



Surf and Offshore

"From Hobie Cat to World Cat"

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Surf Sailing, 1969

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Coming Next Issue:

From Hobie Cat to World Cat
 A History of Surf and Offshore
 A Look at Wakeboard Season

The Sandy Hook Bay Catamaran Club

The club, incorporated since 1978, rents a beach front property from the town we call our home. The property is fenced in, has electricity, night lights and running hot and cold water for the showers. The club facilities include a "cat house" and storage shed where various items are housed, including refrigerators, race marks, anchors, flags, and a fleet of Roleez boat wheels. We make the cat wheels available to our members so they don't have to own a set. Facilities on the beach include a



large gazebo, picnic tables and a large grill/cooking area. Our membership is upwards of 250 people with about 125 privately owned boats stored on the beach. There is also a trailer storage area with 50-60 trailers. Once you acquire your beach spot, it's yours to renew year after year. If you're a new boat owner or wish to improve/relocate your spot, in late February of each year (after all the renewals are in) we have an open sign up. Each year a few great spots open up, but people wishing to improve their spots have been known to camp out for a day or two to be first in line!!!

We offer an extensive race program for all levels of sailors. We combine triangle racing with distance racing thereby offering an array of racing. Currently we have no formal training program, but there is always somebody to give you a tip or two or even take you for a sail. We also offer instructional topics throughout the year.

On the social side we have fun sails to various locations such as Coney Island, or an uninhabited island for club dogs and beer. Other fun events include an annual hull flying contest, scavenger hunts, and ribbon races. At least twice a year we have band parties along with great barbecues. We hold fleet meeting approximately 10 times a year. Usually the first Saturday of the month, but check time, place and location before assuming. Our bulletin board always has a boat or two for sale on it. So if your interested come on down, weekends are the best, but there is usually somebody just setting sail or coming in that can try to answer you questions.

It's Your World, So Take It

Young or old, male or female, for leisure or for sport — you just can't pigeon-hole a World Cat owner. Their interests are as unique as the boats we build, but our owners do share a common desire. They all seek the smooth, stable, consistent performance handcrafted into every catamaran we build. The twin hull design is renowned for its stability, superior load-carrying ability, rough water handling, and incredibly smooth ride. This adds years to the lives of our boats as well as our owners. In fact, many owners have professed that their World Cats have added ten years to their boating lives. With testimonials like that, it's easy to understand why a World Cat is considered one of the best kept secrets in boating. And it's a secret that's shared between all World Cat owners through a simple wave of the hand. It's an acknowledgement from one owner to the other that the ride makes all the difference in the World.

Check out what World Cat owners are saying about their boats at the World Cat forums: <http://forums.worldcat.com/index.jsps>



Scout Boats – Totally Fishable

by Dave Ertle

I've been fishing off the Jersey coast since forever and I bought my first center console boat in 1973. I've always been a center console fanatic due to its total fishability. I was out of boat ownership for a period of time in my life due to some family obligations with the idea that I would return when I neared retirement. You know the old "when I retire" I'll be able to get and do all the things I want, and we don't make it to retirement. It just so happens that our family had a near miss tragedy which was my wake up to "Live for today" And so the research began. I discovered Scout at a local show and liked what I saw in a high quality boat with fishing features built in. I started with a 16'5" Scout flats boat because I was going to fish bays, rivers lakes and a little outside the inlet when conditions were good. It turns out we fished almost exclusively in the ocean running at times 15 miles from the inlet along the coast. As safe as I felt in the 16'5" Scout, I felt it was time to move up to the boat that was more suitable to ocean fishing and the 20 foot Scout filled the bill. I did my homework again and compared the 20 Scout against other similar makes of boats and came to the conclusion the Scout and Surf and Offshore was where I wanted to be.

The 20 foot Scout was a great boat and we fished it hard with great results. I've always felt safe in some tough conditions which can happen in the ocean very quickly. Like most fisherman, I enjoy the off season boat shows to see all the new ideas and designs. I get very critical about fishability or lack thereof. I normally stop at the Scout booth to converse with my friends at Surf and Offshore as well as the Scout regional rep. only to find the Scout pulled the rug from under me with their new 26 foot sportfish model. I was determined to stay with my 20 foot Scout and only move up in the future if it meant going to dual power for safety and distance offshore. Most of the high quality boats were way out of my range of affordability to buy and to run. As I walked around the boat to observe fishability issues, I came up blank. Someone finally listened to a fisherman.

Lower horsepower, better gas consumption and a hull that promised a great ride. This boat could be a fisherman's dream boat with great looks to boot. I fought with myself for a long time over making such an investment but my wife and my "Live for Today" attitude prevailed. The new "TIGHT LINES II" was fishing this spring bass season and demonstrated again to be a comfortable, quick and economical boat with damn good looks.



John Dickson's Cruise to Charleston, North Carolina

This past November, John Dickson took a cruise to Charleston, North Carolina. This is the log of his cruise:

Saturday - Nov. 5th - Depart Bay Head at 7:15 AM to Rock Hall, MD. via Barnegat Inlet to Cape May Inlet, Cape May Canal, Delaware Bay, C & D Canal and Chesapeake Bay to Swan Creek arriving at the Osprey Point Marina at 6:30 PM after dark. Sea Conditions in the Atlantic were South, Southwest at 15 - 20 knots making for slow progress at 15 - 18 mph. Both Delaware and Chesapeake Bay had moderate chop which the Abaco handles beautifully riding on top at 30 Mph.

Starting hours 742 - ending hours -752. Purchased 96 gallons of fuel at Bree Zee Lee Marina in Cape May at \$2.49 / gallon. (Started trip with 3/4 tank). Excellent dinner and hospitality at Nate Anderson's house - this may become a favorite stop in my North/South treks.

Sunday - Nov. 6th - Depart Rock Hall at 7:00 AM via Chester, MD. for fuel stop and then to overnight anchorage in the lee of Cooper Island, MD at 3 PM. Ended day early due to building Southerly, slow progress at 15 - 20 mph and Small Craft warnings on the Chesapeake with winds gusting to 40 knots later in the afternoon. Beautiful natural anchorage in protected cove with an incredible sunset and star filled sky with a crescent moon. Ending odometer hours - 760. Purchased 88 gallons of fuel at Piney Narrows Yacht Haven in Chester at \$2.69 / gallon.

Monday - Nov. 7th - Depart Cooper Island anchorage at 6:15 AM to Cape Charles for fuel stop via Tangier Sound and then crossing the Chesapeake arriving at the Tidewater Yacht Agency in Portsmouth, VA at 2:00 PM (opposite the Norfolk Naval Shipyard). Original fuel stop in Cape Charles was planned for the state marina at the old ferry landing but was closed due to reconstruction of docks and installation of new fuel tanks. Instead traveled one mile north around the town of Cape Charles to a new facility - The Bay Isle Marina and Resort - purchased 100 gallons of fuel at \$2.99 / gallon. (I made more frequent fuel stops on this trip than necessary due to a wide variety of prices - one marina in Rock Hall was still at \$3.99 - I didn't stop there). Stopped early for the day due to a need for a good wireless location to catch up on E Mails, do an expense account and submit my weekly report. Ending hours - 766. Purchased 38.7 gallons of fuel at Tidewater yacht agency at \$2.69 / gallon. Dinner at the marina restaurant, The Deck Restaurant - excellent grouper and cold Coors Light.

Tuesday - Nov. 8th - Depart Portsmouth at 7:00 AM - Mile Marker one - official beginning of the Intercoastal Waterway built during WW II as an inland route for commercial traffic to avoid German submarines offshore and still maintained by the Army Corp of Engineers. Timed arrival for the 8:30 lock opening at Deep Creek, the beginning of the "Dismal Swamp Canal" an alternate route on the ICW that dates back to pre Civil War Days (George Washington was one of the original investors!). Dream Chaser was raised 15' in this lock. This was the most beautiful part of the trip - 22 miles between locks at 7 mph. I was the first boat through the locks and ahead was nothing but a glassy surface carpeted by leaves. The reflection of the beautifully colored trees covered with moss and various vines was so complete and perfect that it was difficult to discern where the land ended and the water began. This combined with the tree overhang on both sides made the canal appear to be no more than 10 feet wide. In actuality the canal averages no more than 80 feet wide with a controlling depth of 6 feet. We Barnegat Bay boaters are used to this type of depth. In some sections due to the almost complete tree cover overhead the GPS lost its positioning. Made the 1:30 lock opening at South Mills, the South end of the canal - Dream Chaser was lowered 10' to the level of the Pasquotank River and then on to Albemarle Sound - the largest fresh water sound in the US. Crossed Albemarle Sound to the Alligator River on a mirrored surface at 32 mph arriving at the Alligator River Marina at 5:30 PM. Ending hours - 774, mile marker 84. Purchased 50 gallons of fuel at \$3.00 / gallon. This marina was also a fuel stop and convenience store on Highway 64E in Columbia, North Carolina. Dinner at the convenience store grill, "Short Stops" - excellent crab cakes and cold Coors Light. (This day was slow progress but well worth the trip through the Dismal Swamp which is closed during droughts due to low water and has a doubtful future due to limited funding for maintenance for the Army Corp of Engineers.)

Wednesday - Nov. 9th - Depart Alligator River Marina at 6:15 AM to Southport Marina at Cape Fear via the Pamlico River, Pamlico Sound and the Neuse River arriving at 5 PM. Hour meter at 784, mm 309 - total miles for the day 225.3 - a record for Dream Chaser. Purchased 96 gallons of fuel at the New River Marina, Swan Point, Sneads Ferry, VA at \$2.59 / gallon. Dinner at PJ's truck stop - excellent Crab Chowder and veggie omelet (and cold Coors Light). The marina seafood restaurant, Fish Tails, was closed during the week off-season. This was a favorite restaurant on my trip north last Spring. This marina is located in the shadow of "Old Baldy" lighthouse at Cape Fear and its beacon flashed overhead during the night. Last Fall I did the whole coast of North Carolina offshore and viewed this lighthouse from the ocean side.

Thursday - Nov. 10th - Depart Southport Marina at 6:15 AM to Hazzards Marina, Georgetown, SC via the IWC arriving at 1:30 PM. Hour meter at 391, mm 403. Purchased 68 gallons of fuel in North Myrtle Beach at Doc Holiday's Marina - \$2.59 / gallon. Georgetown is a beautiful old Civil War era town with great waterfront restaurants and an excellent anchorage. The harbor was filled with boats of all sizes from almost every port of call on the East Coast. I was tied up next to a large sailboat from Montreal. Dinner at the River Room - excellent seared tuna and cold Coors Light.

Friday - Nov. 11th - Depart Georgetown at 6:10 AM to Mt. Pleasant in Charleston Harbor via the IWC arriving at 9:00 AM. Hour meter at 794, mm 464. Pickup at 10:30 AM by Jack Bentz at public ramp in Mount Pleasant arriving at the Scout factory at noon. Lunch with Jack and Dave Wallace. Discussion at lunch centered around the new 35 Abaco.

Saturday - Nov. 12th - Depart Charleston on board the "Palmetto" at 9:44 AM arriving Penn Station, Newark at 10:44 PM.

PRE-OWNED BOATS

\$26,000 – 24' 2001 Concept 24 Superfisherman
Mercury Saltwater 200HP Outboard, T-Top, Trim Tabs, Compass, Lowrance GPS, Hummingbird Fish-finder, Stereo w/ 4 Speakers, Bimini, Cover

\$22,995 – 21' 1999 Sport Craft 210 Evinrude 200HP, T-Top with Rocket Launcher, Elec. Box, Wrap around enclosure, Port-a-potty, Raw Water Washdown, 2 Fish Boxes, Bow lounge cushions, Trim Tabs, Rod Holders, Bow Pulpit w/ Anchor Roller, Lowrance Sonar Fishfinder, Lowrance GPS, VHF Radio

\$20,000 – 21' 2000 Correct Craft Ski Nautique
PCM Inboard GT40 Engine, Full Custom Cover, Fresh Water Flush, Trailer

\$22,000 – 21' 2000 Correct Craft Ski Nautique
PCM Inboard GT40 Engine, Full Cover, Trailer

\$10,000 – 19' 1993 Mastercraft Pro Star 190 Ski Boat
Fresh Water Cooling, Mooring Cover

\$25,900 – 28' 1999 Pro Cat Center Console
Load Rite Trailer Electric Winch, Lowrance Chart/Fish-finder, Stereo, Icom VHF, Saltwater Wash Down Pump

\$29,995 – 28' 1991 Searay Weekender 280
2 Inboard 5.7 Mercury, 650 Hrs., Covers, Electronics

\$84,995 – 26.5' 2004 Robalo 26.5 W/A Powder Blue Hull, Hull warranty fully transferable, 2 Yamaha 150 HP 4-stroke engines, Great on gas (Canyon ready), Quiet, Low Hours, Amenities never used (microwave, sink w/ hot water, stove burner), Refrigerator, Plenty of Drawers and Storage, Private Bathroom with macerator, Windlass anchor w/ foot controls on bow and controls at helm, 2 oversized fish boxes, Lighted oval livewell, Garmin 3006C Electronics, Chart plotter with 320C Fish Finder, CD Player with 4 speakers, VHF, Hard Top w/ full enclosure, 2 batteries, power cord, battery charger

\$16,000 – 22' 1997 Crownline 225 Cuddy
Mercury I/O and Trailer

Surf and Offshore would like to thank
all of its customers and friends
A special thank you goes out
to everybody who contributed to
this newsletter.