lead into the Canal de Buba channel which reaches behind the Hicacos Peninsula. Now in daylight this proved easy to negotiate. On the final approach to Gaviota Marina, we were 'buzzed' by about 10 or so 50-foot catamarans as they raced out of the marina loaded with beach-party revelers. Marina Gaviota is new construction—not yet complete—founded on what were off-lying islands, now con-

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The Havana skyline as seen from Juniata.

solidated into a high seawall.

We notified the marina of our approach and all was ready for what was a very straightforward entry clearance. Harbormaster, dockmaster, doctor and customs all visited briefly with the whole process taking little over an hour. We were given loose visa slips (15 CUC* each, allowing an initial 30 days stay), a cruising permit (55 CUC); a contract for our marina stay (.60 CUC per foot per day including water and electric) and copies of various other signed papers. All payments are due in Cuban convertible currency (CUC) at month end or on leaving the marina; CUC are readily available for purchase, however the U.S. dollar carries a 12 percent government levy, making it poor value and U.S. credit cards are not accepted. We were also allocated our own trash bin for "international garbage"—meat, eggs and unprocessed produce which cannot be imported, as well as trash items on the boat.

It appears that Marina Gaviota has been constructed to be a major resort and entry port for the emerging Cuba. It is set up for Mediterranean style mooring with "slime lines" attached to buoys off each quay. There appears to be room for thousands of boats, (although there were only seven of us in!). However, it's not finished yet—there were no work-

ing showers or toilet facilities for us. The marina is the "pretty" part of the 5-star Hotel Melia, an all-inclusive resort mainly occupied by Canadian holidaymakers enjoying the beautiful Hicacos beaches. With a selection of shops, bars and restaurants accepting payment in CUC and access to the hotel lobby for internet, this was a pleasant if expensive venue with security guards present at all transit points, and buses and taxis available for "off-campus" exploration. In fact, we did make some bus and taxi trips to sample local life and in general found everybody to be outgoing and helpful. We found the local market, cafés buzzing with action and every imaginable form of vehicular transport!

Before leaving the Hicacos for Marina Hemingway we enjoyed an overnight anchorage between Cayo Blanco and Surgidero islands. Once the beach-party boats had left for the night, this proved to be a peaceful anchorage rich in wildlife—to be expected of the natural cays.

Probably as a result of poor extrapolation of the weather forecast for the Florida Straights, our trip to Havana Marina Hemingway was an upwind motorsailing event, fortunately in light airs. Traveling the bulk of the 80 miles overnight, we saw plenty of industrial lighting on shore but nothing of navigational significance. However, we did



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Juniata at Gaviota. Marina Gaviota was constructed to be a major resort and entry port for the emerging Cuba. It is set up for Mediterranean style mooring with "slime lines" attached to buoys off each quay.

encounter five or six "strings" of illuminated floats extending offshore across our path (in over 1000 feet of water). After the initial panic, we drove on through them without a problem, presumably passing over a submerged net to be taken up in the morning.

In the morning light, the large square buildings of Havana dominated the skyline, and soon the Havana harbor inlet opened up with the forbidding Castle Morro guarding its eastern flank. Havana harbor is off-limits to cruising boats, although you may be directed there in heavy northerly weather when the through-reef entrance to Marina Hemingway becomes dangerous. Marina Hemingway, some eight miles west of Havana, was busy that morning and several boats had entered before us. Over the radio, all had received detailed entrance instructions; however the deep straight channel was an easy pass between red and green marks—just ignore the submerged broken green mark adjacent to red four!

Since we had a Cuba cruising permit and our itinerary had been declared, clearing in only took about 30 minutes, after which we were directed to a berth alongside the crumbling concrete quay of Canal 2 (.5 CUC per foot per day, plus a small charge for water and electricity, all payable at the end of each month). Our quay lane was an international line-up, instantly creating a friendly community of "yatis-tas," all with a story or two to tell! Marina Hemingway itself has a run-down shower block, a few basic shops and an adjacent hotel offering internet (6 CUC per hour) along with a nearby bakery. The marina and the hotel areas are covered by security guards and this is typical of all resorts and

tourist areas. This included the legendary Old Man of the Sea hotel – now a run-down wreck closed for renovation.

From Marina Hemingway, we walked a half-mile east to Jaimonitas town, a small fishing center with a Saturday market, a few basic stores and nearby supermarkets with a larger range of goods; however, don't expect to get fresh milk, we didn't find it anywhere in Cuba. In town, you could get a square meal and a beer for 3 CUC. In the cool of the evening, the whole town picked up an energetic buzz with people fixing cars, renovating houses or just "hanging out." Typically, you will see a donkey cart with dry-mix concrete going down the street, and see it again carrying a load of reinforcing bars, drawing with it a barrage of jibes and banter.

On several days we took the bus from the hotel into Havana to do the sights. This was straightforward, except on the day when the buses didn't run—never did find out why, but the stock answer seems to be "this is Cuba"! The hustle starts as you step off the bus in Havana; don't pause to look at a map, otherwise you will relentlessly be offered a taxi (which could be a three-wheeled cycle, pony and trap or vintage car), buy cigars or to see Hemingway's house (but how many houses with the original typewriter can there be?). That said, there are many sights to see on the streets of Havana once the Museum of the Revolution has been viewed. There are bustling tourist squares, quiet leafy parks, lush patio courtyards interspersed with buildings of crumbling decay, others in rebuild and those fully restored—take your pick. Wandering further back into the "people streets," you'll see tenement life, with street vendors, sparsely stocked shops, dingy bars and cafes, beggars, the most ingenious modes of transport, and a populace who are happy and thriving.

Out of money (we had no credit card—but that's another story), it was time to leave Cuba. We spent the last of our CUC on a few gifts and said goodbye to our new friends of the canal-side. We had paid our bill and scheduled our exiting paperwork the day before. We were asked directly for a tip and our modest offering went straight into the Harbormaster's desk drawer! On the morning of departure we had three port officials on board, each admiring minor onboard items with "a desire to own"—so probably best to have a few things ready to give away. The exit experience was the downside of an otherwise pleasant and interesting visit.

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Festivities in Havana. On several days we took the bus into Havana to do the sights.



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Juniata on the bulkhead at Marina Hemingway. We had a berth alongside the crumbling concrete quay of Canal 2. Our quay lane was an international line-up, instantly creating a friendly community of "yatistas," all with a story or two to tell! Marina Hemingway itself has a run-down shower block, a few basic shops and an adjacent hotel offering internet along with a nearby bakery.

We departed Marina Hemingway on a forecast of E to SE wind 10-15 knots. However, as the wind set up during the late morning, we got a brisk N to NE breeze through all afternoon and that night, only easing to the east in the early hour of the next morning. In consequence, we had a fast and bouncy sail across the Gulf Stream with 5- to 6-foot waves. We approached the Key West Mainship Channel just before daybreak, easily picking out the buoy lights and in nice time to use a favorable tidal flow into the Key West anchorage. Once anchored up, we called Customs and Border Protection to advise our arrival (as a British vessel) and were directed to find an alongside berth as we had goods to declare and had to be boarded; this was not so easy during a Spring Break week, but in the end we were accommodated

by the Key West Bight marina. Two Customs and Border Protection officers arrived later that afternoon and we found out that international travelers are not allowed to bring any Cuban products whatsoever into the U.S. As a result, all our gifts (rum and a few cigars) were confiscated. We were surprised, but that's the law. International travelers have no allowances, but it must be said that the officers were pleasant, helpful and indeed sympathetic.

After a day of rest, we were ready to continue our journey north to Charlotte Harbor. The forecast for the next few days was E 10-15 knots, but as we left that morning there were squalls about, so some sail reduction was called for. Leaving Key West in the late morning, the last of the flood tide took us quickly up the NW Channel, but on the final leg the wind was NNW 15-20 knots and, as you'd expect, it was choppy! Once out of the channel we had to tack, however we timed our tacks to avoid the rain squalls which we knew would soon clear. Finally we had a good "making leg" but still couldn't make our northerly course. But as the wind settled, we had a great sail with the course becoming more favorable overnight.

We had expected to stop-over at Fort Myers Beach, but now in the morning sun with a brisk beam wind, we continued north past Sanibel Island, making the Boca Grande Channel in the late afternoon with just enough flood tide to take us in. An hour later, we dropped anchor in Pelican Bay (Cayo Costa), desperate for some sleep but feeling good about making five knots average speed over the 28 hours since leaving Key West. Our home run up Charlotte Harbor the next day was a perfect shot for the memory—close on the wind at the start and finishing with a spinnaker run

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Twenty-one boats competed in the J/24 Class, which saw tight action along the Charleston waterfront. Sperry Charleston Race Week/Brian Carlin photo.

Cover: Robin Team's crew on board his J/122, Teamwork, worked seamlessly enough to walk away with the Palmetto Cup for overall honors in the most competitive PHRF Class. Sperry Charleston Race Week/Sander van der Borch photo.

Vignettes from Sperry Charleston Race Week 2015

By Dan Dickison

Thousands of narratives play out at a mega regatta. When you've got over 280 boats and crews on the water and roughly 2,500 competitors, there are stories galore. Here's a handful of snippets that help tell the tale of Sperry Charleston Race Week 2015 – the 20th edition, held April 16-19 in Charleston, SC. It's a homegrown event that has evolved into the largest regatta of its kind in the Americas.

Meet Gannon Troutman, from Gloucester, VA. At just 12 years old, he's a gifted helmsman who steered his father's J/70, *Pied Piper*, to fourth place in an uber-competitive one-design class that included 79 entries. Gannon told Race Week's media office that he has only been sailing big boats for a year, but really didn't feel any pressure. "I just try to stay focused. But the current here, that's crazy. It's pushing you around all the time." Though he raced with his dad and two other adults, Gannon says he'd like to see more kids his age steering bigger boats. "It's a good experience. It prepares you for different boats." On the final day, at the final awards ceremony, he was called up to accept the Dynasty Award, which included a new suit of Optimist sails by Quantum Sail Design Group.

There were 11 one-design classes at the event, and among them was the VX One, a sporty, 19-footer designed by Brian Bennett of Bennett Yachting and built by Bennett and his son Hayden. (The senior Bennett also created the Viper 640.) Nine VX Ones formed

that class's inaugural fleet at Race Week, and John Potter from Beaufort, SC, walked away with a convincing win, scoring bullets in seven of the nine races. According to Potter, a key factor was having the designer-builder on board trimming and calling tactics.

Throughout the three-day event, atypically rainy weather threatened to mar the proceedings, but the weather deities were merciful. The participants had to endure just one three-hour postponement on the second day of action. When the soggy skies finally dissipated that afternoon, the offshore competitors were treated to 8-12 knots of northerly breeze and brilliant, blue skies. Inshore was much the same. Hank Stuart, the principal race officer for the J/70 course said afterward: "At least on our course, the wait was well worth it. We ended up having two of the best races of the entire week-end that day."



Twelve-year-old Gannon Troutman steered his dad's J/70 to a fourth-place finish out of 79 boats and won a new set of Opti sails from Quantum for his efforts. Sperry Charleston Race Week/Brian Carlin photo.

The Audi Melges 20 Class used this regatta for its US National Championship. With 22 boats on the line, the action was typically tight. Going into the final race on Sunday, only one point separated the top two teams, but Jason Michas' and his crew (including two-time America's Cup crew and Olympic racer Mark Mendleblatt and longtime pro Tim Hotchkiss) had blazing downwind speed and won the final contest. Michas and company not only won that race, first in class, and the U.S. National Championship, but they also



A growing trend at Sperry Charleston Race Week is women sailors playing key roles, such as this bow person on board Rob Butler's Canadian J/88, Touch 2 Play. Sperry Charleston Race Week/ Sander van der Borch photo.

received the Charleston Race Week Trophy, which is given each year to the top performing entry in the most competitive one-design class.

Throughout the regatta's three days of competition, a live-streamed video broadcast kept event followers informed about the action on the inshore courses. With color commentary provided by Alan Block of Sailing Anarchy and multiclass champion John Casey, the broadcast was carried on the event's website as well as on the beachside jumbotron at the regatta village.

A hallmark of this year's event was strong attendance by international crews, who represented 11 different countries, including Norway, Bermuda, Germany, Mexico, and for the first time ever—Australia. Kevin Nixon and his family from Randwick, Australia, sailed in the Melges 24 Class, and finished fourth overall with an all-Corinthian crew. "This is a bucket list event," said Nixon at the end of the regatta. "We love sailing the Melges 24, so we made the trip." Two of the one-design classes (the Farr 280 and the J/70) were won by teams from out of the country.

Among the boats sailing in the offshore racecourses, Robin Team's family-led crew on board his J/122 *Teamwork* managed to outperform all their rivals. They not only won PHRF Class A by a wide margin against 10 other boats, but

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Local racer and longtime Race Week supporter Jay Cook hoists the Jubilee Perpetual Sportsmanship Trophy he so deservedly won. Sperry Charleston Race Week/Sander van der Borch photo.

also walked away with the Palmetto Cup, the annual award for the best performance by a boat in the PHRF ranks. This marks the third time that this crew has won the Palmetto Cup, and Team vowed that he'd be back next year for another go at the overall award.

As the final awards ceremony wound to a close, local racer Eddy Evans took the microphone to present a special honor—the Jubilee Perpetual Sportsmanship Trophy. Prompting cheers and tears from the crowd, Evans singled out a fellow competitor who has raced in Charleston all his life. “This guy has been racing against me for 10 years,” said Evans, “and he does so much to support this event and sailing in general in Charleston. In his spare time, he also doubles as Spiderman. He is my friend, he is my hero...he is Jay Cook.” Cook and his family-based crew finished mid-fleet in the Pursuit Class on board their Beneteau 423, *Tohidu*, but they were all smiles nonetheless.

For full scores, photos, videos and reports on Sperry Charleston Race Week 2015, log on to the event's website, www.charlestonraceweek.com. Additional commentary and coverage is available on the event's social media platforms: [Facebook](#), [Instagram](#), [Vimeo](#), [YouTube](#) and [Twitter](#).



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When Death Fell On Alabama



By Morgan Stinemetz

Six sailors drowned in Alabama when a squall line packing winds just seven decimal points below hurricane strength flogged Mobile Bay during the April 25 Dauphin Island Race. The fleet of 117 sailboats, crewed by a total of 476 sailors, the Coast Guard said, was overcome by a gray wall of frenzied airborne water none of the sailors had seen the likes of before.

This year, the Fairhope Yacht Club sponsored the 18-mile annual rite-of-spring race. This is the 57th edition of the race, which is promoted as the largest single-day point-to-point sailboat race in the United States. The event was expected to be a lark. Instead, it became hell in a very small place. Save for a dredged shipping channel, Mobile Bay is shallow and the storm turned its muddy water into a froth that made waves look like a Starbucks Frappuccino topped with Miracle Whip.

As luck would have it, the race itself started 90 minutes later than called for. A wisp of post tragedy speculation blamed the Fairhope Yacht Club for the delay, the implication being that had the race started on time all the boats would have been safely home before the horrendous weather hit. Efforts to talk to officials of the Fairhope Yacht Club proved fruitless. However, it seemed that a mistaken message calling off the race appeared on the Fairhope Yacht Club website, causing palpable confusion. On top of that, a general recall slowed the race start once more. It was, in a word, complex.

Some crews had completed the race and were going home when the storm arrived. Other boats had yet to finish. Regardless of where the boats were, Mobile Bay reverted from fun to frightening. The awful conditions could be described as hitting the fleet in the same way a descending Acme Co. anvil might deform Wile E. Coyote. However, forward visibility in front of the bad weather was good enough so that participants were able to see that they were shortly going to be in for a most dangerous ride.

Forty sailors were fished from Mobile Bay, 39 by other boats and one by the United States Coast Guard, which has a facility on Dauphin Island. Two men were killed, 27-year-old Kris Beall of Pineville, LA, and 72-year-old Robert Delaney of Madison, MS. Beall was recovered on Saturday, Delaney on Sunday. Four men went missing. The original tally of five missing was revised downward after a survivor was located at his home Sunday evening. The person had registered for the regatta but had withdrawn prior to the event and was unaware he was the subject of a search.

The four men unaccounted for were Adam Clark, 17, Mobile, AL; Jimmy Charles Brown, 72, Madison, MS; William Massey, 67, Daphne, AL; Robert Thomas, 50, Pickens, MS.

Forty-eight hours after the storm, at a Monday afternoon press conference, the Coast Guard was still talking about rescue from the Mobile Bay mixmaster. And then bodies started popping to the surface.

William Massey's body was recovered on Tuesday, April 28, in Mobile Bay; the bodies of Clark and Thomas on Thursday, April 30.

The eastward-moving squall had enough punch—63.3 knots as recorded by the National Weather Service—to

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catch some racers with their vigilance down. Boats with VHF capabilities lit up VHF Channel 16 with a Christmas tree of desperate Mayday calls.

"We heard all the distress calls going out and there was so much chatter on the radio it was hard to distinguish who was saying what, who was being answered," said Josh Edwards, a competitor racing on a Catalina 36, *St. Elsewhere*, out of Fairhope Yacht Club. "It was chaos on the radio. The weather didn't scare me. The wind didn't scare me. The thought of going overboard didn't scare me. It was hearing that chatter on the radio of people calling for help, and there was nothing anybody could do," said Edwards in an interview. It is Edwards' video that is referenced below in this story.

Because the race is usually a lark and pleasant afternoon sail, it attracts an armada of entries, from Hobies to Hinckleys, and a little bit of everything in between. It is a "race what you bring" event. As a result, out there in the roar of the storm were sailors racing on a pounce of catamarans, a terrible place to be when caught in bad weather. Post-storm photos showed a dismayed, yellow Hobie being towed toward shore behind a sailboat under power.

A pair of Hobie sailors, a report said, went into the water with a cell phone and a GPS in hand. They knew where they were. Their rescuers were not so sure. The pair was in the water for 2-1/2 hours.

A former yachtsman, Mike DeMarko of Pensacola, has been a participant in many Dauphin Island races and he said, "Because of the shallow water, the waves in storms pop up in the air, and the water blowing off the tops of those waves makes you totally blind."

From one of several videos available on the Internet—a particular entry apparently had a GoPro camera mounted on the aft quarter of the stern pulpit—one could see the boat take near-knockdowns from the starboard side as the loosely-set mainsail, its foot a big U of sailcloth, got blasted by the wind. Ahead, the visibility from wind-blown spray made it look as if one were in thick fog.

"It came out of nowhere," said one survivor, "like a wall of white."

Some yachtsmen saw the storm heading their way and got ready. Others did not. It is a fact of sailing life that often times, at large expense, sailors' expectations are not anchored in a bedrock of experience.

A head-mounted GoPro video made by Josh Edwards aboard *St. Elsewhere*—it was posted on the Internet and went viral—showed the scene aboard a 36-foot Catalina that had knowledgeable sailors on board. The crew amounted to five, three men and two women. When the video began, the sailboat already had all its sails down and appeared to be motoring before the storm, its jib stored below decks, its main lashed to the boom, roughly flaked.

Behind the sailboat, on the port quarter, the approaching squall appeared as a wall of dishwater-colored clouds that touched the water's surface. Occasional flashes of imbedded lightning sparking white. Aboard, the crew was breaking out foul weather gear and making trips below for additional items. The storm hit the boat at 04:00 on the video timing (four minutes after the recording started). Ahead, off to starboard, a 25-foot sailboat, its main up all the way, was getting knocked down onto its beam-ends repeatedly. It quickly disappeared in a fog of blown water. *St. Elsewhere* carried a white life ring lashed to the starboard stern pulpit by the top of the ring. At times it was horizontal in the wind. At 06:00,

while a woman steered the boat, the remaining female on board donned a life jacket. Shortly thereafter the three men donned theirs. The lady steering the vessel never put on a life jacket. She had Bluebird school bus yellow foul weather gear on and a white-knuckle grip on the boat's steering wheel. Visibility had, at the time, dropped to just a few boat lengths. When the video timed 10:32 the boat was rolling some, but under control. A minute later, off to port, 75 yards away, another sailboat, heading into the wind, 180 degrees from *St. Elsewhere*, no sail visible, appeared out of wind-driven water, then disappeared just as quickly. By 12:22, *St. Elsewhere* was making an estimated eight knots downwind. At 13:00 forward visibility improved. Thirty seconds later, the squall moved on, its drenching water gone, its wind following like a mangy dog looking for food scraps.

Backing up the story line ten minutes or so, when the squall hit Dauphin Island, a video shot in driving rain, but from shelter, showed a raft-up coming apart as if the boats had been tied together with packing twine. A sailboat got loose and drifted down on another sailboat tied securely to a dock. The loose sailboat's roller furling jib came slightly unrolled, giving the boat downwind momentum. As soon as it stopped, after drifting onto the secured sailboat, the exposed part of vagabond's jib shredded in seconds.

As this story is being filed, the body of Jimmie Charles Brown has not been recovered.

The 2015 Dauphin Island Regatta may be the most costly, in terms of human life, in modern American sailing. Insurance company claims offices will most likely remember the regatta nearly as well as the people who survived it, however, actuaries rarely tell stories. Sailors always do.

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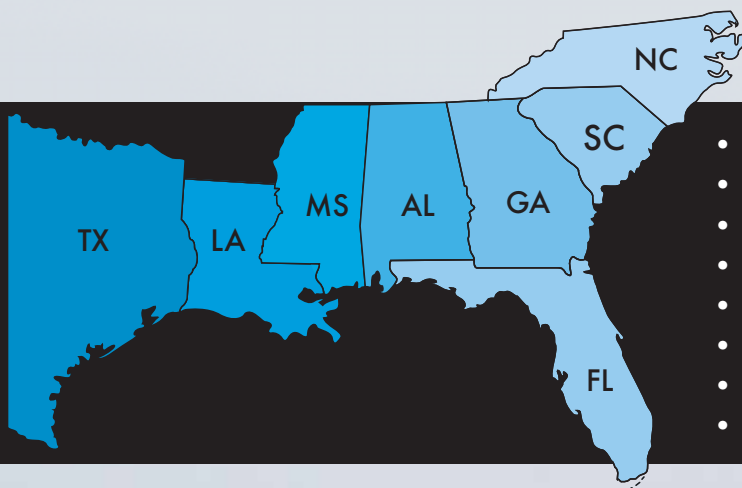
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RACE REPORT

St. Augustine Race Week, St. Augustine, FL, April 9-12

By Dave Montgomery

From left to right: A Lightning, a Viper, a Ranger 33 and a Beneteau compete in the Inshore series at St. Augustine Race Week in April. Photo by Elise Sloan.



This brand new St. Augustine-based regatta featured an ambitious amalgam of offshore races, inshore races in the Intracoastal Waterway, and a junior regatta with Optimist and 420 dinghies racing in the shadow of St. Augustine's famous Castillo de San Marco. An added attraction was two nights of live concerts under a tent adjacent to the municipal marina. Sailors mixed with tourists enjoying reggae music, hot food and rum drinks.

Weather for the week was light to moderate depending on where you were. While the offshore breezes were generally very light, inshore racers had all they could handle. The days were balmy and pleasant with enough wind to get boats around the course, although slowly on some days.

The three-day Offshore Series featured a different format each day. First day was a traditional triangle race. On day two, racers had to touch both a longitude and a latitude coordinate and return to the finish by any route they chose. On the final day, racers were to cross a north latitude and a south latitude before returning to finish. It was up to them which crossed first. The inshore series, for smaller boats, was round-the-buoys racing due to the narrowness of the Intracoastal Waterway.

The two-day junior regatta, featuring youngsters from age 8 to 17, was the highlight of the week. Spectators along the bayfront were treated to a delightful spectacle of dozens of small Optis and 420s zig zagging around buoys in short but hotly contested races. They may be small, but they are serious about racing.

A total of 65 boats participated in Race Week—33 boats offshore, 9 boats inshore and 23 boats in the Junior Regatta. Competitors came from Amelia Island, Melbourne, Palatka, Daytona Beach, New Smyrna Beach, Jacksonville and Saint Augustine. As evidenced by the results, this event is absent one-design classes consisting of big shiny racers with professional crews. The entrants were all family-owned vessels that ranged from a 1940s-era Concordia 41 (that won its class by the way) to a brand new but tiny Viper 640.

St. Augustine Race Week is organized by First Coast Sailing Association, a nonprofit entity consisting of eight yacht clubs in the northeast and central Florida. This is the first year for this version of the event, previously named First Coast Offshore Regatta. A major portion of the sponsorships and entry fees go to support the organization's Youth Sailing Scholarship program which pays for underprivileged youngsters to attend summer sailing camps of the area yacht clubs.

RESULTS (Complete results at www.sailjax.com.)

Race Week website is www.sarw2015.com):

SPINNAKER: 1st Avenger, Carrera 290, Gary Van Tassel: 2nd PHRFection, Beneteau, FC 10 Madeline Keeble: 3rd Rattle & Hum, Antrim 27, Adam Norwood: Cruiser A: 1st Actaea, Concordia 41, Anthony Harwell: 2nd Password, Morgan 38 yawl, Dave Huff: 3rd Fantasea, Catalina 30, Henry Baker: Cruiser B: 1st, Blue Sky, C&C 32, Dana Hunter: 2nd, Moon Pie, Beneteau First 345, John Blackford: 3rd, Ariel, Hunter 386, Dan Floryan.

INSHORE SERIES RESULTS




Sport and PHRF Class 1: 1st, So Anyway, Hunter 22, Steve Pettengill:


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RACE REPORT

2nd, Gaboon, Viper 640, John Fiaella: 3rd, Skybird, Ranger 33, John Grannis: Cruising Class 2: 1st, Gibson Dry Dock; Cal 2-29, Guy VanDoren: 2nd, Morning Star, Cal 2-29, David Burnham: 3rd, Moon Shadow, Cal 2-29, Skip Lagasse.

JUNIOR SAILING REGATTA

Overall Winners: 1st, Will Weinbecker: 2nd, Wes Myler: 3rd, Reedy Monahan: Optimist Dinghy: Red Division (ages 13-15): Reedy Monahan. Blue Division (ages 11-12): 1st, Will Weinbecker; 2nd, Wes Miller; 3rd, Bridget Monahan: White Division (age 10 and under): 1st, Tom Commander: 2nd, Scottie Busey; 3rd, Landon Bosco: 420 Dinghy: 1st, Johnny Fewell & Emily Gilreath; 2nd, Allison Weinbecker & Isabella Goodwin; 3rd, Jacob Fisker-Anderson & Lizzy Grich.

Rainbow Regatta, Davis Island, FL, April 21

Chaos to Calm

By Lynn Paul

Eighty-six women sailors sailed in very light air in the Rainbow Regatta in Tampa, FL, in April. Photo by Lynn Paul.

The Florida Women's Sailing Association held their annual Rainbow Regatta on April 21. It was hosted by the Davis Island Dinghy Dames of Tampa, FL. The 86 women sailors were from Clearwater, St. Petersburg, Tampa and south to Sarasota County.

"It was a dark and stormy night," as Charlie Brown would say. At 7 a.m. the sky looked very dark. Sailors went into a flurry of activity: lifting boats from trailers, stepping the masts, rigging the sails and checking the hardware on the Clearwater Optimist Prams (COP) and the International Optimist Dinghies (IOD). This boat design was first built in Dunedin in the 1940s and financed by the Optimist Club.

The biggest turnout ever came from the 38 Sunfish entered. The skippers meeting was called. Sailors were launched into the cool, dark waters of Tampa Bay. Some of the photographers and support crew went out (as I did) on Capt. Bob's 44-foot sailboat, Caribbean Soul. Everyone was

excited to race.

The Pram and IOD class did manage one race, as the wind was light. The Sunfish floated and sailed back and forth from mid-morning until 1 p.m.—when their race was cancelled for lack of better wind.

Everyone sailed in to have a fabulous lunch. Potted plants grown by the Dinghy Dames and Mainsheet Mamas were given as door prizes.

Since one race constitutes a regatta, the winners of the Pram Class were Team Luffing Lassies of Sarasota.



Teammate Barbara Branning sailed LL7 in with a big lead for the first-place Master's Trophy. The Individual Trophy went to Cathy McNally of the Bow Chasers of Treasure Island.

It was a clean sweep for the Windlasses of Dunedin. They won the Team Trophy, the Masters (Michaela Mahoney) and Individual (Mary Ellen Fiore). The organizers decided on a skill to determine the first-place winner for the Sunfish. FWSA Chair Lynn Randall handed out rope to be tied in a bowline knot behind the back. The whistle blew and seconds later, Lorri Kaighin of Sarasota won.

Next year the RR will be held at St. Petersburg Yacht Club. Let's hope for wind but not small craft warnings as in 2011.

15th Annual 2015 Sarasota Bay Cup, Sarasota Sailing Squadron, FL, April 25

By Charlie Clifton

John Dowd on his Stiletto 27 Iguana bested a fleet of 25 boats at the 15th Annual Sarasota Bay Cup, a pursuit race



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62nd Annual Mug Race, Jacksonville, FL, May 2

By Dave Ellis

The Mug race is an experience that only a sailor would appreciate. Imagine 40-odd miles of sailing north from Palatka, FL, to Jacksonville on a tidal river. This year, there were 99 boats registered, 91 actually made it to the starting line and 78 finished. That's better than last year's 11 boats finishing within the time limit.

The first boats to start at 0730 were the slowest, using a converted PHRF handicap. The fastest, the RC 30 designed by Bill Roberts who crewed for his son Eric, started at around 1030. Yet, as is so often the case, they zipped right



The Sarasota Bay Cup. Randy St. James steering his boat with Tim Miller on Spinnaker on Gin Queen. Photo by Cindy Clifton.

for the title "Queen of the Bay." Double handing with crewman Carl Lamparter, Dowd ran down all 22 monohulls that started before him. The scratch boat, Double Barrel, Tung Nguyen's F30 catamaran, passed him at one point, but Dowd managed to regain the lead in a neck-and-neck battle. The multihull fleet had seven boats out on a beautiful day on Sarasota Bay.

Dave Wilson on his Hunter 30, Solitude, was the first monohull to finish. That put him on top of the nine-boat Non-spinnaker class, a minute and a half in front of Dave Ettinger's Cal 35, Spindrift. The 5- to 10-knot westerly suited the Non-Spinnaker boats as their leader finished over four minutes in front of the first Spinnaker boat.

That first Spinnaker boat was Chad Weiss' J/100 Zephyr. Zephyr finished inches in front of Bob Miller's Non-Spinnaker S2, White Hawk. Second in the Spinnaker class was Randy St. James' S2 9.2, Gin Queen, with a hardy complement of women crew.

The five-boat Pocket Cruiser class was won by Bob Hindle on his Sabre 30, Windsong. Bob and crew have been steadily improving their finishes in the last year.

E Scows sailed the course under Portsmouth handicaps. At the finish of the 12-mile course, SSS Race Captain Richard Elsishan was 2 seconds ahead of Ted Wiehe.

Food trucks were a big hit at the awards presentation. The hand-crafted trophies by artist Cindy Clifton topped off a perfect day of sailboat racing.



Mug Race report author Dave Ellis sailing in the Mug Race on May 2 on his Raider. Photo by Capt. Bud Newton of the Jacksonville Sail and Power Squadron

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Two Hobies and a Carrera 290 racing in the Mug Race in Jacksonville. Photo by Robert Beringer.

through the big fleet, finishing first in an elapsed time of a little over five hours.

By contrast, the Corinthian Trophy, for the boat that finished last but within the time limit, was the San Juan 23 of Charles Olden, taking over 12 hours for the course. My salvaged-from-the-scrap-heap-spare-parts Raider started at 8:27:23. At least I was supposed to. My regatta start watch does not have a second hand. So I just waited until it showed 8:28 to make sure. Of course I missed second place after nine hours of racing by 26 seconds. The big E Scow easily won the Dinghy Spinnaker class, as he always does when he competes. The well-sailed Buccaneer of Terry Warren was second. Dave Carlson used his experience to win the Multihull Non-Spin class in his A Cat. He was second to the RC-30 until near the finish when the wind came from behind. Ralph Cole's G Cat 6.1 meter and David Ingram's C2 Formula 18 cat used their asymmetrical spinnakers to get by him for second and third overall.

The C Scow of Monte Stamper placed first in the Monohull Non-Spinnaker Class. He was right up with the spinnaker dinghies but ran afoul of light air in the middle of the wide river and some downwind work which helped the spin boats.

The Rudder Club of Jacksonville, with help from the Jacksonville Sail and Power Squadron, Palatka Yacht Club and the City of Palatka, had over 50 volunteers to make this event such a success. There were nearly 100 trophies lined up at the presentation. There were so many divisions and awards that only by going on-line can it be appreciated. So, for complete, exhaustive results and times, go to www.rudderclub.com/mug.html.

What were the conditions for this year's Mug Race? Well, a variety. A number of comments were made that it

was great until the Shands Bridge, about two-thirds the way along the course. Those of us who started around 8:30 saw upwind work up the river, upwind work around the first turn—go figure—and then upwind work again until the turn to the Shands Bridge. The variety was a start at 5 knots and then an increase to a steady 15 with some gnarly gusts from aloft that kept sailors alert. The larger boats really liked these conditions. The larger keelboats passed the dinghies, the bigger dinghies pulled ahead of the smaller and the E-Scow, powered by everybody.

I had a great race with a Lightning, Johnson 18, Buccaneer and C Scow. In the wind they used waterline to get well ahead. Once in a while, old age and experience would catch me up a bit. But, just before the Shands, the wind died down and moved aft. From that point to the finish we had a great back and forth battle. The wind was very light, sometimes non-existent. It came from every direction at one time or another. I used the windward shore, yes the windward shore, using the little wind that comes over the solid line of trees to get by the faster boats in our little group. But they soon figured it out and came on over to the eastern shore. Lots of tacking for wind pressure ensued. Finally, with a half mile to go and leading, there was no more windward shore and no more tacks to make to the finish. The Buccaneer slowly pulled up

and passed, as his Portsmouth Handicap shows he should do. Wish I'd had those 40 seconds at the start.

Would I do the Mug Race again next year? Well, after finishing, I figured I was done with the bruises and scrapes in inconvenient places trying to single-hand a dinghy. But by the next day there were plans on how to set the boat up for next time.

Yes, only a sailor appreciates the Mug Race.

3rd Annual Tampa Bay Hospice Cup and 30th Morgan Invasion

By Kat Robinson-Malone

The weekend of April 24 brought excitement and energy to Davis Island Yacht Club for the 3rd Annual Tampa Bay Hospice Cup and 30 Annual Morgan Invasion. The event pulled together hundreds of volunteers, sponsors, racers and partygoers. The festivities kicked off on Friday, April 24, with the skippers meeting and chat with Charley Morgan.

The chat with Charley Morgan focused on the various stories and experiences that the living legend has been party to during his many years on and off the water. The chat also had a plethora of photos and mementos that Charley graciously shared with the guests.

On Saturday, 76 sailboats from throughout central and west Florida gathered off the shores of Davis Island to compete in the Hospice Cup. The boats were divided into classes: Morgan-Only Divisions, PHRF Divisions and the Just-for-Fun Division. The Just-for-Fun Division focuses on getting boats out on the water for the day—there is no “offi-



The Spinnaker fleet in the Tampa Bay Hospice Cup. In the lead is Mike Doyle's Wing-It, an Irwin Citation, which took first in the Racer Cruiser division. Photo by Rick Maupin.

cial" course, no real rules for racing, and the only mandate for the sailors is to have fun. The many divisions all focus on having a great day and weekend on the water. For three years, this fun-for-all-types sailing regatta has raised funds to support hospice care for patients and families coping with a life-limiting illness.

The family of the late Jim Davis—long-time supporter of the event and member of the Tampa Bay Hospice Board—fired the cannon to signal the start of the races for the day, and the crews headed out to the docks to prepare. A group of volunteers delivered cold pre-race beers to the boats as they set out for a day of sailing. The weather also smiled on the event, with a steady 15 to 20 knots—with higher puffs and lots of sun.

Racing began with the first race signal, which sent the racers off on a distance course with a pursuit-based start time.

After racing, skippers, crew, friends, family, guests, and supporters of the Hospice Cup Regatta received cold beer sponsored by Chris Toro (overall winner of last year's event) and Charley Morgan's Angels, along with hot pizza from Sally O'Neals Pizza Hotline, a long-time supporter of the event. Attendees then enjoyed a raucous session of Kangaroo Court, where for a bit of cash any protest was heard by Judge Jamie. Following a Rum Punch Party, the Band started playing, and the BBQ got underway.

The awards for the Just-for-Fun Division centered on not just the best performing boats, but also those boats and crews that had the most fun on the water. These awards included crew wardrobe, drinks, foods, and boat decorations.

The 2015 Tampa Bay Hospice Cup and Morgan Invasion is proudly hosted by the Davis Islands Yacht Club. All proceeds will benefit LifePath Hospice and Suncoast Hospice programs and services for patients and families in Hillsborough and Pinellas counties. Many thanks to our sponsors and volunteers who helped to make the event a success.

RACE RESULTS (NON-MORGAN BOATS):

Multihull: Oh Rodgers and crew on Catraption; Racer/Cruiser: Mike Doyle and crew on Wing-It; Spin A: Jamie Myers and crew on Where U Kats At; Spin B: Chris Jones and crew on Privateer; True-Cruising: Art Cupps and crew on First Wind; Motherlode: Alan Darrow and crew on Avalon.

RACE RESULTS (MORGAN BOATS):

Morgan A: 1st, Philip Waller, Long Gone, Morgan 42 Mk I; Morgan B: 1st, Dave Pickard, O'TAY TOO, Morgan 34; Morgan C: 1st, Jason Baruch, Mazel, Morgan 28; Morgan D: 1st, Michael Noble, Nobility, Morgan OI 41



The crew of Blue Moon, a C&C 40 owned by Nancy Baird and Bob Crawford, in the Tampa Bay Hospice Cup. Each year, Nancy puts together an all-female crew, who call themselves "Charley's Angels," referring, of course, to Charley Morgan. Photo by Rick Maupin.

The Blue Whale, a 1979 Morgan 30

By Rick Mannoia
Photos by Sarah Schaefer

Unbeknownst to many, New York—where you can get the best (or worst) of everything—also has great sailing. Although shallow, the south shore of Long Island has safe, protected saltwater bays offering sailors steady southwest breezes. Watch out when the winds shift from the northeast. There is a reason we fear 'Nor Easter.

I cut my teeth sailing on Great South Bay. I started on a Sea Snark with my dad in the early 1960s. The bay is formed by the world famous barrier beach, Fire Island, to the south. Nearly 40 miles long and up to 5 miles wide, Great South Bay offers sailors great sailing and the opportunity to visit surprisingly gorgeous beaches; all as day trips. If you chose to sail offshore, the Atlantic welcomes you. When you leave the bay via the inlets at Shirley or Babylon, remember to allow ample time to get around the island. Sailors should use caution, because here, the Atlantic likes to show off.

I've known my friend Kim Schaefer since High School in the late 1960s and sailed on his beautiful 1969 Morgan 30, *The Blue Whale*, for years. We'd sail out of East Islip. Kim is one of the best sailors I know.

The Morgan 30, with its three and a half-foot draft and adjustable seven-foot, two-inch centerboard, pushes the limits of Great South Bay's shallow water, but with a keen eye, current charts, and years of sailing experience, keeping her off the many sandbars is possible. At 10,500 pounds, you can't very well jump overboard and push a Morgan 30 off the sand. Skinny water is designed for shallow draft, centerboard boats. For good reason, deep keelboats are few and far between in those waters.

Morgan, during the 1960s and 1970s made a series of powerful, well-built sailing vessels. Constructed during the early days of fiberglass boatbuilding, Morgan often overbuilt his boats, making them safe, super-strong and very reliable. Morgan built a number of 30-footers. The Morgan



30 (aka Morgan 30-1) began production in 1968, and then came the Morgan Classic with a taller rig. The Morgan 30-2 came out in 1972 as a different boat design. Their KK 30 was available as a kit. It would be quite an undertaking building a Morgan 30 in your backyard.

Driving a five-ton sailing vessel gives the helmsman a sense of security. Her LOA is 29' 11" and the LWL is 24' 2", making it feel like you are driving a big boat. You are. When 30 feet of boat and 10,500 pounds of displacement puts her rail in the water, sailing becomes quite a thrill.

With 4,500 pounds of ballast, the Morgan 30 is a very stable and reliable boat, but you'd be well advised to still hold on.

The Morgan 30 has the traditional sloop rig, with her headsail going to the masthead. The main carries 232 square feet of sail. As with most sailboats, headsails vary widely from captain to captain. Just last season, *The Blue Whale* outfitted her 55 pounds of genoa sail with a new Harken roller furling system, eliminating the need to climb on the foredeck to swap jibs. When the wind kicks up, dropping 50-plus



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The Morgan 30's nine-foot, three-inch beam and nearly seven feet of cockpit length allow your crew to sit comfortably without cracking knees with every tack.

is a breeze [pun] and can be reefed by the helmsman even if he is solo sailing. The roller furler also eliminates the need for an extensive sail locker, freeing up valuable cabin space. Purists may disagree and enjoy swapping headsails, but I wouldn't have a big boat without a roller furler.



The cabin top has an ample catwalk, making safe and comfortable passage onto the foredeck. When it's wet and snotty, sure footing with proper handgrips can be a life saver.

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BOATOWNER'S BOAT REVIEW



The cabin has a comfortable dining table that knocks down to become a bed for two.

The 30 is perfectly suited for weekending or extensive long-distance sailing. Best sailed with a crew of two or three, she can be solo-sailed with a good captain at the helm. Her nine-foot, three-inch beam and nearly seven feet of cockpit length allow your crew to sit comfortably without cracking knees with every tack. The traveler is positioned

behind the tiller, and the main sheeting is blocked off at the boom end, helping keep the cockpit clear of cleats and sheets. A Bimini top would help cool the cockpit, but New York summers aren't nearly as hot as sailing the St. Johns here in North Florida.

With over six feet of headroom, even I can move about inside the cabin without knocking my noggin. Beautifully trimmed in mahogany, she has a spacious cabin and ample room for six adults. The cabin sole has a convenient access panel to the bilge which holds the centerboard cable if repairs become necessary.

The cabin has a comfortable dining table that knocks down to become a bed for two. The forward hatch, with its large passageway, allows plenty of air to circulate throughout the cabin and gives you easy access when needed from the cabin to the foredeck. Her full galley with alcohol stove, insulated cooler and two sinks, along with the head, large V-berth and sleeping quarters for six, help make the Morgan 30 a very relaxing escape vessel. You can't beach a Morgan 30. When dropping the hook off Fire Island, it is only a short walk or dinghy ride to shore, then a quick hike over the dunes to the sandy beach. I would hop on that dinghy again in a Yankee minute if I had the chance. Weekending at Fire Island is one thing I miss most about Long Island.

When Kim bought the Morgan nearly 20 years ago, she



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(If you hate your boat, we aren't interested — you must at least like it)



With over six feet of headroom, even I can move about inside the cabin without knocking my noggin. Beautifully trimmed in mahogany, she has a spacious cabin and ample room for six adults.

came with a retrofitted steering wheel. He replaced it for a more traditional tiller and swapped the Atomic 4 gasoline engine with a three cylinder, 20-hp Beta Marine diesel. The prospect of building gasoline vapors in a confined space was unattractive to the captain.

The mast is cabin-top mounted. Stepping the mast is not an easy job alone, but with a hoist and blocks, and a little know-how, it can be done.



The V-berth on the Morgan 30.

The cabin top has an ample catwalk, making safe and comfortable passage onto the foredeck. When it's wet and snotty, sure footing with proper handgrips can be a life saver. As a good captain, Kim has an inventory of accessible PDFs, tow lines, lights, VHS radios and throw buoys. We run MOD (Man Overboard Drills) from time to time. He keeps a full medicine chest, drinking water, food, toolbox and blankets on board. Kim has his GPS swing-mounted



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BOATOWNER'S BOAT REVIEW

The head on board the Morgan 30 was pretty basic in most boats built in 1979.

from the cabin into the cockpit which sometimes interferes with passage from inside to out. Be careful here. Caution to the crew: beware the wrath of the captain.

I've been both a passenger and crew on *The Blue Whale*. She is a great sailing boat and is beautiful with her time-honored classic, traditional, sailboat lines. Kim is a member of the SBS (South Bay Sailors) and competes in the summertime SBS races. For a 30-foot, 10,500-pound boat, she is plenty fast. His being a great captain also helps. Together we sailed the annual Mayors Cup hosted by the Babylon Yacht Club a few years back. Winds at 18-25mph, lots of competition, and sailing back and forth and under the sister bridges of the Robert Moses Causeway made for a beautiful day, long remembered. We may not have won, but we finished high enough in the standings to hold our heads up.

Kim has taken his *Blue Whale* offshore in the Atlantic, rounded Montauk Point at the east end of Long Island and sailed to Block Island and back in the often-treacherous waters of the Long Island Sound. Quite an adventure.

Over the years I've grown to really like this boat and envy her captain. I hope that when my travels bring me back to New York I get to sail on *The Blue Whale* again. I think if I ask Kim nicely, he'll at least take me along as ballast.



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RACE CALENDAR

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Regional Calendars (Including regular club racing)
Southeast Coast (NC, SC, GA)
East Florida
Southeast Florida
Florida Keys
West Florida
Northern Gulf Coast (Florida Panhandle, AL, MS, LA, TX)

NOTE ON REGIONAL RACE CALENDARS

Regattas and Club Racing—

Open to Everyone Wanting to Race

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

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

For a list of yacht clubs and sailing organizations in the Southeast, go to www.southwindsmagazine.com.

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



Major Upcoming Regattas

52nd Annual Ocracoke Regatta, Washington, NC, June 20

McCotters Marina sponsors the Pamlico Sailing Club's Ocracoke Regatta which goes from Indian Island on the Pamlico Sound near Washington, NC, to Ocracoke on the Outer Banks. It is claimed to be the longest running big boat event on the east coast because it's the most FUN! The race is open to *any vessel in seaworthy condition*—for anyone who wants to spend a fun day out on the water with a party afterwards in Ocracoke.

Classes include Spinnaker and Non-Spinnaker and a special "Party" Class provided for power and sailboats who don't want to race. Otherwise, race classes will be following US SAILING rules of racing. For more information, go to www.yachtworld.com/mccottersmarina, and click on Calendar of Events.

14th Annual Harker's Island Sunfish Regatta, Harker's Island, NC, July 11-12

The Island Wind Race, held on Saturday, is often described as an obstacle course where sailors choose which direction they circumnavigate the island, typically with a reliable sea breeze. Post race appetizers, beverages, a low country boil dinner and video tape replay of the race are included and this year's party features a rum cake dessert contest.

Sunday's schedule includes breakfast and short-course racing in the morning followed by lunch and an awards presentation. Old, but seaworthy boats can choose to compete in the new "Beater" class and the event can be an all-out race or simply a memorable outing.

Sponsored by the My Own Bloody Yacht Club. www.mobyachtclub.com. Click on Harker's Island. For registration information and details, contact Rob Eberle at eberlemarine@gmail.com

Charleston Yacht Club Open Regatta, Charleston, SC, July 18

This youth regatta is one of the largest events the yacht club supports during the year with over 100 boats participating. Several classes race: J/24s, SIOD, E-Scows, Melges 24, Y-Flyers, MC Scows, Sunfish, Lasers, 420s and Optimists. On occasion, there have been fleets of Snipes, Holders, JY-15s and Hobies. Sailors travel from the many locations in the Southeast, including SAYRA clubs located in Georgia, North Carolina and South Carolina. For more information and the NOR, go to <http://charlestonyachtclub.com>.

Race Calendar

Club Racing:

Go to the local association and club websites for club racing.

The following organizations do not post their races beyond the current month and are not listed in the below calendars:

Neuse Yacht Racing Association www.nyra.org. New Bern, NC
See club website for local club racing.

Long Bay Sailing, www.longbaysailing.com
See club website for local club racing.

South Atlantic Yacht Racing Assoc. Go to this site for a list of the clubs in the region and their websites. www.sayra-sailing.com. (state in parenthesis, eg, SC=South Carolina).

(* = see "Major Upcoming Regattas" this section)

JUNE (* = see "Major Upcoming Regattas" this section)

13-14 Reggae Regatta. Open. Lake Lanier SC (GA)

13-14 SCYC Open Regatta. South Carolina YC (SC)

20 Annual Ocracoke Regatta (NC)*

20-21 James Island Open. James Island SC (SC)

25-30 US Sailing Jr. Women's Double-handed Champs. 420s. Carolina SC (SC)

27-28 Low Country Regatta. Open. Beaufort Yacht & SC. (SC)

JULY(* = see "Major Upcoming Regattas" this section)

4 Commodore's Regatta. PHRF. Cape Fear YC (NC)

4-5 4th Regatta. Open. Lake Norman YC (NC)

11-12 Hobcaw Open Regatta. Open. Hobcaw YC (SC)

RACE CALENDAR

- 11-12 Harker's Island Sunfish Regatta.*
- 19-20 Governor's Cup Regatta. Open. Carolina SC (SC)
- 20-21 James Island Open. James Island YC (SC)
- 25-30 US Sailing Jr. Women's Double-handed Champs. 420s. Carolina SC (SC)
- 27-28 Low Country Regatta. Open. Beaufort Yacht & SC (SC)

CHARLESTON OCEAN RACING ASSOCIATION (CORA).
www.charlestonoceanracing.org. South Carolina

JUNE-JULY

No regattas scheduled. Go to CORA website for local club racing.

LAKE LANIER, GA. Lanier Auxiliary Race Committee.
<http://aiscracing.com/aiscracing/LARC/LakeSchedule.php>
 See club website for local club racing.
 LLSC. Lake Lanier SC. www.llsc.com
 BFSC. Barefoot SC. www.barefootsailing.org
 AISC. Atlanta Inland SC. www.aiscracing.com
 SSC. Southern SC. www.southernsailing.org

JUNE

- 20-21 Reggae Regatta. LLSC
- 27 Couples Race. SSC

JULY

- 19 Newcomers Race. SSC



East & Central Florida

Race Calendar

Club Racing (contact club or website for details):
 Rudder Club of Jacksonville (www.rudderclub.com): Weekend races organized seasonally and biweekly races on St. Johns River.
 Indian River YC (www.sail-race.com/iryrc): Weekend races organized seasonally. Spring-Summer series begins the first Wednesday after daylight savings begins. Wednesday Evening races weekly. The catamaran section of the club has fun sails on the third weekend each month at Kelly Park on Merritt Island.
 Melbourne YC (www.melbourneyachtclub.com) holds reverse handicap races on alternating weekends; Sunday afternoons in the winter and Friday nights from April to Oct. Small boat Sundays on alternate weekends year around. MYC sponsors a Dragon Point Race Series for Co-ed racers and a monthly all-female DP series.
 Halifax River YC (www.hryc.com). Commodore Cup Races.
 Halifax SA (www.halifaxsailing.org): Sunfish racing weekly; race series organized seasonally.
 Lake Monroe SA (www.flalmsa.org): Sailing on Lake Monroe, a segment of the St. Johns River. Tequila Sunday Racing and Jager Cup Race series, alternating every two weeks, with one race in the series held monthly. March through October, Wednesday Night Rum Races. Seasonal race series on Saturdays once a month.
 Manatee Cove Marina (at Patrick AFB, Satellite Beach) sponsors monthly races. www.gopatrickfl.com/marina.html.
 Lake Eustis SC (www.lakeeustissailingclub.org): Saturday and Sunday races MC Scows. Flying Scots, Wayfarers, Lasers—twice a month, September through May. Laser races every two weeks during the summer.
 Port Canaveral YC Sunday Funday PHRF ocean races second Sunday of each month. www.pycy-fl.org.

JUNE (* = see "Major Upcoming Regattas" this section)

- 6 Jesse Ball Regatta. Epping Forest YC
- 6-7 Spring Regatta. Titusville Sailing Center
- 20 Blue Max Race. North Florida Cruising Club
- 20 Solstice Regatta. Smyrna YC
- 21 Father's Day Race. St. Augustine YC
- 21 Father's Day Race. Melbourne YC
- 28 Spring Fling Race. Ft. Pierce YC

JULY

- 4 Fire Cracker Ocean Regatta. Port Canaveral YC
- 4 Annual Patriotic Salute Boat Parade. Ft. Pierce YC
- 12 Double Handed Race. Halifax River YC
- 12 Liberty Race. St. Augustine YC
- 26 Ft. Pierce Summer Doldrums Race. Ft. Pierce YC.

AUGUST

- 1 Moonlight Race. Rudder Club of Jacksonville
- 1 Full Moon Race. St. Augustine YC



Southeast Florida

Race Calendar

Regional Sailing Organizations:

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

Clubs (go to clubs for local club racing schedules)

- BBYC Biscayne Bay YC. www.biscaynebayyachtclub.com
- CGSC Coconut Grove Sailing Club. www.cgsc.org
- CRYC Coral Reef YC. www.coralreefyachtclub.org.
- KBYC Key Biscayne YC. www.kbyc.org
- LYC Lauderdale YC. www.lyc.org
- MYC Miami YC. www.miamiyachtclub.com.
- USSC US Sailing Center

JUNE

- 6 BBYRA One Design #9
- 7 BBYRA PHRF #9
- 20 BBYRA PHRF #10
- 27 BBYRA One Design #10

JULY

- 11-12 J/24 Fleet 10 Districts. USSC
- 18 Commodore's Cup. CGSC



Florida Keys

Race Calendar

Key West Community Sailing Center (formerly Key West Sailing Club). Every Saturday – Open house at the Center. 10:00 a.m. to 1:00 p.m. Friday evenings happy hour open house at 5 p.m. (305) 292-5993. www.keywestsailingsailingcenter.com. Sailboat Lane off Palm Avenue in Key West. Non-members welcome. Small-boat Wednesday night racing during Daylight Savings season. Small-

boat Sunday racing year around at 1 p.m. Boat ramp available. Race in the seaplane basin near the mooring field. Dinner and drinks afterward.

Upper Keys Sailing Club (UKSC).

www.upperkeyssailingclub.com. Go to the Club website for regular club racing open to all.

JUNE-JULY

No races scheduled.



Race Calendar

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

Club Racing

Boca Ciega YC. Gulfport. PHRF racing, spin and non-spin every third Sunday at 1 p.m. Skippers meeting at 10 a.m. (727) 423-6002. Dinghy racing every Tuesday at 5:30 p.m. during daylight savings season. www.sailbcyc.org.

Bradenton YC. Winter Races: Starting in October until April. Races at 1400 hours each Sunday. Thursday evening races at 1830 hours beginning in April through Daylight Savings Time. PHRF racing on Manatee River. Lower Tampa Bay race second Saturday of each month. Contact John Izmirlan at 941-587-7758 or fishermensheadquarters@yahoo.com.

Clearwater Community Sailing Center. Regular weekend club races. www.clearwatercommunitysailing.org.

Davis Island YC. Regular club racing weekly. www.diyc.org.

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

Edison Sailing Center. Fort Myers. Sunfish and dinghy racing once a month, year-round
john@johnkremski.com

Platinum Point Yacht Club. Weekly PHRF racing on Mondays starting at 1 p.m. on Charlotte Harbor.
www.ppycbsm.com

Port Charlotte. Third Saturday of month, year-round.
pbgvtrax@aol.com.

Punta Gorda Sailing Club. Charlotte Harbor. Weekly racing.
www.pgscweb.com.

Safety Harbor Boat Club. Saturday races year around, usually twice a month, once a month during summer. Wednesday evening races organized seasonally. For the current schedule, go to www.safetyharborboatclub.com.

Sarasota Sailing Squadron. Sunday series, year around with skippers meeting at noon. April through September Friday evening racing. 5:45 skippers meeting. www.sarasotasailingsquad.org.

St. Pete Yacht Club. Friday evenings (except April 3) through Aug. 28. 1630 starts off The Pier. www.spyc.org.

St. Pete Sailing Association. Weekly club racing. www.spsa.us

Venice Sailing Squadron. Saturdays. First Saturday of each month, PHRF racing. Start at mouth of Venice Inlet.
www.venice-sailing-squadron.org

Boat of the Year Races (BOTY) (please check with West Florida Yacht Racing Association at www.wfyra.org). For complete details, go to www.wfyra.org and click on the regional associations in Southwest Florida pertaining each area below:

Tampa Bay /Suncoast (also known as West Florida BOTY) (SCBOTY)

Davis Island YC Boat of the: (DIBOTY)

Gulf Boat of the Year: (WFPHRF Gulf BOTY) (SPORC)

Caloosahatchee Boat of the Year: (CaBOTY)

Charlotte Harbor: (CHBOTY)

Sarasota Bay: (SBYABOTY)

Naples/Marco Island: (N/MBOTY)

JUNE

2 Annual Master Calendar Meeting. St. Pete YC

6 Commodore's Cup. Tampa Sailing Squadron

JULY - no regattas scheduled



Major Upcoming Regattas

52nd Annual Navy Cup, Navy Yacht Club, Pensacola, FL, June 12-14

The Navy Yacht Club will be celebrating its 52nd year of hosting this regatta for the Navy Cup Trophy. Races will be held both in Bayou Grande and in Pensacola Bay with race activities being held at the Navy Yacht Club at the Bayou Grande Marina. Small boat racing will be in the bayou, with the PHRF sailboats competing on Pensacola Bay. Yacht club teams will race against other club teams for most points. All yacht clubs in the Gulf Coast are invited. The top three scoring boats in each class will be presented awards.
www.navypnsyc.org.

Race to the Coast, New Orleans, June 13

Sponsored by the Southern Yacht Club, this race was first held on July 4, 1850. It is known as America's oldest distance race. The race sails through the Lake Pontchartrain, the Rigolets, Lake Borgne to the Mississippi Sound. For more details, go to www.southernyachtclub.org.

59th Billy Bowlegs Festival and Regatta, Fort Walton Beach Yacht Club, June 13-14

This week-long event is filled with family events for all ages. It is focused on the charismatic character Billy Bowlegs, a local northwest Florida pirate. Three class divisions are expected: Spinnaker A and B, Cruiser, and J/22. All racing will be held in Choctawhatchee Bay. For more

RACE CALENDAR

information and to register online, go to www.fwyc.org.

GYA Challenge Cup, Pensacola Yacht Club, June 19-21

The Gulfport Yacht Club hosts the regatta this year with boats from 33 northern Gulf Coast clubs racing. Rules require that the skipper, helmsman, and at least 50 percent of its crew (including skipper and helmsman) must have been members of the yacht club represented by the boat for the six months preceding the event. In addition, only three or four boats from each club are allowed to compete and are limited to one boat per class. A boat can represent only one yacht club, and each boat shall have sailed 50 recorded miles in the GYA PHRF race data program to be eligible to race. Registration on Friday, with racing Saturday and Sunday. Go to www.pensacolayachtclub.org.

Gulfport to Pensacola Race, June 26

This annual 100-mile race is sponsored by the Gulfport Yacht Club, the Southern Yacht Club, the Pensacola Yacht Club and the Gulf Yachting Association. The race goes from the channel entrance at Gulfport, MS, along the Gulf Coast to the channel entrance of Pensacola Pass. For more information, go to www.pensacolayachtclub.org

USA Junior Olympic Sailing Festival, Gulf Coast, July 3-5

Optimist Red, White, Blue and Green Fleet; Laser, Laser Radial and Laser 4.7; Club 420s; Flying Scott. Pensacola Yacht Club. www.pensacolayachtclub.org.

41st Annual Horn Island Hop, Ocean Springs, MS, July 4-5

A multihull regatta launching from Ocean Springs Yacht Club and racing out to Horn Island. The sailors lunch, then race back. The final leg is the next day when there is another opportunity to beat the time around Deer Island. Go to www.osyc.com for more information.

Texas Youth Race Week, Houston Yacht Club, July 11-17

A US Junior Olympics Sailing Event and USODA Team Trails Qualifier hosted annually by Texas Corinthian Yacht Club (Kemah), Lakewood Yacht Club (Seabrook), and the Houston Yacht Club. www.texasyouthraceweek.com

Women's Trilogy Races, July 18, July 25, Aug. 1

The Women's Trilogy Series is typically held every July and August. The first race, the Bikini Regatta, is held at the Navy Yacht Club in Pensacola. It will be held July 18 on Pensacola Bay. In this regatta, a female sailor must be at the helm and 50 percent of the crew must be female. www.navypnsyc.org. The second race, the Race for the Roses, will be held on July 25 at the Pensacola Beach Yacht

Club and only female crew are allowed to race. www.pensacolabeach-yc.org. The third race, the Fast Women Regatta, is at the Point Yacht Club in Josephine, AL, and will be held on Aug. 1 on Perdido Bay. In this race, a female sailor must be at the helm and 50 percent of the crew must be female. www.pointyachtclub.org. Awards will be at each regatta. At the last regatta, there will be a special Trilogy Trophy for the contestant who enters all three races and earns the most combined points.

Texas Race Week 2015, Galveston, TX, July 23-25

Texas Race Week is the premiere offshore yacht-racing event held by the Galveston Bay Cruising Association (GBCA), with race headquarters at the Galveston Yacht Club. The regatta encompasses three days of offshore sailboat racing on a variety of courses, beginning on Thursday with a 15- to 30-mile offshore route that lasts for five hours. Courses on Friday and Saturday run along the beach so onshore spectators can view the racing. The 40 to 50 yachts expected to compete will race PHRF, One-design and level fleets. Register online at www.gbca.org.

Northern Gulf Coast Race Calendar

See local club websites for club races.

Below schedules are tentative. The Gulf Yachting Association was scheduled to finalize schedules after the February press date. Contact the club websites for confirmation.

Clubs with regattas listed this month

BWYC	Bay Waveland YC, Bay St. Louis, MS
BYC	Biloxi YC, Biloxi, MS
BucYC	Buccaneer YC, Mobile, AL
CSA	Corinthian SA, New Orleans, LA
FYC	Fairhope YC, Fairhope, AL
FWYC	Fort Walton YC, Ft. Walton Beach, FL
GBCA	Galveston Bay Cruising Assoc., Galveston, TX
GYA	Gulf Yachting Association
GYC	Gulfport YC, Gulfport, MS
HYC	Houston YC, Houston, TX
LBYC	Long Beach YC, Long Beach, MS
LYC	Lakewood YC, Seabrook, TX
MYC	Mobile YC, Mobile, AL
NOYC	New Orleans YC, New Orleans, LA
NYCP	Navy YC Pensacola, FL
OSYC	Ocean Springs YC, Ocean Springs, MS
PBYC	Pensacola Beach YC, Pensacola Beach, FL
PCYC	Pass Christian YC, Pass Christian, MS
PYC	Pensacola YC, Pensacola, FL
PontYC	Pontchartrain YC, New Orleans, LA
StABYC	St. Andrew's Bay YC, Panama City, FL
SYC	Southern YC, New Orleans, LA

JUNE (* = see "Major Upcoming Regattas" this section)

6	Cancer Society Regatta. PYC
6	Single-Handed Race. CSA North Shore Fleet
6-7	Candler Regatta. StABYC
6-7	School's Out Regatta. PontYC
12-14	52nd Annual Navy Cup. NYCP*
13	Race to the Coast. SYC
13	New Orleans to Gulfport Race. SYC
13	Children's Hospital Charity. FYC
13-14	Billy Bowlegs Regatta. FWYC*

See RACE CALENDAR continued on page 61

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1980 Morgan 512 OI Sloop	\$129,000
2003 Novatec 48 Fast Trawler, Bristol	SALE PENDING
2002 48' Sea Ray Sedan Bridge	SOLD \$229,000
2011 47' Sea Ray Sundance	Reduced \$559,900
1999 45' Sea Ray Express Bridge	SOLD \$129,900
2006 44' Manta Powercat	\$459,000
2003 43' Silverton ACMY	\$199,000
1982 44' Gallart Motor Sailer	\$59,900
1989 44' Nova Targa ACMY	Reduced \$59,900
2002 42' Carver Mariner	\$169,000
2005 41' Luhrs Convertible	\$245,000
2008 38' Hunter Sloop loaded	\$129,900
1981 36 Island Gypsy Trawler	\$62,500
1986 36' Grand Banks Classic, Bristol	\$119,000
1997 32' Luhrs Convertible diesel	\$74,900
1977 31' Pacific Seacraft Mariah Sloop	\$19,000
1984 31' Hunter Sloop Shoal Draft	\$16,900
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48' Chris White Catamaran, 1995, solar, life raft, full electronics. This is a MUST SEE boat! \$339,000, Cal @ 561-312-0010



47' Robertson and Caine Leopard, 2004, Twin diesels, new 8.5 Kohler genset, New electronics, new sails, \$339,000, Clark @ 561-676-8445



46' Hunter 460, 2001, New Electronics 2013, 76 HP Yanmar diesel, 6 KW genset, A/C watermaker, Washer/dryer, \$176,000, Kevin B @ 850-982-0983



45' Prout Owner Version Catamaran, 1996, Twin Diesel, 4 A/C units, wind generator, solar, Custom Hardtop, Loaded, \$288,900, Capt Calvin @ 941-830-1047



45' Voyage 450 Catamaran, 2007, New Genset, New A/C, New Saildrives, oversize watertanks, 4 cabin/4 heads, Loaded for cruising. \$339,000, Kevin @ 321-693-1642



43' Young Sun Offshore Cutter, 1978, Late model Yanmar, Solar, wind generator, Dual racors Wind Van steering, Serious Bluewater cruiser, \$99,900, Kirk @ 954-649-4679



42' Moody 419 1985, Bluewater cruiser, Solar, Garmin Autopilot, built to Lloyds Standards, \$89,900, Kevin @ 321-693-1642



38' Shannon Ketch, 1983 Very Well maintained, A/C, Watermaker, solar, generator, Davits, New canvas, \$110,000, Jane @ 813-917-0911



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MULTIHULLS		LAKE WORTH		CAL		1980		SARASOTA		JOE	
62' MALCOLMTENNANTPOWER	1999	\$595,000	VANUATU	\$549,000	TOM	43' C&C LANDFALL	1984	\$ 64,000	CAPE CORAL	MARK	
60' KURT HUGHES KHSD	2000	\$549,000	VARCENUELA	\$224,500	KIRK	43' IRWIN	1988	\$ 49,000	ST PETERSBURG	JANE	
60' CUSTOM CATAMARAN	1999	\$549,900	TARPON SPRINGS	\$170,000	BILL	43' YOUNG SUN OFFSHORE	1978	\$ 99,900	FT LAUDERDALE	KIRK	
55' CHRIS WHITE TRIMARAN	1989	\$224,500	FT LAUDERDALE	\$339,000	KIRK	42' CATALINA MKR I	1969	\$104,750	FT MYERS BEACH	MIKE	
50' CUSTOM	2006	\$170,000	TARPON SPRINGS	\$299,900	CAL	42' CATALINA MKII	1998	\$112,000	NORTH PALM BEACH	CAL	
48' CHRIS WHITE	1996	\$339,000	STUART	\$349,000	CAL	42' TAYANA CC	1984	\$112,000	ST. PETERSBURG	DEAN	
48' AVENTURE SPORTSTER	2003	\$299,900	FORT MYERS	\$399,000	LEO	42' MOODY 419	1985	\$ 89,900	FERNANDINA BEACH	KEVIN	
47' R & C LEOPARD	2004	\$349,000	HOBE SOUND	\$339,000	CLARK	42' COLVIN GAZELLE	1975	\$ 97,000	WEST PALM BEACH	CAL	
45' VOYAGE CATAMARAN	2006	\$289,000	BVI	\$339,000	TOM	41' GULFSTAR CC KETCH	1973	\$ 44,800	ST. PETERSBURG	MARK	
45' VOYAGE 450	2007	\$339,000	FT. LAUDERDALE	\$288,900	TOM	41' MORGAN	1988	\$129,000	DAYTONA BEACH	JIM	
45' PROUT OWNERS VERSION	1996	\$288,900	PORT CHARLOTTE	\$410,000	CALVIN	41' BENEFAU	2001	\$100,000	DOMINICAN REPUBLIC	STEVE	
44' LAGOON 440	2006	\$410,000	BAHAMAS	\$399,000	KEVIN	40' HUNTER LEGEND	1987	\$ 50,000	CLEARWATER	STEVE	
44' LAGOON CATAMARAN	2007	\$450,000	CARIBBEAN	\$299,000	KEVIN	40' CHEOY LEE LRC	1979	\$ 79,900	FT LAUDERDALE	KIRK	
44' ST. FRANCIS	2002	\$290,000	JACKSONVILLE	\$199,000	TOM	40' BAYFIELD CUTTER KETCH	1983	\$109,000	FT. PIERCE	CAL	
42' MANTA MK IV	2008	\$389,900	ST. LUCIA	\$119,000	KEVIN	40' SCHUCKER TRAWLER	1978	\$ 82,000	PENSACOLA	KEVIN B	
42' CHRIS WHITE	2003	\$399,000	FL USA	\$119,000	CAL	40' BRISTOL YAWL	1973	\$ 39,900	POMPAHO BEACH	KIRK	
42' OSBORN CROWTHER	2001	\$199,000	HONOLULU, HI	\$348,000	KEVIN B	39' GULFSTAR SAILMASTER	1981	\$ 99,000	ST. AUGUSTINE	TOM	
38' KIT KAT	2007	\$119,000	WEST PALM BEACH	\$129,000	CAL	39' GRAND SOLEIL	1989	\$ 80,000	CARACAS, VENEZUELA	KEVIN	
38' SEAWIND 1160	2005	\$348,000	NAPLES	\$129,000	MIKE	39' BENEFAU 393	2003	\$109,900	FT. LAUDERDALE	KIRK	
36' PDC CAPELLA CUSTOM	1991	\$129,000	MARCO ISLAND	\$129,000	CAL	38' SHANNON	1983	\$110,000	ST. PETERSBURG	JANE	
36' PDC CAPELLA	2003	\$135,000	TITUSVILLE	\$129,000	KEVIN	38' CHIAPPINI SCHOONER	1990	\$ 69,500	MIAMI	CLARK	
36' PDC CAPELLA CLASSIC	1977	\$129,000	GRENADA	\$ 59,500	STEVE	38' KADEY KROGEN CUTTER	1986	\$ 64,900	NORTH PALM BEACH	KEVIN	
36' PROUT 3600 ESPRIT	2005	\$179,900	SARASOTA	\$ 82,000	DOUG	38' HUNTER 386	2004	\$ 99,900	MELBOURNE	KEVIN	
32' PDC ALTAIR LRC	1999	\$129,000	PALM CITY	\$ 39,900	CAL	38' DURBECK CUTTER	1981	\$ 55,000	PORT CANAVERAL	CAL	
30' ENDEAVOUR CAT	1993	\$ 59,500	CAPE CORAL	\$ 39,900	MIKE	38' BENEFAU IDVLE	1985	\$ 59,500	DUNEDIN	STEVE	
30' ENDEAVOUR MKII	1997	\$ 82,000	NEW PORT RICHEY		JANE	37' PEARSON SLOOP	1981	\$ 34,000	BRUNSWICK, GA	KEVIN	
						37' HUNTER	1983	\$ 28,000	VENICE	JOE	
						37' HUNTER	1996	\$ 60,900	PENSACOLA	KEVIN B	
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						36' BAYFIELD	1987	\$ 99,200	TITUSVILLE	KEVIN	
						35' ISLAND PACKET CUTTER	1992	\$ 84,900	MELBOURNE	KEVIN	
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						34' HUNTER 340	2001	\$ 55,900	FT. LAUDERDALE	LEO	
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						32' BENEFAU FIRST	1984	\$ 29,500	FT. LAUDERDALE	KIRK	
						32' SEAWARD 32RK	2012	\$145,000	PUNTA GORDA	LEO	
						31' PACIFIC SEACRAFT	1979	\$ 45,000	SW. FL	JOHN	
						31' HUNTER	1986	\$ 25,000	PENSACOLA	RALPH	
						30' NONSUCH	1987	\$ 55,000	HOLLYWOOD	CAL	
						30' C&C	1973	\$ 23,000	BOCA RATON	CAL	
						28' LIBERTY PIED PIPER	1980	\$ 11,000	MERRITT ISLAND	STEVE	



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2015 Catalina 14.2 Expo	\$7236
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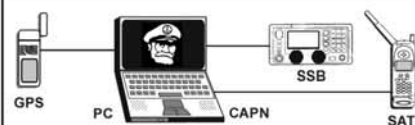
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merge. When they surface, they sit in a relaxed, duck-like fashion and kick their heads back, as if drinking a shot of whiskey, and work their catch down their throats.

Later in the day, several men precariously positioned a small Jacuzzi on the bow of a boat where it clearly didn't belong. Our new friend David is a permanent resident and as he was passing by, he remarked, "Things are going to get very interesting around here the closer it gets to the Jimmy Buffett concert."

An outdoor amphitheater is onsite that draws all kinds of musical talent—but none as big as the legendary Jimmy Buffett.

And David was right. On the day of the concert, tens of thousands of parrot heads migrated to The Wharf. Middle aged men and women were dressed in outfits that displayed every color of the rainbow. Men strutted around shirtless with coconut bras, and just about everybody adorned some sort of creative head-gear that resembled a shark fin, palm trees and of course, parrots.

The marina was full to capacity, and Jimmy Buffett tunes emanated from just about every boat. Conch Republic flags flew high from sailboat masts and a constant cheering and laughter drifted around the yachts that made it impossible not to smile.

And just as quickly as the Parrot Heads flocked in, they were gone. Roxanne and I spent the next morning drinking coffee on the back deck watching the shrimp boats return from a night of hard work.

David stopped by and asked, "You two going to the mullet toss this weekend?"

I let out a slight chuckle at the thought of an event centered around the sole activity of throwing a fish.

David must have read my mind and continued, "Yep, it's exactly what you think it is—a bunch of people grabbing a fish by the tail and letting them fly."

We didn't participate in the mullet toss. Our time at The Wharf had come to its end, and it was time to move on. But on our next visit, I'm definitely going to see how far I can toss a fish.

Conrad Cooper and his wife Roxanne live aboard and cruise on a 49-foot DeFever motoryacht, Latitude. He is the author of Own Less & Live More. www.OwnLessAndLiveMore.com

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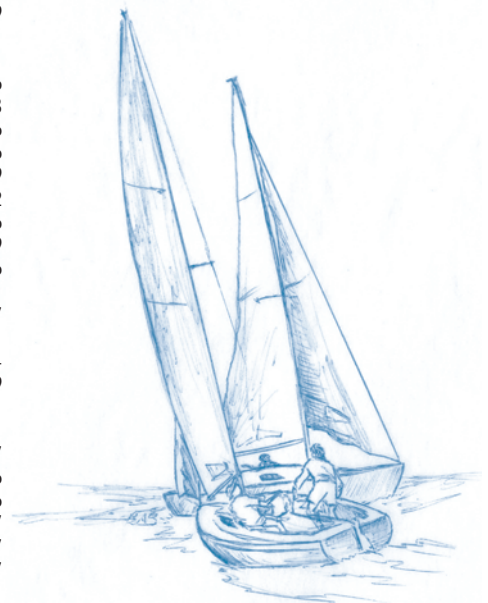
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13-14	GYA 420 Championship. LBYC
19-21	GYA Offshore Challenge Cup. BYC*
20	Summer Sailstice. NYCP
20-26	2015 FSSA NA Championship. BWYC/PCYC
21	2015 FSSA Youth Championship. BWYC/PCYC
21	2015 FSSA Women's Championship. BWYC/PCYC
26	Gulfport to Pensacola Race. SYC*
26	Sawgrass Regatta. SYC
26-28	Round the Island. FWYC
27	Patriots Day Regatta. PBYC

JULY(* = see "Major Upcoming Regattas" this section)

3-5	Junior Olympic Sailing Festival. PYC*
4-5	Island Hop. OSYC*
11	Bastille Day Regatta. NOYC
11-12	Meigs Regatta. FWYC
11-17	Texas Youth Race Week LYC, TCYC, HYC*
18	Bikini Regatta. NYCP*
18	GORR. LBYC
18-19	Summer Regatta. MYC
18-26	USODA Nationals. PYC
23-25	Texas Race Week. GBCA*
25	Race for the Roses. PBYC*
26	CSA Singlehanded Race. CSA
25-26	Weatherly Regatta. GYC
25-26	Birthday Regatta. PCYC
27-31	Thistle Nationals. FWYC
30-31	Junior Lipton Clinic. GYC



The Wharf in Orange Beach, Alabama

By Conrad Cooper

We arrived at The Wharf Marina just as the sun was sinking below the horizon. With the engines off we could hear the soothing sounds of a lady singing and strumming an acoustic guitar on the boardwalk to our left and dolphins exhaling loudly as they swam by our boat to our right.

The cool evenings were an invitation to sit on the back deck of our 49 DeFever and sip on a cold beer or a glass of wine. Five-foot tall Blue Heron birds stood with the grace of super models on the edge of the floating docks. From time to time they would spear their beaks into the water and extract a fish which they swallowed quickly before the seagulls could attempt to steal their meal.

My wife Roxanne and I sat in silence and watched the world unfold before our eyes. A fish jumped out of the water followed by a second and then a third. A dolphin was in hot pursuit of the fish as an episode of Animal Kingdom unfolded 10 feet away. Roxanne and I stood to get a closer look and with one last powerful burst of speed from the dolphin there were no more jumps from the smaller fish. The dolphin turned and gracefully swam past our boat again as it departed the marina.

With wide eyes Roxanne and I just looked at each other in a "no-way-that-just-happened" fashion.

The Wharf has a distinctive duality that isn't seen in other marinas. There is a strange Epcot Center mixed with Animal Planet feel about this place.

Shops and restaurants line the boardwalk. Laughter filled the evening air as families and friends enjoyed their dinners outside on

unique tables that would gently glide back and forth. A giant Ferris wheel rotated slowly in the background and a nightly light show would illuminate the entire street as the colorful lights



flashed and danced to the music of Hollywood blockbusters.

It was like no other marina we had ever been to.

The next morning we checked in with Beverly, the harbormaster. With a big smile and a southern drawl that accentuates the friendliness of southerners, Beverly welcomed us to The Wharf.

I asked her, "What are some good restaurants around here?"

She replied, "It all depends.

Where are ya'll from?"

I replied, "What if I told you New York?"

With a wink and a smile, she answered, "You two aren't from New York, but if you were, I would recommend Villaggio Grille. But ya'll seem like you're from Mississippi."

I replied, "Close. Louisiana."

"Well then, make your way across the street to the Hot Spot and try their thin-fried catfish. If you're feeling a little adventurous, they have an appetizer of chocolate covered pork rinds that people seem to love." Beverly's assistant Judy chimed in, "Those things are delicious."

My southern blood didn't think that chocolate and pork rinds should ever be combined, but our curiosity got the better of us and we had to try them. In continuing with the dual nature of this place, Roxanne loved them and I thought they tasted just like chocolate pork rinds would taste.

From our fly bridge we watched large brown pelicans search for their next meal. Pelicans don't fly but hover. They hang in the air with the effortless of a helium balloon that drifts along with the breeze. Their eyes constantly scanned the water until they lock onto their target.

When the time was right, they would tuck their wings close to their bodies and as gravity took hold of the large birds, they didn't just fall but seem propelled towards the water in a missile-shaped attack pose. With a loud and violent crash through the water's surface, they completely sub-

See THE WHARF continued on page 60

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.