

**SOUTHWEST FLORIDA YACHTS**

INC.



**FLORIDA SAILING & CRUISING SCHOOL**

*Experience the Boating Life!*<sup>™</sup>

**E-YARDARM – September, 2009**



**SFY's Fall Stimulus Charter Program!**

September 1-October 31, 2009



**A 2-Day Minimum Charter Rate!** (Regular minimum is 3 days.)

**PLUS – Receive 1 FREE day with a 2-day minimum charter rate!!**

**Need a "Bail Out" for a weekend on the water? This is your chance!**

**Now you can cruise and save at the same time!**

**Call and reserve your 2-day or longer "bail out" break today!**

*Join Our 25<sup>th</sup> Anniversary Celebration  
Continues Through December, 2010!*



*Barb & Vic, 1984!*

**CHARTER SPECIAL**

**Winter (12/15-4/30):** 1 Free Day with 3 Days More!

**Summer (5/1-12/14):** 2 Free Days with a 3-Day or longer Charter!

**SCHOOL SPECIAL**

**Sail and Power Students Who Graduate From Our School**

**Between January 1, 2008 and December 31, 2010 Will**

**Receive a Free Nautical Gift by Weems & Plath.**

**\* Some restrictions apply. Charters & Classes must end on or before 12/31/2010.**



# LEARNING TO CRUISE ABOARD THE “HEATHER MICHELLE”

*By Phyllis Hermann*



*Phyllis and husband, Dick on board!*

There are three things that give me nightmares; water (I'm a non-swimmer), small spaces, and spiders. Imagine my delight, and Dick's, when I found living on board the Heather Michelle one of the best experiences we have shared together. Maybe that's the key, sharing it together. With Dick next to me I am capable of doing anything. Well, almost anything. I never did ski off that mountain in Switzerland strapped to a para-sail and an instructor like he did. Or get certified for scuba.

The Heather Michelle is a 34 foot American Tug that we chartered from Southwest Florida Yachts [for our course.] We lived aboard her for a week. Day one we had to ourselves to get settled in. For the next three days Captain Chris Day came on board from 9-5 to instruct us in the basic handling of a boat. He then went out with us for the last three days and two nights. This overnight experience was to teach us the ropes of anchoring overnight (no pun intended since the correct term for the line or chain attached to an anchor is “rode”), navigating, how to get yourself in and out of a marina, fueling and pumping out the waste water and just getting comfortable being “away from home”.

Captain Chris was the best captain we could have hoped for. His knowledge and experience is incredible. If he ever writes his life story I will be reading it for sure. What started out as a 6-month sailing sabbatical from teaching has turned into an adventure that now covers over two decades. Captain Chris has crossed the Atlantic, moved boats up and down the eastern and western seaboard, and spent time working in the Caribbean and Mediterranean.



Chris also has nerves of steel which he proved during the only close call we had all week. We were practicing backing into a slip, a bit difficult with our boat's set up because the tender (dinghy) is suspended from the stern (rear) of the boat in such a way that I could not see over, under, or around it. I had to rely on Dick and Chris to give me cues. I was feeling calm about the whole thing in spite of the fact that Chris had just told us the dinghy is worth at least \$5000 with the motor and launching gear. Great. And lurking somewhere behind me was a wooden piling that I had to keep to my port side (left). There was not a lot of margin for error. Luckily there was little wind at that time.

Everything was going well but I was drifting a little too close to the piling so Dick gave the alert. Captain Chris told me to pull forward and set up my approach again. The lever is the one with the black knob. That is the transmission. The red one is the throttle. Black, good. Red, bad. I was looking over my shoulder to see if I could get a feel for where the boat was going when I reached in front of me for what I thought was the transmission. Instead I pushed the throttle all the way forward. I immediately realized what I'd done and started correcting my mistake. Captain Chris reacted quickly as well but since he was hanging out the door he too reached in blindly. It all happened so quickly but the results were that with both of us grabbing, one of us knocked the throttle forward a second time.

The moment ended with me having a momentary death grip on both levers. I had the throttle pulled down and the transmission pushed forward and didn't let go until I knew Chris knew it was corrected. Captain Chris's first, second & third lessons were running through my eahd, “Slow. Slow. Slow.” and his warning that what ever happens it is the captain's fault. At that moment I as he captain and I was responsible so no one else was going to touch the levers.

Meanwhile, Dick was at the stern and had been watching the distance between the boat and piling grow shorter by the second and wondering what could be going on at the helm. He thinks he may have come as close to having a heart attack as he ever hopes to. Happily it was Dick's turn after that. He tried it a few times and did quite well but we all silently agreed that this boat should not be backed into a slip. (Note to self: When we buy a boat it will have a second set of controls located either on the flybridge or at the stern for easier mooring.)



Dick's previous experience has been with sailboats. Our objective of the week was to give us an overview of how to handle a power boat. It was also meant to give me an idea of whether or not this lifestyle would suite me. What I didn't want to happen was that as we reached retirement and bought a boat I would rely on Dick to do everything except the cooking and cleaning. I needed to be comfortable handling the boat on my own. So we went into this course equally as students. It gave me enough confidence that, given more experience I will be very comfortable with any aspect of boat handling.

Using the auto pilot was a leap of faith for me. I don't get along with electronics on the same level Dick does. Knowing me as well as he does this was the point when Dick backed off and let someone else try to convince me of its value. With a bit of gentle pushing Captain Chris was able to get me to see that the auto pilot is a better helmsman than me. Once I was feeling more at ease with it Dick reappeared. And being Dick he felt comfortable making course corrections on my behalf. He just couldn't keep his fingers off the buttons. I reminded him that I was the captain of the day and that he would have to wait his turn. Besides, what if I didn't see him making the adjustment and then I did the same thing? If we ran aground on my watch it would be my fault. On a boat there really is room for only one captain at a time. For this reason Dick and I decided to elevate Chris to the level of Admiral.

Learning to use a chart and plot a course sounded like the worst part of the whole experience to me. It meant working with numbers. I guess I should have put that at the top of my list of things that give me nightmares. As Chris predicted it turned out to be fun but again I had Dick at my side to offer encouragement when I had to plot our course. Oh, and guess what? Chris came to the conclusion that maybe I was a little too detail oriented and it would be OK to relax a bit. (I can hear my brothers, mother and sister laughing out loud.)

The first three days we spent around the marina and on the Caloosahatchee River. This got us comfortable with the workings of the boat. The next three days we would take off on our voyage. I won the flip of the coin and choose to be "captain" the first day. This meant I was responsible for plotting a course, checking the systems, leaving the dock, giving orders to my crew as to who would handle what lines, successfully navigate some narrow channels, drop and set the anchor for lunch and again that night. Once that was done I switched hats and became the galley slave. Of course as captain you could delegate any job but I was there for the total experience so Dick had to patiently stand around while I did most of it. As a reward for his good nature my last act as captain of the day was to declare he could be captain both Saturday and Sunday.



We worked well as a team. Captain Chris, whose job description has occasionally taken on that of marriage counselor on these trips, told us repeatedly that we have what it takes to do this together. He was sure this would work for us as a couple. The whole experience turned out to be a positive one. Mind you, buying a boat does not have to be in your future. I would recommend this course to anyone looking for a week long adventure or active holiday. I found the marina lifestyle so much fun too. Each marina has its own atmosphere but the people we met all had the same friendly nature.





One thought Dick and I had throughout this adventure, and even now as we reminisce, is that we like Florida so much better from the water. You can only get to places like Cabbage Key and Useppa Island by boat so they have retained their intrinsic “Old Florida” character. A world apart from the 12-lane highways flanked by strip malls awaiting tourists seeking winter’s warmth.

*At the end of our trip and don't we look happy!  
When can we go again?!*



**Editor's Note:** *And Florida is a world away from Siberia! Phyllis and Dick are Americans living in Siberia! Dick works for a US company there. Thanks, Phyllis and Happy Cruising to you both!*

## Join the ASA Sailing Flotilla in Southwest Florida Planned for March, 2010!



The 2<sup>nd</sup> annual American Sailing Association Flotilla Cruise is being planned for March, 2010. Stay tuned to our website for details!

Any of our sailing yachts will be available for charter to those who want to participate in this cruising adventure through the waters of Charlotte Harbor and Pine Island Sound.

The float plan will include stops at the beautiful islands of Captiva, Cayo Costa and Useppa, among others. The flotilla will again be led by instructors Jeff Grossman and Jean Levine. Jeff and Jean have a great adventure and lots of fun planned for the week-long flotilla. Take a look at the ASA website ([www.american-sailing.com](http://www.american-sailing.com)) for pictures from last year's cruise. So, gather your family and friends! Give us a call to reserve your boat and your space in the Flotilla!



↑ Capts. Jean (left photo) and Jeff (right photo) with students at our Sailing School. ↑

# From the E-Mail Boat



Barb and Vic,

Congratulations on both of your 25th anniversaries.

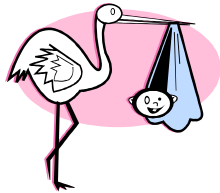
Your article in this mornings "Wave" reminded me to thank you for introducing us to live aboard boating. We chartered from you twice, loved the area, moved here. bought a small boat, moved up to a 43 footer and two years ago completed my personal dream of doing the "Great Loop". All of this started with our first charter of "Forever" 10 years ago.

You enabled my dream to happen. Thank you. Keep on spreading the story.

Relocated Hoosiers,



Dennis and Ruith



## Berth Announcement!

New to Our Fleet!  
Island Packet 31  
"Sojourner"



*Actually, "Sojourner" is not "new" to the fleet! This vessel was in our fleet for a number of years before the owners took off to go cruising! Having logged many sea miles, the owners now plan to cruise by land in their RV, leaving their "baby" in our care once again!*

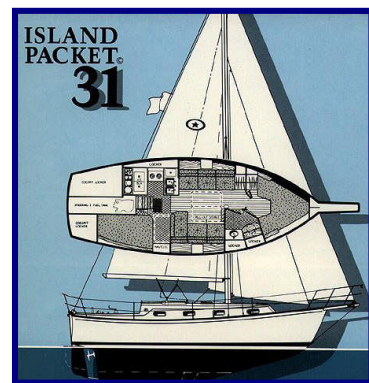
**Berth Date:** *October, 2009*

**Type of Vessel:** *Island Packet 31 Sloop*

**Weight at Berth:** *8,600 lbs.*

**Length at Berth:** *31 feet*

**Equipment includes:** *New Yanmar diesel, GPS plotter, dockside Air conditioning, stereo with CD player & Sirius XM radio, Refrigeration, dinghy, outboard and more!*



**Charter Rates Per Week:** Winter \$2314      Summer \$1852



*Coming in November . . . a 2006 Jeanneau Prestige 36 Motor Yacht!  
Watch for details in our next newsletter!*

← "LADY LYN"

# YACHT SALES AND BROKERAGE

Barb Hansen is a licensed Florida Yacht Salesperson.  
Call Barb to make an appointment to see any of these lovely yachts or to discuss any other vessels you may have an interest in owning. <http://www.swfyachtsales.com/>

All of these yachts are available for private or charter yacht ownership.  
Ask for details!



## FOR SALE

**2000 HUNTER 34 SLOOP - \$68,995.**

Yanmar 24 hp diesel, refrigeration, propane stove with oven, GPS, Autopilot, color TV, stereo with CD player, canvas, dinghy & outboard.



*Wind Song is staying in the fleet!*



## POWER



← **1999 Mainship 43 Motor Yacht**  
**Absolutely ready to cruise right down**  
**to fresh bottom paint!**  
**\$249,000**

Twin Cat. Diesels, Kohler 8kw generator,  
3 cabins, 2 full heads with Vacu-flush  
toilets and separate showers.

The complete galley includes 3-burner  
electric range with oven, refrigerator, icemaker, large freezer,  
and trash compactor. You will cruise in comfort with three-  
zone air conditioning, a central vacuum system, stereo with  
CD player and three color TV's. This yacht comes complete  
with a 9-foot inflatable dinghy on Weaver clips and a 4hp Mercury outboard!



You can literally step aboard "Chelsea Too" and go cruising - no cleaning, no commissioning, no complaints! Call today to see this well-maintained yacht.



← **1999 LINSSEN 320 DUTCH STURDY STEEL TRAWLER-**  
**Price to sell at \$119,000.**

This is a small ship that's big on quality and built with fine Dutch  
craftsmanship! Equipment includes: A single Volvo 88 hp diesel with  
bow thruster, dockside air conditioning and heat, GPS, Autopilot, new  
flat screen color TV with DVD, Dinghy with motor and much more!





← **2003 MAINSHIP 390 TWIN ENGINE TRAWLER**

***A nice clean yacht! Priced right! \$189,900***

Twin Yanmar 240 HP diesels, Kohler 8 kw generator, air conditioning and heat, refrigerator, stereo with CD Player, new flat screen color TV with DVD, autopilot, Radar & GPS!

**1991 Grand Banks 42 Motor Yacht** →

***This yacht is lovely. Now just \$249,000!***

Twin Caterpillar 375 hp diesels, Onan 8 kw generator, new Raymarine Autohelm Autopilot w/remote & integrated with Garmin GPS, Radar, flat screen TV, DVD, icemaker, refrigeration with separate freezer, washer & dryer, Avon 10' RIB dinghy on davits, Yamaha 4 hp outboard and more!



# AHOY! Yachts Wanted!

We need late-model Sail and Power yachts to join our fleet, including sailboats from 35-40 feet and trawlers and motor yachts between 35 and 45 feet.

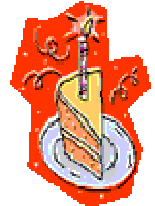
If you currently own a diesel-powered sail or power yacht that you may not have the time to use, or wish to purchase a boat now as your "floating retirement plan," give Barb Hansen a call.

With our sail and power courses, and sail and power charters, the demand for yachts often exceeds our supply.

If you would like some income to help offset the cost of boat ownership, or wish to have your investment in a yacht protected by having regular usage and proper maintenance, you might want to consider charter yacht ownership. In addition, your boat would be located in one of the finest year-round cruising areas in the world!

For more information on our charter yacht ownership program, please give us call at 800.262.7939 or email us at [info@swfyachts.com](mailto:info@swfyachts.com).

## The Marinas of Southwest Florida Are Helping Us Celebrate Our 25<sup>th</sup> Anniversary!



In addition to our own Anniversary Specials, many of the marinas in our area are offering our customers a discount on dockage rates. Our featured marina this month is:



### ***BOCA GRANDE MARINA***

*Gasparilla Island*

***Receive close to 20% off your dockage rate!***

***Regular Rate: \$2.75/ ft. SFY Rate: \$2.25/ ft.***

Boca Grande combines world-class fishing with old-Florida charm. The new Eagle Grille offers fine dining overlooking the harbor. Rent a golf cart (reserve ahead) and visit the charming downtown for more dining choices and island shopping. Take a stroll down historic Banyan Street, pick up a pastry at the Boca Grande Bakery or enjoy some island ice cream at the Loose Caboose! Boca Grande is known as the tarpon fishing capitol of the world. If you plan on staying a few days you can arrange for a fishing guide through the marina office.

*Join us soon and experience all that the islands and marinas of Southwest Florida have to offer!*



### ***SFY Featured in September's PassageMaker Magazine!***

***Ahoy Mateys!***

The September issue of PassageMaker magazine gives readers a full feature article about our Trawler Training School! The article entitled, *A Taste of the Cruising Life* follows three students, including two PMM Editors through our P101-P102 6-day liveaboard powerboating course. Check out the current issue of PassageMaker now!

## **CHECK OUT OUR WEBSITES!**



For complete charter, school, and yacht sales information, try our websites:  
[www.swfyachts.com](http://www.swfyachts.com) \* [www.flsailandcruiseschool.com](http://www.flsailandcruiseschool.com) \* [www.swfyachtsales.com](http://www.swfyachtsales.com)

For more information on charters, classes, charter yacht ownership, or brokerage yachts for sale, please give us a call or email us at: [info@swfyachts.com](mailto:info@swfyachts.com)



*Mark Your Calendar – Take Time to Cruise!*



**Float into Fall on a  
sail or power charter or class  
and SAVE!**



*The weather is beautiful! Wish you were here! Fall is a great time to cruise in Southwest Florida. Take advantage of our “Fall Stimulus Program” or one of our Anniversary Specials! Come on down for a long weekend or a week-long sail or power charter or class. And don’t forget to reserve your winter or spring cruising dates soon! Peak weeks book up quickly! Call 800-262-7939 or Email us at [info@swfyachts.com](mailto:info@swfyachts.com).*



**NEED A HOLIDAY GIFT IDEA  
FOR THAT SPECIAL SOMEONE?**

**CHARTER OR CLASS CERTIFICATES MAKE PERFECT GIFTS!**

Need a special gift for that someone special? Or how about a gift that the whole family can enjoy? Make your holiday shopping simple this year! Give us a call today and we will “wrap up” the perfect charter or school package for you!

Make it a great holiday season with the gift of boating!



**Experience the Boating Life!™**

*If you are planning a trip to our area  
we invite you to stop by and see us!*



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