

Tiller Tales

November 10, 2009

From The Helm

I am writing this from the boat as we sail to Miami for the Columbus Day Regatta. In the past few weeks I have come to realize how much I value my time on the boat. After traveling for 2 weeks, flying through 5 airports; a day on the boat, even just cleaning her, was welcome. In the mean time, I was lucky enough to share a beautiful sunset and moonrise with friends/club members on the Pitcairn race.

I wish that more people would have brought out their boats to participate but those of us out there really enjoyed it.

As Commodore this year, I have made a point to have events scheduled at different times and days to hopefully allow more people the freedom to join in. I am not really sure if this method helped or if people didn't make plans and it made them feel that the club didn't plan enough events. We need your feedback for next year, so please don't be shy, please share ideas for next year. We will continue to try to get feedback from the membership in an effort to get more of you on the water. We have at least 4 more on the water events occurring this year. I hope as you read Tiller Tales you will find some events that you can participate in.

Where has Racing Gone?

I have heard people over the years make comments to the point of "Why should I race when no one else does?" The simple answer to this is "because you like to use your boat and using your boat makes you a better sailor" (Continued Page2)



Commotion Under the Moon - Pitcairn Race

From The Editor

Due to procrastination and overcoming a severe case of writers block, your editor has gotten lots of input for this issue. Also lots of updates from your Commodore.

Thanks.

Mostly cruising adventures, but the GSC Regatta is coming up this weekend so look forward to some racey racing pictures. We are really electronic now, with a Facebook page, a reworked (and working) web site, timely e-mail announcements and eventually Tiller Tales. Enjoy the pictures .

Franz Walkow

From the Helm (continued)

If you don't participate because you think no one else will, then the whole process falls apart and no one will come out. This year, races have been held at varying times and dates in an attempt to get people out on the water. Now you, the members of the club need to bring your boats out on the water. We have at least 3 more races this year so mark your calendars!

San Francisco

I was in San Francisco for a week and on a Saturday drove from the east side of the Bay all the way around through San Francisco, over the Golden Gate Bridge and back around to the east Bay again. The drive started around 11 am and lasted until 6 pm that night. What I saw was an amazing number of people enjoying their boats. St Francis YC, Golden Gate YC, San Francisco YC and the Sausalito YC were all out racing and enjoying the beautiful weather. There had to be over 100 boats on the water between the area and races were being held everywhere. I had to ask myself why people were out racing with such zeal when they had to deal with bizarre currents, fluky winds, large ships and freezing cold water. The two points that came to mind were the desire to enjoy the weather while they could and those people really wanted to be out on their boats. Sailors in San Francisco really love to race.

I know there are other areas across the U.S. that share this same enthusiasm for racing. It was just great to see it in person.

Volunteers needed

Volunteers are needed for the GSC Regatta. We need people to assist on the committee boat, assist on the mark boats and assist with general party readiness and clean up. If you have ever wanted to understand more about racing, helping on the committee or mark boats is a great way to learn. You can be taught exactly what is needed and you get the best seats in the house. Your help is needed and would be greatly appreciated. Contact Astrid Hunton at strid@mindspring.com

We need a volunteer to organize a raft up for the Boat Parade. If someone would like to organize the event, please contact one of the Flag officers or Board members.

Your Commodore -
Astrid Hunton



News and Events - Astrid Hunton Reports

Up Coming EVENTS

November 14 our 18th annual GSC Regatta.

Thanksgiving Raft Up at Haulover Beach with Bev and John Schaeffer on Permanent Vacation as host.

December 12th is the Boat Parade raft up (tentative)

December 19 will be the Commodores Cup and party.

Change of Command Friday January 22, 2010 at the Lighthouse Point Yacht Club.

Beer Can Series

The summer Beer Can series is completed. Races were held mainly on Saturday nights. We had a few core boats racing and others who rotated in and out for a change of pace and a little fun on the water. Beer Cans are a great time to experience "racing" at its mellowest. The starts are straight forward with a long starting line, the course is wide open and familiar and the sunsets are usually quite nice. Beer Cans are the perfect way to learn more about your boat and have fun with friends. We will welcome Beer can races back next year in the summer. Thanks to all who participated!

Pitcairn

The evening of the Pitcairn was beautiful, a full sunset and a full moon all within minutes of each other. The sunset was one of the most spectacular I think I have ever seen in Florida. With the sun's rays reflecting in the east sky, a full moon rose and finished off the beautiful show by nature. We had 4 boats on the water with at least 12 club members on board. I was saddened that other boats were not able to attend since they missed a spectacular sight and a less than boring race.

The race started at 19:00 hours and finished around 23:00 hours. The boats participating were Mostly Harmless, Survivor, Cabo Frio and Commotion. The wind was light and variable. The 20 mile race was at times a bit frustrating with the wind between 7-17 knots. The fishing boats were out and acting as the usual obstacles that they are to sailors. We had 2 boats that "popped up" on us and we "popped up" on one small fishing boat. As we shouted out "hey are you catching anything?" they blurted out "holy smokes, that's a boat" and we glided silently past.

The night ended with Mostly Harmless crossing the finish line first, Commotion 2nd, Cabo Frio didn't submit a finish time and Survivor retired an hour into the race.

Fall Race and House PARRRRRRRRRRty

Saturday October 24 GSC held a race off the beach of Fort Lauderdale. Four boats participated in nice sailing beezes until the wind died for a while mid course. Of course the wind came back, and a great race ensued. Roman and Suzy Gastasi hosted the after race party at their lovely home in Fort Luaderdale. Robyn Medlin, our social chair did a great job of organizing and Doris White served a powerful rum punch behind the bar most of the evening. There was plenty of food and music around the pool.

The 2nd Annual "Beer can bucket Regatta" (i.e.: homemade boat) was held poolside. Each team built a sailboat out of beer cans using a bucket of provided "stuff". See Pictures on following pages.

News and Events (continued)

Columbus Day Regatta The Columbus Day regatta was held this year during record high temperatures and brilliant blue skies. For a change there was wind on both Saturday and Sunday. There were some exciting starts on Sunday with the wind being lighter and skippers pushing the envelope to reach the start at exactly the right moment.

GSC was represented by Patriot in the multi hull class, Yellow Jacket in PHRF, Survivor in Gunk Hole and Commotion in ARC. Results have not been tallied but we can hope that a few of your fellow club members will receive a phone call on Thursday requesting their presence at the Saturday October 17th trophy presentation. (Editor's Note: Commotion won 1st in their section and attended the trophy presentation.)

The regatta committee held a barbeque at Coral Reef Yacht club on Saturday night in an attempt to allow the racers a fun, safe alternative to the party/melee that occurs at Elliot Key. It looked like at least ¾ of the fleet went back to Coral Reef or avoided the unofficial party at Elliot this year. The unofficial party at Elliot was very subdued. The enforcement officers seemed to be offering more ice packs for faces due to gunwale falls than any other service. It was good to see that the unofficial party has been "controlled" to some point.

Annual GSC Regatta The GSC Regatta is scheduled for Sat November 14th at 11:00. There are 17 boats registered. The 17 boats have signed up with preferences. According to the preferences there would be 5 classes. Astrid Hunton and Chris Woolsey have combined some and created 3 classes. The post Regatta party has moved to the Club house at the Swinghammer's condo; 4050 N Atlantic Blvd Lauderdale by the Sea. Finger foods and rum, beer and wine at \$2.00 will be available. Chris is going to be PRO. Pete Ackerman will set marks. Franz will take pictures with Janice and Shelley driving their boat.

Lake Report Gulfstream Sailing Club Fall IV, this coming Saturday Nov 14 at Sailors Point, Hollywood. Skippers meeting at 11:00 AM, race starts shortly there after. Race fee \$5.00
We also lend Sunfish for a donation of \$5.00 for members and \$10.00 for non-members.
Life jackets and water shoes required.

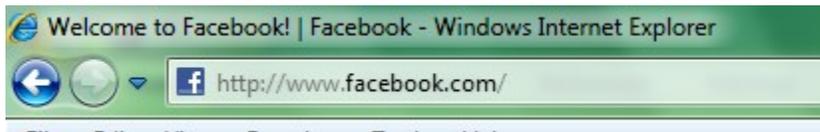
Directions to Sailors Point in Hollywood are: From 95 get off on Sheridan and go East to Federal Hwy., at Federal go South (right) to Johnson St., at Johnson go East (left) to 10th Ave., at 10th go South (right) to Northlake Drive, at N. L. Dr. go East (left) to end of Northlake Drive, then South (right) to gate into Sailors Point.

Hope to see you there,
Luis Oliveira

The commodore's cup is scheduled for 12/5. The current kids learn to sail completes 11/15. He is starting a class for 8 or 9 kids Learn to Sail class which is free, the dates are based on holiday schedules to encourage participation. The dates are 11/11, 11/30, 12/21, 12/22 & 1/18. There are no adult learn to sail plans for the remainder of 2009.

Gulfstream Sailing Club Facebook Account Setup - Courtesy of Scott Lindars

GSC Facebook Page Facebook is a global social networking website where users can add friends, send them messages, share photos, and notify friends about themselves. Additionally, users can join networks organized by city, workplace, school, and region. Join the Gulfstream Sailing Club Facebook page to stay connected with the club and its members, learn about upcoming events and races, and have fun. The Facebook page is designed to compliment the Gulfstream website, TillerTales and formal e-mail announcements. Thanks to Scott L. Lindars for setting it up.



Create a new account by filling in the required fields. Skip this step if you already have an account.

Sign Up
It's free and anyone can join

First Name:

Last Name:

Your Email:

New Password:

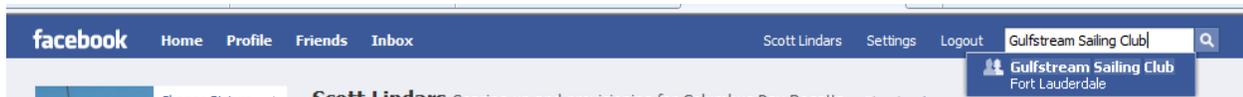
I am:

Birthday:

Why do I need to provide this?

After creating an account, you will be logged into your profile, also known as your “wall”

Add the Gulfstream Sailing Club by typing the name into the search field, located in the upper right corner.



Join the group by clicking **Join this Group**



[View Discussion Board](#)

[Join this Group](#)

After adding the club, you will see other members you already know. Click on a member’s photo that you want to connect with.

Next you will need to add the person as a friend; in the same manner you joined the clubs page.

2nd Annual Beer Can Bucket Regatta - Oct 24



Working on Rum Punch



Building The Winner

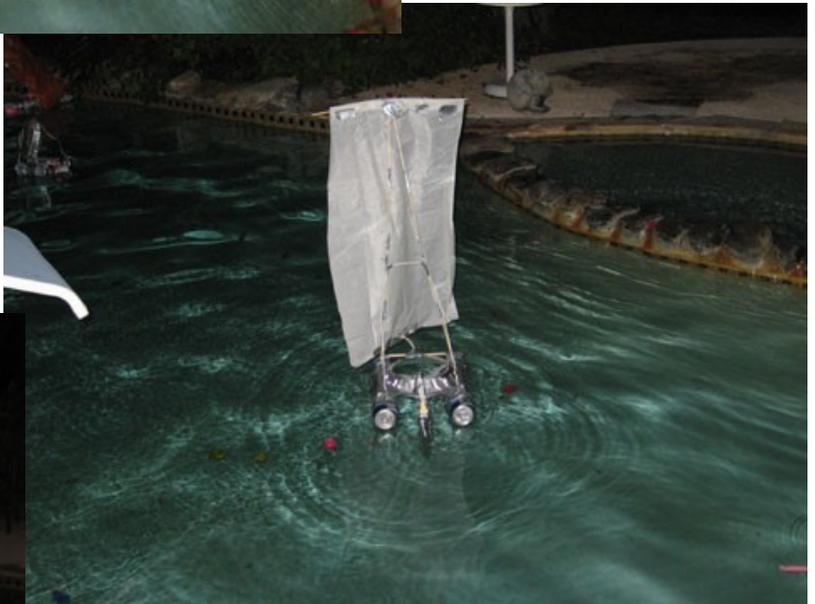


It Won't Work !!

Pictures From 2nd Annual Beer Can bucket regatta



The RACE !



The Winner -
Big Sail, and RUDDER !



Great Sail.....Needed a Rudder

THRESHOLD's Final Frigid Fling - Karyn and Steve James

THRESHOLD has spent a lot of time in the cold weather. After last year's excursion to Svalbard and 80N, and wintering the boat in the Clyde region of Scotland with its rain and gales, we decided to have just one last fling in the high latitudes before heading south to warmer climes. We had initially contemplated going to Iceland, but settled on the Faroe Islands, halfway between the Outer Hebridean Scottish Isles (175 miles) and Iceland (250 miles), with a stop at St. Kilda en route.

St Kilda:

After recommissioning the boat during a Scottish spring of blustery winds and rain, we sailed through the Western Isles and Outer Hebrides working our way northwest toward the Faroes. We were able to stop for less than 24 hours at the remote World Heritage island group of St. Kilda. This was a very special and fortunate stop as very few cruisers are able to get out there even though it is only 35 miles from the Outer Hebrides. Standing exposed to the forces of the North Atlantic with only one possibly tenable anchorage, St. Kilda can only be visited in very settled weather.

We were lucky to be in position to take advantage of this opportunity. After an overnight sail from the Outer Hebrides, we spent a precious few hours hiking around the bleak, rugged main island of Hirta. We walked among the remains of the stone huts which litter the hillside. They now serve to protect the wild Soay sheep from the harshness of the weather. There are a few reconstructed stone 'black houses' as they are called, which are occupied by a park ranger in the summer and groups of bird watchers and scientists studying the wildlife and ecology. The National Trust of Scotland also maintains an excellent museum in the village.

St. Kilda has an eerie history of having an isolated culture of self-sufficient people who were forced to evacuate the island in 1930 to maintain the survival of the few remaining residents. Living mainly on a diet of sea birds, snared by hand on the precipitous cliffs, the population began to dwindle due to early deaths caused possibly by toxins from eating these birds. There was also an 80% infant mortality due to the "eight day sickness" or tetanus infantum which was thought to have been



caused by the ritual of anointing the newborn's umbilicus with fulmar (sea bird) oil which may have been kept in a contaminated jar. The tranquility of their society was also upset by zealous missionaries from the mainland and when the younger folk realized the opportunities available elsewhere, they left, never to return again.

Faroe Islands:

We then continued on to the Faroes. Covering the 277 miles in 38 hours, we arrived in thick fog, but in daylight. At this latitude in the summer, there are only a few hours of darkness each day which is a real pleasure.

The Faroes are an archipelago of 18 islands located at 62N/07W measuring 70 miles from north to south and 47 from east to west. They are a self-governing, independent region of the Kingdom of

THRESHOLD's Final Frigid Fling - Karyn and Steve James

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Denmark. They are not part of the European Union however. This was another reason for going there this year. As non-EU citizens, we are allowed only 18 months in EU countries and then must exit for a period of time to "restart the clock". If this is not done, one is subject to the 17-20% EU VAT tax on the boat.

A rugged group of rocky basalt islands that are cut by steep, open ended fiords, the Faroes rise vertically, as high as 2800 feet, from a deep sea. There are sheer cliffs which harbor some of the densest sea bird breeding colonies in the world. The slippery, grassy hillsides are dotted with sheep. There are very few trees. Small fishing villages occupy the protected coves.

The early inhabitants here were 9th century Vikings. Their language is Faroese, derived from the Old Norse dialect, and has been preserved over the centuries by folk legends and ballads sung while doing the traditional "chain dance". They now proudly speak Faroese as well as Danish and English.

The population of the islands is approximately 47,000 with its capital, Torshavn, being the "smallest capital city in the world". Although small, it is quite cosmopolitan, buzzing with young people, internet cafes, restaurants and a shopping mall! The villages are comprised of stone or brightly-painted wooden houses, some with turf roofs. Many of the Faroese go for higher education in Denmark and they have a very high standard of living.

The main industry is fishing and fish processing, 97% of which is exported. The second is tourism. Almost all of their food is imported from Scandinavia as the land is unsuitable for agriculture. They have a few cattle and sheep, but eat mainly seafood and enjoy dried whale meat, whale blubber, fish (cod, halibut), and sea birds (fulmar, guillemot, puffin) as part of their menu. Their currency is the Danish Krone which was 5DK/1USD. The Faroes are expensive if you are spending dollars with prices being 2-4X American prices.

Sailing in the Faroes is a bit sporty. Although there few gales in the summer, because of the topography,

the winds will often be quite strong as they funnel between the islands producing a catabatic effect. There is also a high incidence of fog. The water and air temperatures are in the 50's during the summer and drop to the 30-40's in the winter. The water never freezes due to the effect of the Gulfstream. They even scuba dive up there! However, not only do the winds blow between the islands, but there are fierce tidal races and overfalls which can be as strong as 12 knots at springs! Timing the tidal currents is the primary focus of route planning.

We sailed to the islands of Suderoy, Streymoy, Nolsoy, Bordoy, and Vagar. There are a few anchorages, but dockage on the town quays was free, so we just tied up. The locals were most welcoming and would



THRESHOLD's Final Frigid Fling - Karyn and Steve James

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offer to drive us around the island. Transportation between the islands is mainly by ferry, but they have two amazing undersea tunnels and several inland tunnels through the mountains, most of which were built after the 1960's. The long tunnels are dark, cave-like and one way! Even though there are pullover areas inside, the whole experience is very unnerving. Before the tunnels were built, the Faroese would have to walk across the steep mountains to the next "nearby" village and would follow a trail marked by cairns, which now provide helpful markers for hikers.

We were fortunate to be able to do some sailing through a few of the more northern and remote islands as "crew" aboard a charter schooner based at our dock in Torshavn. Watching the captain negotiate the tidal races was a real education. One event we "crewed" for was ferrying 150 people back and forth to a private anniversary party held on part of an island where there are no roads. We all enjoyed the festivities and did not get back to the dock until 0400, but in the daylight! Another time, we helped transport a film crew and six young Danish ladies into a sea cavern so they could record them singing Bulgarian music acapella. Listening to their voices echoing off the cavern walls was quite a mystical experience.

Because Steve had been an airline pilot, the locals went out of their way to introduce him to the Faroese' first commercial pilot who had also started their airline. We enjoyed family dinners in his home and were even taken for a ride in his private Cessna, the only private airplane in the islands.

There are not too many foreign yachts visiting the Faroese. Some pass through briefly on their way to Iceland. We were only there for three weeks, but it felt like an entire summer. By the end of July, we needed to be heading south, back through Scottish waters and on down toward Spain before the autumn gales set in. So it is goodbye to the thermal underwear as we bring out our swimsuits and get ready for life in the Med.

Karyn & Steve James
aboard s/v Threshold
Palma de Mallorca,
Isla Balearics, Spain



Faroe Islands with Karyn and Steve James



The Run Down East— Part Three of Sailing with Al and Linda on Bonnie

Newport Beach to Fernandina Beach on 33 gallons of diesel fuel + wind from the gods.

(continued from last issue)

So... let me regale you with snippets of our most recent adventures bringing *The Bonnie* home. We left Newport with our crew, two young Canadians Al found on a sailing web-site that lists people who want to sail for the experience. Well, we motored from Newport Beach, after kissing David Hurd adios, on the final day of September. Expecting wind from the SW and hoping to soon set the sails, we were not disappointed. The wind came up and we sailed to the SW side of Block Island in 20-25K. The following few days were COLD. In fact, we only had one warm day on the entire trip! WE sailed to Manhasset Bay where we spent a lay day waiting for the *right* wind. A day later the wind gods graced us with exactly the winds we needed to sail through NYC and points south. Sailing through NYC was a first for me; I must have taken 100s of pics as I oogled and ogled and attempted to identify each building and bridge. When we cleared Hell's Gate the wind increased, so we dropped the main and sailed the rest of the day, night, and most of the next day under jib and jigger. That second afternoon the wind ceased forcing us to motor for 6 hours while we waited for the wind to find us again. It did! We sailed to just outside the southern entrance to the Chesapeake arriving around 4:00 in the morning so we hove-to, caught some sleep till first light, then put up our reacher/drifter and sailed the remainder of the distance to Portsmouth.

As we docked, Carol Morgan came jogging down the dock to take our lines. What a treat: dinner with the Morgans, laundry, grocery shopping, another dinner with the Morgans, and another farewell. We spent the next eight days motoring and sailing in the ICWW to Moorhead City. The ICWW is interesting and the people who sail this route are friendly, helpful, and all a little bit crazy. Nightly tie-ups turn into potluck suppers and sea stories going late into the night.

Moorhead City: more groceries, dinner at the Sanitary Restaurant, and waiting for that perfect NE wind to take us to Florida. It came just as NOA promised.

We arrived in Fernandina Beach FL from Moorhead City at 2:30 this AM (under #3 jib only) with rooster tail spray off the bow. It took 2 days and 1 and a half nights offshore in 15 to 20K winds with 30K gusts to get here; what a pleasure to arrive. We sailed most of the 300 + miles with only our smallest jib (no other sails) and made speeds up to 9.6 Knots. The first day and night were tough as the heavy seas and wind gusts made it impossible for the auto pilot to hold. Finally, yesterday around noon the wind became persistent and the seas settled enough so that the auto pilot held and we were finally able to give up the

The Run Down East—Part Three of Sailing with Al Duron and Linda Johnson on Bonnie

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hand steering. The *kids* were real troopers. Amy, first time on a sail boat, survived night watches, 8-10 foot seas, drenching-s from waves breaking over the cockpit, etc until she finally succumbed to sea sickness yesterday and spent a few hours in her bunk. But...she recovered in time to take her last watch and help sail in through the Cumberland inlet to our anchorage off Amelia island. Andrew was as steady as a rock, never complaining, taking the helm for longer than requisite watches during cement mixer conditions, (and did I mention that he was trawling a line part of the first day out of Moorhead City and pulled in a sizable king mackerel?) and always ready to haul anchor, change sails , etc.....

Al at one point during the pitching and yawing said "I might have made a bad call on going out in this..." But hey, we were 30 miles off shore with winds from the northwest and had no choice but to go on as in "plan your sail and sail your plan." We were not in dangerous conditions, just uncomfortable bordering miserable, at least till the auto pilot could help and we could take our watches in comfort (a relative term) under the spray hood. And, we covered a lot of ocean in a VERY short time averaging above 6K on every watch during the Moorhead to Fernandina Beach portion.

We celebrated our arrival with STIFF drinks and 6 solid hours of sleep.

Now we just uped-anchor and are off to anchor at a national park behind Cumberland Island which is in Georgia; Fernandina is on Amelia Island Florida and about 2 miles to the north is Cumberland which is in Georgia. So you can see, we are *just* in Florida and just leaving FL for a few days in Georgia. We will be here at anchor for about 4 days, scraping the salt off our bodies, boat and foulies, doing a laundry, showering, washing hair, and Friday making a crew change. Amy is going back to Canada, and Andrew is off to New Mexico to visit friends. New crew will be some guy named Jeff that Al found on the internet from Boston (may the cyber gods let us continue to find crew as amicable and able as Andrew and Amy), and Gary, our friend from Ft Laud, and his friend Jackie. It is great to be back in FL albeit we are still in long underwear and multiple layers. It is supposed to go up to 60 today!

So, in the words of Garison Keeler, "that is the news from Lake Wo-Be-gone." (How about Gale-Be Gone?)

Linda Johnson and Al Diran - Bonnie

THE NEW GULFSTREAM CLASSIFIED

In an effort to reopen the Marine Classified Ad section of former Tiller Tales issues, Franz Walkow and I are starting off with a few items of our own. We invite any Gulfstream members to submit items to me at mimuti@mindspring.com. I will try to add your items to updated additions before club meetings.

I will either be putting out sheets with the items offered for sale on the tables, or I will get them to Franz for inclusion in the e-Tiller Tails on line. We'll see which method works best.

Be sure to include your name, phone number, a short accurate description of the item, and of course the price. The rest is up to the buyer and the seller. If you decide to remove your item, or if it sells don't forget to let us know, so it can be removed from the list.

For Sale—Mike Limuti 954-760-9224

Two Heavy duty Fender Boards. 48" x 6" x 2" wooden fender boards

- 4 extra large rubber blocks designed for 2" x 6" boards
- 4 stainless steel shackles
- 4 stainless eye lags
- assorted stainless lag screws..... \$60.00

One extra large fender 34" x 14" (approx.) white, rubber fender.

Line hole down center15.00

Two large fenders 28" x 12" (approx.) white, rubber fenders

Line hole down center (each)10.00

Dock edge guard fender 10 feet long, 4 inches round, with right angled flange runing the long edge, for fastening. Perfect for protecting boats in slips bow-to.....

50.00

Five 5 gallon yellow plastic Diesel Fuel containers (w/spouts) (each)..... 3.00

One plastic water/fuel separator, funnel type 8.00

Line jaws for Lewmar 52 winch, new. 8.00

Propeller for 6,8,or 9.8 hp. Nissan outboard (new back-up)45.00

For Sale—Franz Walkow 954-832-9020

2 Extra large fenders, with custom made canvas covers (approx.) 44" X 18"\$35 each

Used to keep our 40 ft Island Packet off the dock in hurricanes.

2 Boxes (new) Boat Parade Lights..35 clear lights end to end , 12 Volt 25 ft long.....\$5 each

For Sale — Pat Nannery, 954 249 3679

"The Office", 1993 Hunter, model 33.5. This is a comfortable cruiser and part time club racer, draws 4.6, powered by a Yanmar 3gm30 with low hours.All lines come to the cockpit,has a walk thru transom,& is very easy to sail. The boat has a 54' mast, is a "fractional rig", and has a 150 Genoa. There is an "A sail", new in 2006,complete with sheets, snuffer and blocks, and only flown 4 times. The main and genoa are new in 2002/2003. There is also a 'Whisker pole".

The boat has an 80 amp alternator with 4 golfcarts, along with a 50amp alternator as a spare.The boat has two VHF radios, and comes with two handhelds. There is a Garmin 192C color chart plotter with the Bahamas chip and also a Garmin 120 as a backup.

There is a roll up West Marine dinghy and a Johnson 3.3 hp motor with less than 10 hours.The boat has a 22lb Delta anchor, 30 feet of chain and 250 feet of rode.

This boat has the Hunter Cruising Package,can sleep 5/6 in comfort, and has a stand up shower,hot water tank, fridge and has Marine Air, along with 50 gallons of fresh water and a 25 gallon holding tank.

Asking \$48,900, negotiatable.

THE NEW GULFSTREAM CLASSIFIED - for items below

Contact Tom Dwyer <dwertom@att.net>

Intercoastal waterway and Peanut island or Lunch at waterway cafes tour

Drive albury 20 ft. boat with bimini max. sun protection or 23 ft tee top cc boat
4 hrs. \$ 200. cash (additional hrs. \$ 50./hr. cash) Max. 6 adults 2 children
includes boat , fuel , lic uscg. capt.

Operate 20 ft abury with bimini max sun shade or 23 ft albury tee top fishing
model boat from boynton ramp to port of palm beach
dock at floating dock at rest rm area on peanut island
hike around island, swim/ snorkle in lagoon or off beach.
or go to your favorite cafe on intercoastal

Meet boat at boynton bch. ramp at appointed time
items to bring:

snack food/drinks

(cold water fountian, showers, changing bath rms. on island)

suntan lotion/protective clothing

mask/fins plus towel, bathing suit if swimming

(cash or cc if doing lunch for cafe)

Boat equiped with:

adult life jacket vests, children's life jackets upon request(must be worn)

gps/compass/vhf radio/ cd player/fm radio

flares, fire ext., anchor, nav lites, dock lines, fenders

J D Trapper Tour

Drive 20 ft albury cc boat or 23 ft albury boat from boynton bch ramp to
jupiter up river to J dickerson State park Trapper Nelson's landing,
(optional kayaking down river available for 2 kayaks, changing kayakers
permitted)

Day trip 8 hrs. \$400. cash or \$ 50./hr. 6 Max.

see other tours for items to bring and boat equipment

note: rest room stops at peanut island and trappers

Learn Safe Boat Operations on Intercoastal waterway and inlet navigation

4 hrs. \$200. cash includes boat, fuel, lic. uscg. capt. (Max. 4 adults)

operate albury 20 ft with bimini max sun protection or 23 albury with tee top
fishing model and forward seating

A: Rules of Road: passing safely port to port
overtaking correctly

boat on rights

yeild to sailboats,towed,paddled, lg. boats, people in water

B: Speed: intercoastal signs

wake responsiblity

manatee and swim areas

dive flags

C: Docking: slow, stop prior to getting off

engine use

tie up

D: Anchoring: dropping

scope

retriving and cleaning

E: Channel marks: red right returning

intercoastal marks

F: Ramp: basic cool behavior

unloading and loading efficiently and safely

preloading and untying