

Carolina Currents

The Boating and Waterfront Magazine

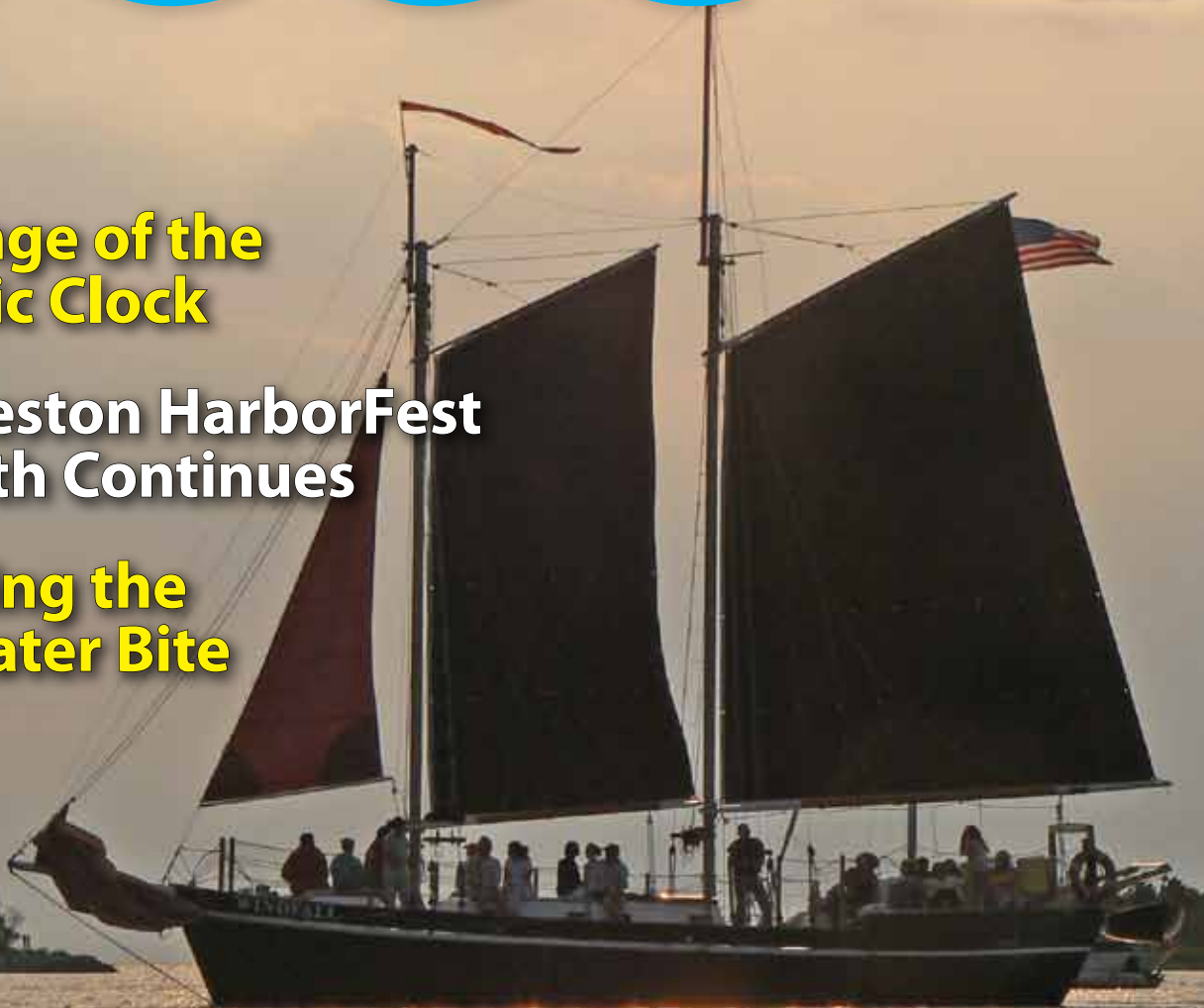
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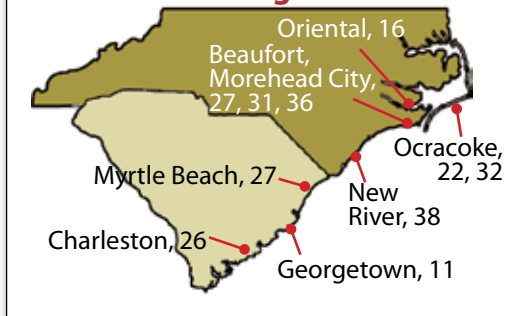
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Reader Survey - Coming Soon

On the Cover

Schooner Windfall at sunset, Silver Lake, Ocracoke. Photo by Jo Lucey.
We're looking for interesting cover (vertical) and other shots; e-mail us
with your hi-res digital photos! carolina_currents@yahoo.com



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For story or photo contributions, go to CarolinaCurrents.com/guidelines.php for our submissions guidelines.

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Opinions expressed herein do not necessarily reflect those of Carolina Currents magazine.

Publisher's Ponderings

News or Sugar-Coating: Your Choice!

With Carolina Currents, our choice of stories comes down to you: What boating and waterfront news do you, our readers, need to know about? What stories would best entertain, inform and connect with you? We'll soon be launching our first reader survey to ensure we meet that goal.

Unfortunately, news isn't always free of conflict. Sometimes disagreements involve our advertisers and our readers. If, like some magazines, we chose what stories to run based solely upon who buys an ad, we wouldn't report such conflicts - or we'd report them with a bias. But our integrity requires that we look beyond who pays our bills (advertisers) to remain true to who really makes this magazine possible: you - our readers.

In a recent issue we reported on a group of boaters who disagreed with changes at their marina. That marina had run a full-page ad in our prior issue. We ran the story, factually and fairly.

As is their prerogative, that marina is now running its ads in other publications that chose to ignore the news happening on the waterfront. It's a price we willingly pay to remain true to you. (On the down side, you apparently won't be able to see their new ad here featuring an arch-backed, bikini-clad marina resident.)


Speaking of paying a price, the most common question I hear from readers when I'm roaming the docks is, "when are you going to start charging for the magazine?" I always answer: "We're not."

Free distribution makes more sense for us. If we had a dollar from each person who reads Carolina Currents, we'd be highly successful. But to get a dollar, we'd have to charge \$2 (one for us, one for the store selling the magazine). Then we'd have to limit our distribution to places set up to make sales (no more boating clubs, marina lounges, libraries, visitors centers, etc.). That would mean we'd have to raise our price to make up for getting out fewer copies.

Pretty soon, we'd be charging \$4 per copy. Then we'd have to collect all of that money and account for it. It just isn't worth the logistic hassle. So we'll keep giving away the magazine as long as you keep picking them up and thanking the advertisers who make it possible - even the ones who abandon us after we write about them.

Some, who feel a guilty need to send us money, subscribe. We appreciate that, but we really don't make anything once we pay for the postage. But one subscriber did something unusual recently: he paid but asked us not to send him the magazines so we wouldn't have to buy stamps. Essentially, he bought a virtual subscription! What a concept!

So we're making it an official offering on the form below: send us money, but keep picking the magazine up at your favorite distribution point. Include your e-mail address, and we'll send you our new bonus E-Newsletter with extra stories that don't fit in the print magazine or miss our deadline.

Thanks as always for your support! 



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N.C. Waterfront Access Funds Allotted

MOREHEAD CITY, N.C. – Thirteen projects will receive funding from the \$20 million N.C. Waterfront Access and Marine Industry Fund, according to Division of Marine Fisheries Director Louis Daniel.

The sites were chosen to provide waterfront access to a variety of user groups, including commercial and recreational fishermen, pier fishermen, recreational boaters and the marine industry. Several sites are also in strategic locations for important state research and habitat enhancement efforts.

The \$20 million WAMI Fund will be leveraged to draw out additional financial support for a total of \$71 million toward the projects throughout three coastal regions. Projects benefiting boating or boating access include:

- Buy property adjacent to *Anchors Away Boat Yard at Hampstead*, \$3 million.
- Purchase of the *old Manns Harbor Marina on the west side of the old Highway 64 bridge to Manteo*, \$3 million.
- Build a boat ramp, extend the pier and add a dock house to existing property on *Radio Island in Morehead City*, \$1.15 million.
- Expand *Wanchese Industrial Park*, \$1 million.
- Buy land adjacent to the boat ramp at *Sunset Harbor in Brunswick County*, \$915,000.
- Construction of a jetty and 10 boat slips on *Department of Transportation property in Tyrrell County*, \$452,000.
- Expand *Dinah's Landing boat ramp at Goose Creek State Park in Beaufort County*, all of the \$200,000 cost.

S.C. Tax Issue Under Review

COLUMBIA, S.C. - The S.C. House Ways and Means Committee unanimously approved H4685, increasing the property tax situs period on boats to 180 days. It now goes to the floor of the House where it will most likely be passed in early June. Under current law, visitors are subject to state property tax on their boats if they remain in South Carolina for more than 60 consecutive days or an aggregate of 90 days in a calendar year.

Harbor of Hospitality Continues

ELIZABETH CITY, N.C. – The Rose Buddies tradition of welcoming boaters to the Elizabeth City waterfront will continue for a 25th year despite the death of co-founder Fred Fearing last fall. Remaining Buddy Dave Thomas will coordinate the effort with assistance from the EC Convention and Visitors Bureau.

Police Seek Clues in Disappearance

HILTON HEAD ISLAND, S.C. - John and Elizabeth Calvert, owners of the company that operates Harbour Town Yacht Basin and Harbour Town Resorts on Hilton Head Island, vanished March 3. The two lived part-time aboard their 40-foot yacht in the marina. A week later, their bookkeeper Dennis Ray Gerwing committed suicide as suspicion turned toward him. No clues to their whereabouts had surfaced as of early April.

Sportsfishing Gets Boost in Georgetown

GEORGETOWN, S.C. - At an April 4 ground-breaking ceremony, state and local officials predicted that a new \$5.86 million marine complex will bolster the sportfishing industry in Georgetown County.

Planning began a decade ago after identifying a need for more boating

access. Expected to open by June 2009, the 20-acre site will include six boat ramps, a 200-space parking lot, bathrooms, event stage and vendor space.

It will be known as the Carroll Ashmore Campbell Marine Complex. Local and state agencies teamed with area fishing clubs to back the project.

Thieves Strike at Oriental Marina

ORIENTAL, N.C. - A 28-foot Pursuit power boat was stolen from River Dunes Marina on Feb. 23 and found stripped of its twin 225 hp outboards in a creek 20 miles away. "These guys were professionals," warned harbor manager J.C. Cappelmann. "This could happen in your front yard - anywhere." The marina has since added security cameras and overnight staff.

Dismal Swamp Park, Canal Open

SOUTH MILLS, N.C. - Dismal Swamp State Park in Camden County became North Carolina's 32nd state park on March 21. With 16.7 miles of trails and a \$2 million visitors center, it is accessed via a \$1.2 million, 80-foot-long pedestrian floating bridge (which opens on request for boaters) from the Dismal Swamp Canal Welcome Center.

The Dismal Swamp Canal had been closed for four months due to low water levels, but it re-opened Feb. 22.

Ghost Ship Skipper's Body Found

CURRITUCK SOUND, N.C. - The body of a missing Suffolk, Va., boater John Martins, 41, was found Feb. 12, a month after he disappeared and his empty 47-foot boat sailed into a 33-foot sailboat on Currituck Sound.

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Charleston Coast Guard Busy

CHARLESTON, S.C. - A Coast Guard rescue helicopter pulled four boaters from their grounded 33-foot vessel near the jetties on the southern portion of the Charleston Harbor entrance April 7.

Anne Sinkinson, 52, from Gloucester, Mass., Elizabeth Sinkinson, 27, of Charleston, and Mary Taylor, 55, from Tennington, N.J., were aboard the boat piloted by C. Lucas Drake, 43, of Charleston returning from an offshore trip when they ran aground on a sandbar in three-foot seas. The vessel was salvaged by TowBoatUS.

Three people were rescued from their 17-foot boat grounded in a marsh near Fripp Island, S.C., on March 29. Harvey and Ginger Herold, of Beaufort, S.C., and Annette Cheek, of Bluffton, S.C., contacted the Coast Guard on a cell phone. A crew from Air Facility Charleston hoisted the trio onto the helicopter and flew them to Hilton Head Island Airport, S.C.

Two days earlier, the 87-foot C.G. Cutter Yellowfin evacuated fisherman Todd Long, 42, from the 52-foot fishing vessel Maximum Retriever while offshore 40-miles east of Georgetown, S.C. Long was transferred to the Yellowfin and then hoisted aboard a Coast Guard helicopter and taken to Georgetown Memorial Hospital in stable condition.

Boaters Rescued by NC Coast Guard

HOBUCKEN, N.C. - A Coast Guard rescue crew from Station Hobucken, N.C., assisted a father and son near the Fairfield Swing Bridge after their 32-foot pleasure craft Wasabe began taking on water on March 28. The rescue boat engineer, Petty Officer Third Class Ryan Mills boarded Wasabe and tightened the shaft seal to stop the leak.

Two days earlier, Coast Guard rescue crews from Air Station Elizabeth City,

N.C., and Station Hobucken rescued James and Carol Warren and their pets after their boat sank near the mouth of the Neuse River. A C-130 crew from Elizabeth City diverted from a training flight to respond to the Warrens' mayday call. They sighted the couple sitting on top of the overturned hull of their 28-foot powerboat Linger While. The C-130 crew remained on scene until the Hobucken rescue crew transferred the Warrens, their two dogs, and their pet bird (see photo) aboard the 25-foot rescue boat.



On March 8, a U.S. Coast Guard HH-60 Jayhawk Rescue Helicopter from Air Station Elizabeth City rescued Greg Williams after he was reported overdue by his wife. Following a multi-agency search, Williams was found in Neuse Creek standing on his skiff, which was partially submerged in shallow water. He was hoisted onboard the helicopter and transported to nearby Marine Corps Air Station Cherry Point.

BIG Funds go to Belhaven, Savannah

WASHINGTON, D.C. - U.S. Fish and Wildlife Service's Boating Infrastructure Grant program has awarded \$13.5 million in competitive grants for 19 boating infrastructure projects in 15 states. BIG projects will help fund construction of docks, boat slips and other facilities to support recreational boating.

The N.C. Department of Environment

and Natural Resources, in cooperation with the Town of Belhaven, will receive more than \$155,000 and match that amount to construct approximately 900 linear feet of docking access for visiting boaters to access the local community and provide safe harbor mooring. The Georgia Department of Natural Resources, in cooperation with the City of Savannah, will receive \$1 million and match that amount with more than \$4.4 million to construct a 1,000 linear foot floating dock for visiting boats.

Cape Fear Pirate Tours On Tap

WILMINGTON, N.C. - Visitors can now follow a costumed pirate captain on a 90-minute "Pirate and Unusual Tales Walk" tour through historic downtown Wilmington and the Cape Fear waterfront to learn of nefarious historical happenings. Details at capefearpirate.com.

State Upgrades Boat Ramps

MOCKSVILLE, N.C. - N.C. Wildlife Resource Commission's Division of Engineering Services crews completed renovations on several boat ramps recently, including Concord Church on the Yadkin River, Lake Tillery, Swift Island and Stony Mountain, Norwood and Lilly's Bridge, and Williamston on the Roanoke River. Find full details at ncwildlife.org

Agencies recognize Watts, Stevens

RALEIGH, N.C. - Lt. Norman Watts, a wildlife officer with the NCWRC stationed in Elizabeth City, has been named Boating Officer of the Year for North Carolina.

And David Stevens has been named 2007 Marine Patrol Officer of the Year by the N.C. Wildlife Federation. He was honored for overall outstanding conservation efforts and achievements. 🏆

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Low Power Radio Wavering

Concerning your last issue, in the article "Radio Wavering," you should have mentioned one of the primary reasons why the marine band VHF channels are so crowded: Boaters are using the "High Power" 25 watt position on their main radios. This extends the transmissions way beyond the necessary range.

If you want to talk to a marina that is 2 miles away, low power is quite sufficient. Many of the conversations I hear on Channel 16 in Oriental are of vessels passing each other near Beaufort. Another offense, illegal, although minor, is the use of handheld VHF radios by marinas and boatyards as intercoms.

Joe Valinoti RMC (Chief Radioman) USNR (Ret) Oriental, N.C.

P.S. Love your magazine!

Aboy Joe,

I spoke to Emily Coast and she said she "wholeheartedly concurs with Mr. Valinoti's comment." And she thanks you profusely for your "obviously well-informed insights." Couldn't have said it better myself. ~Editor

Consider Albemarle Retirement

Richard Dilly of Southern California inquired in your March/April 2008 issue about "new home waters" for his retirement. Might I suggest our community, Albemarle Plantation, located on the north shore of the Albemarle

Sound just south of Hertford, NC?

My wife and I have enjoyed this wonderful paradise with its modern marina, golf course and recreational facilities. Residents canoe, kayak and fish and are the friendliest and most welcoming people we have ever met.

Good luck, Richard. Y'all come visit.

Capt. Jock Muir, Hertford NC

Aboy Capt. Jock,

Thanks for sharing your experience. ~Editor

Calendar Contributions

Really enjoy your magazine because it features local Carolina sailing. Thanks for continuing your coverage of our Carolina Sailing Club events. You can see all of our events on our website's calendar.

Alan Backus

Aboy Alan,

Thanks for the note! We invite readers to submit events for our calendar using our online submission form at CarolinaCurrents.com. Just click on the "Add Calendar Event" link on the top left and fill out the form that pops up. We pull events for our print edition from these listings and highlight big events with stories - but we have to know about them first! ~Editor

Floating Fish Feeder Follow-up

In your November/December 2007 edition there was an article about N.C. Wildlife

Resources floating fish feeder on Shelby Lake as an experiment. Any info on the project?

Bobby McCaslin

Aboy Bobby,

We checked with the N.C. Wildlife Resources Commission and they said they've had no problems with the floating fish feeder and have made only modest improvements. The fish are happy and well-fed. Plans are to move forward with producing more of the devices for lakes with similarly fluctuating water levels. We'll keep you posted as they're deployed. (They've had inquiries from other states, so these things may end up going national.) ~Editor

Deering Communication Query

I have just read a copy of your October 2007 issue. The one containing the article on the Deering. I thought the statement that the Cape Lookout Lighthouse keeper was able to "hail" the Carroll A. Deering was odd. Just how close would the schooner have to have been in order for either to hear the other? Not even if he had a loudspeaker. There is, of course, the possibility of radio, contact with which would have been mostly likely via Morse. Even that strikes me as highly unlikely.

Having frequented the Cape and its shoals which run miles out to sea - yes, I know about the channel close in, but the schooner would not have been using that even had it existed then - I think the event to be unlikely.

Conner Atkeson, Clayton, NC

Aboy Conner,

I referred your query to David Corbett who wrote the piece for us. His reply: "I too found their ability to yell at the lighthouse keeper odd; however, the jetties had not been built at that time, and there is a cut that runs through the shoal, which a good skipper could make."

"So if indeed the Deering was hugging the coast, it might be possible/feasible to speak ashore with a megaphone. Nonetheless, the lighthouse keeper was the 'only' person to have contact with the Deering, and is so quoted in the subsequent investigation." ~Editor

Taxes Dredging and Rescues: A Link?

Your publication has stories about dredging of the ICW and rescues by the Coast Guard.

Your publication also argues for lower taxes on boats.

Don't you see a connection between the services you want and the taxes needed to pay for the services?

Lee Sokol, (A boater who is happy to pay taxes) Asheville, NC

Aboy Lee,

Thanks for sharing your observation. I'd have to note that we haven't "argued for lower taxes on boats." We have reported on other people's efforts to lower taxes on boats. There is a difference, just as there's a difference between the state taxes paid on boats and the primarily federal maintenance of the ICW. If the work were paid for via a user's fee, there would be a direct connection.

(You don't want to get me started on the disgraceful imbalance between taxes and the federal budget)

~Editor

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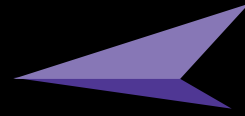
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Educational Vessel Discovery Cruises Into Winyah Bay

By Elizabeth D. Knotts

GEORGETOWN, S.C. - Students from Georgetown and Horry counties gleaned insights into the surrounding estuarine and salt marsh systems when the S.C. Department of Natural Resources' education vessel Discovery visited Winyah Bay.

The 45-foot catamaran spent two weeks in November in Belle Isle Marina, enabling educators to better reach students in the northern coastal areas. Plans call for a similar visit this spring.

DNR's Carolina Coastal Discovery Marine Education Program has been conducting both land- and boat-based classes out of Charleston Harbor and further south in the Ashepoo, Combahee and Edisto Basin since 2003. From a marine educational initiative first established by DNR in the 1960s, the Carolina Coastal Discovery Program has evolved into a



multi-faceted opportunity for schools.


The Winyah Bay location was selected as an ideal estuary for conducting programs that would complement the locations to the south, providing students with destination-based marine science education through hands-on activities and field experiences.

The venture allowed DNR marine educators to connect with more than 275 students from area schools. Each daily trip accommodated up to 30 students from grades five and above. Students learned about the importance and value of the ecosystem, watershed fundamentals, and the biology and identification of salt marsh plants and animals.

"We are very pleased with the success of our marine education program expansion to Winyah Bay," said Elizabeth Ver-

non, DNR's marine education coordinator. "We have been able to reach teachers and students in the northern coastal areas that may not have had the opportunity to travel to our other program locations in Charleston, Colleton, and Beaufort counties. We are excited about continuing the programs in this area."

Many students had never experienced this type of hands-on field opportunity in Winyah Bay. "Almost half of the students experienced their first boat trip during these field trips," Vernon noted.

DNR protects and manages South Carolina's natural resources by making wise and balanced decisions for the benefit of the state's natural resources and its people. 



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Comparing Two C's: Carolina vs the Caribbean

By Doug Mayle Photos by Sheryl Mayle

The water is a different hue, land is often further away, but is there really a difference between weekend sailing and full-time cruising?

As weekenders based out of Oriental and New Bern for two years, we sailed about twice a month and took full advantage of those weekends extended by holiday time. Add in a couple of two-week vacations afloat and we tallied roughly 120 days on the water.

Last November, we departed Beaufort Inlet and turned our bow to starboard. Four months of cruising down the East Coast, through the Bahamas, Turks and Caicos, Dominican Republic and Puerto Rico finds us in the waters of the Caribbean. Again, the time elapsed is about 120 days since we were last in our home waters.

With a nearly equal weighting of experience in home waters and abroad, we compared these two types of sailing.

While sailing in North Carolina, we both had **full-time jobs**. That meant, no matter what, we had to be back in port by a specific day and time. Mother Nature rarely pays attention to calendars, so timing was everything.

While cruising, **weather** is an ever-present issue. Even if you are not under sail, you are still out there in the elements, often hanging by a hook and chain. One doesn't simply tie the boat to the dock and drive back to the comforts of a suburban home.

The advantage to cruising, though, is

that time is a flexible commodity. If the weather isn't right today, simply wait for tomorrow. The safety and comfort of the crew are the priority - not some employer.

The **waters** of the Pamlico Sound are dark with tannins. You can barely see your hand in front of your face while changing a zinc, much less follow an anchor chain down to the muddy bottom. That muddy bottom, though, is a marvelous substrate. It may make a mess of the foredeck when it comes time to weigh anchor on Sunday afternoon, but it makes for secure holding and sound sleep on Saturday night.

Once across the Gulf Stream, conditions change drastically. The Bahamas offer an incredible classroom for developing proper **anchoring techniques**. First, you can usually see from the bow what type of bottom you are setting the anchor into. Second, you can take an early evening swim and attempt to wiggle that ground tackle. If it doesn't budge, you feel fairly confident that you won't be dragging into the big catamaran behind you when the wind pipes up at 2 a.m.

Unfortunately, anchors often don't bite well into sand and even less so into grass; therefore, you are frequently subjected to a lot of trial and error work in this anchoring education center.

Once or twice we found ourselves out after dark while on a weekend sojourn back home, but this was the exception.

While cruising, **night sailing** is a regu-



Checking the anchor: easy
Sailing to windward: hard

Currently Aweigh

We invite Carolina boaters who travel outside of our home waters to share their adventures with us via e-mail to Carolina_Currents@yahoo.com



lar occurrence. Sometimes there is simply too much distance to our next port of call to cover during daylight hours. Sometimes moving the boat at night provides more settled sailing conditions. Perhaps you expect to average 5 knots on a passage and you only make 4 knots.

You may not always like it, but you get used to sailing in the dark.

Sailing in North Carolina is aided by the comforting fact that a rim of barrier islands keeps you separated from the big, scary ocean. We rarely sailed away from the **sight of land**. The depths were such that under most circumstances an anchor could be deployed in that soft muddy bottom. It's hard to damage your keel on that. Plus, a tow boat was only a VHF call away.

Cruising has often carried us beyond the sight of land and well away from commercial assistance. The physical and psychological comfort factors we had grown accustomed to have been stripped away.


Initially, being out of sight of land produced anxiety, but now we feel safer well offshore, knowing we're safe from reefs and rocks in 500 fathoms of water.

Weekend sailing generally meant **fair weather** sailing. With the reasonable accuracy of near-term local forecasts and the short duration of our trips, we elected to go out mostly when the winds were manageable and in a favorable direction. This continued to hold true for us down the East Coast and through the Bahamas where the winter weather patterns are dictated by fronts moving across the United States. Each front brings changing **wind directions**. We simply waited in a safe anchorage until we got the wind we desired for a passage. Most of our sailing was running or reaching.

This changed when we arrived in the Dominican Republic where the easterly trade winds are strong and consistent, uninterrupted by fronts from the north.

And - wouldn't you know it? - we needed to sail hundreds of miles against these winds. We received a thorough education in sailing to windward using any land-effect advantage. None of our Carolina sailing had prepared us for that challenge.

Despite significant differences, a number of things remain the same. Under either sailing circumstance you must have confidence in the capabilities of yourself and your boat. The skills of **basic seamanship** are tested again and again. Understanding the weather, managing the boat under sail and power, and knowing how to dock and anchor are key.

About the author and photographer: Doug and Sheryl are currently living and cruising aboard Prudence, a 35-foot cutter-rigged Southern Cross. They were last sighted near the island of Culebra. Follow their continuing adventures at sailblogs.com/member/ashiya 



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Current CALENDAR

Waterfront Events You Won't Want to Miss

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Organizers: Submit Calendar listings of waterfront and boating activities online at www.CarolinaCurrents.com/calendar.php

If you plan on attending an event, contact the organizer ahead of time since details can change. See p. 28 for Regattas. Fishing events are on p. 40.

APRIL 2008

27 Seafood Festival and Blessing of the Fleet Mt. Pleasant SC. Includes music and local seafood restaurants offering a variety of dishes. townofmountpleasant.com

28-May 2 Wooden Boat Show Beaufort, NC. Observe maritime crafts and sail in traditional boats*; see p. 27.

MAY 2008

1-3 Treasures of the Tidelands Georgetown, SC. Music, art, food, historical events, tidelandsofgeorgetown.net

2 Charleston Marine Conservation Banquet Marine Resources Center. Supports wildlife and marine resources education and conservation in SC. 843-953-9103

2 French Quarter Art Walk Charleston, SC

2-4 Battleship Alive Wilmington, NC. Watch and interact with World War II living history interpreters as they bring the ship to life by enacting daily duties and drills. Included in regular admission. Fireworks show Friday 9:15 p.m. 910-251-5797 Ext. 2046

3 SCDNR Open House James Island, SC. Features seminars, demonstrations, informational displays, exhibits and educational cruises, dnr.sc.gov

3 Wooden Boat Show Beaufort, NC. Exhibition, demonstrations, races, National

Boat Building Challenge*; see p. 27.

3 A Taste of Beaufort, SC. Over 20 restaurants, live entertainment, art, children's activities, Earth Day festivities. 843-525-6644

3 Key West Music Fest North Myrtle Beach, SC. Music, wine, food, crafters, vineyard tour. 843-399-9463

3 Lowcountry Shrimp Festival and Blessing of the Fleet McClellanville, SC. Food, entertainment, kids corner, lowcountryshrimpfestival.com

3 Inaugural Dragon Boat Festival, Charleston SC at Brittlebank Park, char.racedragonboats.com

3,4 2nd Annual Hog Fest Edenton, NC. Barbeque cook-offs, arts and crafts, lawn mower races, visitedenton.com

4 4th Annual Yacht Hop Harbour Town Yacht Basin, Hilton Head Island, SC. Fundraiser for hospice, hospicecarel.org



Lowcountry events include A Taste of Beaufort, Gullah Festival, Shrimp and Seafood at McClellanville and Mt. Pleasant

5 Paddle For The Border Dismal Swamp Canal; registration full. dismalswamp.com

8 Learn to Kayak instruction/paddle*

9 Waterfront Movie Southport, NC. 8pm at Garrison Lawn Bay Street, 910-457-7927

9,10 20th Annual Music Festival Beaufort, NC. Selection of diverse and dynamic music, entertainment and family fun, beaufortmusicfestival.com

10 4th Annual Wrightsville Beach Challenge Six mile kayak race to benefit the Cape Fear Community College Boat Building School. saltmarshkayak.com

11,17, 31 & Jun 14, 28 Performance Series Port Royal, SC. Saturdays 5:30pm in the heart of Old Town, beaufortcountyarts.com

15 Free Guided Tours of Iredell House Edenton, NC for National Tourism Day, 252-482-2637

16,17 Homes and Gardens Tour Morehead City, NC. Private homes and gardens and neighborhood history tours, downtownmoreheadcity.com

16-18 Family Boating and In-Water Boat Show Morehead City, NC, see p. 31

16-18 Charleston HarborFest Multiple tall-ship and waterfront events, see p. 26,

17 Ocean Girls Day 2008 NC Aquarium. Free one-day workshop for girls ages 10-14. Demonstrations, outdoor activities, career and info fair. Pre-registration required*

17 21st Annual Seafood Festival Engelhard,

Summer Activities, Programs and Tours

Charleston Community Sailing Summer Programs, June-Aug. Junior sailors ages 10-18 from beginner sailor to advanced racer, charlestoncommunitysailing.org

SC Park Programs Hunting Island State Park (lagoon kayaking, coastal kayaking, coastal birding) through October; Myrtle Beach State Park (Tales from the Sea, A Crabby Experience, Plankton, the Urban Sea Turtle, etc.) through August, southcarolinaparks.com

NC Maritime Museum Beaufort. Junior Sailing Program June through mid-August. Teaches seamanship, navigation, boating safety, and sailing techniques to beginning and intermediate sailors ages 8 and older, ncmm-friends.org. Other programs, events and exhibits also ongoing year-round*

NC Maritime Museum Roanoke. Traditional Smallcraft Program mid May-August; Shallowbag Bay Sailabouts mid-May through late September aboard a traditional watercraft; Summer Youth Learn to Sail Program June 9 onwards - basic and intermediate instruction on Optimist and 420 sail boats**

NC Aquarium at Pine Knoll Shores. Enjoy collection cruises, surfing classes, snorkeling, night treks, picnic paddles, behind the scenes, breakfast with the rays, catching crabs and clams, fishing,

dinner with the critters, barrier island exploration. Advance registration required***

Cape Lookout and Cape Hatteras National Parks. Wide range of history, natural resource, and recreational programs, including horse watching, habitat hike, lighthouse lore, storm stories, fishing with the coast keeper, barrier island ecology, tidal flat exploration and a cape truck tour with a ranger, May 26-Sept. nps.gov/caloprograms.htm and nps.gov/caha/programs.htm

The Lost Colony Outdoor Drama Roanoke Island, NC. America's first and longest running outdoor symphonic drama, telling the story of Sir Walter Raleigh's attempts to colonize English America from 1584-1590. May 30-Aug. 20, Mon-Sat, thelostcolony.org

Roanoke Island Festival Park. Various events and programs \$
River Roving Educational River Tours Washington, NC. Learn about the history and habitats of the Tar-Pamlico River. April-Oct., Wed-Sat, weather permitting. No fee but advance reservations required. NC Estuarium, 252-948-0000

Tours and interpretative programs on Pea Island and Alligator River National Wildlife Refuges, Hatteras and Manteo, NC, June-Oct. fws.gov/northcarolina

NC, engelhardseafestival.com

17 Blessing of the Fleet Elizabeth City, NC. Waterfront Park, 10am, 252-426-5075

17 Civil War Era Maritime Living History Edenton, NC. On 1767 Chowan County Courthouse Green; free, 252-482-2637

17,18 27th Annual Blue Crab Festival Little River, SC, crabfestival.com

17,18 Squadron Boating Course Beaufort, NC. (Also June 21-22.) 252-240-1085

17,18 Boatbuilding Carpentry*

18 South Lawn Concert Series New Bern, NC. Craven Community Concert Band at Tryon Palace, tryonpalace.org.

22 National Maritime Day Savannah, Ga, free admission at Ships of the Sea Museum, shipsofthesea.org

23, Jun 27 Fourth Friday Gallery Walk Wilmington, NC, 910-763-3737

23-25 Gullah Festival Beaufort SC, entertainment, food, tours, gullahfestival.org

23-Jun 8 Spoleto Festival Charleston, SC, international arts festival, spoletousa.org

24,25 Arts & Crafts Coalition Spring Show Beaufort, NC, crystalcoastnc.org

24-26 Heritage Days Southport, NC, various locations. 910-457-7927 or 457-0003

25 Outer Banks Beach Music Festival Manteo, NC. Tickets in advance and at the gate. Roanoke Island Festival Park.

OuterBanksBeachMusicFestival.com

27 Sea Turtles slides and display about sea turtle biology and conservation*

30 Hatteras Yacht Expo New Bern, NC

31, Jun 14 Build a Boat-in-a-Day*

31 Neuse River Day New Bern, NC. Union Point Park, neuseriver.org

31 Golden Dragon Acrobats, RIFP §

JUNE 2008

1 NC Symphony Roakoke Island, NC. Free performance, 8pm§



6-8 MCAS Cherry Point Air Show, cherrypointairshow.com.

7 Family Day Raleigh, NC Museum of History, 1-4pm. Explore the coast through music and dance, storytelling, activities, demonstrations, foods, 919-807-7968.

7,8 World Oceans Weekend Programs and activities to raise awareness of issues facing our oceans. Themes include underwater research and technology, coral reef conservation and animal explorations***

7,8 3rd Annual Carolina Cup Regatta Elizabeth City, NC, 252-339-0795

13 Waterfront Movie Southport, NC, Garrison Lawn Bay St. Free, 910-457-7927

13,14 Seafood Festival, Washington, NC. On the Pamlico River features music, arts and crafts, children's entertainment, food and amusement rides, wbcchamber.com

14 Arts by the Sea Festival Swansboro, NC, 910-326-7370

14 Build a Boat-in-a-Day*

14,15 Edisto Riverfest Walterboro, SC. Canoeing, kayaking, music, food, artisans. edistoriver.org

14 9th Annual Music & Water Festival Edenton, NC with East Coast Flatwater Canoe and Kayak Races, visitedenton.com

16 South Lawn Concert New Bern, NC. NC Symphony, Tryon Palace tryonpalace.org

16-20, 23-27 Watercraft Camp Roanoke Island Festival Park, NC. Ages 6-8 and 9-11 will explore boating and boat safety, games and crafts with a dash of maritime history§

17-21 Pirate Events Southport, NC. Pirate Boot Camp for children, NC Maritime Museum, 910-457-0003

19 Build a Boat in a Day**

21-29 Boatbuilding Class, one-week*

23-27 Pirates Summer Camp Elizabeth City, NC. Museum of the Albemarle, 252-335-1453

26 Simple Rigging**

26 Flora and Fauna Paddle on the Scuppernong Plymouth, NC. Pettigrew State Park. 252-797-4475

27,28 Homes and Gardens Tour Beaufort, NC. Beaufort Historic Site buildings, menhaden processing factory and private homes, beauforthistoricsite.org

27-29 Island Heritage Festival James Island, SC. Honoring the Gullah People, islandheritagefestival.com

28 Taste of Elizabeth City, NC. Street Party 6-11pm. Includes food, drinks, and entertainment, 252-338-6455

28-July 4 NC 4th of July Festival Southport and Oak Island. Arts, crafts, parade, 5K run, food, entertainment, children's games, naturalization ceremony and more, nc4thofjuly.com

28 Taste of Elizabeth City, NC. Street Party 6-11pm. Includes food, drinks, and entertainment, 252-338-6455

28-July 4 NC 4th of July Festival Southport and Oak Island. Arts, crafts, parade, 5K run, food, entertainment, children's games, naturalization ceremony and more, nc4thofjuly.com

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See Carolinacurrents.com online in late June for July 4 waterfront events...

Symbol Key/ for Further Details

* N.C. Maritime Museum, Beaufort (252)728-7317 ncmaritime.org

** N.C. Maritime Museum, Roanoke (252)475-1750 obxmaritime.org

*** N.C. Aquarium Pine Knoll Shores (252)247-4003 ncaquariums.com

§ Roanoke Island Festival Park (252)475-1500 roanokeisland.com

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Oriental Builds Local Opti Fleet

By Rob Lucey

ORIENTAL, N.C. - With the efforts of a group of volunteer woodworkers, the Sailing Capital of North Carolina will soon have a fleet of Optimists for a new youth sailing program spearheaded by Capt. Jim Edwards, owner of Bow to Stern Yacht Services Inc., a local brokerage, charter company and sailing school.

"We're trying to get kids started early on," says Edwards, whose two young daughters are seasoned sailors. "These boxy boats are the best thing to get kids started."

Oriental boat designer Tom Lathrop produced the rudders and tillers in his workshop and built a jig for the stitch and glue assembly line. A crew of 18 venerable volunteers then assembled at John Burritt's workshop starting in mid-February to cut, glue and sand. By the end of April they had completed 12 boats to the exacting standards of the International Optimist Dinghy Association, putting more than



John Burritt oversees assembly

100 man-hours into each hull.

Donations from several local businesses helped buy building supplies, gear and rigging. Other volunteers are helping to paint and rig the boats.

Up to 11 Optis will be used in the program, which will launch from the town kayak pier near the base of the Robert Scott Bridge. Former sailing instructor Grace Evans is letting Edwards store the fleet in a rack in a corner of her nearby front yard.

Edwards plans to run the program for 10 weeks, Monday-Friday, during the summer sharing instruction duties with local volunteers. Cost will be \$200 per week with scholarships available for those in need. Students can sign on for as many weeks as they wish. A May 10 capsizing clinic in the Village Health Club pool will provide an introduction to the class.

Students will be invited to participate in the annual Greens Creek Challenge on Oct. 18, an Oriental Dinghy Club regatta for boats under 20 feet.

"If it goes well we'd like to go to some other regattas," Edwards says. "Hopefully

we'll have a core group of kids who get into it and want to carry on to make it a year-round program."

Call (252)474-6000 for details.

About the Optimist: Designed by Clark Mills to be single-handed by kids, the first Optimist was built in 1948 and soon became popular in and around Clearwater and St. Petersburg, Fla. Mills designed the boxy pram so it could be put together in a garage with one sheet of plywood, some stainless steel screws, glue and a few banged thumbs. According to International Sailing Federation rules, it can only be raced by youth age 16 and under. It is the largest dinghy class with more than 150,000 kids participating in 110 countries. 



John Callahan, Art Tierney and Doug Sligh at work



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Upcoming Events in Town: visitoriental.com

May
3 Annual Town Yard Sale, Loose on the Neuse
9 Catherine Russell, Pamlico Musical Soc., Old Theater
16 Flamenco Show, Old Theater, saeta@sailingflamenco.com
17 Out 'N the Cold, Old Theater

June
14 Art on the Neuse & Loose on the Neuse, Lou-Mac Park
28 Oriental Cup Regatta
30 Children's Theater workshop through July 27

⑤



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Waterfront Business Briefs

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Port Royal Marina Project Planned

PORT ROYAL, S.C. - A big marina project is in the works in the small town of Port Royal just south of Beaufort, S.C. Port



Royal Harbour LLC is buying a 317-acre site from the S.C. State Ports Authority for \$25.9 million. Company officials are seeking permits to build a mixed-use public recreation and commercial marina with up to 225 slips on Battery Creek. An existing pier may remain adding up to an additional 600 linear feet of large boat dockage. Developers also hope to include a 250-boat dry stack facility in the project.

Neuse Projects Moving Upstream

NEW BERN, N.C. - The marina boom in the Neuse River is extending 12 miles upstream of New Bern with the launch of the River Club Marina, a 36-acre development with plans for a 100-slip upland marina, 75 park model lots, a clubhouse with pool, and a watering hole known as the Mad Cow Pub in deference to the adjoining Cowpen Landing public boat ramp.

With 15-foot clearance



under the nearby Highway 44 and four-foot soundings, the marina will primarily cater to powerboats and floating cottage-style houseboats (pictured). "Being on the water has gotten so expensive," says developer Bret Doman. "We're trying to get it so people can be on - or over - the water for less than \$100,000."

Doman and his partner Edana Long are also developing Port Vandemere Yacht Club, a sailing oriented development on the Bay River.

Fountain Takes Over Baja Boat Line

WASHINGTON, N.C. - Brunswick Corp. signed a letter of intent on March 20 to sell its Baja boat business to Fountain Powerboat Industries Inc. of Washington, N.C. Brunswick said the company plans to end production of Baja boats in Bucyrus, Ohio, by the end of May. Fountain Vice President of Marketing Gary Baltz said the company will evaluate several options for where the Baja line will be produced, including leaving it in its current Ohio location or moving it to North Carolina to be closer to the Fountain facility.

RiversEdge Marina Opens Dry Storage

NORTH CHARLESTON, S.C. - RiversEdge Marina on the Ashley River adjacent to the Hwy. 526 bridge has added 260 drystack slips to the previously existing 208 dry and 50 wet slips at the marina. The company, which took over the site from Duncan's Boat Center in 2006, has completely renovated the docks, boat ramp, fuel dock and ship's store. Slips are

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Duncan's recently opened its new location three miles to the north and added Sea Pro boats to its offerings. The company passed to a second generation of ownership in 2007 when Jim Duncan bought it from his father, Larry. Visit duncansboats.com.

Spooners Creek Marina Re-Opened

MOREHEAD CITY, N.C. - Boat-ers traversing the narrow Bogue Sound segment of the ICW will be glad to know that a long-time safe haven has re-opened. Dating to the 1950s, the 85-slip facility has been completely re-built as part of The Shores at Spooners Creek Marina, a condo/dockominium development by Waterfront Lifestyle Properties. Transients up to 70 feet are welcome at the well-protected docks. Amenities include a fuel dock, pool and clubhouse with shopping within easy walking distance. Call (252)240-2050. While boaters still anchor in the creek, all the shoreside property is private.

The developers have also recently opened Morgan Creek Landings, a private marina/condo community on Radio Island near Beaufort Inlet.

Ripley Light Y.C Considers Expansion

CHARLESTON, S.C. - Owners of the Ripley Light Yacht Club marina are considering expanding outside of the basin and into the Ashley River, adding up to 200 new slips, according to sources at the marina. Rumors began swirling that the project was underway when workboats turned up at the marina in February, but they were only conducting routine dredge work. Plans for the 84-slip marina to expand by another 114 slips were first announced in 2001 but never materialized.

Jarrett Bay Names Boone President

Beaufort, N.C. - Jarrett Bay Yacht Sales has appointed Jan Boone as the company's president. She most recently served as vice president of sales for the Hatteras Yachts Division of Brunswick Corporation, headquartered in New Bern, N.C. Boone will oversee the new and pre-owned vessel sales efforts for JBYS' five locations from Maryland to South Carolina.

Sea Tow Honors Carolina Franchises

WRIGHTSVILLE BEACH, N.C. - Sea Tow Wrightsville Beach, led by

owner Capt. Chris Willis, received the "Franchise of the Year" award at an awards ceremony during Sea Tow's 25th annual meeting, held in Florida.

Capt. Chris Hall, chief of Search and Rescue for the U.S. Coast Guard, presented the company's Lifesaving Awards at the event. The honorees included Capt. Dave Galloway of Sea Tow Ocean Isle, N.C.

TowBoatUS Expands into Keowee

LAKE KEOWEE, S.C. - Capt. William "Barry" Orem has opened Tow-BoatUS Lake Keowee, S.C., an on-the-water towing port that provides assistance to recreational boaters and anglers. Located at John's Marine Services on the Barkshed Branch across from High Falls Park, it is the first year-round boat towing service located on the lake and the second inland waterway location in South Carolina after



nearby Tow-BoatUS Lake Hartwell.

New Slips in Paradise

MERRITT, N.C. - Paradise Cove Marina has

dredged its basin (above) and added bulkheads to make room for 10 new boatslips. Call (252)249-2025.

Maxwell Marine Moves to Raleigh

RALEIGH, N.C. - Windlass and hatch manufacturer Maxwell Marine recently moved its North American headquarters from California to Raleigh, N.C. The New Zealand-based manufacturer made the move in December to be closer to boat builders that use its products. The office employs 11 in sales and distribution.

Shakespeare Acquires U.K. Firm

COLUMBIA, S.C. - Columbia, S.C.-based Shakespeare Electronic Products Group has acquired U.K.-based Communication Aerials, extending its line of marine and military antennas and related accessories into the European market.

Power Marine Outfitters Expands

SNEADS FERRY, N.C. - Sneads Ferry-based boat dealer Power Marine Outfitters has opened a second location on Highway 24 in Cedar Point. The company carries Contender, Angler, Sundance and NauticStar Boats.

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The Sailor's Life



By Barbara Cohea

It happens every time we get back from cruising. It must have something to do with the Third World experience thing: open air markets, vendors with wooden stalls and the only choices being “this one” or “that one” because “we ain’t got none others.” We get used to the simple life, we return, and the sorry truth is I’ve developed an addiction to “Floor-Mart” (names have been changed to protect the guilty).

The other day it happened again. I was going to get in and out, buy some cheap tortillas or maybe some cereal that wasn’t sweetened with Chinese anti-freeze. But as I walked in, the light bouncing provocatively off the many gaudy-colored baubles bedazzled me and I wanted stuff. I broke into a sweat (unrelated to my hot flashes). Then the shortness of breath started. Pretty soon I looked like a panting dog and was so excited I almost wet myself (also unrelated to any menopausal symptoms). I got light-headed.

It’s not that I want stuff I don’t need, although, I really don’t need the stuff I want. It’s that I want stuff I have no room for. I live on a 40-foot sailboat. Once, thanks to Floor-Mart, I almost bought

matching end tables. I didn’t need end tables! Where would I put them? Strapped to the cabin top?

I have a friend on a 37-foot motorboat who actually did that. Linda was so overcome by two red, faux hide-of-the-nauga beanbag chairs, for something like \$4.44 each, that she in fact - I’m not kidding you - bought them. When Linda and her husband left the marina, she was up on the flybridge with a handful of bungee cords tying them down. I felt her pain.

If I know I have this compulsion, why not simply stay out of Floor-Mart? Like Mt. Everest, it’s there. And it’s all there. Maybe the Third World deprivation of junk has left me yearning for, well ... junk.

All I know is, I started going to Floor-Mart to buy groceries. I don’t know where they come from or who had to sell a kidney to get them so cheap, but frankly, as a per-

son on a limited income, I don’t care.

Then one day I needed cat litter, which is cleverly hidden in the pet section of the store, strategically located on the far side of the building. So, I had to traverse the entire hoard of “stuff” with my overloaded Mack truck of a cart. I was going as fast as I could past the bright, shiny storage bins, the racks filled with watches for the incredible price of \$5.49, the multi-colored rag rugs for any flooring occasion from \$.83 to a whopping \$2.50 - I am NOT kidding - and stopped dead in my tracks at the aisle-long shelves of clocks.

These were not just clocks. One was a miniature shiny chrome hubcap with a tiny tire face. It had a wrench and screwdriver for hands and - who cares you couldn’t actually read the time? - it was only \$14.82! I passed by an “authentic” — could there be fakes? — Dale Earnhardt Jr. wall clock. Who would not want this in their home - or their boat? But what I felt my hand reaching for was the atomic clock.

I like a little danger in my life and the word atomic I couldn’t resist. My eyes dilated, I salivated. Suddenly I felt very proud of my country ... or perhaps China. Finally a practical household use of atomic energy. A clock! It had some sort of “wireless outdoor transmitter” and the words “radio-controlled” on the package. It not

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only could, it would change itself from daylight savings time to daylight losing time, in addition to predicting the weather. My heart beat faster and I was hyperventilating. I wanted this clock. I had to have this clock. I had no place for this clock.

Then, just as I was getting my breathing under control, it hit me. Terrorists! If I could

I like a little danger in my life and the word atomic I couldn't resist.

think of this, why not terrorists? In the market for the makings of a dirty bomb? Nab an atomic clock and disassemble the thing. Only \$29.76. That was Wednesday, by now there's probably been a price rollback.

You see what I'm getting at? What if terrorists got the codebook for atomic clocks all across the nation? Then, at some pre-arranged time - using the radio-controlled feature and that outdoor wireless transmitter - they detonated all the clocks at once. Imagine the devastation! I left my atomic clock on the shelf and pushed on towards the cat litter.

I almost made it too, but I passed the luggage display and there was a Spiderman kid-size suitcase for only \$15.46. My friend's five-year-old would just love it! Next to it was an adult's 20-inch, wheeled carry-on bag, for - are you ready for this?

- \$9.78. I didn't need one. Where would I travel that we don't go with everything we own on our boat? Never mind, when would I get this chance again? I screamed, fell to my knees and a tag with "Made in China" on it streaked by my nose.

That was how it began, my addiction to "Floor-Mart" born of the simple cruising life and the need for conservation of monetary resources. I was hooked like a spawning salmon trying to get upstream past a sloth of hungry grizzly bears.

Every few weeks I get a boatload of groceries for oh, \$15.45. But I never just leave with what I came for. I walk through the aisles chanting "just black beans and Juanita's Mexican Hominy" or "Prilosec OTC and nothing more," sans success.

The euphoria of mindless acquisition washes over me and I find myself roaming among the tablecloths. I love the smell of virgin vinyl in the morning. I try to keep the image of Linda desperately securing those beanbag chairs in my mind. When I make it out, I silently thank Linda and head out to the nearby "Small Plots" store. Did you know you can get a 13-ounce box of cereal there for only \$1.99? 🚚

Pacific Seacraft Underway in Little Washington

WASHINGTON, N.C. - Steven Brodie, who purchased the Pacific Seacraft in a California bankruptcy auction last year, said he expected the first 31-foot yacht to roll off the new North Carolina-based production line in early April with a 34-footer close behind.

The North Carolina Rural Economic Development Center also announced the first investments from its \$6.8 million Rural Venture Fund would include a loan to Pacific Seacraft to upgrade facilities used in construction of its handcrafted yachts, which sell for \$189,000 to \$520,000. 🚚



Steven Brodie oversees the new production line

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Float your Boat to Ocracoke

By Jo Lucey

As the only inhabited island in the Outer Banks accessible solely by water (or private plane), Ocracoke has long been a favorite destination for cruising boaters who enjoy exploring life beyond the end of the road.

The first English visitors in the late 1500s named the uninhabited island Wocokon after an Indian tribe they encountered on the western shore of the Pamlico Sound. During the next century, a few hardened pioneers settled on the island. They survived by fishing, grazing sheep and cattle, and salvaging the remains of ships wrecked upon the treacherous Atlantic shoals.

During the 17th and 18th centuries, some colorful characters inhabited or visited the island including Edward Teach - best known as Blackbeard the Pirate - who anchored in Teach's Hole, a calm lair from which his crew could spy and then ransack merchant ships sailing just offshore. Blackbeard met his fate here

during a gruesome battle with a British naval ship. One legend claims Ocracoke got its name when Blackbeard, anxious for that battle to begin, bellowed: "O Crow Cock, O Crow Cock!" pleading with the rooster on board to announce the light of day on that fateful morn in 1718. The next year, the secretary of the Colony of North Carolina was granted the island.

As the mainland population grew in the 18th century, the wide inlet between Ocracoke and neighboring Portsmouth Island became the primary commerce route for North Carolina. Harbor pilots guided ships through the rough inlet and across the shallow Pamlico Sound. During the Revolutionary War, these hardy souls helped supply ships safely reach George

Washington's troops.

A lighthouse built on the ocean side of the island 1823 helped ships navigate the unpredictable Atlantic coast. Its 14-mile beam still shines at night. Ocracoke's importance increased as a commerce conduit, and its population grew to 500. But trade decreased during the Civil War when islanders fought for both the Union and the Confederacy. Fort Ocracoke, built on nearby Beacon Island, protected Confederate trade interests but was abandoned after a Union attack in 1861.

Following the war, coastal trading and shipping increased, as did the number of shipwrecks. The Ocracoke Lifesaving Station built near the Cockle Creek Harbor in 1904 protected mariners until the Coast Guard Station took over that duty after building their station in 1938. The building, still standing adjacent to the state ferry terminal at Silver Lake, is now owned by the state. World War II saw the construction

The village is centered around Silver Lake



Annual Ocracoke Events

Each year in May, the U.S. Coast Guard Group Cape Hatteras holds a **Coast Guard Military Honors Ceremony** at the Ocracoke British Cemetery site to honor those British sailors who so gallantly gave their lives during World War II. Scheduled for May 9, 2008 (see p. 32). Following the traditional military ceremony, usually held at 10:30 a.m., a reception and pig pickin' are held at the Ocracoke Community Center.

The Eighth Annual **Ocracoke Music and Storytelling Festival** is scheduled for June 6-8, 2008, ocrafolkfestival.org

Independence Day festivities include a sand sculpture contest, parade and fireworks display.

Ocracoke Art Walk, held late September last year.

Second annual **Ocracoke School**, Oct, 26-31, 2008. For more information and class listings, visit ocrafolkschool.org

of a 500-man naval base on Silver Lake to guard against U-boats, but a large cistern is all that remains.

The island historically had its own distinct dialect, often referred to as a brogue, with characteristic pronunciation such as “hoi toid” for “high tide” and unique vocabulary like “mommuck” meaning “to bother.” Due to the influx of newcomers, tourists and greater contact with the mainland in recent years, however, the Ocracoke brogue has been increasingly diluted by outside dialects.

In 1953, Cape Hatteras became the first National Seashore, encompassing all land on the island except the village around Silver Lake. The then-controversial acquisition has played an enormous role in the recent history of Ocracoke as a vacation getaway. Administered by the National Park Service, the Seashore includes a 180-acre pen to protect the island’s wild Banker ponies, believed to have descended from the mounts of wrecked Spanish explorers. The pen keeps them away from traffic along Highway 12, which runs 14 miles between ferry terminals on either end of the island.

Today the island has around 750 year-round residents who earn their living from the sea and the tourism trade, catering to beachcombers, anglers, waterfowl hunters, birdwatchers, pirate fans, history buffs and visiting boaters.

Navigating to Ocracoke

Intracoastal Waterway wanderers might consider transiting via Pamlico Sound

instead of the Pamlico River/Alligator River stretch if conditions permit. With shallow water common, deep-draft boats must stick to the channels. Breezes over 10 knots can cause a chop, so plan carefully. Ocracoke is accessible in a day sailing from Oriental, Belhaven or Manteo.

If you visit on your own boat, Chart 11555 shows the Pamlico Sound approach from the west, while chart 11550 details the harbor, Ocracoke Inlet and the approach to Core Sound. The main approach to the village and Silver Lake is Big Foot Slough Channel, which is used by the toll ferries to Swan Quarter and Cedar Island. The channel typically has 8-foot depths, however, a recent U.S. Army Corp of Engineers survey indicates shoaling to a depth of three-foot MLW near daybeacon 10B. The shoal extends approximately 75 feet into the channel. The channel passes close to a sunken dredge (two pipes are visible), so be sure to exercise caution in the area and follow the markers closely. Continue south in the channel until you pick up the markers into Silver Lake.

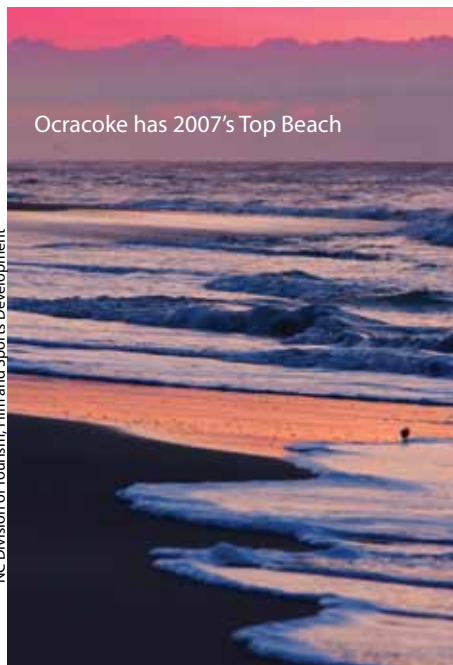
Nine-Foot Slough Channel is only recommended for shoal draft boats, though it does cut off a mile or two for boats approaching from the Neuse River. Ocracoke Inlet provides questionable access to the Atlantic. Plagued by frequently shifting shoals, it is best described as requiring local knowledge.

The U.S. Army Corp of Engineers first dredged the Silver Lake basin in 1931, with depths of around 8 feet. It’s an excellent spot to anchor. A dinghy dock is on the wharf at the Community Store. When approaching from the water, it is to the right of the pier. There are two dockage options for visiting boats. Once you reach



Ocracoke’s Last Fish House

Fishermen unload their catch daily at the harborside docks of Ocracoke Seafood Company, Ocracoke’s only fish house. Adjacent to the docks you will find their market, so look here for fresh North Carolina seafood like shrimp, crabs, tuna, flounder, blue fish, oysters and clams. Spadefish and sheepshead, long a delicacy to islanders, are local inshore fish that taste like snapper and grouper. Steamed shrimp and raw bar items are sold, and ice is available. It’s more than a seafood market; it is also the home of the newly formed non-profit Watermen’s Association whose mission is to preserve their cultural heritage as well as to protect and ensure the future of our local working fishermen; (252)928-5601.



Ocracoke has 2007’s Top Beach



Village life is laid back and scenic

the sheltered waters of Silver Lake, the old Coast Guard station is the large building to port, followed by the ferry terminal and National Parks Service docks. Be sure to keep clear of the frequent ferries.

Anchorage Inn Marina, (252)928-6661, theanchorageinn.com, is open March through November. It has dockage, gas, diesel, 30 amp and 50 amp power and water. Cable TV at the dock is available when requested in advance. The ships store offers ice, bait, tackle and other supplies. Transient boaters may use the harborside swimming pool and showers. Rates are \$1.75 to \$2.50/foot per night depending on season.

The National Park Service Docks, (252)928-4531, has summer rates of \$1.25/foot per day, maximum \$80, plus \$3-5 electric. Winter rates are \$0.60/foot per day, maximum \$40, no electricity. There is a maximum stay of 14 days. No shower facilities are available. From Memorial Day to Labor Day, the NPS provides well-maintained indoor public restroom facilities adjacent to their Visitor Center. Visit nps.gov.

Other options to reach the island are to take a free public ferry from Hatteras to the northeast, or a toll ferry (reservations recommended) from the south (Cedar Island) or west (Swan Quarter) into the Silver Lake terminal. Visit ncdot.org/transit/ferry or call 1800-BY FERRY for schedules. For those seeking accommoda-

tions ashore, there are no chain hotels on the island. Visit Hyde County's website for listings, hydecountry.org/hc-accommodations.asp

If you bring a trailered boat over on the ferry, a public boat ramp is located at the northwestern end of the National Park Service parking lot, near the ferry terminals. Personal watercraft cannot be launched from public land. The Anchorage Marina and Harborside Motel both have boat ramps that may be used for a small fee.

Getting Oriented Ashore

Nearly all development on the island surrounds Silver Lake, making the village area compact and therefore a great place to walk or bike - especially since sidewalks were added throughout most of the town last year. The roads are narrow and busy in the summer, so in areas without sidewalks pedestrians should keep on the left side and cyclists on the right.

Despite its remote location, Ocracoke has a good range of services and amenities. Just don't expect to find a chain store on the island. Within the two-square-mile village, there is a gas station, garage, a few grocers, fruit and vegetable stands, a liquor store, a hardware store, a bank, seafood markets, a health clinic and a library. The post office is no longer located on the harbor. Visitors will find a variety of hotels and inns, gift shops and a handful of bars. The local dialing code is 252.

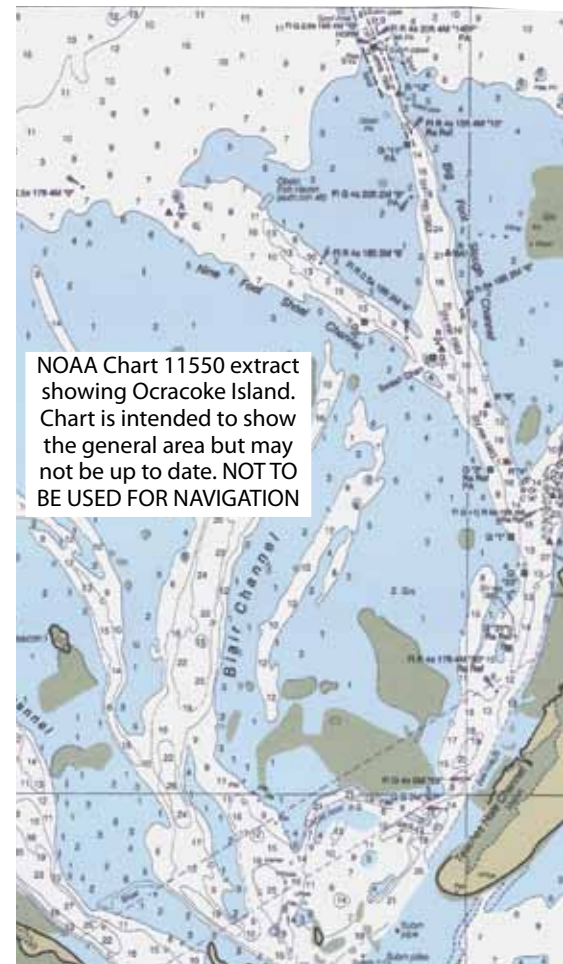
After being closed for a couple of years, the Community Store (an island institution) should be re-opened under new ownership by the time this is published. James Paul, an island native who remembers shopping at the store with his grandparents, is taking the plunge with his wife Susan, a New Bern native who moved to the island 18 years ago.

"The Community Store was always the place you could go to get almost anything, and we want to be true to that," Susan says. "We want people to feel like they've stepped back in time." In addition to essential groceries and gas at the

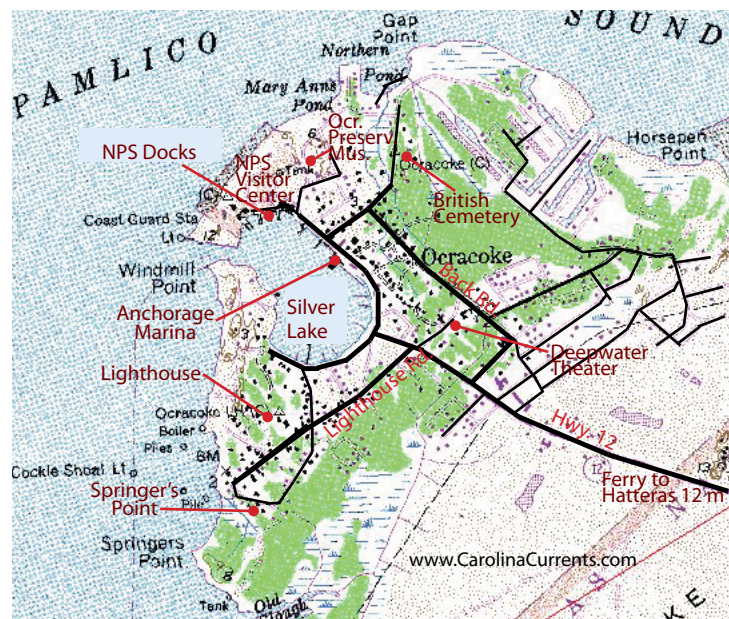
dock, the new incarnation of the Community Store, 928-9956, will offer a selection of organic and Mexican foods.

The Variety Store, 928-4911, has groceries, fresh meats, produce, T-shirts, souvenirs and hardware, fishing, camping, auto, marine and beach supplies. A variety of gift shops and galleries provide a full range of gift and memento options.

Restaurants to suit many tastes range



North Carolina's shortest but oldest lighthouse is still in operation



Things to do on Ocracoke

from fast-food delis to a la carte establishments. Fresh local seafood is served almost everywhere.

Howard's Pub/Raw Bar Restaurant, 928-4441, is Ocracoke's only year-round restaurant. Seafood, soups, salads, burgers, pizza, subs and 200-plus beers are served at lunch, dinner and late night. Captain Ben's Restaurant, 928-4741, serves seafood, prime rib, gourmet dishes, sandwiches

and burgers, and is open through lunch and dinner. The Back Porch Lunchbox and Restaurant, 928-6401, has fast food as well as ice cream, smoothies, plus an extensive menu, all house prepared.

Cafe Atlantic, 928-4861, and Flying Melon Café, 928-2533, both serve brunch and dinner. For lighter fare, teas and coffees, try Fig Tree Bakery & Deli, 928-3481, which also has ice cream and fudge, or Ocracoke Coffee Co. & Island Smoothie, 928-7473, which has free wi-fi.

Outdoor dining options include Creekside

Cafe, 928-3606, Pelican Restaurant, 928-7431 and Smacnally's, the dockside café at the Anchorage Marina, 928-9999.

Ethnic fare includes Mango Loco, 928-2874, a Mexican restaurant and lounge, and Thai Moon, 928-5100. Call ahead for hours and for carry-out.

Caution: This information is not intended to be used for navigation and, while we strive for accuracy, we cannot accept responsibility for errors. Consult the latest charts, local notices to mariners and other navigational aids and use sound seamanship if you intend to visit a destination by boat. Carolina Currents assumes no liability for damages arising from use of this information.

The full story of Ocracoke's colorful history and culture is told at the **Ocracoke Preservation Society Museum** where documents, artifacts and photographs are open to public viewing. 928-7375, www.ocracokepreservation.org. A special display helps decipher the local dialect, and gift items include local fig preserves and yaupon tea.

Explore Ocracoke's 16 miles of pristine, undeveloped beach, part of Cape Hatteras National Seashore, earned the **2007 Top Beach** in the country title from Dr. Stephen P. Leatherman, aka Dr Beach.

Kayak around Ocracoke on an eco tour or follow Blackbeard's trails with rentals and guided trips from Ride the Wind Surf Shop, 928-6311. As the name implies, you can also rent or buy **surfing** gear. A fleet of small powerboat **rentals** are available from Restless Native Boat Rentals, 928-1421 or 921-0011. They also offer parasailing trips.

As you might guess on an island where commercial fishing and tourism are the primary industries, the two merge in the form of a healthy inshore and offshore **charter fishing fleet**. Full- and half-day outings are available from some dozen boats from six-pack power craft skippered by island natives to the 55-foot, 47-passenger head boat Miss Ocracoke, 928-6060.

Portsmouth Island, located across the inlet from Ocracoke, was once the largest settlement on the Outer Banks. The last residents left in 1971. It is now deserted and forms part of the Cape Lookout National Seashore, a National Park. All that remains are the homes, store, lifesaving station, church and schoolhouse. Accessible only by boat, it is located across the inlet from Ocracoke Island. Be prepared for vicious mosquitoes; while in the village you need to wear long sleeves and pants. Volunteer park docents reside in the park much of the year, doling out mosquito nets to visitors. Call the Austins to book a trip, 928-5431, austinboattours.com

Relax, **stroll or bike** around the village and enjoy the change of pace to island time. Bike rentals are available from several stores in the village including the Anchorage Marina. A walking tour of the

village can be found at the NPS headquarters and online at nps.gov/archive/caha/oc_walk.htm

At 75 feet tall, the **Ocracoke lighthouse** is the shortest in North Carolina and the oldest continuously operating one in the state. Its walls are brick, 12 feet thick at the bottom and two feet thick at the top. The exterior was originally whitewashed with lime, salt, Spanish whitening, rice glue and boiling water. In 1939, the lighthouse was consolidated with the U.S. Coast Guard. The site can be visited daily, but the lighthouse is not open for climbing.

Legend has it that Blackbeard's gold is buried beneath the dunes of **Springer's Point**, a quiet haven on the shores of the Pamlico Sound that is a treasure trove of the island's heritage and artifacts. The nature sanctuary has planned hiking trails and interpretive signs. Cross the sand dunes to reach the beach and a view of Teach's Hole. A store called Teach's Hole in the village houses a pirate exhibit focusing on **Blackbeard**. It also has old weapons, a model of his ship, maps and period costumes; 928-1718, teachshole.com

Sail aboard the family-owned **schooner Windfall** for harbor and sunset cruises or charter outings. Located at the Community Store Dock. 928-SAIL, schoonerwindfall.com

The **Deepwater Theater** features several shows a week by Molasses Creek, Ocracoke Opry and other mostly local talent, June through Fall. Tickets at door only. 928-4280, molassescreek.com

In 1942, a German U-boat torpedoed the H.M.S. Bedfordshire, a British anti-submarine trawler, near Cape Lookout. Bodies of four crewmen were found on and near Ocracoke and then buried on the island. To this day the Union Jack still flies over the **British Cemetery**, which is open for viewing.

Enjoy art at the many **galleries** on the island, which feature pottery, jewelry, paintings, crafts and more; visit art-on-ocracoke.com



Portsmouth was once the largest settlement on the Outer Banks

HarborFest Continues to Grow

By Elizabeth D. Knotts

CHARLESTON, S.C. - Charleston HarborFest - a bigger and better version of the annual Charleston Maritime Festival - will be held May 16-18 with the Charleston Maritime Center serving as the hub of the festivities. Additional activities and attractions will stretch north to Liberty Square, south to the Passenger Terminal at the foot of Market Street and west into Ansonborough Field (depending on construction schedules). Plans are being developed for additional attractions across the Cooper River in Mt. Pleasant as well as on the water between the two municipalities.



Schooner Virginia will visit Charleston Harborfest in May

In 2002, a few wooden boat enthusiasts at the South Carolina Maritime Foundation decided to create an event to highlight Charleston's rich maritime history and bring folks to the waterfront. The successful event has blossomed into an annual harbor-wide celebration of the sea. This year the festival has been renamed to reflect the increased scope of attractions and the expansion of the festival grounds.

The event will continue its tradition of offering opportunities to sail, row and explore a large collection of classic wooden boats. The Palmetto state's very own schooner Spirit of South Carolina will be joined by at least three other tall ships.

Once again, HarborFest's authentic pirate camp will prompt children and adults alike to bellow their best "Arrrh!"

Those desiring a true hands-on experience can choose to spend the weekend building their own 12-foot Charleston Bateau as part of the family boat building program.

The Education Village at HarborFest will provide interactive experiences for children to learn more about sail training, South Carolina's maritime history, coastal conservation, and aquatic life.

A new WAVE (Water Action Village Expo) area will showcase wakeboard demos, kite boarding, surf art, helicopter tours, and an aerobatic flight demo.

Great food, live music and the chance to walk the docks and admire the classic beauty of traditional boats - grand and petite - will round out the festivities.

Charleston HarborFest is an event of the South Carolina Maritime Foundation. Proceeds from this festival support educational programs for South Carolina youth aboard the Spirit of South Carolina.

The foundation's mission is to offer effective, unique educational opportunities for the students of South Carolina. Check online at charlestonharborfest.org or call (843)722-1030 ext. 12 for additional information and event updates.

New Adventure Planned

CHARLESTON, S.C. - Rockport Marine in Maine won a \$1.4 million contract from the state of South Carolina to reproduce the wooden ship Adventure. The original was built in 1969 to commemorate the 300th anniversary of the site that in 1670 became the first English Colonial settlement in the Carolinas. It became a centerpiece of the Charles Towne Landing state park. Staff had attempted to repair the ship as part of a park redevelopment, but it was too far gone to float again.

Designed as a reproduction of the type of 17th-century vessel used for trade with the West Indies, the ship will measure more than 53 feet long with a 14-foot beam, a 6-foot draft and a ketch rig, and will be built with oak carvel planking on an oak frame. A Rockport Marine crew will sail it to Charleston where it will be moored at the state-owned park. 🚩

Visiting Ships

The freedom schooner **Amistad**, a replica of the famous 19th century ship commandeered by enslaved Africans, will make its first U.S. landfall in nearly a year after a transatlantic voyage to commemorate the 200th anniversary of the abolition of the slave trade in the United Kingdom in 1807 and the United States the year after that. Built at Mystic Seaport's Henry B. DuPont Preservation Shipyard using traditional 19th Century skills and construction techniques and launched in 2000, Amistad measures 129 feet overall - 10 feet longer than the original La Amistad of 1839 in order to accommodate an engine room. The frame is made of live oak salvaged in South Carolina from the devastation caused by Hurricane Hugo in 1989, and from highway projects on Hilton Head, S.C. A topsail schooner, she displaces 136 tons and carries 5,200 square feet of sail. amistadamerica.org

Virginia is a re-creation of its namesake vessel, which was the last pure sailing vessel used by the Virginia Pilot Association. That vessel was in service from 1917 to 1926 on The Chesapeake Bay. Almost entirely handmade, Virginia is the first tall ship built on the Norfolk waterfront in nearly 80 years. After nearly two-and-a-half years under construction, the vessel was launched in 2004. Virginia was designed using the blueprints that were used in building the original Virginia. Virginia is a two-masted, gaff-topsail knockabout schooner that is 126 feet long, 24 feet wide and weighs 157 tons; her mainmast towers 112 feet off the water. She has a professional crew of 10 and can accommodate 16 passengers. schoonervirginia.org

In 1987, Sea Education Association (SEA) built the **Corwith Cramer** in Bilbao, Spain, to continue its mission of taking young people to sea on voyages of oceanographic and personal discovery. SEA Semester combines a six-week voyage under full sail with six weeks of classroom study focused on our ocean planet. Students take courses in oceanography, nautical science, and maritime studies ashore in Woods Hole and then complete the program sailing aboard either the Corwith Cramer or her sister ship, the Robert C. Seamans. A brigantine, Corwith Cramer measures 134-feet overall, displaces 280 tons, and carries 7,800 square feet of sail. She can accommodate 38 persons, sea.edu/shipscrew/cramer.asp. 🚩

34th Annual Wooden Boat Show Coming Up

By Geoff Bowlin

BEAUFORT, N.C. – The 34th Annual Wooden Boat Show featuring a variety of small wooden boats takes place May 3 in downtown Beaufort. Highlights include the Atlantic Veneer Beaufort National Boatbuilding Challenge, a nautical crafts fair, maritime skills demos, Civil War Naval re-enactors, a ship model exhibit, children's model building classes, an antique car show, Coast Guard vessels, opportunities to go sailing, performances by Molasses Creek and the Second Marine Aircraft Wing Show Band, and much more.


Free events and exhibits will be held on the waterfront, in the N.C. Maritime Museum, at the museum's Watercraft Center and at the museum's expansion site at Gallants Channel, with free parking available. Outer Banks Ferry Service will provide free ferries and CCATS will provide free van transportation between Gallants Channel and downtown Beaufort 11 a.m.-4 p.m.

The Boatbuilding Challenge is new this year. Teams of two builders will construct a 12-foot skiff design with a four-hour time limit. The resulting craft will be judged on time, workmanship and a rowing competition. For more information visit www.beaufortboatbuildingchallenge.com.

A week of maritime demos leads up to the show. Beginning on April 27, visitors can sail Taylors Creek aboard the museum's traditional watercraft (a \$5 per person donation to support the sailing program is suggested). Find the full schedule at ncmaritimemuseum.org.

Jim Moores, owner of Moores Marine, is the featured speaker at the May 3 boat show dinner. He will also judge the winning boats in the Best-of-Show and the Row/Paddle, Sail and Power categories.

To exhibit your boat or for vendor space, call (252)728-7317 or e-mail maritime@ncmail.net. Applications can be found at ncmaritimemuseum.org. The registration fee is \$35 for one boat/space, a reception ticket and dinner for one participant. The same applicant may register additional boats for \$5 each. Vendor space is limited to maritime related arts, crafts or commercial products.

The museum, 315 Front Street in Beaufort, is part of the Division of State History Museums. Admission is free. 

The Boating and Waterfront Magazine

EcoBoating




Save Money and the Environment

Reducing fuel consumption not only reduces your boat's impact on the environment, it saves significant money at the fuel dock as prices continue to climb. Follow these 10 tips to do your part:

- **Go smooth.** By keeping your boat's bottom clean and using trim tabs (if you have them), you will achieve less resistance for greater speed and efficiency.
- **Run lean and mean.** Lighten your load whenever possible by taking along only essential gear and supplies. You'll reduce the weight and drag of your vessel significantly and should notice improvements in handling as well.
- **Check your prop.** Using a damaged or the wrong type of propeller for your boat greatly reduces performance.
- **Distribute weight evenly.** Distributing onboard gear evenly will also help ensure both a smoother ride and increased mileage.
- **Travel smarter.** Take the most direct route - unless you have a headwind.

Sometimes traveling with the wind is the longer but smarter choice.

- **Use technology.** A quality onboard fuel computer can help you efficiently manage what you have in your tank.
- **Tune her up.** Regular engine maintenance and tune-ups will contribute greatly to your boat's overall fuel efficiency. An overhaul by a professional can be a wise investment.
- **Buy less fuel.** Each gallon of fuel adds six to seven pounds of weight to your load. Don't top off your tanks unless you're going on a long trip.
- **Know your engine.** Make sure you are running your boat within the RPM range recommended by the manufacturer for optimum fuel efficiency.
- **Drain that water.** The water in your boat's bait tank and live wells can add a surprising amount of weight to your vessel - 8.34 pounds per gallon. Empty your tanks of unnecessary water (and bait) before making that long run back to the docks. 

Chartering a Course for Green Tourism


MYRTLE BEACH, S.C. - Myrtle Beach native and school teacher Capt. Michael Rutenberg launched Coastal Eco-Charters Inc. on April 1, offering environmental educational boat tours of Little River's salt marshes and beaches.

A South Carolina certified biology teacher for Horry County Schools and U.S. Coast Guard licensed master, Rutenberg brings a decade of classroom experience to the new

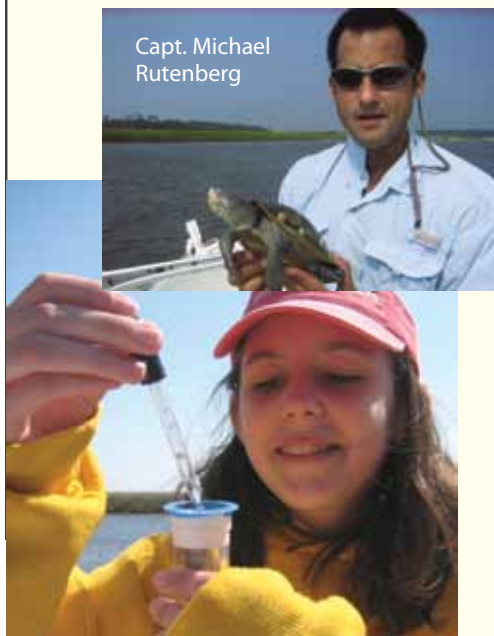
venture with trips catering to eco-tourists, locals, homeschoolers, birdwatchers, educators and students. "Coastal Eco-Charters is allowing me to educate a broader audience," Rutenberg says. "If we want to protect our local environment, people have to be educated first to what is out there and how preserving nature can improve their lives."

The eco charters will depart daily from Harbourgate Marina in North Myrtle Beach, S.C. The trips of four to six hours are limited to four passengers. Hands-on activities include barrier island study, salt marsh tours, birding, seine netting, eco-fishing, water sampling and analysis, sandbar exploration and towing for plankton. Customers can even examine samples under an on-board microscope.

"Many visitors and locals are not aware of the amazing coastal wildlife our area offers," Rutenberg says. The business will educate the public towards more awareness of Horry County's natural resources and serve to promote the Grand Strand as an eco-tourism destination.

Visit coastalecocharters.com or call (843)685-2737 for more information. 

Capt. Michael Rutenberg



Regatta Roundup

Send your race notices and race results by e-mail to Carolina_Currents@yahoo.com



Bucc 18s Bring North American Sailing Championships to Hartwell

By Edgar Sherman

HARTWELL LAKE, S.C. - Western Carolina Sailing Club on Hartwell Lake will be the venue for the 2008 Buccaneer 18 North American Championships to be held May 22-26.

The 45-year-old club was chosen because of the usually breezy conditions on the lake, ample campsites on the grounds and top-notch facilities including the hill-top clubhouse, shaped like a mains'l, with a full kitchen, bath and meeting facilities. The clubhouse overlooks a protected cove containing floating docks and concrete launch ramps with finger docks for launching.

The Buccaneer Class Association awards the event annually to outstanding sailing sites in the United States and Canada, while attempting to give each geographic area a chance to host. The past four sailing venues for the BNAC have been in Canada, Florida, Virginia and Illinois.

"We are delighted to have been chosen host club for the 2008 BNAC and our club members started preparing for this national event back in 2007," said WCSC Commodore John Kreidler. "We're hoping every

Buccaneer sailor in the Southeast attends this special sailing activity during Memorial Day weekend. We also hope Bucc sailors from across the country and Canada come on down to enjoy some real southern hospitality and great sailing."

Justin Hull, WCSC member and Bucc 18 class member, will serve as regatta chair. Hull has years of experience sailing Bucc 18s and has attended all recent BNAC events. "This year, when BNAC comes to WCSC, we are not only offering the usual Buccaneer 18 racing, we have developed a C fleet for those Bucc sailors who had rather not race," Hull says. "C class sailors will enjoy different, non-competitive sailing activities. We're doing this in hopes of attracting every Bucc 18 owner we possibly can."

With the addition of C class, every Bucc owner can enjoy a weekend of exhilarating sailing down South. The idea of starting the C fleet arose from the Nov/Dec '07 issue of Carolina Currents' fleet-building article.

More information about BNAC 2008 can be found at csc-sailing.org.

Leukemia Cup Regatta, May 16-18

SOUTHPORT, N.C. - This year's Leukemia Cup Regatta will be held May 16-18 in Southport.

This annual event raised \$58,000 from sponsorships, auction items and entry fees in 2007. "Over 300 people, 100 businesses and countless contributors played a key role in making it the most successful Leukemia Cup Regatta ever held in N.C.," said Emily Blust, campaign manager of The Leukemia and Lymphoma Society.

The Regatta is hosted by the Cape Fear Yacht Club and aided by Southport Sail and Power Squadron. More than 100 other companies assist via cash or in-kind donations.

Rob Wartchow, past commodore of the Cape Fear Yacht Club, will chair this year's event with committee members from Raleigh, Wilmington and the Southport/Oak Island area.

"We were thrilled with last year's fundraising efforts and hope to break the record

once again in 2008," Wartchow says. "It is an event the CFYC proudly supports and looks forward to growing every year. We have expanded the event greatly to include events and activities the entire public - whether sailors, powerboaters or landlubbers - can enjoy." Proceeds go directly to the Eastern North Carolina Chapter of the LLS to fund patient services and research in pursuit to cure leukemia, lymphoma, Hodgkin lymphoma and myeloma.

The 2007 Leukemia Cup was awarded to Dwayne Furmidge whose crew raised more than \$20,000. This was his second year to take home the Cup. For more information about this year's event, call Wartchow at (910)523-2212.

NCOC Builds Steam, May 24-25

BEAUFORT, N.C. - Continuing a tradition of great racing in historic Beaufort, the Neuse Yacht Racing Association will host the North Carolina Offshore Championships (formerly NCYRA) over Memorial Day weekend.

This is a long time favorite race for area sailors, and this year the improved race will be based out of the new N.C. Maritime Museum docks on Gallants Channel. The North Carolina Offshore Championship has the reputation of having the toughest competition of any race in North Carolina, and this year promises to be bigger and better than ever. Local favorites such as Teamwork and Rum at Six will be there, as well as boats from across the Carolinas and Virginia.

Racing is open to all boats greater than 21 feet LOA and will be held in the ocean on the east side of Beaufort Inlet, in front of the Cape Lookout Lighthouse.

NYRA has arranged free slips at Gallants Channel for the first 15 boats to register, offering significant cost savings over prior years. The evening socials will be held on the grounds adjacent to the docks.

For further details visit ncocregatta.org or call Lee King at (919)749-7638 or e-mail to lrk30470@yahoo.com.

Leading up to the NCOC, the Seidel Wrightsville Beach to Beaufort Race provides a 72-mile warm-up sprint for boats traveling up from Wilmington, N.C. "Taking the two events together, there is a distance race followed by short course rac-



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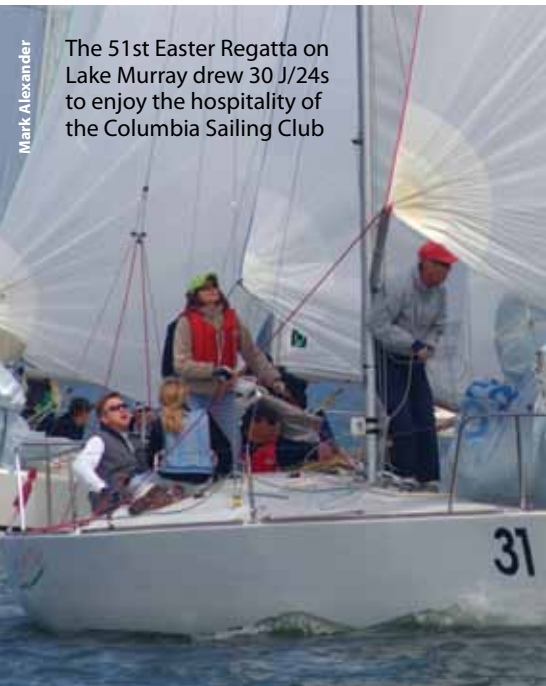


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May/June Racing Calendar

ing - it's a great combination," King says.

The SWBBR averages about 12-15 hours, though times can vary widely - it's been done in as little as four hours on a Melges 24, and as long as 30-plus hours. There is no safe haven between Masonboro Inlet and Beaufort Inlet, and competitors often finish in the middle of the night.



The 51st Easter Regatta on Lake Murray drew 30 J/24s to enjoy the hospitality of the Columbia Sailing Club

South Atlantic Yacht Racing Assoc., sayra-sailing.com

MAY 2008

- 3,4 Keowee Cup Open, KSC
- 3,4 Cinco de Mayo Catamarans, LLSC
- 3,4 Great 48 Flying Scots, LNYC
- 10 McIntosh Cup PHRF, SYC
- 9,11 Harbor 20 Spring Regatta, SCYC
- 10,11 Highlander Midwinters, LNYC
- 16-18 Leukemia Cup PHRF, CFYC†
- 17-18 US Sailing Match Racing QF, CofC
- 23-26 Buccaneer NA Champs, WCSC
- 23-25 Gulfstreamer PHRF, ChYC
- 24,25 One Design Spring Regatta, YCHHI
- 24,25 Castleberry Robertson, ASC
- 24,25 Dixie Thistle, AYC
- 24,25 Hospice Regatta, LNYC
- 30, June 1 Junior D-12 Champ. Lasers, SSC

JUNE 2008

- 6-8 Special Olympics Regatta, JIYC
- 7,8 Mayor's Cup Regatta, LTYC
- 7,8 Bare what you dare - Catamarans, KSC
- 7,8 Hobcaw Open Regatta, HYC
- 7,8 US Sailing Junior Champs QF, LNYC

- 14,15 James Island Regatta Juniors, JIYC
- 21,22 Low Country Regatta Juniors, BYSC
- 21,22 Reggae Regatta, LLSC
- 23,24 Junior Y-flyer Nationals, AYC
- 24-27 Y-flyer Nationals, AYC
- 28,29 Governors' Cup, CSC

Neuse Yacht Racing Assoc., nyra.org

MAY 2008

- 3,4 ECB Cup Race - ICRC New Bern, BSC
- 17,18 NYRA Invitational New Bern
- 22 WGOR Offsh. Wrightsville Bch, WBORA
- 23-25 NCOC Beaufort, NYRA

JUNE 2008

- 7,8 Clark Cup New Bern, BSC
- 20,21 First Citizen's Cup, BSC
- 21 Indian Island to Ocracoke, PSC
- 21 Summer Solstice Whortonsville, WYTC
- 28 Oriental Cup, NYRA
- 28,29 Laser Masters Oriental, ODC

Other Racing Events

May 31 ASSA Sailboat Races Elizabeth City, NC. Jolleyhouse04@embarqmail.com

Club Abbreviations

AYC Atlanta Yacht Club	CofC College of Charleston	PSC Pamlico Sailing Club
ASC Augusta Sailing Club	HYC Hobcaw Yacht Club	SSC Savannah Sailing Center
BYSC Beaufort Yacht & Sailing Club	JIYC James Island Yacht Club	SYC Savannah Yacht Club
BSC Blackbeard Sailing Club	KSC Keowee Sailing Club	SCYC South Carolina Yacht Club
CFYC Cape Fear Yacht Club	LLSC Lake Lanier Sailing Club	WBORA Wrightsville Beach
CSC Carolina Sailing Center	LNYC Lake Norman Yacht Club	WCSC Western Carolina Sailing Club
ChYC Charleston Yacht Club	LTYC Lake Townsend Yacht Club	WYTC Whortonsville Yacht Tractor
	ODC Oriental Dinghy Club	YCHHI Yacht Club of Hilton Head

James Island H.S. Heads to National Championship

CHARLESTON, S.C. - James Island Charter High School squeaked into third place during the South Atlantic Interscholastic Sailing Association District Championship, earning a berth at the Interscholastic Sailing Association Mallory National Championship to be held May 10-11 at the U.S. Naval Academy in Annapolis, Md.


It's the first time this decade that a North Division SAISA team has won a nationals spot since David and Russ O'Reilly helped do it at Charleston's Aca-

demic Magnet High School. "Our school had finally broken that streak," said Coach Ryan Hamm. "It was close the entire regatta with crazy weather."

Held in April at the Florida Yacht Club in Jacksonville, Fla., the event pitted six teams from the north part of the district against six from the south and one from the U.S. Virgin Islands, coincidentally coached by Russ O'Reilly. James Island was the first place team from the North Coastal region going into the event. In the end,

the Charleston team edged out O'Reilly's Virgin Islanders by one point.

"Not until they came out with the results and announced the awards did we know for sure that we had done it," Hamm said. "We could not be prouder of our kids."

Team members include (seniors) Drew Lisicki, Kurt Hertel, Justin Carper, Peter Rupp and (sophomore) Jack Cabell. The team practices Wednesdays at the Charleston Community Sailing Inc. facility. 

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Cruising Through

By Rob Lucey

Photos courtesy of Kathleen Joest



Schooner Mistress Makes Her Boat Show Debut

When F.W. "Skip" and Kathleen Joest sailed into Beaufort on their restored 1930 schooner named *Mistress*, it looked pretty enough to be in a boat show - and that's just where it ended up.

The North Carolina Maritime Museum offered the couple free dockage at the Gallants Channel annex if they would hang around as a showpiece at the annual Wooden Boat Show on May 3 (see p. 27). The couple happily obliged.

"We like old boats and we love maritime museums," Kat says. "Passing on a tradition is a really cool thing."

Both of them grew up in boating families with similar 1938 traditional wooden yachts - she on Long Island and he on the Chesapeake. When they celebrated their first anniversary some dozen years ago, she learned of Skip's dream to sail around the world. They began searching for a wooden boat with history, sleek lines, the ability to go fast and the strength to handle tough passages. In 2000, they spotted a small "schooner for sale" ad and found their boat in Milwaukee. "We found a beautiful wooden schooner with great lines but

in need of work," Kat recalls. "She had an interior we did not feel bad about tearing out."

They had it trucked to the a boat yard in St. Augustine, Fla., where Skip, a master shipwright, began a six-year rebuild and restoration project, personally lavishing 12,000 man-hours on her with another 500 hours from others. The project eventually incorporated the binnacle and some brass trimmings from the family yachts the two had grown up on.

Besides completely replacing the interior woodwork, Skip took on the challenge of fitting modern conveniences for

1930 Schooner Mistress

Design - Eldridge McInnis
Built - T. H. Soule in South Freeport, Maine
Restored, Redesigned, & Rebuilt - F. W. "Skip" Joest 2000 - 2006
Length on Deck: 50' **Length Overall:** 58'
Beam: 11.8' **Draft:** 6.8'
Engine: 56 hp Yanmar diesel
Tankage: 90 gallons fuel, 73.5 gallons water
Website: 1930schoonermistress.com

their intended voyage into the classic vessel without spoiling the traditional appearance. *Mistress* has six solar panels - four of which are mounted on Solar Sticks to track the sun and maximize output - all charging four AGM batteries holding 1,120 amps of power to run refrigeration, freezer, microwave, vacuum cleaner, electronics and more. A reverse osmosis watermaker produces up to 1.5 gallons per hour.

In July 2006, the Joests re-launched *Mistress*. Since then, they have cruised the East Coast, keeping a log of their adventures for friends and family to enjoy.

A highlight came when they took part in the 2007 Great Chesapeake Bay Schooner Race from Baltimore, Md., to Norfolk, Va., which they plan to join again in mid-October this year.

"Most times, we live at anchor," Kat says. "*Mistress* is quite self-sufficient. When I'm onboard, I'm sitting in two worlds. *Mistress* has her history, but she's also fully outfitted as a world cruiser."

They were initially drawn to Beaufort, N.C., to help a friend do some deck repairs on an old 28-foot catboat. Skip then heard of restoration work at the nearby Moores Marine Yacht Center being done on the famed 1939 Trumpy 96-foot yacht previously known as *El Presidente*, which served a stint as a patrol boat during WWII and has had every president from Roosevelt to Clinton onboard. Drawn in by Moores' motto, "We keep legends alive," he joined the work crew for the duration of the project, filling the weeks before the show. The yacht's new owner had the yard take the boat back in time to its original design and restored its original name, *Innisfail*.

After the Boat Show, the crew of *Mistress* planned to continue their coastal cruising through the fall, their globetrotting ambitions looming on the horizon. 🚢



Skip spent 12,000 hours restoring *Mistress*



This photo before restoration gives a clue to how much work was needed



Submit Letters to Emily by e-mail to Carolina_Currents@yahoo.com

Padding Courtesy

Dear Emily,

We're long-time sailors who are new to kayaking, and we wondered what the etiquette is when it comes to launching. There are lots of great streams and lakes to explore in the Carolinas, but we aren't always sure if we're allowed to use them or not.

Yours,
Paddling Pickles

Dearest Pickles,

It is thoughtful of you to consider whether to launch your vessels. While laws allow boaters the freedom to explore most waterways, gaining access to them often requires passing over privately owned shores.

Any large rivers that have traditionally been utilized for waterborne commerce are clearly considered public navigable waterways under federal law. In the Carolinas, surface and ground waters including creeks and lakes fall under state jurisdiction and - where navigable - are generally held to be open to public use without interference from owners of adjoining property.

However, gaining access to those public waters is not always so simple. You may, of

course, seek out public access points in the form of boat ramps, municipal docks or public park shorelines. Other often-overlooked public access points can be found alongside or under bridges where roads traverse navigable waters. If you can safely park on the shoulder or in a nearby lot, you may be able to portage your boat down to the water using the narrow strip of land that the state usually owns and maintains on either side of a bridge.

Marine-related businesses along the waterfront are a good alternative, since they often have parking and docks. They are most likely to be accommodating if you ask politely and are a customer.

But when no public access can be found, you must depend upon the generosity of private landowners. One's best and only proper option is to always ask permission, much as one does whilst landing a dinghy on a private shore or dock when anchored out. Look for the nearest home and knock on the door. A polite inquiry yields the best results. Smile, compliment them on their property and the scenic

adjoining waters, and ask if you might be able to borrow their shoreline.

Where boaters have trespassed before and damaged property or littered, you may not receive the friendly reception one might otherwise anticipate in the Carolinas. This is unfortunate and can only be remedied by each of us doing his or her part to go above and beyond in respecting private property rights. Remember the worthy Boy Scout's saying: leave your campsite better than you found it. The same should be said of our waterways and shorelines. It is always a good idea to bring a litterbag for any flotsam you pass while underway or stray trash you spot while launching or landing.

In those cases where no obvious property owner can be found, if the property is signposted as "no trespassing," move on and seek an alternative shore. If it isn't marked, one might proceed and humbly beg forgiveness if an owner later makes himself known.

Pleasant paddling,
~Emily

Morehead City Hosts Boat Show, Unveils BIG Docks

The first Morehead City Family Boating and In-Water Boat Show will be held May 17, 10 a.m.-5 p.m., and May 18, 11 a.m.-4 p.m.

The show also celebrates the grand opening of the new 10-slip transient docks in Jaycee Park, funded by North Carolina's first federal Boating Infrastructure Grant for \$310,000 and an N.C. Division of Water Resources grant of \$48,000. A gala to celebrate the new docks and recognize boat show sponsors is planned for 7 p.m. May 16. Tickets are \$50. A wine, beer and cheese party is planned for 6 p.m. on May 17. Tickets are \$20.

For the boat show, temporary floating docks will be added for a total of 20 wet slips. Another 20-30 boats will be displayed on shore. The day will also feature exhibits, vendors and seminars on conservation, fishing, boat financing and insurance. The U.S. Coast Guard Auxiliary will give a Boating Safety Week presentation, and the Second Marine Aircraft Wing's rock and roll band will perform. Shoreside events are free, but \$5 tickets are required

to board the boats.

The boat show coincides with the annual Downtown Morehead City Revitalization Association's Spring Gala and homes

tour celebrating downtown culture and heritage. For information about the boat show or the new docks, call (252)808-0440 or visit downtownmoreheadcity.com.

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Fire on the Sea: The Sinking of Merchant Ships off the Atlantic Coast in 1942

By Sarah Downing

During the months following the United States' entry into World War II, a frightful story unfolded along the Atlantic Coast where submarines known as U-boats (short for the German *Unterseeboote*) stalked and destroyed scores of merchant ships with the loss of hundreds of lives.

Admiral Karl Dönitz, commander of Germany's U-boat fleet, suspected that the United States was unprepared to defend its eastern seaboard while Americans slowly converted to a wartime mentality. Dönitz requested 12 U-boats to be dispatched to the western Atlantic, a plan he called *Paukensschlag*, or Drumbeat. The admiral, however, only received five in late December 1941. More would follow.

Tankers carrying oil from South America, Texas and the Dutch West Indies made choice targets. Their size and speed made them easy prey, while strategically

shores of America's coastal cities. Although the government urged communities to black out, stubborn merchants resisted, claiming it was bad for business. Lights were extinguished or windows shrouded in black curtains. Automobile headlights were covered so that just enough light was emitted to see to drive.

The first wave of the U-boat invasion concentrated on the waters between the St. Lawrence River and Cape Hatteras. Eventually, *Paukensschlag* extended to include the waters off Florida.

Coastal residents could feel the explosions at sea - which were often strong enough to shatter windows - and the tankers could be seen burning at night. Washed up on the beaches, they found oil, wreckage and occasional bodies. March 1942 was a particularly destructive month with an average of one ship a day being lost. U-boats sank three tankers and two freighters off Capes Lookout and Hatteras in one night alone. After his ship *Alcoa Guide* was sunk off the North Carolina coast, Jules Souza floated on a makeshift raft for more than a month before finally being rescued.

It wasn't until April 14, 1942 that the first U-boat was destroyed in the Eastern Sea Frontier. The USS *Roper* sent the U-85 to a watery grave and, within a month, the Coast Guard Cutter *Icarus*

sent the U-352 to the same fate.

British officials urged the United States to employ the convoy system, which England had found to be successful in reducing U-boat attacks. Groups of ships could travel together, making attack less likely. All vessels would travel at the same speed, with faster patrol boats circling. Large commercial vessels would travel in the middle with smaller escorts on the perimeter.

Early in 1942 Britain agreed to lend the United States 24 anti-submarine trawlers to aid in escorts, convoys and patrols around American ports. One of these vessels was HMS *Bedfordshire*.

While the *Bedfordshire* was docked in Morehead City, Aycock Brown, a civilian intelligence specialist, met Sub-Lt. Thomas Cunningham and requested British flags to be used in the burial of four British victims of the torpedoed tanker, *San Delfino*. Cunningham obliged and provided Brown with a half dozen Union Jacks.

Later, Brown was called upon to identify the bodies of two seamen recovered off Ocracoke Island. One was Cunningham and the other was Ordinary Telegraphist Stanley Craig. The *Bedfordshire* had been torpedoed and sunk. A funeral service was held, and burial took place in a small plot in the Williams Cemetery on Ocracoke. The flags which covered the makeshift coffins were those Cunningham had given Brown weeks earlier.

Two other bodies were later recovered, and buried there as well. Although never identified, their clothing helped determine they were most likely from the *Bedfordshire*. After petitioning by island residents, the Williams' sold the plot to the State of North Carolina, who then leased the land to the British War Graves Commission, ensuring the seamen would eternally rest in British soil.

Eventually, America began to perfect her anti-submarine warfare tactics. By the summer of 1942 the number of ships sunk by the German invaders dropped with the implementation of convoys combined with additional patrol boats off the coast and successful air surveillance and attacks on the U-boats. 📖



Funeral services at the British Cemetery on Ocracoke, 1942

depriving the Allied forces of crucial fuel. Great burning slicks floated on the water and caused the demise of many seamen. Survivors were brought to hospitals for treatment of terrible burns. For a time in April 1942, all tanker travel north of the Florida Straits was suspended.

The U-boat strategy was to strike at night, remaining out of sight during the day. Lighted ships made easy targets, but even those traveling without lights could be silhouetted against the illuminated



Cool Products and Book Reviews

By Gadget Girl



EASILY LED



Each season, more and more Light Emitting Diode lighting products become available for boaters. While more expensive, LEDs use less energy, are more efficient, much cooler, and last far longer than traditional, halogen and compact fluorescent light bulbs. All are available from West Marine, whose prices we've quoted.

Recently introduced products include replacement LED bulbs (left) to fit your old boat's standard Aquasignal navigation lights, \$50.

Wireless Puck

Wireless LED puck lights are worth considering if you want to brighten up a corner of your salon but don't want the trouble of running wiring there. Ritelite's product has two brightness levels and features a pivoting face for directional lighting; \$12.99.

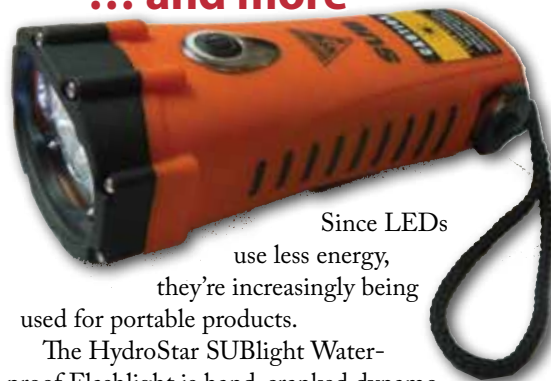


Fuel Headlamp

Other portable products new this season include the Fuel LED headlamp. Perfect for locker-diving or engine work, this lamp has three levels of brightness and a strobe function. The light pivots up and down, providing a wide range of motion so you can aim the beam wherever you need it most. Three AAA batteries (included) will last for up to 160 hours. Water resistant with adjustable headband, \$24.99.



Waterproof Flashlight ... and more



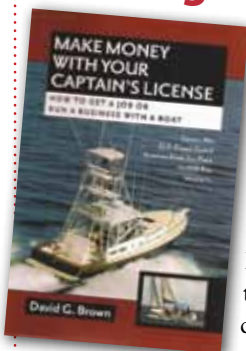
Since LEDs use less energy, they're increasingly being used for portable products. The HydroStar SUBlight Waterproof Flashlight is hand-cranked dynamo powered and has no batteries, which makes it the perfect emergency flashlight. But it has so many uses you may want to use it every-day. It's submersible to 33-feet, so it could be used as a dive light. Shock resistant, it has four functions including two white light settings, red laser lights and a strobe. Finally, it has a back up adaptor so it can be used to charge your Ipad or other USB-powered device. One minute of cranking will last for a whole hour on the low power setting; \$39.99.



Spot On?

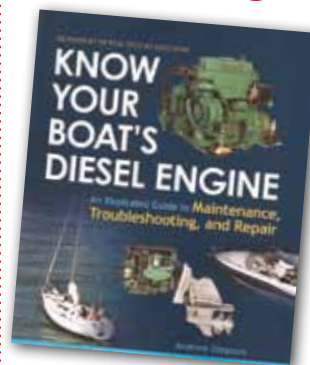
When North Carolina naval architect and adventurer Graham Byrnes of B&B Yacht Designs returned to Florida in March for this year's Everglades Challenge (see our Jan/Feb '07 issue), he and other members of the WaterTribe were issued Spot messengers. This new pocket-sized device uses the GPS satellite system to locate users and send up to a dozen pre-programmed messages - including a 9-1-1 distress call. While no racers needed to push that EPIRB-like button, the device did provide peace-of-mind to those left back ashore and - using the optional tracking features - allowed folks to remotely follow the racers' progress. (After two consecutive victories in his self-built Core Sound boats, Byrnes settled for second and let a catamaran win this year.) Device cost: \$170. Basic service subscription \$100/year. Add tracking for \$50/year. Search and rescue benefit, \$8 more, findmespot.com

Getting Paid to Boat



Make boating pay and live the life of your dreams. Sounds like a great idea - in theory. This book gives the practical dish on how you can earn a living by getting a captain's license. In fact, it covers everything from the type of jobs one might do to how to run a business. Wade through it and you'll discover there are a lot of pitfalls to this type of work, though the author gives solutions to overcome or avoid most. All in all, he provides a realistic primer to jobs in the marine industry. \$22.95, internationalmarine.com

Diesel Engine Guide



This well-illustrated marine diesel engine manual has easy-to-follow, step-by-step instructions for troubleshooting, maintenance and repairs. Designed for powerboaters and diesel-auxiliary sailboaters alike, it's a compact learning and reference tool. If you don't already have Nigel Calder's diesel primer, it's worth considering. \$16.95, internationalmarine.com

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Hooked on Carolina Kayak Fishing

By Mary Syrett

Increasing numbers of kayaking enthusiasts are discovering the joys and challenges of fishing the quiet waters of the Carolinas. Not only is kayak fishing a healthy, fun activity, it also allows you to sneak up on fish in shallow, out-of-the-way locales not easily accessed by noisy motorboats.

Kayak fishing attracts kayakers who may never have fished before and anglers who may never have paddled, adding enthusiasts to both recreational pursuits. All of the major kayak manufacturers have jumped on the fishing bandwagon, adding “angler” models to their boat lines. Rod holders, tackle storage, bait holding tanks, and flat areas on which to mount electronic fish-finders and other state-of-the-art equipment have placed kayakers in almost the same league as their larger fishing boat siblings.

The most popular fishing kayakers are molded from polyethylene, due to their durability and lower cost. Stability is the most important consideration to look for in fishing kayakers. Catamaran kayakers recently came on the market, providing enough stability for both paddling and fishing in a standing position. This also addresses ergonomic problems from sitting for long hours without being able to change positions and frees kayakers from the need to sacrifice speed for stability.

Setting up a kayak properly allows anglers to enjoy the sport to its fullest. There’s a satisfaction in hooking a fish and having everything you need at your fingertips. I find a rudder invaluable when trying to paddle against winds or currents. Despite the potential for snagging my



A stable craft and well-stowed gear are keys to kayak fishing success

line on the rudder, the benefit of increased efficiency when weather and water conditions worsen outweighs the negatives. I also recommend bungee lashings, known as “bungee trees,” to serve as a paddle holder, allowing you to stow your paddle in an instant when you feel a strike on your line.

Kayak techniques include bottom fishing, whipping (casting), trolling or jigging. For bottom fishing, whipping and jigging, all you need is a floating platform from which to deploy your line, although it’s a good idea to get a drift chute that can reduce your kayak’s movement while engaging in any stationary fishing method.

I prefer the constant movement that trolling offers. Sometimes the slight fuss of a kayak moving through water brings fish up close. My rod holders are set up in the front of the cockpit, since I prefer being able to watch the tip of my pole when I’m trolling. When a big fish does

hit, the transition from paddling to setting the hook involves one quick movement as I slide the paddle into the bow lashing and grab my rod.

Keep your tackle and landing gear simple. All of my lures and leaders are stored in a small waterproof box strapped into the bungee cords in front of me. Always have a gaff or landing net onboard. I stick mine in an extra rod holder for convenience. Attach a safety lanyard to your reels to prevent losing them in the event you capsize or if the rod holders fail.

An increasing number of fishing kayakers are rigged with water-resistant fish-finders. Another good investment would be a handheld VHF so that you have boat-to-boat and emergency channel access.

Kayakers are ideal fishing platforms in the Carolinas’ lakes, streams, sounds, ponds, coastal estuaries and rivers. Even private ponds are ideal for kayak fishing, assuming

Yak Talk

Submit stories to run in this new paddling column to Carolina_Currents@yahoo.com



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you are on friendly terms with the landowner. Look for depth changes, grassy bottom, sandy points and places where deep water runs against the shoreline.

Among my favorite spots are Lake James in North Carolina and the Lumber River in both Carolinas. Anglers there haul in crappie, catfish, walleye and trout. Also try the Neuse River and its tributaries, where kayakers bring in bass on worms, both live and plastic, as well as crankbaits. I've also caught garfish averaging 40 inches in the Neuse using fly tackle, and 20-minute strenuous fights are not at all uncommon. Pamlico Sound is one of the most underfished places on the Atlantic Coast.


I sometimes launch my kayak off the beach at the Oregon Inlet Fishing Center and paddle toward the Bodie Island Lighthouse. Living part of the year in Rodanthe, I have access to a dozen fishing holes that require only a short paddle. Whether I launch at New Inlet on Pea Island, along the Pamlico Sound, behind the Oregon

Inlet Fishing Center or almost anywhere along the ocean side, I need drive only a couple of miles from my home and paddle not far from shore to get in on some great saltwater fishing.

The excitement of catching a game fish from a kayak is such that some anglers have been known to launch from larger boats well offshore so they can try to hook up and fight large game fish from their kayak. There is an unparalleled excitement when

a fish pulls the very craft you're on through the water. Amberjack, tuna, sailfish, wahoo, and even marlin have been caught in this manner.

With the popularity of kayak fishing increasing in the Carolinas as steadily as gas prices, it provides an alternative that increasing numbers of anglers are turning to for a more serene and intimate day on the water. And a kayak costs far less than a new skiff does.

Enjoy, but do remember to reel up when you see dicey water ahead. When it comes to kayak fishing, for safety's sake, the kayaking always comes first. 

Sometimes the slight fuss of a kayak moving through water brings fish up close.

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Squadron Escorts Sylvia II to 75th Birthday Party

By JB Bagby, Fort Macon Sail and Power Squadron

MOREHEAD CITY, N.C. - On a hazy Sunday morning in mid-February, members of the Fort Macon Sail and Power Squadron waited in their boats in the Atlantic Intracoastal Waterway under the direction of Executive Officer Bruce Brill for a special boat to emerge from Peltier Creek: Sylvia II was making its annual return visit to the docks where it spent decades as a working Core Sounder sink net fishing boat.

Owner Bob Simpson, a well-known outdoor writer for the past 60 years with a long-standing Sunday News and Observer column, had asked Squadron Commander Tom Myers for a special escort to the Sanitary Fish Market in Morehead City, N.C., for the boat's 75th birthday, after being gussied up with a trip to nearby Taylor Boatworks.

The trip has been made annually for

many years in celebration of the vessel's historic past. Simpson describes his classic 36-foot wooden-hulled vessel in loving terms, having rescued her in 1976 from a watery fate stuck in the muck of Bogue Sound: "To be a Core Sounder requires being an efficient working boat capable of hauling net and fish, working long hours under less than desirable conditions. Its unique design features a rounded, tucked-under stern making for a stable working platform; its sharp entry, a straight stem and shoal draft, known for seaworthiness, provides economical operation.

"It proved itself, for its style reigned supreme from the early 1900s, successfully marking the shift from working sail to plastic, a classic design lasting well into the late 1970s," he adds. "For every 4 feet of length, there is a foot of beam, which makes her a 'quarter boat.'"

Sylvia II emerged into the sunlit waterway, white hull gleaming proudly. Her Chrysler Crown flathead "straight six" engine pushed her along at 8 knots. The squadron deployed escort boats ahead and

astern for the short trip.

"We're both getting old," Simpson notes, "and I'm not sure how we would do in an emergency with guests and kids aboard."

After a gala celebration with local friends and watermen, Fort Macon Sail and Power Squadron members Bruce Brill, JB Bagby, Paul Heim, Tony Dill and Chuck Verret escorted Sylvia II safely back to her home berth.

The boat - one of few working survivors of her class - played a pivotal role in the development of the local fishing industry. The current owner was a 7-year-old living in North Dakota when the boat's keel was laid in February 1932 at the foot of 10th Street in Morehead City. Shipwright and fisherman J.R. Willis built the vessel. He earned the nicknames "Just Right" and "Double Dip" Willis by insisting on using the best materials of the era, including double-dipped galvanized fastenings.

Sylvia II survives in part because of that solid construction, but mostly because Simpson and his late wife Mary embarked on a multi-year salvage and restoration project in the 1970s that's recounted in his book, "When the Water Smokes."

The future of Sylvia II will likely depend upon a maritime trust, foundation or museum to preserve her for use in educating the next generation. Simpson says he would like to donate it to such an entity if the boat could be maintained in working condition and used for a good purpose, such as taking children out on educational trips. 🚩

One of few working survivors of her class, Sylvia II played a pivotal role in the development of the local fishing industry.



Owner Bob Simpson, model, and birthday cake; back row, Bruce Brill, Paul Heim, Tony Dill, Chuck Verret

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Coconuts Falling on Cruising Dreams



I heard a coconut fall this morning. It landed as I was stepping into the cockpit, a shower bag under one arm, cup of coffee in the other. Woven into the forlorn howl of a northerly wind there was a soft but resounding “thump.” My boys were in the ship’s store buying T-shirts, so they didn’t hear it. Neither did my wife. She was up at the bathhouse. I don’t think any of them would have paid it much mind anyway. They don’t have the ears for it, yet.

As I settled onto a dew-laden seat cushion to let the coffee cool, a sudden breeze scattered the vapors of steam from my amber broth. I sipped, scalding my lips and scolding myself for not being more patient. The gust was a hardy one for such an early hour, and coming from the northeast like it did, I expected it to have the flavor of coolness. Instead, a warmth enveloped the boat; not the damp, pasty heat of summer, but a clean, brisk warmth like that of the tropical trades. The clear skies, warm winds and dry air unleashed the misplaced excitement I had felt last spring in Marsh Harbor, and with that one breeze, all dread and remorse I felt on this, my last weekend aboard my sailboat, was swept away.

The coconuts were beginning to fall - and not a moment too soon.

The past couple of years have been tough on cruisers. First the ICW ran out of water and filled up with sand at around the same time communities in Florida banned boats from anchoring in federally navigable waters. The price of fuel shackled large vessels to the docks, turning them into floating condos, and South Carolina imposed a property tax on anyone keeping their boat in the state longer than three months. It was as if folks in government declared open season on boaters.

Sailing last summer just wasn’t as much fun as I’d remembered it in years past. It was more work than play, more time spent at the slip repairing the same problem over and over. There were too many Saturdays spent reaching for the socket set and a screwdriver when I should have been reaching for a nearby anchorage. Too many nights spent slapping mosquitoes and gnats and too many hot and sticky days. There

were tainted comments concerning the virtues of sailing and too much money wasted on yard bills, engine repairs, and groceries for passages that we never made. It all went wrong at the worst possible time and the cumulative effect is that my dream, my one passion in life, is on a lee shore.

It all came to a boil around Labor Day when the family called a crew meeting and slipped me the black spot, as it were. You see, I’d sailed from Oriental to meet my family in Beaufort. I had just set the main and headsail to take advantage of the breeze and was about to exit Core Creek when the engine stopped a few hundred yards short of open water. With the high price of fuel, I’d been trying to stretch the nautical miles between tank refills.

I tacked my way out of the ditch, testing the boundaries of the narrow ICW, and was starting to bear off for Town Creek when I bumped bottom on one of those areas of the waterway the Corps can’t afford to keep dredged.

A powerboat offered to pull me off, so I secured his line on my bow and pointed him back towards the main channel, indicating the route from which I’d come. Meanwhile, a fisherman who’d also stopped to help fastened a line on the stern. I couldn’t make him understand that I also wanted his line on the bow. I gave up trying and just pointed back to the channel. I instructed both vessels to pull at once, which they earnestly did in opposite direc-

tions. Neither was headed for the channel. Later that evening, as we calculated the cost of repairs, towing charges and dockage, my crew announced their intentions.

“We’ve talked about it amongst ourselves and we’ve decided we’re ready to sell the boat, combine our money with another family, and buy a cottage at the beach,” my wife explained. “You can still go sailing. We’ll set aside enough cash so you can fix up that old Sunfish of yours.”

“And I’ll still go with you sometimes,” my oldest reassured me, “as long as it’s not too rough.”

My eyes revealed my shock and hurt. “Just give it some thought,” my wife suggested, leaving me to ponder a future with a crew of fair-weather sailors.

So I will. In a few days I should be clearing Whale Cay Passage and bearing off for Marsh Harbor on the strength of those warm, southeasterly trades I was telling you about. I will be sailing down to the islands on a friend’s boat and will have ample time to consider my crew’s offer to abandon ship.

While I’m sitting in the lineup at White Sound, surfing those small barrels on Elbow Cay, I will review our options and be mindful of their concerns. As I take a break from spearfishing on the backside of Manjack Cay I’ll review their words and try to put our situation in perspective. But give up cruising? I wouldn’t count on it. My dream may be worn and frayed around the edges, but it’s nothing that a hot coconut tart and Gumbay Smash can’t cure. 🍹

Give up cruising? I wouldn't count on it...



Working the Topwater *Bite*

Casting About

Submit your fishing stories/ideas to
Carolina_Currents@yahoo.com

By Capt. Gary Dubiel



When I started my guide service I didn't realize how little personal fishing time I'd have, so when fellow guide Capt. Stuart Caulder invited me to fish with him, I jumped at the chance - especially when I heard the topwater bite was on.

I met Stu before high tide at the Sneads Ferry landing on the New River. The winds were light from the northeast and the sun had not quite cracked the sky. I was pumped.

We headed up river to a stretch of lee shore and started chucking a couple larger topwater baits. It wasn't long before a big fish boiled on Stu's lure. We looked at each other and smiled. There's something about a big speckled trout, especially when it takes a topwater bait. We fished the area for about an hour and put several more specks in the boat using topwater and subsurface baits.

The New River, surrounded by Camp Lejeune Marine Base, is tidal, but with only a small rise and fall of its tannin-colored waters. It's one to two miles wide, tree-protected and has a variety of bottom structures to fish. Your best bets for topwater action here are in early summer and throughout the fall, although this river fishes very well much of the year.

The Sneads Ferry landing facilities were good, and we never had to venture out into large open areas that would have made small boating difficult when the weather isn't so cooperative.

Much of the speck action came from bottom breaks and ledges off of several large flats running 2 to 2 1/2 feet deep. These seemed to be endless along the riversides, and ledges dropping from 3 to 5 feet were easy to spot on the fish finder.

Looking for bait wasn't a problem. We spotted mullet and large schools of menhaden moving along the surface in these areas. We spotted trout busting bait on the surface, but the sunlight slowed the topwater action down quickly.

We motored a short distance to a cove that - even from a distance - screamed puppy drum. On my home waters, stump fields and fallen timber are prime locations for red drum. I find it best to fish these areas with as much water as you can, and there was plenty of water over countless downed trees. We worked hard to get a few blow-ups of what seemed to be small reds, but found no real takers on this normally productive stretch of water.

We loaded the boat and headed an hour south down Highway 17 to the boat ramp at Wrightsville Beach, planning our strategy to catch the afternoon tide. We would be fishing the Intracoastal Waterway and Masonboro Inlet. These waters are much different than the New. Most of the year it's gin clear and the light sandy and shelled bottom is ideal for sight fishing.

We arrived in time for the flood tide and Stu's knowledge of productive shoreline paid off. It wasn't long before Stu had a respectable red slam his bait. After pictures and a release, we hurried back to the area the fish came from. I spotted a school of reds moving up the shoreline in skinny water and flipped one of DOA's Chug Head/CAL combination to them. One pop and a pause - and bang! - fish on.

Stu and I worked four stretches of ICW shore and the inlet and we were able to see and catch fish at each location. Anglers fishing the area for the first time should take their time once they have located a likely shoreline. We did not see any tailing fish all day. On most occasions the redfish appeared out of nowhere. Small areas of dark bottom or shells made many of the fish difficult to spot until they appeared abruptly over light bottom. Blind casting a topwater plug is a great way to locate a cruising school of reds before you see them.

Topwater action near Wrightsville peaks in the early

What Worked That Day

Not so Fast: Redfish and speckled trout will often take topwater bait with authority, but that may not always be the case. If a fish boils under your bait several times during one retrieve, don't take it away from him. Never set the hook unless you feel the bite. Often a slower retrieve is more productive. Fishing a Rapala Skitter Walks at a slower pace was very productive that morning on the New and during our afternoon fish in Wrightsville.

Pop and Drop: Topwater plugs are a great way to locate big specks in open expanses of water like the New River, and they often produce some of the largest trout of the day. Anglers should always keep in mind that specks are never alone. An excellent method for getting into a mess of fish is to have an additional rod or two rigged and ready to search those stretches of water that produce fish. Stu and I often fished one rod with a large topwater bait and then followed with the second rod rigged with a soft plastic bait. Over bottoms without snags and grass, I prefer a lead head and soft jerk bait tail. I'll switch to a weedless CAL jerk bait with a DOA Pinch Weight in those areas with hang-ups. Stu is a fan of a soft plastic shrimp. All three bait produced that day.

If You Go

Area professional guides include:

Capt. Stuart Caulder, goldleaderfishing.com (910)686-9768
Capt. John Huff, circlecharters.com (910)617-2619
Capt. Lee Parsons, gotaflyguideservice.com (910)350-0890
Capt. Seth Vernon, doublehailguideservice.com (910)233-4520

summer months of May and June and in the fall from September to November, although fishing is great all year. In addition to reds, the speck and flounder fishing can be excellent. The area of the ICW we fished near Wrightsville beach can be accessed from a number of launches in the area.

Although we fished long half days at both locations, there is enough water and fish to warrant a day's worth of fishing at either.

It is always fascinating for me to fish with another angling professional. Neither of us were shy to improvise when need be. It was a great learning experience and it prompted us to review tactics that produce for our clients day in and day out. 📱

Capt. Gary Dubiel operates Spec Fever guide service based in Oriental, N.C. specfever.com (252)249-1520.

Capt. Gary (inset) and catch of the day



Fishing Lines

Carolinas Named Top Fishing Destinations

Field and Stream magazine recently listed locations in both Carolinas among its Top 20 towns for U.S. fishermen.

Morehead City, N.C., holds the No. 10 spot and Beaufort, S.C., made the list at

No. 17.

Rankings were based on cost of living, fishing culture, outdoor-related economy, year-round fishing opportunities and general quality of life.

N.C. Red Grouper Record Established

OAK ISLAND, N.C. - Oak Island fisherman Chuck Deeter established a new state record for red grouper by reeling in a 33 pound, 8 ounce monster Oct. 13 off Atlantic Beach while fishing with Capt. Anthony Ng of Fish-Ng Charters. The fish measured 35 inches in total length and had a 25.5 inch girth.

"The first meal from this fish fed 12, thanks to the great cooking of my friends and neighbors, then quite a few meals thereafter," Deeter says. There previously had been no state record for red grouper. Deeter's fish met the criteria for establishing a new state record with its exceptional size for North Carolina waters, and it was within a reasonable size range of the world record of 42 pounds 4 ounces, caught in St. Augustine, Fla. Deeter will receive a framed certificate for his catch.

For more information, contact the N.C. Saltwater Fishing Tournament coordinator at (800)682-2632.

White Crappie Records Shattered

RALEIGH, N.C. - If shattered state records are any indication, white crappie fishing was smoking hot this winter. Three times in less than three months, the state record was broken - most recently by James G. (Greg) Brown of Charlotte, who reeled in a 3-pound, 4-ounce whopper on March 5 from a pond in Charlotte.

Brown's catch surpasses the previous record-breaker, a 1-pound, 15-ounce white crappie, caught by 15-year old angler Hunter Burris of Stanly County on Feb. 22. In December, Brian "Buck" Stikeleather of Stony Point reeled in his 1-pound, 13-ounce record breaker from Lake Norman. The flurry of records began when the N.C. Wildlife Resources Commission established separate records for white and black crappie in May 2007. The existing 4-pound, 15-ounce state record crappie caught at a city lake in Asheboro was determined to be a black crappie based on a taxonomic mount.

To qualify for a state record, anglers

must have caught the fish on a hook and line, have the fish weighed on a certified scale witnessed by one observer, and have the fish positively identified by a fisheries biologist.



Chuck Deeter with his 33 pound, 8 ounce record red grouper

New S.C. White Grunt Record Trumped

CHARLESTON, S.C. - Only 37 days after the first state record for a white grunt was added to the S.C. Saltwater Marine Gamefish record list, it was trumped by a Mt. Pleasant angler. Jason N. Edgerton caught a 5-pound white grunt on March 10 off the coast of Charleston on the Y73 Reef. The new record beats the initial state record, set by Sean Murphy of Myrtle Beach on Feb. 2 by two pounds.

Edgerton, 30, was offshore with Capt. Rick Reddick of Purpose One Charters catching their limit of black seabass, vermilion snapper and red porgies. He reeled in the record with his last cast of the day.

Mike Able, owner of Hadderell's Point Tackle and Supply, weighed the fish on their certified scale the following day.

Amy Dukes, fisheries biologist and State Record Marine Game Fish Program Coordinator verified the new state record.

Paulette Mikell, S.C. Department of Natural Resources fisheries biologist, determined the white grunt was male and took genetic samples from the fish to determine its age.

Lake Norman Survey Underway

The N.C. Wildlife Resources Commission will conduct an opinion survey of anglers who fish Lake Norman to help the agency determine future management

Continued on p. 40

Selected Area Fishing Events

May 2008

8-10 Bassmaster Open Santee Cooper Manning, SC, bassmaster.com

14-17 Edisto Marina Billfish Tournament, SC (start of Governor's Cup Billfishing Series) govcup.dnr.sc.gov

15-18 Carolina Clash Bassmaster Tournament Lake Murray, SC, bassmaster.com

15-17 Savannah Fishing Club Bluewater Tournament, ssfc.org

19,20 Quarterdeck Marina and Save the Reef Speckled Trout Tournament Bath, NC, 252-923-2361

23-25 Swansboro Rotary King Mackerel Blue Water Tournament, annual tournament offers more than \$250,000 in cash and prizes, swansbororotary.com.

28-31 41st Annual Blue Marlin Tournament Georgetown, SC, 843-546-1776

29-31 Oregon Inlet Tuna Roundup Manteo, NC. pcbgt.com

30-June 1 Annual Fishing Rodeo Bald Head Island, NC, 910-457-3701

June 2008

5-7 Tailwalker's 14th Annual Offshore Challenge Georgetown, SC, tailwalkermarine.com

7-14 50th Annual Big Rock Blue Marlin Tournament Morehead City, NC. One of the largest sport-fishing tournaments in the country, substantial cash categories, thebigrock.com

11-14 Barta Camp Woodie Tournament Georgetown, SC, bartacampwoodie.com

25-28 Charleston Harbor Resort and Marina Billfish Tournament, fishcharlestonharbor.com

26-29 Cape Fear Blue Marlin Wrightsville Beach, NC, capefearbluemarlintournament.com

28 Wal-Mart Kids All-American Fishing Derby Emerald Isle, NC. Free event open to kids, ages 5-12. Pre-registration (required); emeraldisle-nc.org/eiprd, 252-354-6350



Crossing the Dashed Line

From the Helm By Capt. Larry Walker



Did you ever wonder where the International Navigation Rules apply? Is it once you are in international waters? Is it when you reach the three-mile limit? Or is it simply when you are operating in the ocean?

Actually, it varies with the area that you are operating in. To ensure that there will be no doubt about where the Inland Rules end and the International Rules begin, there are lines on your chart. You might be surprised to know that these lines don't delineate U.S. waters from International waters. They delineate areas where the Inland and International Rules apply, which has no relation to the territorial borders of any country.

For the most part, when you're out-bound in an inlet to the ocean, the Inland rules apply to you inside the inlet and the International Rules apply as soon as you leave the inlet. At that point, you are in the ocean, but still within the 12-mile territorial limit of the U.S. for the application of domestic law. In short, you're still in the U.S. and therefore not in international waters.

At the Chesapeake Bay entrance from the Atlantic, the opening between Cape Charles and Cape Henry is almost twelve nautical miles wide. It is not nearly as well defined a delineation as at an inlet. For uniformity and clarity on all charts, there are magenta colored dashed lines to

delineate which rules apply. They are called COLREGS Demarcation Lines.

COLREGS is an acronym for Collision Regulations. The International Rules, as most people refer to them, are formally known as the International Regulations for Prevention of Collisions at Sea. They have to do with preventing collisions and essentially nothing to do with whether you are in international waters or not.

For the most part, the Inland and International Rules are the same. Some of the differences are in the whistle signals, rules for narrow channels, rules for western rivers and rules for commercial towing lights. You don't have to guess at where each set of rules applies. Simply look on your chart for the Magenta Dashed Demarcation Line.

How about those tree-mile and 12-mile lines? In 1988, the 12-nautical mile territorial sea was established by presidential proclamation. The three-nautical mile line, previously identified as the outer limit of the territorial sea, was retained. The 1988 proclamation did not alter certain state and federal laws regarding that limit.

That may explain why gambling cruises go out past the three-mile limit. Not being a sea lawyer, I won't try to explain that one!

Capt. Larry Walker is the president of World Wide Marine Training, Inc., a U.S. Coast Guard Approved facility authorized to give examinations for captain's licenses.

Fishing Lines/contd.

Continued from page 39

decisions for the 32,510-acre lake, located in the state's western Piedmont region. The survey was mailed to a random sampling of licensed anglers who live in neighboring counties. Anglers who receive the survey will have until June 24 to return the completed survey to the Commission in the provided postage-paid envelope.

Bassmaster Classic in Record Books

GREENVILLE, S.C. - Alton Jones won his first Bassmaster Classic title, beating Cliff Pace by five pounds, two ounces at the held Feb. 22-24 event held on Lake Hartwell. Jones, from Waco, Texas, had a final-day catch of 13 pounds, seven ounces for a three-day total of 49 pounds, seven ounces. Competing in his 11th Bassmaster Classic, Jones earned \$500,000 from the \$1.2 million purse.

The Bassmaster Classic Outdoors Expo, held in nearby Greenville, S.C., celebrated Bass' 40th anniversary and included interactive displays, contests, appearances by top bass pros, thousands of fishing products, and deals on outdoor gear. The Expo featured up-to-the-minute coverage from Lake Hartwell.



Governor's Cup Series Gets New Faces

Details are set for the 20th annual S. C. Governor's Cup Billfishing Series (see fishing calendar p.39).

The S.C. DNR has named two new coordinators to head up the series: Wallace Jenkins, program director, and Amy Dukes, tournament coordinator. Jenkins has been a biologist at DNR for many years starting as a summer intern in 1975, working his way up to a position managing red drum and striped bass stocking research. Dukes, a full-time biologist at DNR's Marine Resources Research Institute since 1999, has volunteered for many years assisting former Series Coordinator Tom DuPré during past Series tournaments. She has headed fisheries and water quality research and public outreach programs.

For more information on the South Carolina Governor's Cup Billfishing Series, visit govcup.dnr.sc.gov.



Seafood Recipes

Offshore, as the ocean warms up, king and spanish mackerel and cobia migrate through our region. Our grilled fish recipe can be used for any white fish including cobia, grouper and mahi mahi.

Grilled Fish

3 pounds fish fillets
¼ cup lemon juice
½ cup dry white wine
¼ teaspoon black pepper
2 teaspoons granulated garlic
¼ cup margarine, melted
Mix wine, garlic, lemon juice and pepper together. Marinate fish in the wine-lemon juice mixture for 2-4 hours. Place fish in wire basket and cook over hot charcoal grill until done (10 minutes each side). Add margarine to marinate and baste fish while cooking.
Yield: 6 servings.



Broiled Spanish Mackerel

1 whole Spanish mackerel (about 3 pounds)
1 cup ketchup
Juice of 1 lemon
½ teaspoon salt
2 tablespoons Worcestershire sauce
5 tablespoons butter
Melt 3 tbsp. butter in roasting pan on top of stove while rubbing salt on and in cavity of fish. Place fish in roasting pan and cook at medium heat until slightly browned on bottom. While fish is browning, combine the ketchup, Worcestershire, 2 tbsp. butter, and lemon juice. Pour over top of fish and place in 350 degree oven; cook until fish is tender. Garnish with lemon slices and parsley.

Tides Hampton Roads, Va. to New Topsail Inlet, N.C.

This data is provided as an approximate guide, but without any warranty. Do not rely solely on these predictions if life or property are at stake. Carolina Currents assumes no liability for damages arising from use of these predictions.

Hampton Roads, Va.

May 2008					
	High	Low	High	Low	High
1	6:02 AM / 2.48 ft	12:16 PM / 0.27 ft	6:32 PM / 2.76 ft		
2		12:57 AM / 0.18 ft	6:59 AM / 2.55 ft	1:06 PM / 0.10 ft	7:25 PM / 3.00 ft
3		1:54 AM / -0.01 ft	7:53 AM / 2.61 ft	1:56 PM / -0.05 ft	8:17 PM / 3.21 ft
4		2:48 AM / -0.17 ft	8:45 AM / 2.66 ft	2:45 PM / -0.18 ft	9:08 PM / 3.35 ft
5		3:40 AM / -0.27 ft	9:36 AM / 2.68 ft	3:35 PM / -0.27 ft	9:59 PM / 3.41 ft
6		4:32 AM / -0.31 ft	10:27 AM / 2.67 ft	4:26 PM / -0.29 ft	10:51 PM / 3.39 ft
7		5:25 AM / -0.28 ft	11:20 AM / 2.62 ft	5:19 PM / -0.26 ft	11:45 PM / 3.28 ft
8		6:19 AM / -0.19 ft	12:14 PM / 2.55 ft	6:15 PM / -0.17 ft	
9	12:41 AM / 3.11 ft	7:14 AM / -0.08 ft	1:11 PM / 2.48 ft	7:14 PM / -0.04 ft	
10	1:40 AM / 2.91 ft	8:11 AM / 0.03 ft	2:12 PM / 2.42 ft	8:18 PM / 0.09 ft	
11	2:41 AM / 2.70 ft	9:10 AM / 0.12 ft	3:16 PM / 2.40 ft	9:25 PM / 0.20 ft	
12	3:44 AM / 2.53 ft	10:08 AM / 0.18 ft	4:20 PM / 2.43 ft	10:33 PM / 0.26 ft	
13	4:47 AM / 2.40 ft	11:04 AM / 0.21 ft	5:21 PM / 2.50 ft	11:39 PM / 0.26 ft	
14	5:46 AM / 2.31 ft	11:55 AM / 0.22 ft	6:17 PM / 2.60 ft		
15		12:38 AM / 0.23 ft	6:40 AM / 2.27 ft	12:43 PM / 0.21 ft	7:07 PM / 2.69 ft
16		1:30 AM / 0.19 ft	7:28 AM / 2.26 ft	1:26 PM / 0.20 ft	7:51 PM / 2.77 ft
17		2:17 AM / 0.16 ft	8:12 AM / 2.27 ft	2:07 PM / 0.19 ft	8:32 PM / 2.82 ft
18		3:00 AM / 0.14 ft	8:53 AM / 2.28 ft	2:47 PM / 0.20 ft	9:11 PM / 2.85 ft
19		3:40 AM / 0.14 ft	9:32 AM / 2.29 ft	3:25 PM / 0.21 ft	9:48 PM / 2.84 ft
20		4:19 AM / 0.17 ft	10:09 AM / 2.30 ft	4:02 PM / 0.24 ft	10:24 PM / 2.82 ft
21		4:56 AM / 0.22 ft	10:47 AM / 2.28 ft	4:40 PM / 0.28 ft	11:00 PM / 2.78 ft
22		5:34 AM / 0.28 ft	11:24 AM / 2.26 ft	5:17 PM / 0.34 ft	11:37 PM / 2.73 ft
23		6:11 AM / 0.34 ft	12:03 PM / 2.23 ft	5:56 PM / 0.40 ft	
24	12:14 AM / 2.67 ft	6:49 AM / 0.38 ft	12:43 PM / 2.22 ft	6:39 PM / 0.46 ft	
25	12:54 AM / 2.60 ft	7:29 AM / 0.41 ft	1:27 PM / 2.23 ft	7:25 PM / 0.50 ft	
26	1:39 AM / 2.53 ft	8:11 AM / 0.42 ft	2:14 PM / 2.27 ft	8:19 PM / 0.52 ft	
27	2:28 AM / 2.46 ft	8:56 AM / 0.39 ft	3:07 PM / 2.37 ft	9:19 PM / 0.51 ft	
28	3:23 AM / 2.39 ft	9:46 AM / 0.33 ft	4:03 PM / 2.50 ft	10:24 PM / 0.44 ft	
29	4:23 AM / 2.35 ft	10:38 AM / 0.25 ft	5:01 PM / 2.68 ft	11:29 PM / 0.32 ft	
30	5:25 AM / 2.34 ft	11:33 AM / 0.14 ft	5:59 PM / 2.87 ft		
31		12:32 AM / 0.16 ft	6:25 AM / 2.36 ft	12:28 PM / 0.01 ft	6:57 PM / 3.06 ft

June 2008					
	High	Low	High	Low	High
1		1:32 AM / -0.00 ft	7:24 AM / 2.40 ft	1:24 PM / -0.11 ft	7:53 PM / 3.22 ft
2		2:29 AM / -0.15 ft	8:22 AM / 2.46 ft	2:19 PM / -0.23 ft	8:49 PM / 3.32 ft
3		3:25 AM / -0.25 ft	9:17 AM / 2.51 ft	3:15 PM / -0.30 ft	9:44 PM / 3.36 ft
4		4:18 AM / -0.31 ft	10:12 AM / 2.55 ft	4:10 PM / -0.33 ft	10:38 PM / 3.32 ft
5		5:11 AM / -0.31 ft	11:06 AM / 2.57 ft	5:06 PM / -0.30 ft	11:32 PM / 3.21 ft
6		6:04 AM / -0.27 ft	12:01 PM / 2.56 ft	6:03 PM / -0.22 ft	
7	12:26 AM / 3.04 ft	6:55 AM / -0.20 ft	12:57 PM / 2.54 ft	7:02 PM / -0.09 ft	
8	1:21 AM / 2.83 ft	7:47 AM / -0.11 ft	1:54 PM / 2.52 ft	8:02 PM / 0.04 ft	
9	2:16 AM / 2.61 ft	8:39 AM / -0.01 ft	2:52 PM / 2.51 ft	9:04 PM / 0.17 ft	
10	3:12 AM / 2.41 ft	9:30 AM / 0.08 ft	3:50 PM / 2.52 ft	10:07 PM / 0.26 ft	
11	4:08 AM / 2.24 ft	10:20 AM / 0.16 ft	4:46 PM / 2.54 ft	11:09 PM / 0.31 ft	
12	5:04 AM / 2.12 ft	11:09 AM / 0.22 ft	5:40 PM / 2.57 ft		
13		12:07 AM / 0.33 ft	5:58 AM / 2.06 ft	11:58 AM / 0.26 ft	6:31 PM / 2.62 ft
14		1:00 AM / 0.31 ft	6:49 AM / 2.05 ft	12:44 PM / 0.27 ft	7:18 PM / 2.66 ft
15		1:49 AM / 0.29 ft	7:36 AM / 2.07 ft	1:30 PM / 0.27 ft	8:02 PM / 2.71 ft
16		2:33 AM / 0.26 ft	8:21 AM / 2.12 ft	2:13 PM / 0.26 ft	8:43 PM / 2.74 ft
17		3:15 AM / 0.24 ft	9:04 AM / 2.17 ft	2:56 PM / 0.25 ft	9:23 PM / 2.77 ft
18		3:55 AM / 0.22 ft	9:44 AM / 2.21 ft	3:37 PM / 0.25 ft	10:01 PM / 2.78 ft
19		4:34 AM / 0.21 ft	10:24 AM / 2.24 ft	4:17 PM / 0.26 ft	10:38 PM / 2.78 ft
20		5:11 AM / 0.21 ft	11:03 AM / 2.27 ft	4:57 PM / 0.29 ft	11:14 PM / 2.76 ft
21		5:47 AM / 0.22 ft	11:42 AM / 2.29 ft	5:37 PM / 0.32 ft	11:51 PM / 2.71 ft
22		6:22 AM / 0.22 ft	12:21 PM / 2.33 ft	6:20 PM / 0.36 ft	
23	12:30 AM / 2.65 ft	6:58 AM / 0.22 ft	1:03 PM / 2.39 ft	7:06 PM / 0.38 ft	
24	1:12 AM / 2.56 ft	7:37 AM / 0.21 ft	1:48 PM / 2.47 ft	7:58 PM / 0.40 ft	
25	1:59 AM / 2.46 ft	8:19 AM / 0.19 ft	2:37 PM / 2.56 ft	8:56 PM / 0.40 ft	
26	2:52 AM / 2.35 ft	9:06 AM / 0.17 ft	3:31 PM / 2.67 ft	9:59 PM / 0.37 ft	
27	3:50 AM / 2.26 ft	10:00 AM / 0.13 ft	4:30 PM / 2.78 ft	11:06 PM / 0.30 ft	
28	4:53 AM / 2.20 ft	10:58 AM / 0.07 ft	5:32 PM / 2.90 ft		
29		12:12 AM / 0.19 ft	5:59 AM / 2.20 ft	11:59 AM / -0.01 ft	6:35 PM / 3.03 ft
30		1:16 AM / 0.06 ft	7:03 AM / 2.25 ft	1:01 PM / -0.10 ft	7:37 PM / 3.14 ft

Wilmington, N.C.

May 2008					
	High	Low	High	Low	High
1		1:05 AM / 0.38 ft	6:32 AM / 4.17 ft	1:31 PM / 0.07 ft	7:04 PM / 4.48 ft
2		2:08 AM / 0.22 ft	7:28 AM / 4.24 ft	2:24 PM / -0.07 ft	7:56 PM / 4.80 ft
3		3:07 AM / 0.08 ft	8:21 AM / 4.30 ft	3:15 PM / -0.19 ft	8:47 PM / 5.07 ft
4		4:03 AM / -0.04 ft	9:13 AM / 4.32 ft	4:06 PM / -0.26 ft	9:37 PM / 5.26 ft
5		4:58 AM / -0.10 ft	10:06 AM / 4.30 ft	4:57 PM / -0.27 ft	10:27 PM / 5.35 ft
6		5:51 AM / -0.10 ft	10:59 AM / 4.23 ft	5:47 PM / -0.22 ft	11:19 PM / 5.32 ft
7		6:44 AM / -0.06 ft	11:54 AM / 4.13 ft	6:39 PM / -0.12 ft	
8	12:13 AM / 5.18 ft	7:37 AM / 0.01 ft	12:54 PM / 4.01 ft	7:31 PM / 0.00 ft	
9	1:11 AM / 4.97 ft	8:30 AM / 0.07 ft	1:56 PM / 3.93 ft	8:26 PM / 0.13 ft	
10	2:13 AM / 4.71 ft	9:24 AM / 0.12 ft	2:59 PM / 3.90 ft	9:23 PM / 0.23 ft	
11	3:16 AM / 4.47 ft	10:18 AM / 0.13 ft	4:01 PM / 3.94 ft	10:22 PM / 0.29 ft	
12	4:17 AM / 4.28 ft	11:11 AM / 0.10 ft	4:59 PM / 4.04 ft	11:22 PM / 0.29 ft	
13	5:14 AM / 4.13 ft	12:04 PM / 0.04 ft	5:54 PM / 4.19 ft		
14		12:22 AM / 0.24 ft	6:08 AM / 4.04 ft	12:54 PM / -0.04 ft	6:46 PM / 4.36 ft
15		1:19 AM / 0.16 ft	6:59 AM / 4.00 ft	1:42 PM / -0.10 ft	7:35 PM / 4.53 ft
16		2:13 AM / 0.08 ft	7:47 AM / 3.97 ft	2:28 PM / -0.13 ft	8:22 PM / 4.67 ft
17		3:03 AM / 0.03 ft	8:34 AM / 3.96 ft	3:11 PM / -0.12 ft	9:08 PM / 4.76 ft
18		3:51 AM / 0.03 ft	9:19 AM / 3.94 ft	3:53 PM / -0.06 ft	9:51 PM / 4.80 ft
19		4:36 AM / 0.07 ft	10:03 AM / 3.89 ft	4:34 PM / 0.03 ft	10:33 PM / 4.78 ft
20		5:20 AM / 0.15 ft	10:44 AM / 3.82 ft	5:13 PM / 0.15 ft	11:10 PM / 4.71 ft
21		6:02 AM / 0.24 ft	11:23 AM / 3.74 ft	5:50 PM / 0.27 ft	11:43 PM / 4.62 ft
22		6:43 AM / 0.34 ft	11:57 AM / 3.66 ft	6:28 PM / 0.37 ft	
23	12:09 AM / 4.54 ft	7:22 AM / 0.41 ft	12:27 PM / 3.62 ft	7:06 PM / 0.43 ft	
24	12:33 AM / 4.48 ft	8:03 AM / 0.44 ft	12:58 PM / 3.62 ft	7:46 PM / 0.47 ft	
25	1:07 AM / 4.43 ft	8:43 AM / 0.42 ft	1:38 PM / 3.68 ft	8:31 PM / 0.49 ft	
26	1:51 AM / 4.36 ft	9:26 AM / 0.35 ft	2:27 PM / 3.77 ft	9:23 PM / 0.50 ft	
27	2:43 AM / 4.28 ft	10:12 AM / 0.25 ft	3:25 PM / 3.91 ft	10:24 PM / 0.49 ft	
28	3:43 AM / 4.19 ft	11:02 AM / 0.13 ft	4:27 PM / 4.11 ft	11:30 PM / 0.47 ft	
29	4:47 AM / 4.13 ft	11:56 AM / 0.00 ft	5:29 PM / 4.35 ft		
30		12:38 AM / 0.40 ft	6:51 AM / 4.09 ft	12:52 PM / -0.12 ft	6:29 PM / 4.61 ft
31		1:44 AM / 0.28 ft	6:53 AM / 4.07 ft	1:49 PM / -0.23 ft	7:27 PM / 4.87 ft

June 2008					
	High	Low	High	Low	High
1		2:46 AM / 0.15 ft	7:52 AM / 4.07 ft	2:46 PM / -0.31 ft	8:24 PM / 5.07 ft
2		3:45 AM / 0.03 ft	8:50 AM / 4.07 ft	3:41 PM / -0.35 ft	9:19 PM / 5.20 ft
3		4:42 AM / -0.06 ft	9:48 AM / 4.05 ft	4:36 PM / -0.34 ft	10:14 PM / 5.24 ft
4		5:36 AM / -0.11 ft	10:45 AM / 4.03 ft	5:29 PM / -0.28 ft	11:09 PM / 5.18 ft
5		6:28 AM / -0.11 ft	11:43 AM / 4.00 ft	6:22 PM / -0.18 ft	
6	12:05 AM / 5.04 ft	7:19 AM / -0.09 ft	12:42 PM / 3.98 ft	7:15 PM / -0.06 ft	
7	1:01 AM / 4.84 ft	8:10 AM / -0.05 ft	1:41 PM / 3.97 ft	8:09 PM / 0.07 ft	
8	1:57 AM / 4.61 ft	8:59 AM / -0.01 ft	2:40 PM / 3.99 ft	9:03 PM / 0.18 ft	
9	2:53 AM / 4.38 ft	9:48 AM / 0.01 ft	3:36 PM / 4.04 ft	9:58 PM / 0.27 ft	
10	3:48 AM / 4.18 ft	10:36 AM / -0.00 ft	4:31 PM / 4.12 ft	10:54 PM / 0.31 ft	
11	4:41 AM / 4.01 ft	11:25 AM / -0.03 ft	5:23 PM / 4.22 ft	11:51 PM / 0.31 ft	
12	5:33 AM / 3.90 ft	12:13 PM / -0.07 ft	6:15 PM / 4.34 ft		
13		12:47 AM / 0.27 ft	6:24 AM / 3.83 ft	1:01 PM / -0.11 ft	7:05 PM / 4.45 ft
14		1:42 AM / 0.22 ft	7:14 AM / 3.79 ft	1:49 PM / -0.13 ft	7:53 PM / 4.55 ft
15		2:34 AM / 0.16 ft	8:03 AM / 3.77 ft	2:35 PM / -0.13 ft	8:41 PM / 4.63 ft
16		3:24 AM / 0.13 ft	8:51 AM / 3.75 ft	3:20 PM / -0.08 ft	9:26 PM / 4.67 ft
17		4:10 AM / 0.13 ft	9:37 AM / 3.73 ft	4:04 PM / -0.01 ft	10:09 PM / 4.68 ft
18		4:55 AM / 0.16 ft	10:20 AM / 3.69 ft	4:47 PM / 0.09 ft	10:48 PM / 4.64 ft
19		5:38 AM / 0.21 ft	11:00 AM / 3.66 ft	5:27 PM / 0.19 ft	11:21 PM / 4.59 ft
20		6:18 AM / 0.27 ft	11:33 AM / 3.65 ft	6:07 PM / 0.27 ft	11:47 PM / 4.55 ft
21		6:58 AM / 0.30 ft	12:00 PM / 3.69 ft	6:48 PM / 0.33 ft	
22	12:11 AM / 4.53 ft	7:36 AM / 0.30 ft	12:30 PM / 3.78 ft	7:29 PM / 0.37 ft	
23	12:44 AM / 4.51 ft	8:14 AM / 0.24 ft	1:08 PM / 3.92 ft	8:14 PM / 0.39 ft	
24	1:26 AM / 4.47 ft	8:54 AM / 0.15 ft	1:56 PM / 4.06 ft	9:05 PM / 0.42 ft	
25	2:15 AM / 4.37 ft	9:37 AM / 0.05 ft	2:51 PM / 4.21 ft	10:03 PM / 0.46 ft	
26	3:11 AM / 4.24 ft	10:26 AM / -0.05 ft	3:52 PM / 4.35 ft	11:08 PM / 0.48 ft	
27	4:14 AM / 4.10 ft	11:20 AM / -0.14 ft	4:57 PM / 4.50 ft		
28		12:16 AM / 0.47 ft	5:21 AM / 3.98 ft	12:20 PM / -0.20 ft	6:02 PM / 4.67 ft
29		1:24 AM / 0.39 ft	6:27 AM / 3.91 ft	1:21 PM / -0.26 ft	7:06 PM / 4.83 ft
30		2:28 AM / 0.25 ft	7:32 AM / 3.88 ft	2:23 PM / -0.30 ft	8:07 PM / 4.96 ft

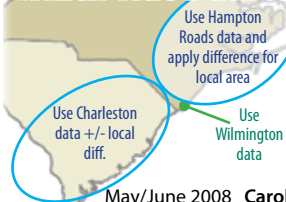
Hampton Roads Time Differences (Oregon Inlet-New Topsail)

Location	HIGH	LOW
Oregon Inlet	-1:13	-1:07
Rodanthe, Pamlico Sound	+1:45	+2:24
Cape Hatteras	-1:54	-2:05
Hatteras Inlet	-1:39	-1:39

Location	HIGH	LOW
Ocracoke Inlet	-1:38	-1:41
Cape Lookout	-2:04	-2:13
Beaufort Inlet Channel Range	-1:40	-1:41
Core Creek Bridge	-0:21	-0:06

Location	HIGH	LOW
Atlantic Beach	-2:02	-2:03
Boque Inlet	-1:34	-1:37
New River Inlet	-1:31	-1:35
New Topsail Inlet	-1:27	-0:52

Which Tide Data to Use



Tides Masonboro Inlet, N.C. to Georgia

This data is provided as an approximate guide, but without any warranty. Do not rely solely on these predictions if life or property are at stake. Carolina Currents assumes no liability for damages arising from use of these predictions.

Charleston, S.C.

May 2008					
	High	Low	High	Low	High
1	4:49 AM / 5.11 ft	11:13 AM / 0.28 ft	5:21 PM / 5.51 ft	11:45 PM / 0.46 ft	
2	5:46 AM / 5.20 ft	12:04 PM / -0.05 ft	6:16 PM / 5.98 ft		
3		12:42 AM / 0.15 ft	6:40 AM / 5.28 ft	12:54 PM / -0.35 ft	7:10 PM / 6.40 ft
4		1:36 AM / -0.11 ft	7:34 AM / 5.33 ft	1:44 PM / -0.56 ft	8:03 PM / 6.71 ft
5		2:29 AM / -0.28 ft	8:27 AM / 5.33 ft	2:33 PM / -0.67 ft	8:56 PM / 6.86 ft
6		3:21 AM / -0.34 ft	9:21 AM / 5.28 ft	3:24 PM / -0.66 ft	9:49 PM / 6.86 ft
7		4:13 AM / -0.28 ft	10:17 AM / 5.18 ft	4:16 PM / -0.53 ft	10:44 PM / 6.72 ft
8		5:07 AM / -0.13 ft	11:14 AM / 5.06 ft	5:10 PM / -0.31 ft	11:40 PM / 6.47 ft
9		6:02 AM / 0.06 ft	12:14 PM / 4.95 ft	6:07 PM / -0.02 ft	
10	12:38 AM / 6.17 ft	6:59 AM / 0.24 ft	1:16 PM / 4.89 ft	7:07 PM / 0.26 ft	
11	1:38 AM / 5.85 ft	7:57 AM / 0.37 ft	2:18 PM / 4.91 ft	8:10 PM / 0.49 ft	
12	2:36 AM / 5.57 ft	8:55 AM / 0.43 ft	3:19 PM / 5.02 ft	9:14 PM / 0.63 ft	
13	3:34 AM / 5.33 ft	9:50 AM / 0.41 ft	4:17 PM / 5.20 ft	10:16 PM / 0.66 ft	
14	4:28 AM / 5.15 ft	10:42 AM / 0.35 ft	5:11 PM / 5.41 ft	11:13 PM / 0.61 ft	
15	5:20 AM / 5.01 ft	11:29 AM / 0.27 ft	6:00 PM / 5.62 ft		
16		12:04 AM / 0.52 ft	6:07 AM / 4.91 ft	12:13 PM / 0.20 ft	6:45 PM / 5.79 ft
17		12:52 AM / 0.43 ft	6:52 AM / 4.83 ft	12:55 PM / 0.16 ft	7:26 PM / 5.90 ft
18		1:35 AM / 0.36 ft	7:33 AM / 4.77 ft	1:35 PM / 0.15 ft	8:06 PM / 5.95 ft
19		2:17 AM / 0.32 ft	8:13 AM / 4.70 ft	2:13 PM / 0.18 ft	8:44 PM / 5.93 ft
20		2:57 AM / 0.34 ft	8:50 AM / 4.62 ft	2:51 PM / 0.25 ft	9:20 PM / 5.87 ft
21		3:36 AM / 0.40 ft	9:26 AM / 4.53 ft	3:28 PM / 0.34 ft	9:56 PM / 5.77 ft
22		4:15 AM / 0.49 ft	10:01 AM / 4.45 ft	4:04 PM / 0.45 ft	10:31 PM / 5.65 ft
23		4:54 AM / 0.59 ft	10:37 AM / 4.40 ft	4:42 PM / 0.56 ft	11:07 PM / 5.53 ft
24		5:34 AM / 0.67 ft	11:16 AM / 4.38 ft	5:22 PM / 0.67 ft	11:45 PM / 5.41 ft
25		6:16 AM / 0.72 ft	12:00 PM / 4.41 ft	6:06 PM / 0.79 ft	
26	12:27 AM / 5.29 ft	7:01 AM / 0.70 ft	12:51 PM / 4.52 ft	6:58 PM / 0.88 ft	
27	1:15 AM / 5.17 ft	7:49 AM / 0.63 ft	1:48 PM / 4.71 ft	7:59 PM / 0.94 ft	
28	2:09 AM / 5.06 ft	8:42 AM / 0.49 ft	2:48 PM / 4.99 ft	9:05 PM / 0.92 ft	
29	3:07 AM / 4.97 ft	9:37 AM / 0.29 ft	3:50 PM / 5.35 ft	10:13 PM / 0.79 ft	
30	4:08 AM / 4.92 ft	10:33 AM / 0.06 ft	4:51 PM / 5.76 ft	11:18 PM / 0.56 ft	
31	5:10 AM / 4.93 ft	11:30 AM / -0.20 ft	5:50 PM / 6.16 ft		

June 2008					
	High	Low	High	Low	High
1		12:19 AM / 0.29 ft	6:11 AM / 4.97 ft	12:25 PM / -0.44 ft	6:48 PM / 6.51 ft
2		1:17 AM / 0.03 ft	7:11 AM / 5.03 ft	1:20 PM / -0.63 ft	7:45 PM / 6.75 ft
3		2:13 AM / -0.17 ft	8:10 AM / 5.09 ft	2:14 PM / -0.73 ft	8:42 PM / 6.87 ft
4		3:07 AM / -0.28 ft	9:07 AM / 5.13 ft	3:07 PM / -0.72 ft	9:37 PM / 6.86 ft
5		3:59 AM / -0.30 ft	10:05 AM / 5.14 ft	4:01 PM / -0.61 ft	10:31 PM / 6.71 ft
6		4:51 AM / -0.24 ft	11:02 AM / 5.12 ft	4:55 PM / -0.39 ft	11:25 PM / 6.45 ft
7		5:44 AM / -0.13 ft	11:59 AM / 5.10 ft	5:50 PM / -0.10 ft	
8	12:19 AM / 6.12 ft	6:36 AM / 0.01 ft	12:56 PM / 5.08 ft	6:47 PM / 0.21 ft	
9	1:12 AM / 5.75 ft	7:28 AM / 0.14 ft	1:53 PM / 5.10 ft	7:45 PM / 0.50 ft	
10	2:04 AM / 5.39 ft	8:20 AM / 0.25 ft	2:50 PM / 5.15 ft	8:44 PM / 0.72 ft	
11	2:56 AM / 5.06 ft	9:11 AM / 0.32 ft	3:44 PM / 5.24 ft	9:43 PM / 0.83 ft	
12	3:48 AM / 4.80 ft	10:00 AM / 0.36 ft	4:36 PM / 5.36 ft	10:40 PM / 0.85 ft	
13	4:38 AM / 4.61 ft	10:49 AM / 0.35 ft	5:25 PM / 5.49 ft	11:33 PM / 0.80 ft	
14	5:28 AM / 4.51 ft	11:36 AM / 0.33 ft	6:12 PM / 5.61 ft		
15		12:22 AM / 0.70 ft	6:15 AM / 4.46 ft	12:21 PM / 0.29 ft	6:56 PM / 5.72 ft
16		1:08 AM / 0.59 ft	7:00 AM / 4.45 ft	1:04 PM / 0.25 ft	7:38 PM / 5.79 ft
17		1:52 AM / 0.50 ft	7:43 AM / 4.45 ft	1:46 PM / 0.22 ft	8:19 PM / 5.83 ft
18		2:34 AM / 0.44 ft	8:24 AM / 4.45 ft	2:26 PM / 0.23 ft	8:57 PM / 5.83 ft
19		3:14 AM / 0.42 ft	9:02 AM / 4.44 ft	3:05 PM / 0.25 ft	9:34 PM / 5.79 ft
20		3:53 AM / 0.42 ft	9:40 AM / 4.45 ft	3:43 PM / 0.31 ft	10:09 PM / 5.72 ft
21		4:31 AM / 0.42 ft	10:17 AM / 4.49 ft	4:21 PM / 0.38 ft	10:44 PM / 5.63 ft
22		5:10 AM / 0.42 ft	10:56 AM / 4.57 ft	5:02 PM / 0.48 ft	11:20 PM / 5.51 ft
23		5:48 AM / 0.40 ft	11:39 AM / 4.69 ft	5:46 PM / 0.59 ft	11:59 PM / 5.37 ft
24		6:29 AM / 0.34 ft	12:27 PM / 4.86 ft	6:36 PM / 0.71 ft	
25	12:43 AM / 5.20 ft	7:15 AM / 0.27 ft	1:21 PM / 5.07 ft	7:33 PM / 0.82 ft	
26	1:34 AM / 5.02 ft	8:05 AM / 0.19 ft	2:20 PM / 5.30 ft	8:38 PM / 0.88 ft	
27	2:33 AM / 4.84 ft	9:01 AM / 0.09 ft	3:23 PM / 5.57 ft	9:48 PM / 0.84 ft	
28	3:37 AM / 4.72 ft	10:01 AM / -0.04 ft	4:27 PM / 5.86 ft	10:56 PM / 0.69 ft	
29	4:43 AM / 4.68 ft	11:03 AM / -0.21 ft	5:31 PM / 6.16 ft		
30		12:01 AM / 0.46 ft	5:50 AM / 4.73 ft	12:04 PM / -0.41 ft	6:33 PM / 6.44 ft

Charleston Time Differences (Masonboro Inlet, N.C.-St. Marys, Georgia)

Location	HIGH	LOW
Masonboro Inlet	-0:07	+0:09
Bald Head	-0:10	-0:07
Southport	+0:07	+0:15
Lockwoods Folly Inlet	-0:22	-0:08

Location	HIGH	LOW
Shallotte Inlet (Bowen Point)	+0:17	+0:32
Little River (town), ICW	+0:13	+0:39
North Myrtle Beach, ICW	+1:46	+2:46
Myrtle Beach, Comb Brdg, ICW	+2:27	+4:03

Location	HIGH	LOW
Georgetown Harbor, SC	+1:25	+2:09
Edisto Marina, Big Bay Cr. Ent.	-0:07	-0:04
Ashepoo-Coosaw Cutoff, ICW	+0:19	+0:33
Beaufort River, Beaufort, SC	+1:08	+0:59

Location	HIGH	LOW
Skull Creek, Hilton Head S Ent.	+0:35	+0:31
Thunderbolt, Savannah Rvr., GA	+0:36	+0:22
Savannah River Entr., GA	+0:04	+0:10
St. Marys Entrance, N Jetty, GA	-0:32	+0:07

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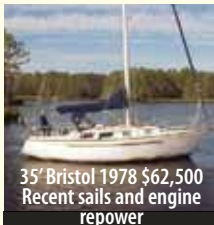
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38' Hans Christian 38T	'81	\$119,000
38' Morgan 382	'79	\$56,500
37' Tartan 372	'90	\$149,500
36' Catalina 36	'83	\$44,500

SAIL/ Contd.

36' PDC Capella Special Ed.	'01	\$180,000
35' Bristol 35.5 Centerbrd	'78	\$62,500
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26' MacGregor 26X Pwr Slr	'99	\$15,500
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7-14 Sunfish,Zuma,Opti,Pram	'07	Contact Us

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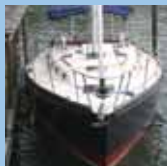


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1988 Jefferson Monticello 52 \$269,900

A beautifully kept boat, she was in FRESHWATER AND UNDER COVER for most of every year until 2 years ago. Completely equipped, and has recently returned from a cruise in the Chesapeake.



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2002 Island Packet 350 \$195,000

This one-owner boat has been maintained to the highest standards, and is in excellent running order. Equipped with all the necessary electronics. Island Packet's reputation is reflected in the quality and workmanship of their boats, and this presents a perfect example.



1992 Beneteau 445 \$125,000

A comfortable and very seaworthy boat that has cruised the Caribbean, including as far South as Venezuela. Three cabins, each with its own head and shower. Numerous upgrades and alterations, including a new galley, soles and new engine mounts.



1981 Ta-Tong 43 \$99,000

This turn-key cruiser has been completely refurbished and is literally ready to go. The owner is a very experienced boat owner and has put together an ideal cruising setup. The boat is now configured for a couple to cruise self-sufficiently.



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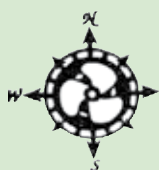
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