

CLASSIC *Yacht*

ISSUE FORTY FOUR

for those who love great boats


*Antigua
Classic Yacht
Regatta*

Shenandoah

CLASSIC

Yacht

ISSUE FORTY FOUR

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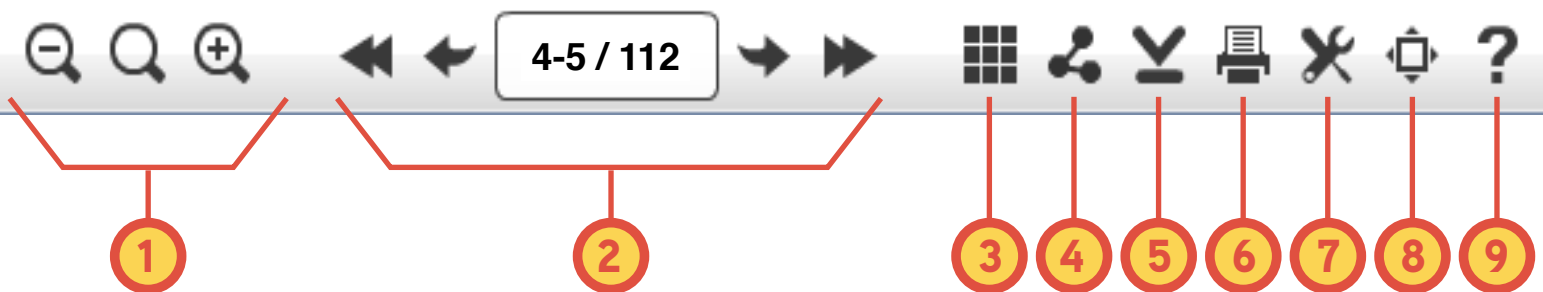
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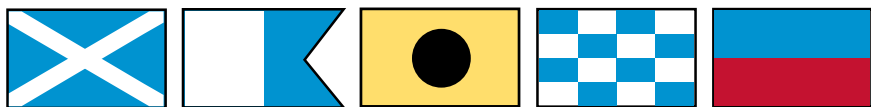
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ROGER THAT

Readers Reply

You all did a great job on the March/April issue! I read it from cover to digital cover. I continue to enjoy your very interesting articles on sailboats in particular. Keep at it!

Wayne Eteveneaux
Feilding, New Zealand

Classic Yacht is officially my favorite yachting publication of any kind, paper or web. You have the best photos, videos, news and sense of humor of anyone covering this frequently egocentric world. Keep up the good work, and I hope to see you on the water some day.

Justin Voight
Annapolis, Maryland

Thanks for the recent "follow" on Twitter. I followed the Twitter trail to your website and read your current issue

online. What a great website! I very much like the magazine.

I went through your whole issue and it was one of the best reads I have found in a long time. I especially liked the article about the Great Loop cruisers and the video from "Jacksonville.com", as I am originally from J'ville and still call it home and have many fond memories of sailing the St. Johns River.

When I was eighteen years old I bought my first sailboat. It was a double planked mahogany, double ended, gaff rigged Navy life boat that looked like it was straight out of Herman Melville's *Moby Dick*. And it had no motor. But it did have eight oar locks. I had five of the twelve foot oars that came with the boat. You can imagine the fun a teenager could have on a big river with such a boat! My vessel is a 1998 Catalina 250 wing

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(mast - head)

PUBLISHER

Will Russell

publisher@classicyachtmag.com

EDITOR

Elizabeth Schulman

editor@classicyachtmag.com

CONTRIBUTING WRITERS

Michael Folsom

Rachel Johnson

Tammy Kennon

Dan McFadden

Jim Moores

Bill Prince

Emma Slater

PHOTOGRAPHERS

h2omark.com Rachel Johnson

Tammy Kennon Dan McFadden

Jim Moores tahoetv.com

James R. Taylor Onne van der Wal

ADVERTISING

advertising@classicyachtmag.com

CLASSICYACHTMAG.COM

keel, hull #364, which I have owned for 12 years. Recently I have been sailing the Gulf Coast of Florida.

Enough about me. I have to write a letter to the State of Tennessee about the father-son garage boat builder team that the government wants to tax which you wrote about in your magazine. And BTW, I will not be very nice about it either. Thanks again for the great literature.

Capt. Ben Raye
via email

Thanks for the update on the Chris-Craft Commander Club in the March-April issue. It seems like the best old fiberglass boat brands each have a solid group of enthusiast owners who will keep these great boats on the water for generations to come. Classics, indeed!

Eric Howard
Atlanta, GA

Comments, compliments, rants and offers to transfer Nigerian fortunes may be sent to:
editor@classicyachtmag.com



ON WATCH

1,000 Words

Flying Lady Pilothouse





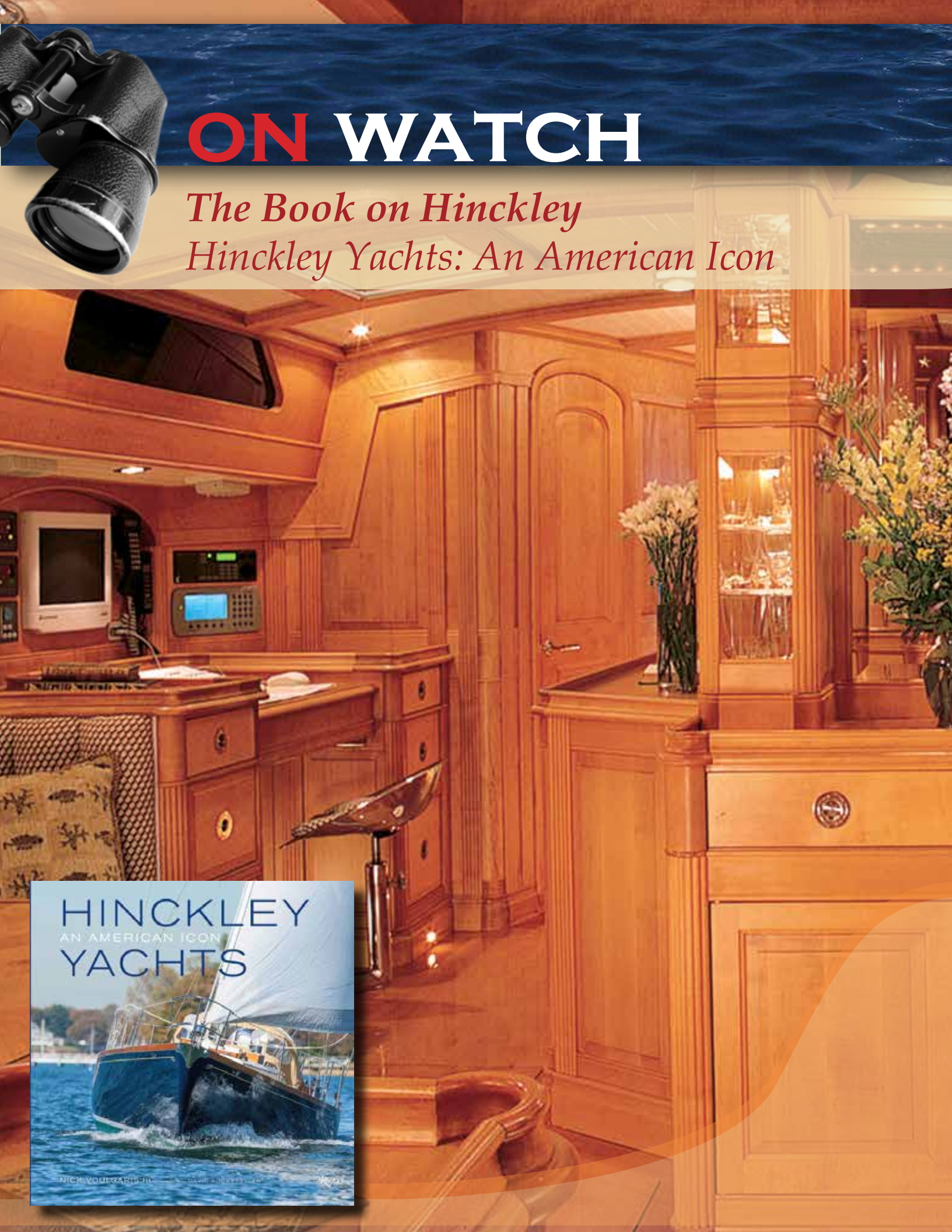
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1,000 Words



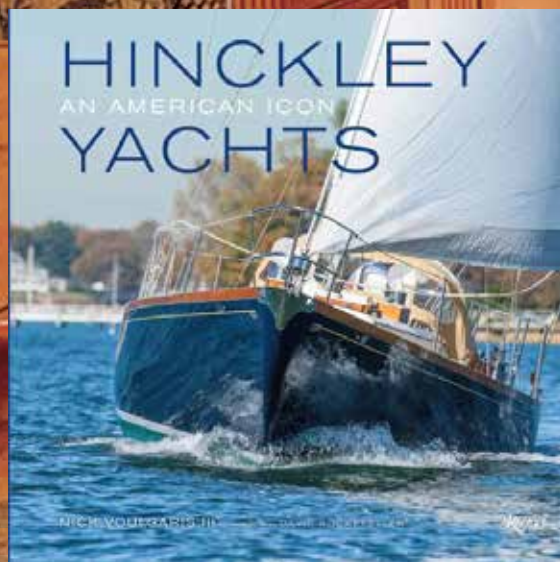
"POSH" by Bill Prince Yacht Design for Retromoderne Yacht

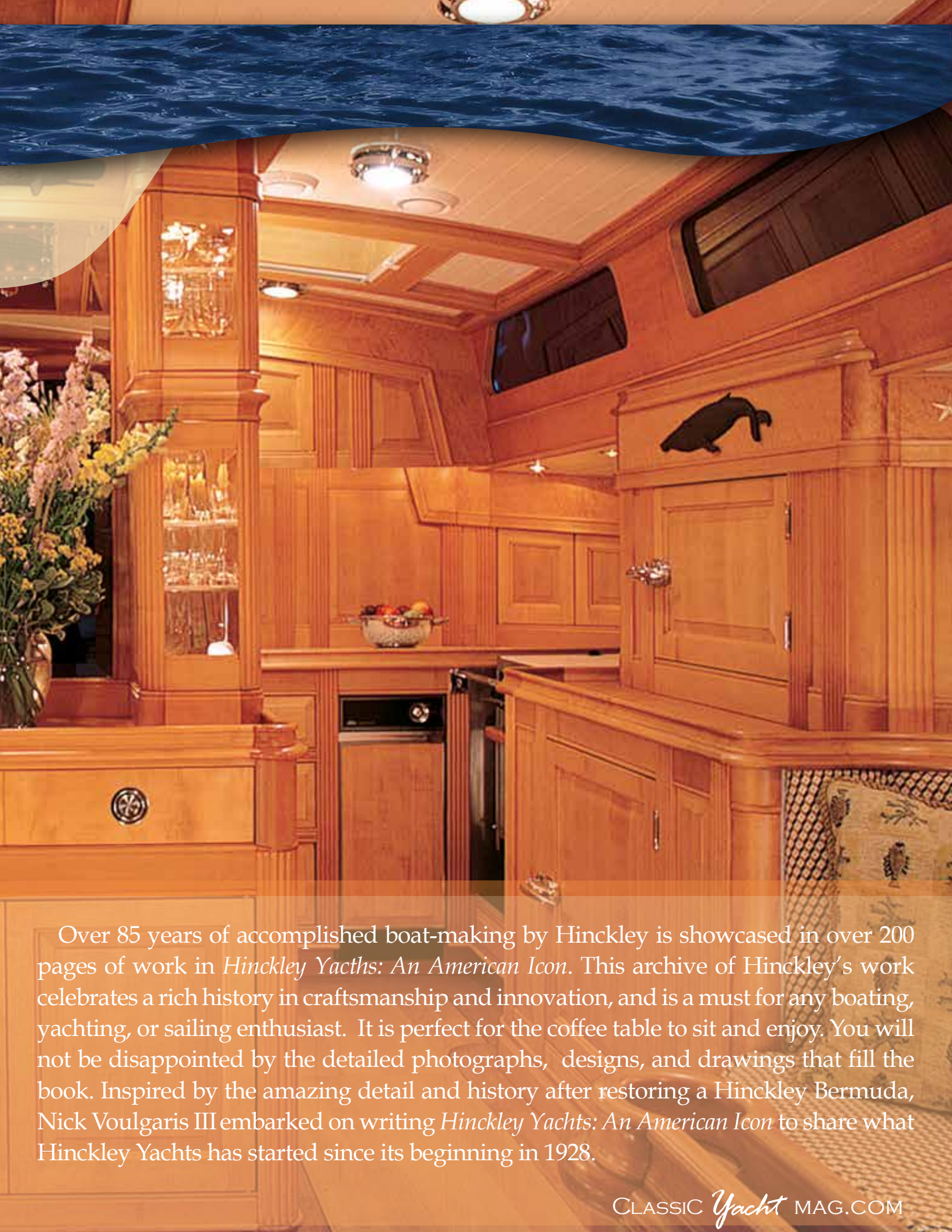




ON WATCH

The Book on Hinckley
Hinckley Yachts: An American Icon





Over 85 years of accomplished boat-making by Hinckley is showcased in over 200 pages of work in *Hinckley Yachts: An American Icon*. This archive of Hinckley's work celebrates a rich history in craftsmanship and innovation, and is a must for any boating, yachting, or sailing enthusiast. It is perfect for the coffee table to sit and enjoy. You will not be disappointed by the detailed photographs, designs, and drawings that fill the book. Inspired by the amazing detail and history after restoring a Hinckley Bermuda, Nick Voulgaris III embarked on writing *Hinckley Yachts: An American Icon* to share what Hinckley Yachts has started since its beginning in 1928.

Tomorrow's c

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ON WATCH

2014 Antigua Classic Yacht Regatta



Antigua - The 2014 Antigua Classic Yacht Regatta was again sponsored by Panerai. The Antigua Classic Yacht Regatta is a unique event in the international classic yachting calendar for its participants, atmosphere, scenery and racing conditions.

In April of every year, four days of racing mark the end of the classic sailing season in the Caribbean, bringing

together dozens of classic and vintage ketches, sloops, schooners and yawls, to create an extraordinary spectacle together with J Class, Tall Ships and Spirit of Tradition.

The latter category first began in Antigua in 1996, a testament to the high status of this event within the panorama of international classic yachting at the very highest level.

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ON WATCH

Grand Banks buys Palm Beach Yachts



Famed powerboat builder Grand Banks will take over Pam Beach Yachts for \$10 million Australian, or \$9.4 million U.S. Palm Beach founder Mark Richards will be appointed CEO of the enlarged group and Peter Poli will relinquish his role as acting CEO but continue as chief financial officer of the group.

Grand Banks said its first-ever acquisition will allow the company to tap Palm Beach's manufacturing processes and technology to further improve production efficiencies and position the brands to increase their global reach. Grand Banks produces the East Bay line of express yachts, competitors to Palm Beach.



Under the agreement, Grand Banks and Palm Beach will grant each other options that, when exercised, will see Grand Banks purchasing all of Palm Beach's shares for as much as \$8 million Australian in cash and \$2 million Australian in new Grand Banks shares to be issued.

Grand Banks said a portion of the payment will depend on the financial performance of Palm Beach during fiscal 2014 and 2015. The manufacturing facilities of both brands will continue to operate at their respective locations — Grand Banks in Malaysia and Palm Beach in Australia.

Palm Beach, founded in 1995 outside Sydney, designs and builds five customized yacht models ranging from 45 to 65 feet that are mostly sold in the United States — its largest market. It was founded by Richards, 46, a seven-time champion skipper of the 628-mile Sydney-to-Hobart yacht race between 2005 and 2013.

Richards also led Australia to victory in the last Admiral's Cup race in the U.K. in 2003 and has participated in two America's Cup regattas, representing Australia.

"With Mark as incoming CEO, this critical leadership role will be filled by a qualified boatbuilder with a deep passion and experience for yachting, combined with a proven track record of technological innovation and success in building and marketing boats internationally," Grand Banks chairman Heine Askaer-Jensen said in a statement. "It is a rare combination and a remarkable fit, coming at a critical juncture of Grand Banks' own transformation."

"This transaction is a major personal decision which is driven by my firm belief that the expanded investment and development of both Palm Beach and Grand Banks, together with the skills and collective will of the two brands, will combine to make



ON WATCH

Grand Banks (cont.)

the enlarged group one of the world's leading luxury boatbuilding companies," Richards said. "I have deep respect for the Grand Banks brand, and it will be a great honor for me to further strengthen the brand and to lead it to continued success."

According to a statement the transaction is subject to satisfactory due diligence and Grand Banks' shareholders' approval at an extraordinary general meeting that will be convened. Assuming that all conditions are met, Grand Banks will issue Richards 11.03 million in new

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company shares at \$0.2126 Singaporean dollars each, which he must hold for at least two years from completion of the transaction.

That would give Richards a 6 percent stake in the enlarged share capital of

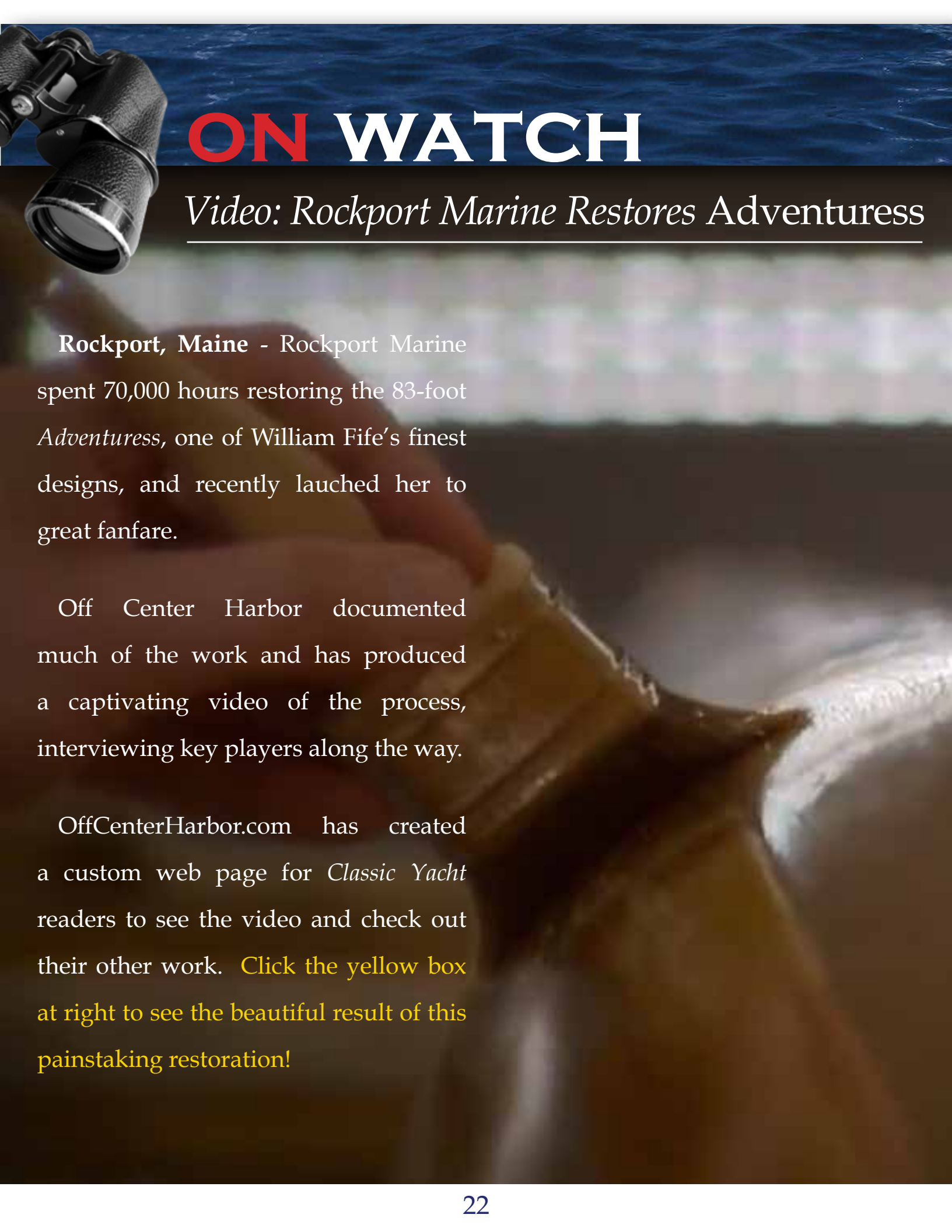
Grand Banks, which would increase from its current 173 million shares to 184.03 million shares.



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ON WATCH

Video: Rockport Marine Restores Adventuress

Rockport, Maine - Rockport Marine spent 70,000 hours restoring the 83-foot *Adventuress*, one of William Fife's finest designs, and recently lauched her to great fanfare.

Off Center Harbor documented much of the work and has produced a captivating video of the process, interviewing key players along the way.

OffCenterHarbor.com has created a custom web page for *Classic Yacht* readers to see the video and check out their other work. **Click the yellow box at right to see the beautiful result of this painstaking restoration!**

Click here to see the video.





ON WATCH

Benetti Lady Candy:

56 Meters Of Style, Class and Superior Performance







ON WATCH

Benetti Lady Candy: 56 Meters Of Style, Class and Superior Performance

The style of Italian yacht design masters, the Benetti boatyard's technological prowess, and the owner's touch of the East combine to create a 56-meter yacht whose class is matched only by its outstanding performance: *Lady Candy*, the latest jewel of the Benetti family. A yacht 100% steel and aluminum, the 56-meter vessel is built on a time-tested hull with proven dependability in previous yachts. For *Lady Candy*, this platform was partially modified with the repositioning of the wheelhouse on the sun deck and the associated widening of the beam.

Lady Candy combines interior spaces worthy of a 56-meter vessel with outstanding performance, including a maximum speed of nearly 17 knots, comfort which translates into stability, and almost zero associated vibrations and noise. With naval design from Benetti, the exterior lines of *Lady Candy* have a clearly contemporary feel without diminishing the timeless elegance Benetti yachts are known for. The 962-tonne vessel







is majestic yet streamlined, with the five decks highlighted by a harmonious movement stemming from the contrast of the long bands of tinted windows at the upper decks against the white hull. The expert owner is from Asia and is a great enthusiast of the sea and diving. The owner played an active role in the design of his yacht; he had a particularly strong impact on the interior layout. For example, the owner explicitly requested that the interiors be given priority over the exteriors, creating an enormous and exciting main saloon that covers 88 sq. meters of the main deck; he also had his and his daughter's cabins moved to the upper deck to maximize privacy. The interiors are simple and welcoming. Briar root wood predominates and is combined with soft colors like lilac and jade, reflecting an "international" aesthetic that unites the East and West.

For example, since the owner is a diving and underwater enthusiast, the opportunity could not be passed up to locate a fully equipped beach club, complete with bar, gymnasium, steam shower, bathroom and living area right next to the swimming platform, including separate entrances for guests and crew.

In terms of performance, *Lady Candy* enables sustained speeds and optimal cruising comfort. Maximum speed is approximately 17 knots, while cruising speed is 16 knots. Fuel-economy speed is 12 knots, with a range of 5,000 nautical miles. The engine room has two 1,320 kW MTU 12V 4000 engines and two 175 kW Cat C9 Genset generators.

For more information, visit:
www.benettiyachts.it





ON WATCH

Video: 90-foot Yacht Capsizes at Launch




Anacortes, Washington - Yachtvid.com captured the unfortunate capsizing of the \$10 million, 90-foot Northern Marine expedition yacht in late May.

Recently, New World Yacht Builders LLC, the Anacortes, Wash., company that does business as Northern Marine, commented on the disastrous May 18 launch of a new custom 90-foot expedition yacht.

During the launch of the yacht, built for an owner who planned to circumnavigate the globe, the boat capsized on its port side and settled to the bottom of the launch area.

Six people aboard escaped serious injury, but one worker was trapped inside and had to be cut out through the hull. The Coast Guard is investigating the accident. "Since the casualty,



there has been much speculation as to what happened, often with little or no supporting evidence,” the company said in a prepared statement on May 29. “Northern Marine has launched more than 35 vessels, ranging from 57- to 151-foot motoryachts, with all of its trawler models having been launched using transport dollies at the same ramp where the accident occurred on the 18th. Northern Marine continues to have complete confidence in its trawler designs, all of which have been tank-tested and passed the same United States Coast Guard stability standards applied to commercial fishing vessels operating in the North Pacific.”

The builder said it considers the launch accident an exception to their otherwise excellent track record.

“Since the accident, the project naval architect/professional engineer has confirmed that the yacht, as designed, had adequate stability with the amount of ballast aboard at the time of launch, provided that ‘severe heeling moments’

were not induced during the launch,” the statement said.

“Unfortunately, it appears that just such a severe heeling moment did occur during the launch. While investigations as to the cause of the capsizing are continuing, the physical evidence on, and adjacent to, the launch ramp suggests that the dolly carrying the weight of the port stern of the yacht may have suddenly dropped off the edge of the boat ramp during the launch, causing the vessel to experience a sudden list to port from which it could not recover in its light condition for launch.”





ON WATCH

Plotting the Course

Life Lessons from the Sport of Sailing

Sailing is more than simply a sport for many people the world over; it's also a way of life. There are valuable lessons inherent in the sport of sailboat racing that have enriched the lives of sailors for generations. In *Plotting the Course*, readers are given a glimpse into the vast and diverse world of competitive sailing and shown valuable tools that the sport can provide for finding success in the ways we live and work.

The foundation of *Plotting the Course* is the cyclical nature of life's experiences in parallel with those of a sailing campaign. The challenges that a sailor faces in mounting a competitive effort tend to mirror those that anyone would find in a worthy endeavor onshore, from the early planning stages to the moment of performance and on to the learning phase that follows each challenge and precedes the next. Each of these phases is explored using examples from the world of sailing and provides takeaways that apply for use in life on shore; in business, relationships, or everyday situations.

The competitive worlds of sailing and business have much in common, and the lessons of each translate well to the other. In *Plotting the Course*, readers will see comparisons between the experiences of top sailors and those of businesses like Walmart, McDonald's, Nintendo, Apple, and Lockheed Martin to name a few, as well as business leaders like Jack Welch, Richard Branson, and John D. Rockefeller. Lessons on topics such as leadership and decision making stretch beyond the world of business and into the political realm, with looks at the lives and careers of American presidents and other political leaders.

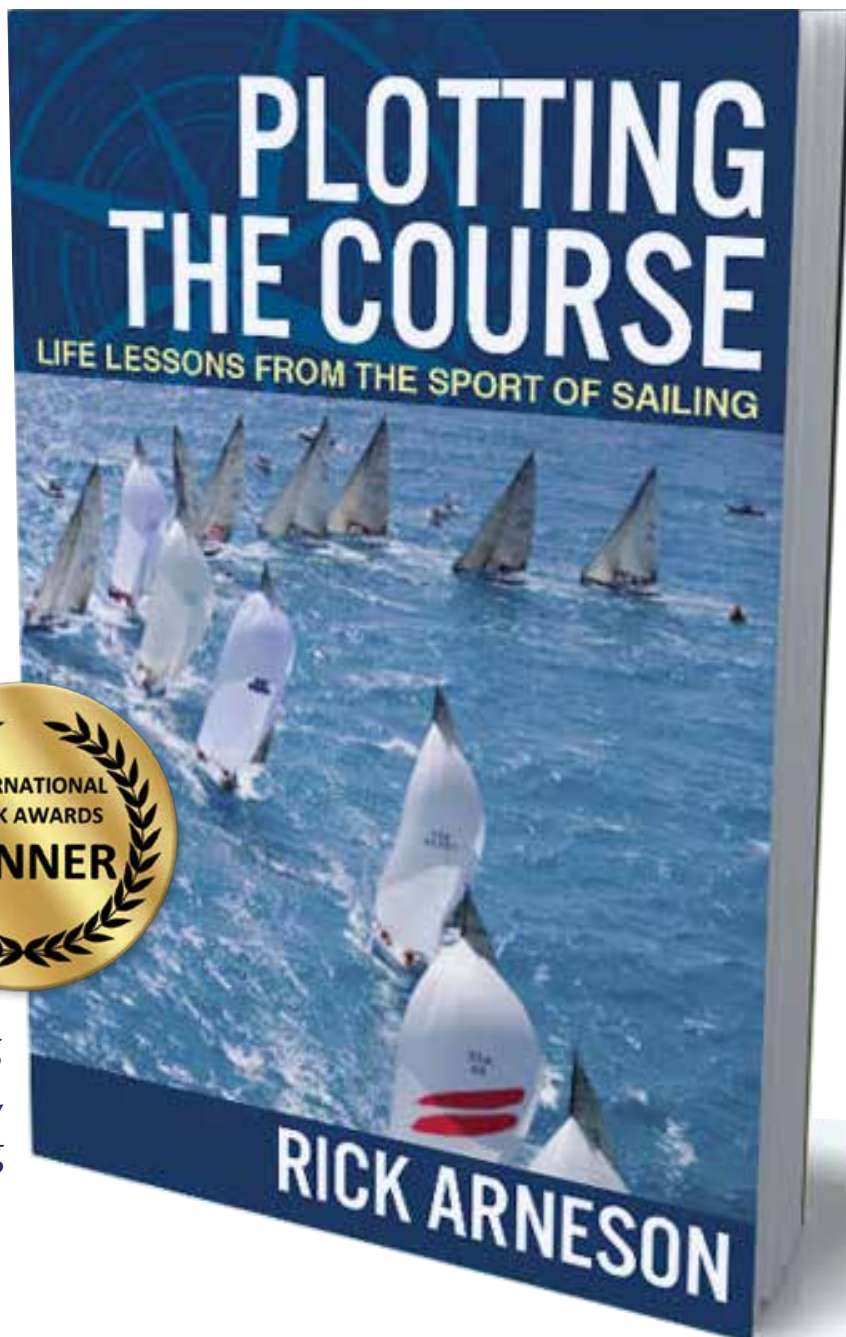
The lessons included within *Plotting the Course* are not only universal, but timeless as well. Readers will find parallels between the strategic decisions of Hannibal of Carthage and Queen Elizabeth I and those of a sailor navigating rough waters or facing a more powerful opponent. Other examples include illustrations of what WWI aircraft design and London's cholera epidemic in the 19th century have in

common with a sailor's search for more speed. As these pages show, there is much to be learned from the lessons of history for sailor and non-sailor alike.

Plotting the Course is about much more than sailing; it's about seeing challenging situations in a new light to get to the heart of a problem and illuminate a solution. It's about holding on to the lessons we learn over time and using them to drive us forward. It's about dreaming big, dealing with uncertainty, struggling through loss and adversity, building on success, facing opposition, living and working well with others, and through it all, pursuing happiness.

For more information, visit:

www.rickarneson.com





ON WATCH

Lake Tahoe Concours Finds New Home

Up to 70 classic wooden boats, many dating back to the 1920s and '30s, will be on display this summer when the 42nd annual *Lake Tahoe Concours d'Elegance*, presented by Tahoe Luxury Properties and Niello Porsche, opens to the public at its new location on Tahoe's West Shore. After 20 years on the north shore, the show moves to Obexer's Boat Company in Homewood, California, the birthplace of wooden boats on Lake Tahoe, for the August 8-9, 2014, show.

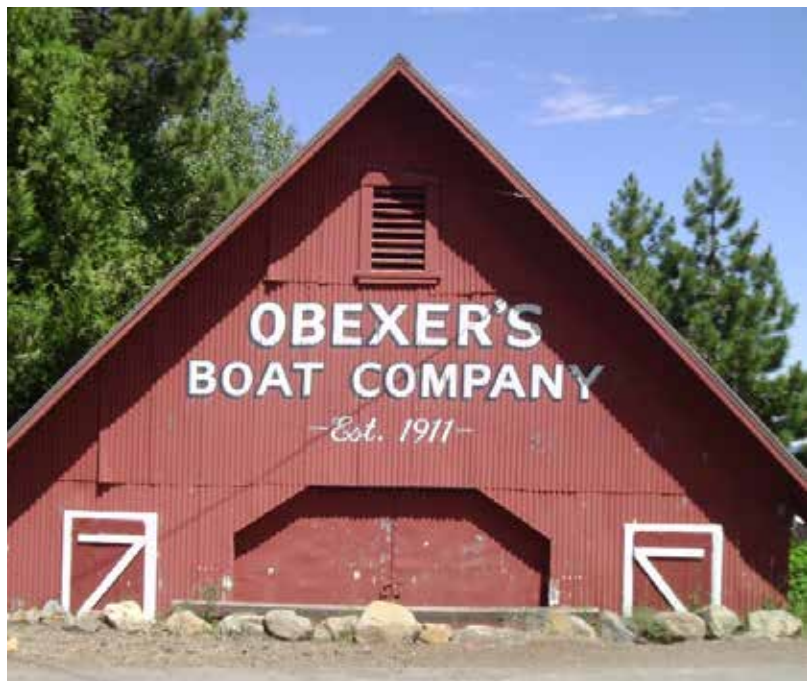
"The history of Obexer's, founded in 1911 and the first wooden boat dealership on Lake Tahoe, is as classic as the boats themselves," according to Tahoe Yacht Club President David Olson.

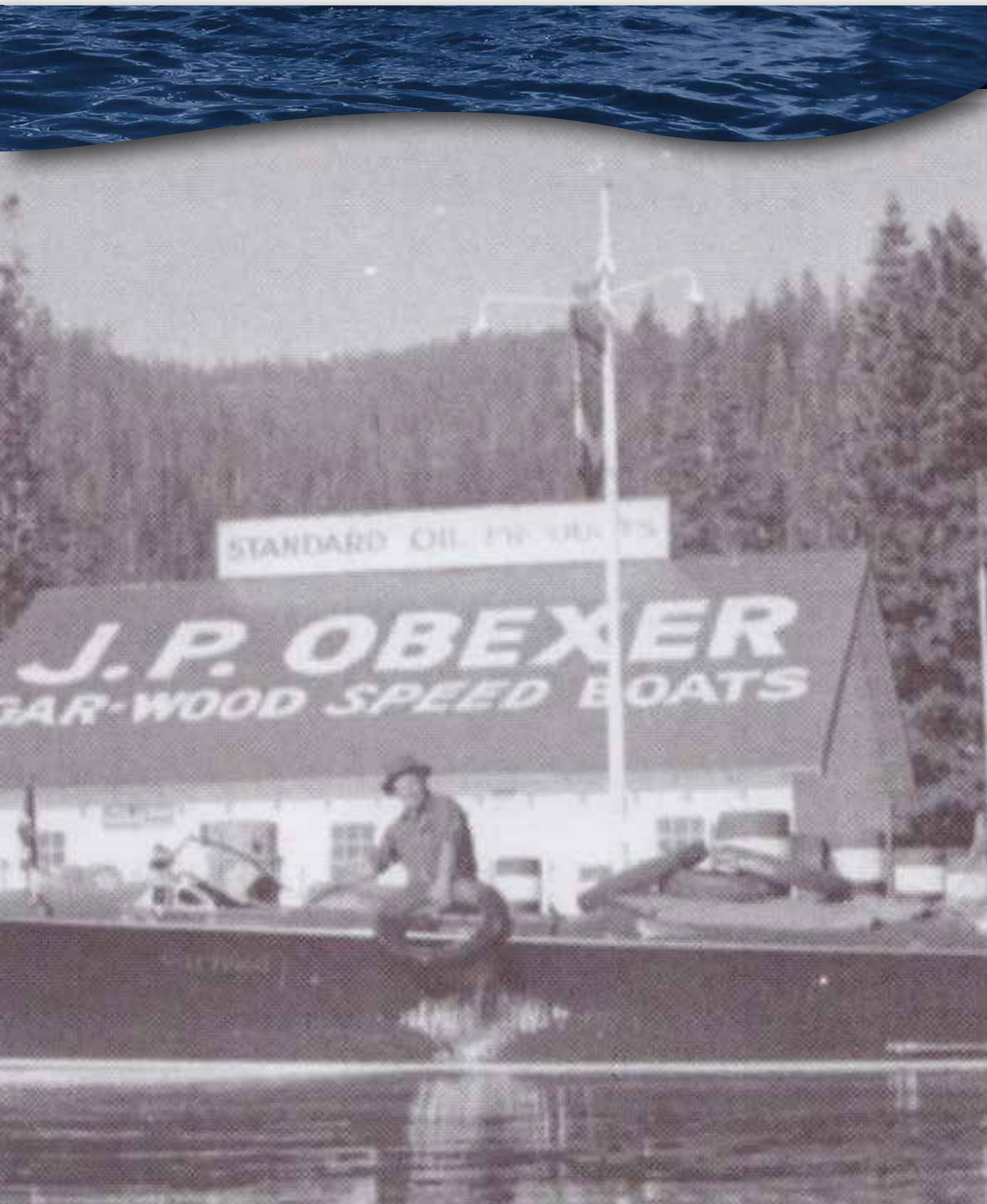
"In bringing the show back to the West Shore, however, we wanted to ensure that we could continue to host as many boats as our guests have come to expect in recent years," Olson said. "We are thrilled to have worked out a plan with Obexer's management to accomplish

that goal while also having even more space for our vendors and sponsors."

In addition to the boats on display in the harbor, the two-day *Concours* offers vendor booth displays, a Wine Village, food-and-drink court with live music, and private VIP Sponsor Lounge.

Boat entry applications for TYCF's *Lake Tahoe Concours*, along with tickets for the show and accompanying Wooden Boat Week events are available online at: www.LakeTahoeConcours.com







ON WATCH

More Sensible Yacht Operation Laws in EU Jurisdictions

A new law passed in April stands to make yacht operation in Greece more sensible. It will represent a significant change to other EU jurisdictions. Under the new law, the necessity to obtain a Greek charter license to allow the embarking and disembarking of passengers in Greek waters will be ended and a 10% luxury tax imposed on pleasure yachts has been abolished.

This new law relates to the operation of commercial and private yachts and commercial “touristic day trip boats”. It will mean that EU and non-EU commercially-flagged yachts of over 35m (115ft) are now able to charter from Greece, (providing they are built of metal or fiberglass and can carry over 12 passengers) both embarking and disembarking passengers, by appointing a fiscal representative and registering on the online ‘Registry of Touristic Yachts and Small Vessels’. They also need to submit an application to the Ministry of Mercantile Marine and Aegean.

EU yachts will still be required to obtain a DEPKA and non-EU yachts a transit log that are delivered for one year. The law states that the minimum days of charter to be undertaken over a three-year period are 105 days if the yacht is chartered without crew, otherwise 75 days or 25 days for classic yachts and 5% to 20% reductions depending on the age of the yacht. No minimum days are required for VAT paid yachts.

Under the law, commercial yachts have to obtain a declaration from the port of embarkation 48 hours prior to departure and the charter agreement submitted. Private use by the owner is allowed when the yacht is not engaged in a third-party charter.

The law includes the possibility to charter with pleasure yachts if allowed by the flag of registration with extra security equipment and survey. This is allowed for Greek pleasure yachts but no VAT exemption or tax benefits.



Under the old rules:

- Greek charter license had to be issued for 5 years for commercial yachts to enable them to embark and disembark passengers in Greek waters. Contrary to Spain it was possible to undertake one of the two operations without a charter license (embark or disembark passengers in Greece). In addition foreign EU entities had to open a branch office in Greece, apply for a local VAT number and pay VAT in Greece on charter fees.
- Documentary evidence had to be kept showing that the yacht was engaged in chartering for at least 200 days (or 300 days where the yacht is below 20 meters) during the five-year period of the license.
- The issuance of a Greek charter license was reserved only to EU yachts. Non-EU yachts were not allowed to charter.

Under the new rules:

- End to the necessity to obtain a Greek charter license to be able to embark and disembark passengers in Greek waters.
- Abolition of the 10% Luxury Tax imposed on Pleasure Yachts.
- EU commercial flagged yachts and non-EU commercial flagged yachts of over 35m (providing they are built of metal or fiberglass, and can carry over 12 passengers) can now charter from Greece (embark and disembark passengers) by appointing a fiscal representative and registering on the online « Registry of Touristic Yachts and Small Vessels » and submitting an application to the Ministry of Mercantile Marine and Aegean.



ON WATCH

On to Bermuda – Dorade, 1932

www.russkramer.com

By Russ Kramer
12" x 16" Oil, 2014



The legendary yawl *Dorade*, designed by Olin Stevens and helmed by his brother Rod in the Bermuda race of 1932 leads (from left) *Brilliant*, *Malabar X*, and *Jolie Brise*. She would win her class and many other races in the decades to come.

This original oil is on exhibition at the 2014 Modern Marine Masters show and is available from the Mystic Seaport Gallery.







ON WATCH

Lifejacket Tablet Case from GNA Wins Annual Tablet2Cases 'Best Waterproof' Recognition

Palm Beach Gardens, Florida -
The remarkable Lifejacket Case from Global Navigation Authority, LLC has won the title '2013 Best Waterproof Tablet Case Runner-up' in Tablet2Cases' annual Golden Case Awards. The Golden Case Awards competition is sponsored each year by Tablet2Cases, a global supplier of protective cases for tablets and smartphones based in Hong Kong.

According to Tablet2Cases, their panel of judges "Has cumulatively spent over 10,000 hours tracking and reviewing the newest cases, profiling companies and building the World's first Tablet Case Wikipedia." The GNA Lifejacket is a waterproof case designed to protect an iPad from the elements when used in a boat cockpit or anywhere outdoors where there is exposure to the elements. The LifeJacket Apple iPad 1/2/3/4 waterproof Case was cited for its "Best Feature: Built-in Floatation", and that "In terms of protection from water and other elements, the LifeJacket iPad waterproof case is among the very best in its class: This case



is capable of withstanding submersion for 30 minutes in depths of water up to three feet. Additionally...the LifeJacket case is literally a snap: Simply place the Apple iPad in the back cover and snap on the top piece... the hard plastic construction keeps things lightweight for easy carrying while providing nice protection against drops and shocks. The 3M glare-proof touchscreen window does an equally decent job in protecting the iPad and keeps the screen remarkably responsive."

Lifejacket iPad cases are designed for extreme environments, provide a completely airtight operating environment that protects all iPads from the elements, and particularly from water incursion. Its IPX-7 and Military (MIL-STD-810G) certified design utilizes stainless steel hinge

pins, aluminum mounting brackets, built in flotation and all non-corrosive materials, setting a new precedent in iPad protection.

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ON WATCH

More than \$16 Million in Grants Will Boost Recreational Boating Across the US

Recreational boaters received good news today when the U.S. Fish and Wildlife Service announced more than \$14.27 million in Boating Infrastructure Grant (BIG) program competitive grants to 10 states and the District of Columbia. The Service also will provide approximately \$2.48 million to 27 states, commonwealths and


territories willing to match smaller, non-competitive grants dedicated to boating infrastructure projects.

“Anglers and boaters make these grants possible, helping communities build and enhance facilities that provide recreational opportunities while supporting jobs and economic growth,” said Fish and Wildlife Service Director Dan Ashe. “These funds pay for floating docks, fixed piers, mooring buoys, sewage pump-out stations and other infrastructure that benefits fish and wildlife habitat while providing access for outdoor recreation.”

“BIG grants are an impactful, win-win solution for boaters, businesses and states. Providing recreational boaters with the infrastructure and facilities they need to enjoy the water through their own tax dollars is a proven success. In turn, waterside communities and their small businesses benefit from the economic footprint left by visitors who boat there,” said Thom Dammrich, chairman of the

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Sport Fish and Boating Partnership Council and president of the National Marine Manufacturers Association.

Grantees use BIG funds to construct, renovate and maintain facilities with features for transient boaters (those staying 10 days or fewer) who pilot vessels that are 26 feet or more in length and are used for recreation. Grantees also may use funds to produce and distribute information and educational materials about the program and about recreational boating. Funding for the BIG program comes from the Sport Fish Restoration and Boating Trust Fund, which boaters and manufacturers support through excise and other taxes on certain fishing and boating equipment and gasoline.

For example, a BIG grant of \$1.5 million, matched with \$1.5 million in non-federal funding, will enable the

Ohio Department of Natural Resources Division of Watercraft to partner with the city of Cincinnati to install 28 new slips on the Ohio River. In Corpus Christi, Texas, a grant to the Texas Parks and Wildlife Department of more than \$500,000, matched by \$282,000 in non-federal funds from the city, will support construction of 35 new slips for eligible

“Infrastructure projects provide opportunities for outdoor recreation, create jobs”

transient boaters in the Corpus Christi Municipal Marina. This cost-effective project also includes installation of shore power and potable water.

For more information on each of the grant projects, visit:

http://wsfrprograms.fws.gov/Subpages/GrantPrograms/BIG/BIG_Funding.htm




ON WATCH

Video: 2014 St. Barths Bucket



St. Barths - A low bellowing of horns sounded in Gustavia Harbor on Sunday afternoon (March 29) when sailing vessels the size of some airline jets returned to their Med-style berths after a thrilling day of racing. It signaled the end of the 2014 St. Barth's Bucket Regatta, which had begun on Friday, and the beginning of a final round of shore-side celebrations toasting jobs well done by both organizers and competing teams.

Brisk winds and a heavy sea state prevailed throughout the annual regatta's three days of racing, which was held on 20-25 nautical mile courses, taking teams counter-clockwise around the island of St. Barths on day one, on a "Not So Wiggley" course around smaller islands to the north on day two, and then back to day one's course, but reversed, on day three. The conditions meant imported race crews had to work extra hard, and



quickly, to learn the giant machines they were helping to handle in coordination with permanent professional superyacht crews already aboard.

“The finishes were extra close, and class wins were decided by just minutes, if not seconds, on the last day,” said Event Director and Race Chairman Peter Craig,

explaining that individual yacht ratings based on the International Superyacht Rule had been “working well” to ensure fair, safe sailing at this alternative, pursuit-style event that some further described as “excitingly eccentric” because, if tied up end-to-end, the 38 superyachts that raced this year would stretch over one and a half kilometers in length.

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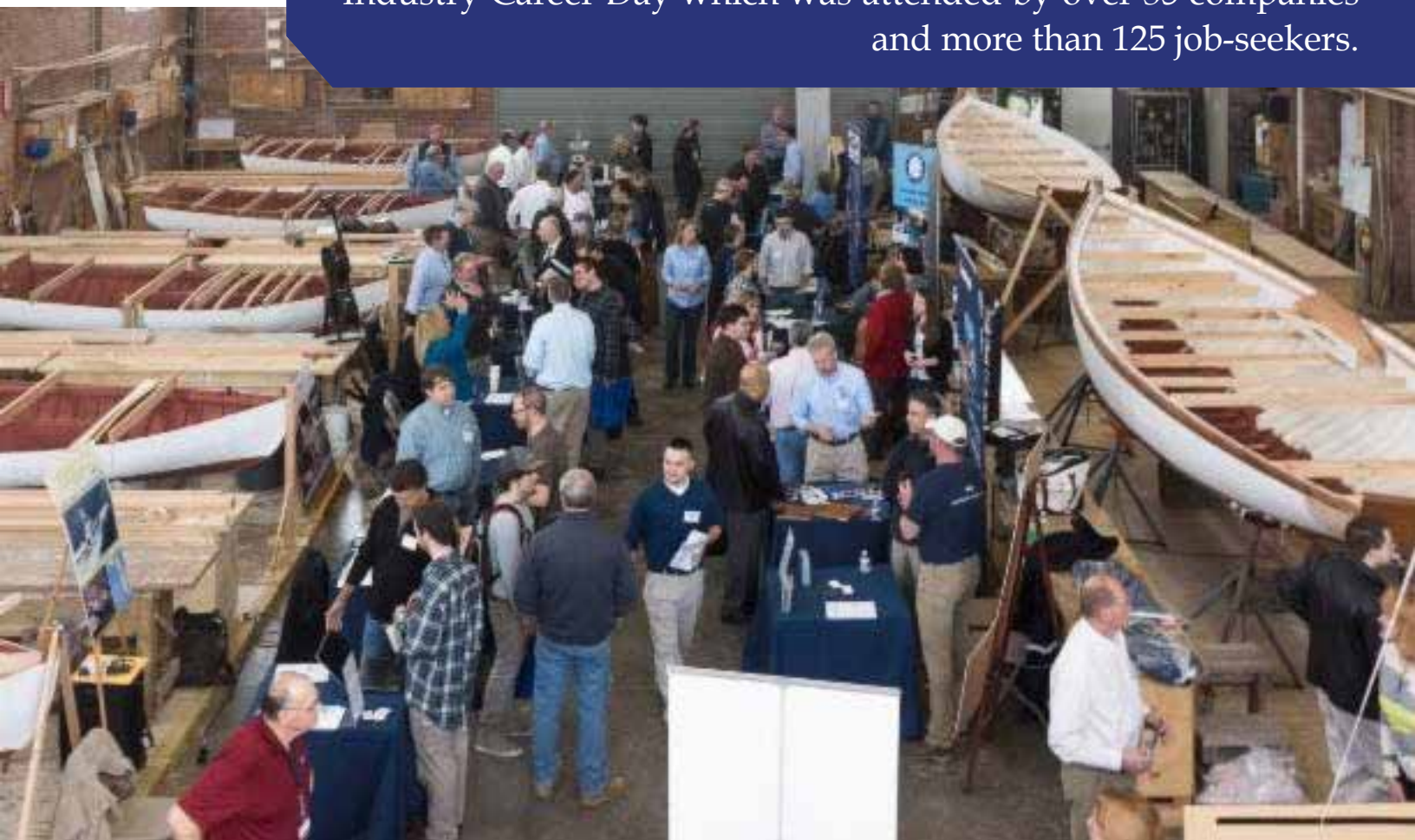




ON WATCH

Inside IYRS: School of Technology and Trades Career Day, 3D Printers, & More

Last month, RIMTA & IYRS hosted a Marine & Composites Industry Career Day which was attended by over 35 companies and more than 125 job-seekers.



International Yacht Restoration School (IYRS) is a world-class experiential school with a core education model dedicated to teaching highly technical and deeply craft-oriented career skills. IYRS currently has three accredited schools: School of Boatbuilding & Restoration, School of Marine Systems, and School of Composites Technology. The skills acquired in these programs are transferrable to other industries and applications. With campuses in Newport

and Bristol, Rhode Island, IYRS offers an extraordinarily attractive location to study.

Not a day goes by where we don't hear a story about 3D printers. IYRS' School of Composites Technologies utilizes 3D printers as an important part of the curriculum, as does their School of Marine Systems and School of Boatbuilding and Restoration as a fabrication tool for a host of parts and hardware.

For more information about what's going on inside IYRS, visit:

www.iyrs.edu





ON WATCH

Landing School Develops Women in the Marine Industry Scholarship

Arundel, ME - The Landing School is pleased to announce the development of a scholarship specifically for women who wish to further their education in the areas of marine systems, yacht design, composite boat building or wooden boat building. This need-based scholarship is being awarded in \$1,000 increments to five women annually. This

is the first year the scholarship has been offered. The Landing School is looking forward to helping women further their education while supporting a growing demand for qualified employees in the marine industry.

Robert DeColfmacker, President of The Landing School says, "We are very




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The IYRS Boatbuilding & Restoration Program immerses students in an environment where creativity, teamwork, a first-rate faculty and a culture of craftsmanship produce professionals who are ready to make a contribution – and a difference – to the marine industry. That's why IYRS is the first place boatbuilders look for their next employees.

To learn more, visit IYRS.org

International Yacht Restoration School
449 Thames St. Newport, RI 02840
401-848-5777 x 203





proud to be able to offer a scholarship that will help support women who are in or wish to join the marine industry. Because one of the founders of our school is a woman who has dedicated her life to this industry it is only too fitting that we help to build the future of this industry by supporting the next generation of professional women.

Currently, there are seven women attending The Landing School. Historically, female graduates of The Landing School have obtained jobs ranging from crewing blue water yachts to designing the boats of the future. "We couldn't be happier that we can offer this award to not just one but five women each year. This will ensure future female students will be able to pursue the same types of careers as our past graduates," said Barry Acker, Director of Student Placement.

About The Landing School

Headquartered in Arundel, Maine, The Landing School is a full-time post-

secondary school that blends education in modern yacht design, boat building and marine systems technology under one roof. Founded in 1978, The School's inaugural program focused on Wooden Boat Building. Today, the school has grown to incorporate diploma and Associate's degree curriculums with concentrations in four programs: Wooden Boat Building (Small and Cruising Boats options), Composite Boat Building, Marine Systems and Yacht Design. The Landing School's driving force is to bridge the gap between theory and practice, providing graduates with the skills and understanding necessary for current employment opportunities and future career growth. The Landing School is accredited by the Accrediting Commission of Career Schools and Colleges (ACCSC). The Landing School is also approved as an institution of higher education by the Maine State Approving Agency for Veterans Education Programs.

For more information about The School and their programs, please visit: www.landingschool.edu

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2014 CALENDAR

SUMMERTIME

EVENTS

PHOTO: Roger Kirby





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PENMANSHIP

Details, Details

I've been advising some friends at our local Sparkling Waters Yacht Club on which powerboats to look for – and avoid – as they scour the market for their next Break Out Another Thousand.

And I have found that I keep saying “Ahh – no, you see, this boat or that boat has a bad...” or, “Mmmmm...the Entropic 42 really wasn't designed for open water”, or any number of reasons why someone else's idea of a great boat might have flaws that only years of heartache will fully reveal.

Which begs the question: how many boats out there are really at the top of their game? Certainly the unassailable classics like the Boston Whaler 13, the Bertram 31 Moppie or any Grand Banks must be the pinnacle of boat design and construction for their type, right? Not so fast.

Let's start with the venerable 13-foot Whaler. We all know you can cut the thing in half and head across the north Atlantic with aplomb. But the best rationale for converting your old 13-foot Whaler into a six and a half-foot Whaler is to improve its

handling! See, the boat taken as a whole has a tendency to porpoise...UP and down, and UP and down and UP...I remember an owner of one of these otherwise fine boats telling me, “I live on the trim button” as he raised his calloused thumb in surrender. The porpoising effect of the 13 Whaler can be hypnotic, so much so that I almost hit a buoy in one after a half-hour running at speed. UP and down, UP and down...

But certainly the Bertram 31, which famously won the 1960 Miami-Nassau race in 8-foot seas, must be the ideal offshore boat, right? The first boat with a 24-degree deep-vee bottom, she nearly sliced through the steep seas, finishing hours ahead of the only other boat to finish the race that day. Trouble is, that ultra deep-vee hull



Thoughts from yacht designer Bill Prince



gives about as wet a ride to her crew in 3-foot seas as she surely did in 8-footers. Salt spray covers the boat and everyone's sunglasses. It's like your kids' favorite water park ride in any lively sea condition, a real mess.



Fine, you say. Those aren't real cruising boats. Cruising boats are designed with more attention paid to details, boats like the Grand Banks 42. Certainly the GB possesses timeless good looks and generally excellent seakeeping abilities. And for a quarter century it's been one of the best-built production powerboats available. But I've chartered them for family cruises and I can tell you they have one big drawback – they have no pilothouse. Sure there's



a helm down below. It's got a wheel, a shift/throttle or two and enough room to

screw a chartplotter to the overhead at a funny angle. But this is no substitute for a pilothouse!

Being part of the galley/salon/Disney DVD onboard theatre, it's nearly impossible to keep interior reflections from wreaking havoc on the skipper's night vision underway. And there's no dinette down below to stuff that DVD player or anyone who might want to read by the warm glow of a brass lamp. Even the Grand Banks could use a dose of improvement.

As designers and engineers, our office is busy helping shipyards, yacht builders and private clients realize their dreams. But if the revered classics aren't as good as they could be, we've got lots of good work to do, designing better boats!

Bill Prince is a yacht designer and marine engineer. Over the past nineteen years his design services have been applied to boats for Hinckley, Huckins, Chris-Craft, Brooklin Boat Yard and others, as well as the United States Coast Guard.
BillPrinceYachtDesign.com



SHENANDOAH
Loved since 1902





SHENANDOAH

Loved since 1902

Shenandoah was born in one of the 20th Century's most glamorous eras. She has survived two World Wars. She's welcomed on board the world's most powerful families, international royalty and her fair share of smugglers and gamblers. She has raced across oceans and circumnavigated the globe many times.

She has also faced dereliction and neglect. She was lost to the world before being saved by one of the most successful entrepreneurs ever. She has, in a word, lived. And she has been loved. Not just for her renowned elegance but for her supreme handling on the water. That is why Shenandoah is one of the finest yachts sailing today.

The story starts with the wealthy American banker, Charles Fahnstock when he had Shenandoah commissioned and saw her as the ultimate retirement luxury, a chance to sail the Caribbean and the Mediterranean in a ship that was meant to be both enjoyed and admired.

She was built in 1902 at the Townsend & Downey Shipyard near Staten Island, New York – the work of celebrated maritime designer Theodore Ferris. She became one of Ferris's crowning achievements and the only one of his designs still sailing today.

Her next owner, German aristocrat Landrat Walter von Bruining. He also saw Shenandoah as the ultimate status symbol and, following a small revamp, renamed her Lasca II and berthed her in Kiel in Germany where she once again met up with the Kaiser's Meteor III. Summers were spent in Cowes on the Isle of Wight – though not many of them.

In 1914, as war broke out, she was appropriated by the British until the end of hostilities – at which point she became the property of Sir John Esplen who









was at the time one of Britain's greatest shipbuilders. He, too, recognized Shenandoah's unique beauty and reinstated her name before installing two gas engines. With her 12-man crew, chief steward, two cooks and two stewards, the Atlantic racer became one of the most admired and photographed vessels on the South Coast.

Until the mid-1920s, she was briefly owned by Godfrey Williams. He instigated what would become Shenandoah's most glamorous phase when he sold her to a flamboyant Italian prince, Ludovico Potenziani. Potenziani again renamed her, this time Atlantide, and added even more opulence to the interior, including immaculate hand-carved wood paneling. For a time, Potenziani was the Mayor of Rome but his open defiance of Mussolini during the rise of fascism in Italy saw him forced into exile.

During one especially decadent party in 1929 – when she was berthed in Naples



– a guest was received on board and within minutes had declared he would buy the ship, along with the crew (made up of 12 Italian brothers and cousins) there and then. This guest was the wealthy Danish yachtsman, philanthropist and renowned sculptor, Count Viggo Jarl.

Jarl then spent a fortune on Shenandoah's upkeep, maintaining her magnificently. He installed brand-new diesel engines and, for the first time,

electricity throughout. For most of the period she was based in Cannes and it was from here that she embarked on a series of extraordinary adventures – not just the length and breadth of the Mediterranean but throughout the Greek islands, through the Red Sea, down to the West Indies and Colombia, through the Panama Canal, over to Hawaii and then further down into South America. Jarl even took Atlantide 500 miles up the Amazon until, “the jungle seemed



to close in over the decks, the river was teeming with crocodiles and snakes.”

At the onset of the Second World War, Jarl hid the boat in Northern Europe. He removed both the engines and the masts to render the boat useless to the Nazi's – and keep her out of the grasp of sailing enthusiast Hermann Goering who was rumored to be interested in ‘acquiring’ a yacht of his own. After the War, her adventures continued. With engines

and masts reinstated, she set out on an eleven-month expedition up the Congo and Niger rivers of Africa.

Sadly the good times could not last. Viggo Jarl found himself ruined by post-war economic difficulties and had to sell the yacht – and thus began a period that is still shrouded in mystery. Apparently, at one point a company in Honduras owned her, then a secretive businessman in Cincinnati,




known as Julius Fleischman, took control. Rumors abound that she was used to smuggle guns, drugs and all sorts of illegal cargo throughout the Americas and Caribbean – but hard evidence of these nefarious activities has never been found.

It was not only her size and status that made her an ideal vessel for illegal activities, but her enviable speed too. But it was no way to treat such an elegant craft. Eventually, a little battered and weary, she somehow made her way back to Cannes. A banker named Travers was often to be found holding court on board, but it was rumored to be owned by the proprietor of a very large publishing house. Such mysterious ownership couldn't last and in 1962 the yacht was seized









by the French government as part of an unpaid tax scandal. For the next 10 years, Shenandoah as she once was, didn't move, slowly decaying. Until a fabulously wealthy industrialist with a ballpoint pen saved her from permanent neglect.


If you would like to hear more from the story of Shenandoah please visit our official website:

www.syshenandoah.com









Seattle, Washington – People in the Puget Sound area, like people everywhere, have seen a lot of change over the last twenty or thirty years. Since we moved here in 1979, the feel of the place is entirely different. A huge influx of outsiders (everyone who came after me is an outsider) has created growth in the Seattle metropolitan area that equates to almost a tripling in 30 years, and the cities within this region now host almost 4 million people. You can't say we have a small town feeling anymore, and of course, that's a pity.

Story & Photos: Lew Barrett

A close-up photograph of a boat's hull. The upper portion shows weathered, peeling teal paint over a wooden surface. Below this, a light-colored wooden nameplate is affixed with a red border. The nameplate features the text "THOMAS BOAT CO." in raised, red, serif capital letters. The background above the boat is a solid teal color.

Seattle's Bakketun & Thomas Yard

THOMAS BOAT CO.

Finding the shop may be another matter, as they don't have a website and are not what you'd call "promotionally driven."



How Seattle handles this growth, or has gained and lost by it isn't our subject this month, but one can no longer expect to walk down the city streets and run into friends with the sort of regularity that occurred in the past. Yet there is a part of this city that retains a very close connection to it's sense of community and it's history and for all the changes, remains a bastion of individuality and self reliance. Follow me then on a visit to a small piece of old Seattle, nestled resolutely along the Ship Canal where they still do things as they did sixty years ago when Seattle was a major boatbuilding town. Back then, boats

were still made of wood to plans drawn by Geary, Seaborne and Monk, and yards like Blanchard, Grandy and Shane kept young men busy building hard working ships and fine boats too.

Marco and Blanchard, Grandy and Adams are gone now. No longer do you hear the ring of mallet on iron while a new boat is being caulked up tight and the launching of a new build was a common event. And yet, a resilient vestige of that tradition remains intact if you know where to look for it. A few days ago, I went looking. I was seeking Bakketun and Thomas, a pair of

Seattle's Bakketun & Thomas Yard (Cont.)

shipwrights whose roots reach back into Seattle's past. As it happens, my first attempt at finding the yard resulted in a wrong turn and a walk down the wrong pier. Still, on Seattle's waterfront, there are no wrong turns and every pier leads to somebody you know. A guy in Roy Dunbar's shop, who I recognized and who recognized me, pointed me down the right pier to Bakketun and Thomas, the establishment I was seeking. As I arrived at their shop, I bumped into Mike Wollaston, another old boat guy out shooting the breeze on the dock with some friends.

Despite the huge influx and growth in the area, Seattle's waterfront defies encroachment and remains a tightly knit community. If you frequent the lakefront, eventually you get to know almost everyone. Without a doubt it's the best feature of the town to my way of thinking.

For a wooden boat owner, a couple of good guys to know are Joe Bakketun



Joe shows me an interesting “tool” that he recovered from the prison saw while he was readying it for work in the yard. A homemade handle wired up with a 3-inch spike was hidden in the saw.

Seattle's Bakketun & Thomas Yard (Cont.)

(that's Back-ah-tune) and John Thomas. Finding the shop may be another matter as they don't have a website, and are not what you'd call “promotionally driven.”

Word of mouth is their sole advertisement. Yet both of these guys have the familiar, comfortable feel of people that build things for a living. Easy going and pleasant, you know right away these men have been around wooden boats and the tools associated with them for most of their lives. Both have the look of water and weather and time in rank. Neither of them rushes to impress you with what they know, but at the same time they are not reticent to answer a question directly. We talk about working on wooden boats as I walk around the shop with Joe. It's located on the old US Plywood grounds, in the shadow of the Ballard Bridge with a dock that runs out into the Ship Canal.

High ceilings harbor a pair of big hoist motors, easily capable of moving many tons of boat, iron or lumber through the

shop's innards. A couple of big planers stand by, with a bigger one on the loading dock. Joe explains that the new planer will allow them to work eight inch thick boards after they do a bit of tuning on it. No doubt it will. A 36-inch Crescent band saw sits center stage on the shop's floor. It was recovered from McNeil Island. Washington residents know that McNeil is still a maximum-security prison that used to have a boat shop attached for working prisoners. Joe shows me an interesting “tool” that he recovered from the saw while he was readying it for work in the yard. A homemade handle wired up with a 3-inch spike was hidden in the saw. It's actually a reasonably tidy little pig sticker. One would rather not think of it's intended purpose, or if it had ever been used in anger.

Woodwork has been steadily going on as we walk around looking at an old racing outboard here, a big table saw there, and a wall of planes, the tools of the trade, hard working with lots of patina just like the men who guide

Bakketun and Thomas enjoy a hard won reputation for honest appraisals and timely completion.

them. We wander up into the shop office and it is exactly as expected. Both partner's desks are covered in papers, plans, notes and magazines.

Through the window and down the pier, I see boats I am familiar with from my own years on the waterfront. There's Evening Star, heavily built for serious cruising by Astoria Marine. She is in for some work alongside Molle B, a lovely little fishing conversion. I know the shop's work. Many of my friends have had repairs done or improvements made by this crew. The work is always appropriate, well fitted and indistinguishable from the boat it is applied to. Bakketun and Thomas have a reputation for good work at a fair rate. Along this waterfront, they enjoy a hard won reputation for honest appraisals and timely completion.

I ask these men who have been working together for twenty years how they came to be partners. John explains that they worked together at Fishing Vessel



Owner's Marine Ways. They figured they could do a yard together, so they fired up in 1986 in Fremont. Left unsaid was the fact that 21 years later, they obviously get long well enough for their partnership not to interfere with their friendship. People come and go as we chat, pleasantly nodding to me as John or Joe direct their activities or promise to make out a bill "next week."

*Below: John brazing
Right: Dorothea's lifering*

Seattle's Bakketun & Thomas Yard (Cont.)

"We moved here in 1990," says John "after spending a few years in a smaller shop in the Fremont district." Regarding this later location, John says "Our timing was perfect. We needed a bigger shop." Joe nods in agreement. It's perfectly natural and normal that these two guys would rent a huge warehouse on the lake and rig it to fix wooden boats. What else should they do?

They like boat work and though their stock and trade is mostly fine yacht repair these days, both agree that working on the heavily built wooden boats of the fishing fleet was their first love. They enjoy the satisfying heft of a boat built to take it. They like fixing structure to make boats sound for fishermen, who appreciate their efforts in a rough patch. People who go to sea for a living will always appreciate that no-nonsense approach and a boat that can be leaned on. A simple statement of philosophy defines Joe and John's shop as a place to come when you need some heavy lifting. This isn't to say they don't like making furniture and fine fitting, but



Bakketun and Thomas are capable of work on a relatively large scale.

Of course, these days the wooden boat business is very much about yachts, and the movement that has grown up around the restoration and maintenance of the Northwest's legacy and heritage. John and Joe are just as happy to do the fine joiner-work and structural yacht repairs as they are to work on the fishing fleet. Whatever they do, they want to share a goal with their clients. They don't want to skimp and simply make the boats look pretty. People want pretty boats and while



DOROTHY

LIFE

DOROTHY

NOTICE

STAY ON THE JOB
UNTIL
WHISTLE BLOWS

CLASSIC YACHT MAG.COM

Seattle's Bakketun & Thomas Yard (Cont.)

neither says it, I come away sensing that this pair feel the most important work is usually hidden under the skin, and they would as soon replace a stem and thirty frames if that's what a boat needs as to make beautiful cabinets and ignore the structure. John and Joe like to work from the bottom up, so to speak.



If she's no good at sea, she's no good.

On the other hand, these guys have outfitted some of the more serious projects on the lake, including the much celebrated but also much lamented Dorothea. She was the subject of an intense and consuming multi million-dollar restoration only last year. Dorothea was lost at sea due to a freakish accident and those that worked on her were stunned and dismayed when she went down. The yard's work bore no fault whatsoever for the calamity, but we share a silent moment together, each

of us knowing how much effort went into the restoration.

These are the kind of guys you'd expect to find in old Seattle, but here they are, modern gentlemen running a wooden boat repair shop in the heart of today's waterfront. They do it with traditional shipwright tools and without a hint of attitude. The job description is simple to utter and hard to accomplish. Fix it right. Make it strong. Fit it tight. Easy to say, but long years of work and knowledge are required to accomplish this end.

That such places as this still exist on the waterfront is a great boon to the classic boat lover. With all the change, hustle and dreary sameness that is built into so many high rises, condominiums, dreams of big city development, and sad to say, cookie cutter factory built boats, there are still corners of individuality and community on the urban waterfront.

As long as willing craftsmen are able, wooden boats will be repaired as they always have been by men with big hands and a honed sense of what is needed and how best to do it. That's something we lovers of old boats should be grateful for. Good men may be hard to find, but it would seem that on any dock in town they can tell you how to get to Bakketun and Thomas.

It's a small town sometimes after all, shrunk to a comfortable fit as soon as you get near the water.



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INTHESTREAM





Novice sailor Tammy Kennon thoughtfully examines a cruising life's learning curve.

"How fast are we going?" I ask, using 'fast' in a relative way.

"4.3 knots," my husband answers from the helm. By land measure 4.9 mph is a dawdling pace, and sailing downwind it feels even slower.

A soft breeze nudges Cara Mia, our Island Packet 380, along the Exuma Bank over ripply water that rats out the word 'blue' for being so unimaginative. Neither the word 'blue' nor a camera lens can capture this bewitching color. Backlit by tropical sun bouncing off the white sand beneath, this water is teeming, mesmerizing turquoise fire.

On the eastern horizon, low slung limestone islands appear dark sandwiched between the brilliant water below and the pale Easter egg blue of the sky above.

Our meandering pace sends my mind meandering as well, back to a bitter cold day in October only six days after we set off from home on our cruising life.

INTHESTREAM

Steam wafted off the water that day just before sunrise in Swansboro, NC. Dozens of tiny fishing boats buzzed around us like a Munchkin bon voyage committee as we wended through them on our way out of the harbor.

Along the eastern horizon the gentle orange of the sun's first light made the marshy islands look like a black, construction paper cutout pasted onto the sky with a white paper half moon glued up above.

As we glided out of the harbor and turned into the Intracoastal Waterway, we fell in behind a quirky little catamaran, its two cobalt blue bows pointing slightly skyward like a pair of Dutch wooden shoes. The white pilot house was squat and square but tilting slightly forward in a jaunty way, as if craning to see what was around the next bend. The name painted on the hull in Chinese-restaurant letters was simply Ming.

As we watched its deliberate movement,

like some aquatic Pied Piper, Ming drew us under its spell. I throttled back to keep pace, just on Ming's stern as it patiently moved left and right in the channel, sniffing out the deepest route through shallow water.

We impatiently puzzled over whether to pass Ming. I hailed to ask if the captain had timed his pace to make the bridge opening ahead.

"Oh no, I'll get there when I get there," he answered calmly, words that would echo across weeks and months as we attempted to learn their substance. In our hurry to get ahead of winter's reach, 'get there when we get there' was just a fortune cookie message taped on the refrigerator door, a sentiment worth saving but soon forgotten and seemingly irrelevant like the 'Lucky Numbers' scrawled across the bottom. I passed Ming midafternoon in a hurried attempt to make the next bridge opening. I missed it by 10 minutes. After my 50-minute wait, just as the bridge was opening, I looked back to see Ming ghost up and

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INTHESTREAM

take his place in line behind the row of sailboats waiting to pass.

That October day ended with a harrowing 30 minutes of waiting at the Figure Eight Island Bridge, with a strong current pushing us toward the bridge in heavy traffic. We passed through in a rush of little recreational boats flitting under our bow as

we passed too close on the heels of a slow-moving sailboat and then turned right into an unexpectedly shallow channel.

Exhausted after an 11-hour day, we pulled into Wrightsville Beach, where a shifting current running opposite a stiff wind was sending the anchored boats all willy nilly, and at least two of them bumping into each other. After our third anxious try we got the anchor to dig in. As we settled in, I looked up to see Ming tooling slowly into the now-calm anchorage, effortlessly dropping his hook against the backdrop of a gold and orange sunset.

A gust of wind pulls me out of my wintry reverie, back to the sun-warmed cockpit and the Exuma



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Bank. I glance to the east and wonder which of those islands on the horizon might be Compass Cay. The GPS reports that at our speed of 4.3 knots we will arrive at our destination at 12:22.

I check my watch and the wind. I wonder if we'll keep this pace, and if the wind will keep a constant breath, if that cloud far off to the east is headed our way.

Ming's words flutter like tell-tales in the breeze, and I am reminded of the things that matter and the ones that don't.

The GPS's lucky numbers might be 12:22, but it's the power of a simple phrase that keeps me in the timeless blue. Compass Cay can wait. We'll get there when we get there.

Tammy Kennon is a writer and journalist who relishes traveling the world at 5 mph. She has been published in the New York Times and Washington Post. Follow her adventure at ploddingINparadise.com



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ACROSS THE POND

Combatting Outboard Motor Theft



As we head into 2014 the unrelenting crime wave of outboard motor theft continues, with around one motor a day being stolen on average in January, according to joint insurance and police theft register www.stolenboats.org.uk This follows what was also a very active December for thieves and the latest loss registers show the vast majority of UK marine

thefts are now of outboard motors.

Recovering stolen motors is often extremely difficult and success rates are low. This is borne out by recovery registers that show a disappointingly small number of engines are being restored to their owners.

The primary reasons for the

News from the Royal Yachting Association



continued increase of this trend are twofold:

- Outboard motors, which are obviously designed to be detachable, are relatively simple to steal especially compared with integral motors.
- Outboard motors can be high value items, which are expensive to acquire legitimately and this opportunity and incentive is what is driving this trend and the thieves.

The latest theft data highlights a trend that has in fact been growing over the

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ACROSS THE POND

Combatting Outboard Motor Theft (Cont.)

past five years and is one that is now becoming a major problem. Large and highly organised gangs are behind the majority of these thefts that steal outboard motors to order.

Sophisticated and extremely determined, these gangs often target motors with values ranging between £8- £15,000 in order to smuggle them out of the country. Some reports suggest that many are finding their way into Eastern Europe.

Outboard motors in this value range are in the medium to large category, which also shows how utterly undeterred thieves are by their physical bulk and sheer weight in their pursuit of these high value units.

Generally thefts tend to occur in areas where there are large accumulations of boats with outboards, for example marinas and boating clubs, however the problem is nationwide and does not just affect isolated regions. In 2013 outboard motor theft was among the top 10 marine insurance claims of the

year and the trend is showing no sign of slowing.

Owners of outboard motors therefore face a great challenge in protecting their property against organised criminals that are targeting these engines on a wholesale basis. Clearly defeating thieves that are determined and well organised is not easy but it can and is being done. One thing marine loss databases do not show are the number of failed attempts by thieves that have been thwarted by resolute owners who have taken preventative measures.

Mike Nightingale, Manager, Bishop Skinner Marine explains more about why outboard motor thefts are so common, where thefts are taking place, who thieves are targeting and where motors are being stolen from.

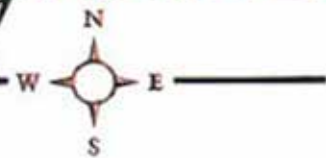
Mike also shares steps outboard owners can take to avoid being the victim of outboard motor theft from locks and branded engine covers; to secondary locks and heightened vigilance.

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ACROSS THE POND

Combatting Outboard Motor Theft (Cont.)

Measures to protect yourself from outboard motor theft

The first step owners should take is to ensure the most secure and suitable anti-theft device for their particular engine and boat is installed. In some local constabularies police have introduced branded engine covers which are fitted instead of the standard factory supplied cowling. This acts as a deterrent as a thief would then be forced to buy a new cowling, thereby drawing attention to themselves and arousing suspicion. Any engine that can be removed easily is an obvious target for thieves and, given the growing scale of the problem, many owners are deciding to fit more than one anti-theft device. Obviously the more visibly secure an engine is, the less likely it is that a thief will attempt to take it. Given the poor rates of recovery success, prevention is definitely better than cure and not only for this reason but also because if a loss does occur it may affect the price of future insurance premiums.

Owners should also ensure that their

insurance policy wording relating to anti-theft devices are complied with in full to avoid the possibility of a claim being invalidated due to failure to comply with all policy wordings. Owners should further ensure that all serial numbers are recorded as this information will be required by insurers and the police in the event of a theft. It is also worth bearing in mind that claims made on marine policies for outboard motors are paid on an indemnity basis as unfortunately there is no provision or entitlement to a new-for-old settlement.

Further security measures include marking the engine somewhere with your own unique mark such as a post code and also taking photographs.

Technological advances in recent years have made motion-activated surveillance cameras (MASC) very discrete and inexpensive to buy and install. These automatically photograph and/or record any movement and wireless cameras have made surveillance possible in remote

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1988 Carlini Sciarelli 54 "Clan"

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Both these beautiful classically styled yachts were built by Carlini CN in Rimini, Italy and designed by the late Carlo Sciarelli

Carlo Sciarelli always took great care to combine classic looks with sea kindness and speed. With her beautifully crafted classic interior Clan will appeal to owners who want to use her in a dual role, as cruiser and as classic regatta participant. She has two sets of sails to match each of these roles.

The expert work force of the Carlini yard in Italy built her 25 years ago and she had a major refit in 2009/2012. She is now in an impeccable condition with a professional skipper taking care of her. With a long and happy life ahead of her she will be admired at classic regattas and talked about by connoisseurs.

Clan II is the perfect fusion of beauty of the past and technology of today. Built in mahogany, she is a head turner and regatta winner. The Carlini yard in Rimini, specialized in building and restoring classical yachts, put 20.000 hours and all their expertise into building her.

In cruising mode she offers all the creature comforts you could wish for, like air conditioning and a water maker, and in regatta mode she excels thanks to her carbon mast with rod rigging and her North 3DL sails. She is the perfect yacht for classic regattas and gentlemanly cruises alike, and will be the pride of her new owner.

For detailed specifications of these yachts and other classic yachts for sale at Sea Independent:

www.seaindependent.pt

ACROSS THE POND

Combatting Outboard Motor Theft (Cont.)

areas where it was not in the past. There are a range of general purpose MASC's that can be used although not all will have adjustable sensitivity or be suitable to mount directly on a boat, although these may be suitable for shore mounted use.

There are also a range of marine specific infra-red, solar powered and time-lapse video security cameras available. When storing a boat ashore consideration should be given to general security, such as lighting and ensuring that recorded CCTV covers the appropriate part of the yard being used.

Boat and yard owners should also be vigilant, particularly during autumn and winter months when dark nights begin to set in.

Finally there is some evidence of smaller engines being stolen from boats while they are afloat, so a collective effort is required by all concerned to be observant and alert and to report any suspicious activity immediately to the police.

As awareness of the rise of outboard motor thefts increases among owners and clubs so steps are being taken to make thieves think twice before they strike. The above are all sound measures individuals can take to prevent theft. However, given the depth and scale of the problem, local collaboration between club members, boat owners, other waterway users, insurance advisors and the police is the kind of effort now required to produce a robust response to this worsening problem.

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SAFE OR SORRY

Wear It!

Story by Rachel Johnson

Following safe and responsible boating practices, including wearing a life jacket, being alert while on the water and obeying navigation rules can make each time you are on the water with family and friends enjoyable

while always being prepared for an emergency situation.

But, with approximately 500 people drowning each year from recreational boating accidents, it is imperative to

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Jim Moores' personal Trumpy Aurora II



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remind boaters of the importance of boating safety and life jacket wear.

That is the goal of the North American Safe Boating Campaign ("Wear It!"), a yearlong effort to bring together boating safety partners across the U.S. and Canada to promote safe and responsible boating, including voluntary wear of life jackets.

A wide variety of boating safety advocates support the campaign, including the National Association of State Boating Law Administrators, Canadian Safe Boating Council and many members of the National Safe Boating Council. The campaign is

produced under a grant from the Sports Fish Restoration and Boating Trust Fund, administered by the U.S. Coast Guard. Throughout the year, partners hold local events, teach classes, offer on-water training, distribute educational materials and perform free vessel safety checks, among other activities.

Most boating fatalities are drownings – and 84 percent of those who drown while boating are not wearing a life jacket. Accidents happen too fast on the water to reach for stowed life jackets.

Just ask Richard VanDermark, an experienced boater and a navigation officer in Orange County, New York, about the importance of life jacket wear. VanDermark recalls the day he went tubing with his son-in-law and grandson in August 2011 when he slipped while helping his grandson onto the boat, hitting his head and falling into the water. Thanks to wearing his life jacket, his son-in-law quickly pulled him out of the water and performed CPR.



SAFE OR SORRY

Wear It!



“There is no doubt in my mind that my life jacket saved my life. No matter how good a swimmer you are, you never know what will happen when you are boating,” shared VanDermark. “Always wear your life jacket. No more excuses.”

Whether you’re an experienced or new boater, it is important to follow boating safety procedures and wear a life jacket each and every time you are on the water.

Here’s how you can encourage others to always “Wear It!” and support the campaign:

- Take the “Boating Safety Pledge” and share with your family and friends your dedication to boating safety and wearing a life jacket each and every time they are on the water. The pledge can be signed and shared via your social networks by visiting: www.safeboatingcampaign.com/camp-pledge.htm
- Share your boating story through Labor Day weekend for a chance to win a prize package. Silly, serious or a good life lesson – we want to hear your story, but it must have a safe message



to go with it. Submit stories by email at outreach@safeboatingcouncil.org or online at safeboatingcampaign.com/camp-share.htm

- Get kids excited about boating safety with our Boating Safety Sidekicks program. Kids can play boating safety games, answer trivia questions, play jigsaw puzzles, and more. There's also a coloring and writing contest for kids to express their creative and stewardship towards safer boating.
- Attend or organize an event to promote boating safety and encourage life jacket use. The campaign has free resources available at SafeBoatingCampaign.com to brand your event.
- Use your social media accounts like Facebook to share about boating safety. Consider sharing our PSA video, and remind your friends to always wear a life jacket while on the water.
- Always wear your life jacket and

boat responsibly. There are many ways you can share with others such as offer campaign flyers to your boat marina to offer to visitors, put a "Wear It!" decal on your boat, maybe your dinghy, your car and even your tackle box. And require everyone on board your boat to always wear a life jacket.

There's no excuse not to boat responsibly and always wear a life jacket. Spread the word. Save lives.

For more information about boating safety and life jacket wear, follow "Wear It!" on Twitter @boatingcampaign and Like us on Facebook @SafeBoatCampaign

Share your boating story at SafeBoatingCampaign.com. If your organization is interested in partnering with the campaign, please contact Rachel Johnson at: outreach@safeboatingcouncil.org

THE LOG



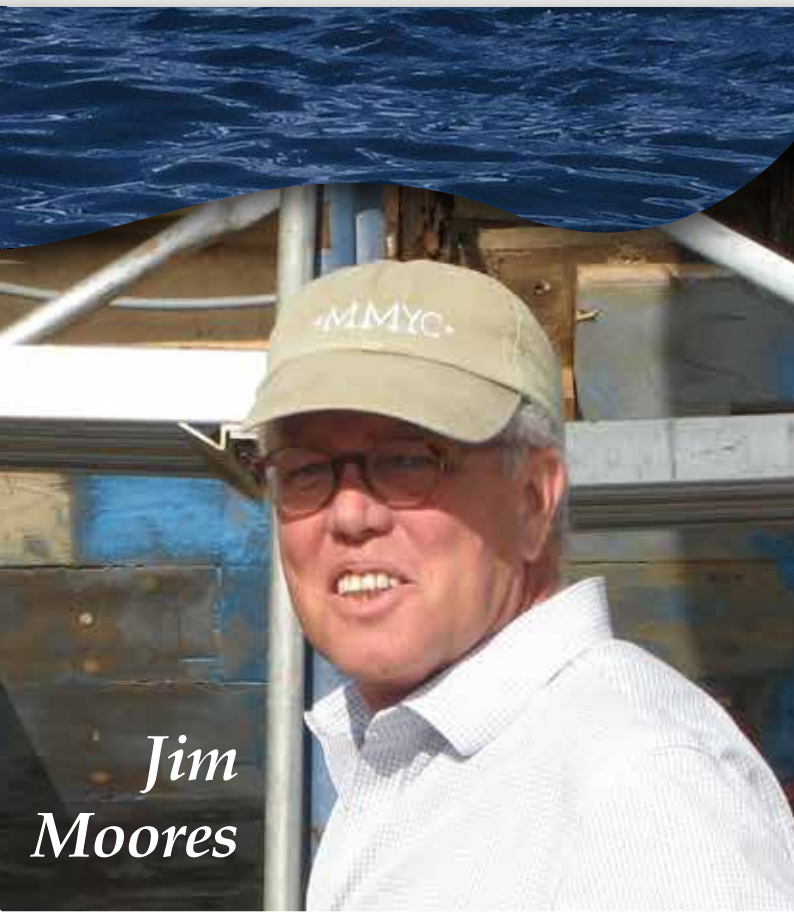
Insight From the Travels of Wooden Boat Restorer

I recently attended two boat shows back to back. Palm Beach was the first, which has grown to the 5th largest show in the world. I remember the beginning, when it was at the marina in Riviera Beach. It was small and had the feel of a town fair. Those days are gone. It moved to the West Palm Beach waterfront and now has upwards of 500 boats, many over 100 feet long, the mega yachts. But the show still has that small town feel I like. I guess I am not alone because the show grows every year, both in attendance and boats sold.

The other show, The Antique and Classic Boat Show in Mount Dora, has the same kind of history and has grown to be the largest show in the Southeast.

Even though it was a bit rainy and windy that wasn't enough to hold back the fun part. Margaret and I hopped into the car and headed to Ormond Beach to be the guest of Lou Jezdimir. I have written about Lou and his love of wooden boats before.

Bay Horse, a 26' triple cockpit Chris-Craft built in 1925 has a restored V12 Scripts motor. These were the motors of the 1930s and they set world records. Lou, after having the engine rebuilt, ran the boat for a one-hour sea trial when it blew a piston. The builder stood true to his word and rebuilt it again at no charge with Lou buying the new parts. So taking her to the show was a proud moment for Lou.



*Jim
Moores*

But then on Friday, around midnight, the rain came. Not like a light spring sprinkle, but a Florida summer deluge with fist-sized rain drops. The rain pounded on the tin roof of Lou's house for hours. The morning calm turned into rain and thunderstorms. Before noon, the show was closed.

We headed back to Lou's house and I felt bad for Lou and his son, all the work they pulled together to get to the show. As we sat around his living room, Lou spoke of his days growing up in Michigan and his love for the mahogany boats. He had actually brought two to the show. He also had a 1935, 20-foot Garwood utility, among the first ones made.

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This boat features 3 staterooms, 3 heads, a saloon and an air conditioned helm. Repowered with Cummins 4-cycle diesels and Twin Disc remote V-drive transmissions. \$195,000. Jacksonville, FL.



53' Huckins Atlantic 1966 "Faith"

A sought-after 2 stateroom classic in immaculate condition. Twin 3208TAs, NL gen., and air. Turn key, ready to cruise. \$250,000. Our yard.

THE LOG

Insight From the Travels of Jim Moores (cont.)



What I like about Lou's son Regan is that he is a doer. This might sound a little silly, but do you remember Wally from *Leave It To Beaver*? Well, Regan has the same demeanor, earnest, not big on talk. I watched this teen-aged boy welding up a truck, work on the boats, just jump in and do what needs to get done. Lou

is building a great young man. Besides, Regan actually seems happy tinkering alongside his dad.

On Sunday *Bay Horse* never started and for some people, after all the time and money and preparation, this would have been the end of the world



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or at least cause for a few choice words. Not Lou. He dismissed it with a shrug and a smile. "Well, there is always next year," Lou said. "Yeah, I wouldn't miss next year for the world."

Moving onto bigger boats, Trumpy yachts have been called "cottages at sea." I don't know where I heard that. I might have made it up myself. However, I think that holds true for the smaller houseboats. *Flying Lady* has a new owner, Mr. Stewart. He recently

sold his house and plans on traveling aboard on his new (old) yacht. We are now preparing her for their first voyage north together.

Mr. Stewart loves to play the piano, so when he said "This might sound crazy ..." I just smiled. I love the sound of piano and loved the idea of moving his piano to the boat. So if you happen to pass by the "Flying Lady" and hear beautiful piano music, it's probably Mr. Stewart and not a recording.

THE LOG

Insight From the Travels of Jim Moores (cont.)

Three years ago I was asked for the use of my shop and to help build a raft for the Boy Scout's annual River Raft Regatta race. When I asked if they wanted to build a real boat they all let out a yell: "YES!" Their first boat was like a flat-bottom canoe. They won. Last year we got the boat started based on the Monitor, 20 feet long, it was like a big paddle board, and was twice as fast as the previous year's boat. They won the race, but lost the presentation. Their answer to every question asked about the boat and the decision to build it was one phrase: "We want to win." Honest but lacking in polish. Somehow, the committee thought our troop cheated. The only thing we did was build real boats with plywood, zip ties, and glue instead of Styrofoam floats.

This didn't slow the boys down. Instead, it fired them up and they are now building a catamaran. They came up with the idea that if they don't



have to turn the boat around, just the paddlers, they could cut down the time. The hulls are long and narrow and they will be able to carry six to eight paddlers. Even the party barge we are building is going to be fast. Tim Skelly, the scout leader, said when you ask the boys their favorite activities each year, they will tell you it's this and mountain biking. I even heard one of the boys tell his dad "That's not how



you put on the zip tie. You put the shiny side down and the lock on the inside. I have to cut it off now, so watch me do it." Future boat builders? This event is also one of the highlights of my year and it seems every year I see the same boys, they grow older and better.

Our Boy Scout troop came in second in the race. The upside is some of the other troops have raised their game and are building real boats, too. And one was a little faster than ours. But we'll take a page from Lou's book: there's always next year and we wouldn't miss it for the world.

MYSTIC MINUTES

Mystic Seaport Selects Charles W. Morgan Stowaway for Historic 38th Voyage



MYSTIC, Conn. – After reviewing scores of applications and video auditions from qualified candidates, Mystic Seaport has selected journalist Ryan Leighton, of Boothbay, Maine to stowaway aboard the *Charles W. Morgan*, America's oldest surviving merchant vessel, during her 38th Voyage this summer.

As the stowaway, Leighton will be immersed in all aspects of the 19th century whaling ship's 38th Voyage—living on board the ship with the crew, handling the sails and lines, steering the ship, and most important, sharing his daily experiences through a blog and social media platforms.

News from the Mystic Seaport Museum

MYSTIC SEAPORT

THE MUSEUM

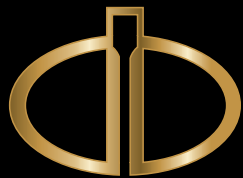
OF AMERICA

AND THE SEA

“Ryan proved he has the ‘sense of the adventure’ Mystic Seaport was searching for from the outset of the stowaway contest,” said Susan Funk, executive vice president of Mystic Seaport. “As a successful journalist, he has relevant experience and the necessary skills to fulfill the role of the stowaway aboard the Morgan’s most documented voyage ever. In addition to his enthusiasm, we

are confident Ryan will bring his tireless work ethic, his ability to adapt to new situations, and his creativity to the 38th Voyage.”

Leighton, who graduated from the University of Maine with a bachelor’s degree in journalism and advertising and a minor in history, had been waiting for a unique and extreme opportunity such as this.



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MYSTIC MINUTES

Mystic Seaport Selects Charles W. Morgan Stowaway for Historic 38th Voyage (cont.)

“One of the main reasons I wanted to become the stowaway is because it is truly a once-in-a-lifetime experience. Sometimes the most satisfying feeling is not knowing what tomorrow will bring,” Leighton said. “Typically, stowaways are forced to remain hidden below deck, but with this opportunity, I will be able to insert myself into the daily routine of the ship. I want to take chances and be creative in order to make this journey as exciting as possible. My goal is to fully immerse myself, so that others are able to live vicariously through my videos and stories.”

Leighton will watch, inquire, learn, participate, and use his creative energy to share the voyage experience with the general public through blogging, videos, social media, and activities in the port cities. He will be a key player during events and exhibits at each port of call with an opportunity to explore the community and meet its people.

“To quote Nat Wilson, the Morgan’s sailmaker, ‘it is the only way to carry the

ship’s future forward because the living memories are all gone,’” Leighton said. “Sailing is a big part of the New England heritage - It’s how we got here. And what better way to learn about the past than to relive it in the present?”

Leighton filed his first video as stowaway on the Museum’s YouTube channel.

While on the 38th Voyage from May to August, the *Charles W. Morgan* will stop at historic ports of call throughout New England including visits to New London, Conn.; Newport, R.I.; and Vineyard Haven, New Bedford, and Boston, Mass., where she’ll dock next to the USS Constitution. She will also anchor off the coast of Provincetown, Mass. for day sails to the Stellwagen Bank National Marine Sanctuary, where the Morgan will team up with the National Oceanic and Atmospheric Administration (NOAA) to observe whales in their natural environment. While the Morgan’s cargo was once whale bone and oil, the vessel will embark upon her final voyage

News from the Mystic Seaport Museum

MYSTIC SEAPORT

THE MUSEUM

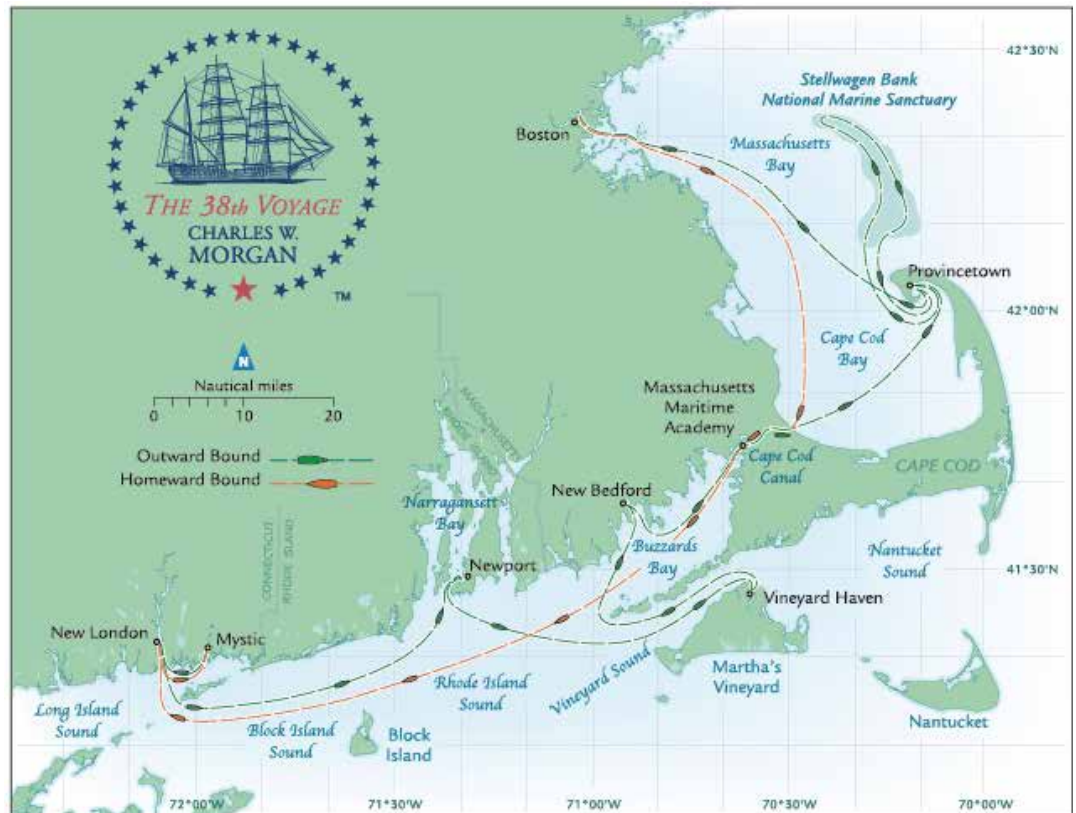
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bearing a message of peace and serving as a symbol of our changing relationship with the natural world.

Both Mystic Seaport and Leighton will be sharing the Morgan's journey onsite, online, and onboard. If you wish to partake in this exciting voyage, follow Leighton's blog at www.mysticseaport.org/stowaway, on Twitter @MorganStowaway and on Facebook www.facebook.com/mysticseaport

The stowaway program has been made possible in part by a grant from the National Endowment for the Humanities: Exploring the Human Endeavor. Any views, findings, conclusions, or recommendations expressed in this program



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For more information, please visit: www.mysticseaport.org



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CLAN



Build: Cantieri Carlini Rimini
Designer: Carlo Sciarrelli Peracca
Length: 54"/16.30 m
Beam: 14'8"/4.51 m
Year/Refit: 1988/2010
Flag: Italian
Displacement: 17T
Sail area: 175m²
Guests: 6 + 1 crew
Location: Rimini
Asking price : 495,000 €

Sciarrelli has always loved to define his creations as "boats to travel", to represent the concepts of comfort-safety-seafaring applied to his preferred classic design that has been defined with admiration by the famous French designer Mauric (Pen Duick IV of Tabarly) as "Boats designed with the heart".

Sciarrelli's stunning boats have been characterised by an unmistakable design, by being fast and light weighted (but not excessively) as well as easy to steer. Sciarrelli was known for the fanatical care he was devoting to obtain a high course stability, natural consequence of the balance of the canoe body, that allows his boats to cross the oceans in the maximum safety.

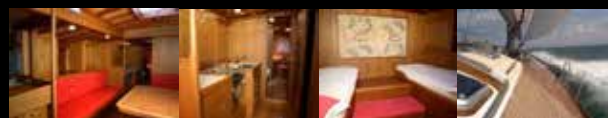
The manufacturing was entrusted, and it could not be differently, to the skills and experience of the Shipyard Stefano Carlini - Rimini-Italy that, after two years of passionate and enthusiastic work, delivered this jewel, the Stradivari of the sea.

The final result is a jewel for sailing, that would have made Sciarrelli proud, and that, as well as all his other yachts, "makes the water cheer on his passage". When entering a port it always capture the attention for its traditional and elegant design that embodies classical marine characteristics ensuring a constantly safe sailing. Indeed when it slides on the water with a slight breeze or when it faces a strong storm it spreads vibrant sensation, the Clan 2 was designed and built to give continuous emotions.

CLAN 2



Build: Cantieri Carlini Rimini
Designer: Carlo Sciarrelli Peracca
Length: 63"/19.10 m
Beam: 16"/4.90m
Year: 2008
Flag: Italian
Displacement: 27T
Sail area: 250m²
Guests: 6 + 3 crew
Location: Rimini
Asking price : 1,490,000 €



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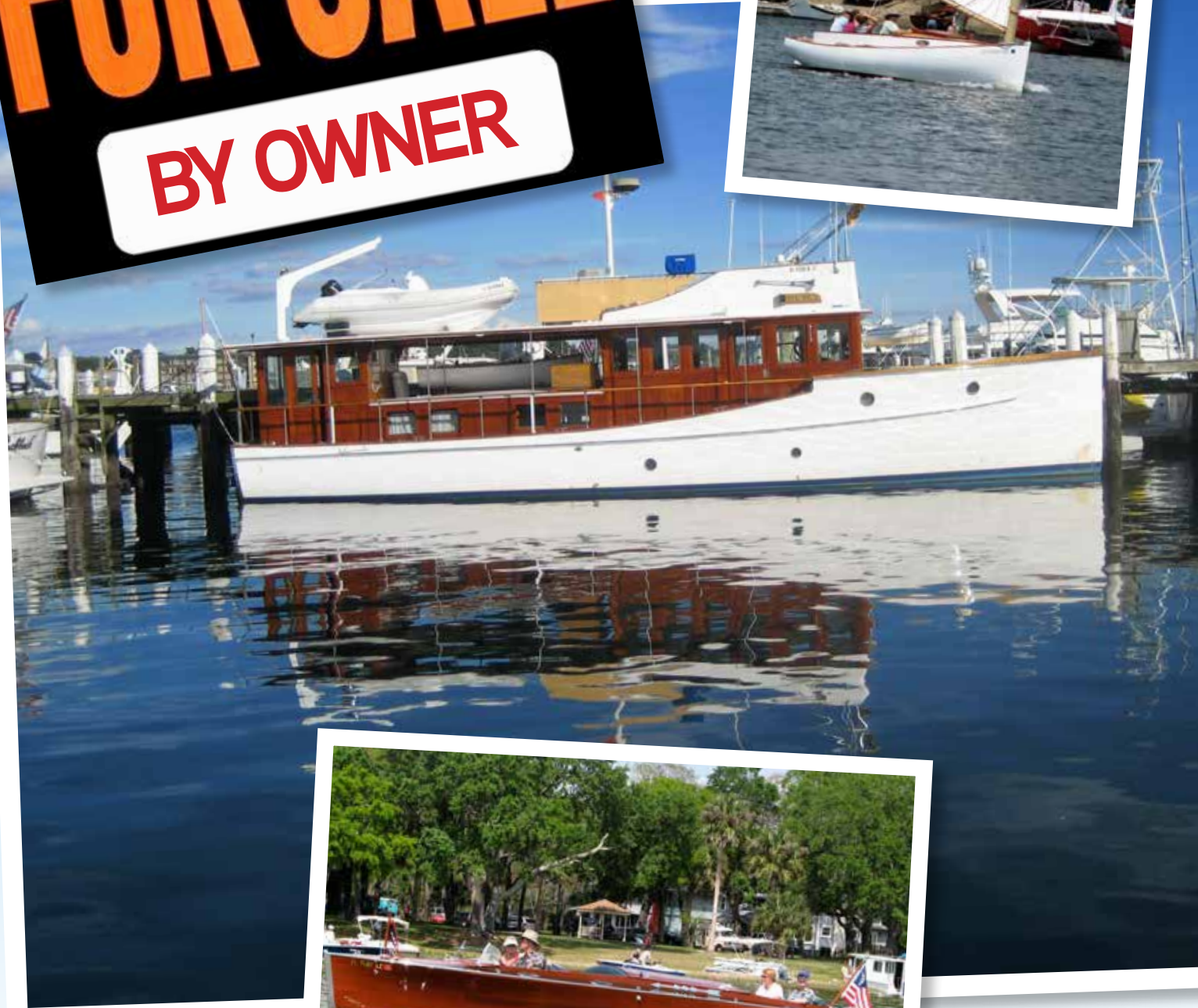
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PHOTO: MYSTIC SEAPORT

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