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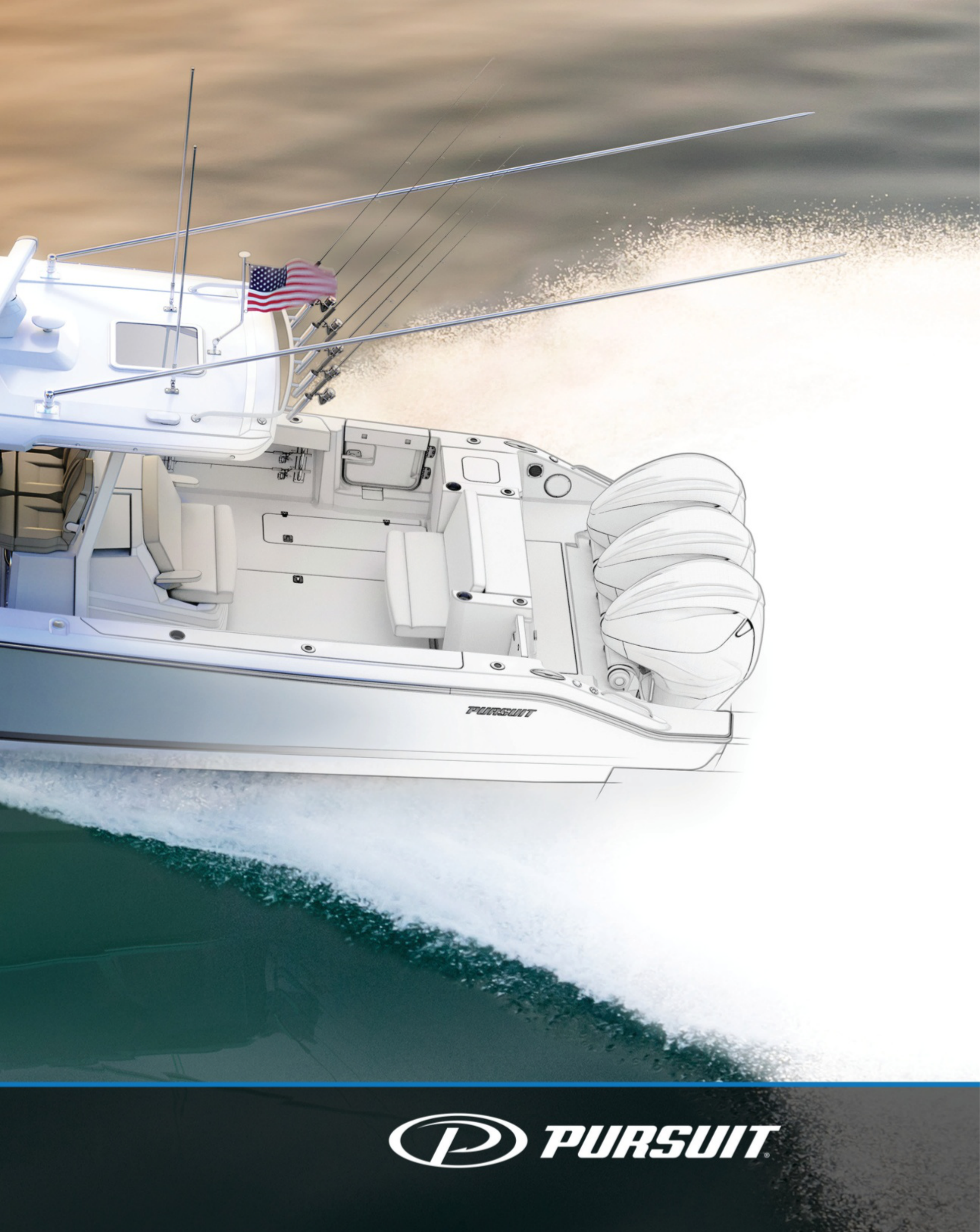

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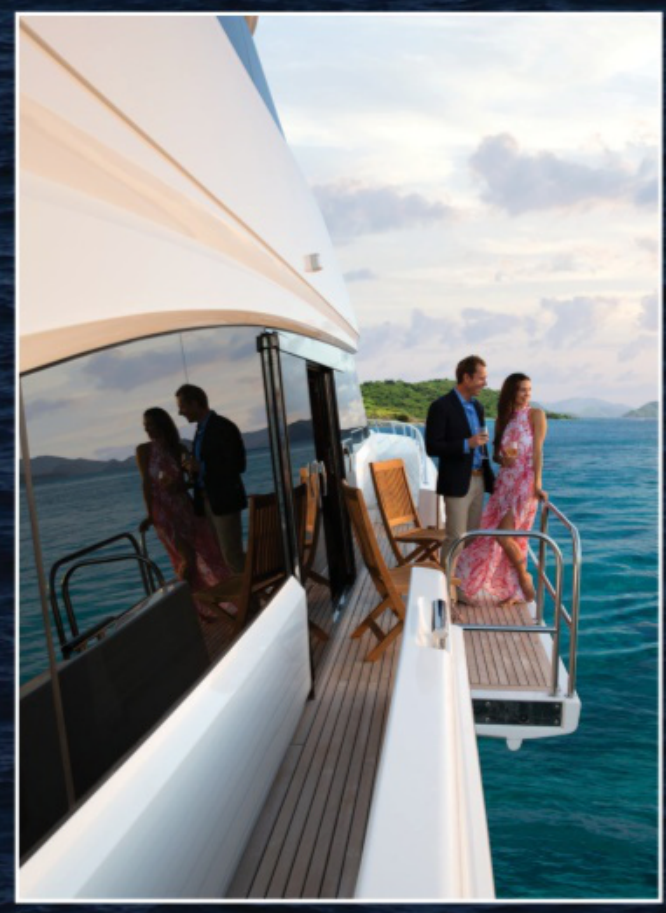

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IN THIS ISSUE

MARCH 2020 VOL. 36 NO. 3

COVER PHOTO BY BROOKE PALMER

The Palmer family sold most of their belongings before embarking on their adventure (page 58).

58 Family Ties
These live-aboard families take the challenge of raising children at sea in stride, and have come out stronger for it.

64 Bring Your Daughter to Work Day
A test of the Prestige 420 Flybridge allows the author to give his youngest a taste of the salt life.

70 Past, Meet Present
From building WWII PT boats to surviving hurricanes, Huckins looks to the future with the Sportsman 38.

76 Wild and Three
One of America's least-visited national parks provides the backdrop for a cruising family to explore the wilderness together.

82 Style & Substance
As an example of the art in boatbuilding, Riva's Dolceriva aptly brings together beauty and performance in one classic design.

88 The Family Business
A boat brokerage empire begins and ends with a hardworking family that just won't quit on each other.

N41 Introducing a New Legend

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IN THIS ISSUE

Executive Editor Jeff Moser and his daughter Frankie make memories aboard the Prestige 420 Flybridge (page 64).

30 Logbook
A look back through childhood photos brings back memories and provides hope for the next generation of boat kids.

34 Waterfront
Laura Stein began by boat schooling her daughters for a year. Since then the years have piled up, and so have the lessons.

38 Inside Angle
Every good yacht club seems to have a well-traveled, interesting denizen with more than a few good tales up their sleeve.

40 Electronics
The Garmin GPSMap 86 is a powerhouse of communication and connectivity that you might just need in your arsenal.

46 New Boats
The latest debuts from Hargrave, Jeanneau, VanDutch, Vanquish and Viking.

95 Boatyard
No one enjoys having their boat on the hard. But use this time to your advantage by inspecting every inch.

102 Boatyard Tip
MacGyvering this dental tool will allow you to inspect all the hard-to-reach spots in your engine room.

172 Uncharted Waters
Remebering a top-notch crew member and life-long friend with unshakeable nerve: Capt. Bill Pike's brother.

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Can boating be the cure that gets kids back outside and using their imaginations? These fierce pirates think so.

LOGBOOK

A Family Matter

My earliest memory as a child has become something of a family fable. It features a four-year-old future editor standing in the cockpit of his parents' Sea Ray with a pail clenched in one hand and a toy shovel in the other. Armed with the tools of the trade, I looked ahead through my too-round sunglasses at a busy afternoon of sandcastle construction.

It was on that blissful July morning that my mom—still in the car at this point—would go into labor with my brother. My dad urgently summoned me back to the car. I protested. He summoned louder. I relented. This would be just the first boating day that my younger brother would ruin.

I was recently gifted (read: forced to repossess) the last of my childhood belongings, and in a box was an unsorted stack of film photos. On a cold, gray afternoon I took to sorting them before delegating the collection to the attic. One by one each birthday, family party and waterborne summer vacation came back into focus.

Flip, flip, flip. Like a card dealer I turned over one after another. One photo in particular jumped out at me and caused a brief double take. *I know that place*, I thought. Circa 1990-something it shows my brother and I (long past the ruined beach day incident) clad in full pirate garb, poised for adventure at an Egg Harbor rendezvous costume contest that we had no say in entering.

Unfazed and unembarrassed we ran around Essex Island all weekend—eventually relinquishing our costumes. Games of manhunt, fishing for catfish with pepperoni and diving for sink toys in the marina pool long after our toes and fingers pruned are but a few of the happy memories I have from that little spit of land.

Fate is a funny thing. I never would have thought, decades later, I'd end up working and keeping my boat in that river town. On summer evenings I can be found cleaning a marina grill with a cold beer in hand after an alfresco hot dog dinner on the island I conquered as a kid. Essex Island doesn't seem nearly as vast today. The docks have been replaced. The small arcade is gone. The tetherball set where I nearly decapitated my brother was—smartly—removed. Still, it retains a bit of boating magic.

The street I live on now is home to a number of young families with kids, yet I hardly ever see them outside. There are no bicycles parked on front lawns, no gleeful shrieks or shouts from an annoyed older sibling. I think they're all inside glued to their phones or sucked into a video game.

A weekly cookout on Essex Island gives me hope; it's like stepping back in time. Kids run in packs, hair tussled, chasing after each other. The rules of manhunt have changed but the premise, I notice, is the same. Chase and be chased. I remember once when eating dinner, a young boy with tears in his eyes came up to my wife Karen and me and asked if we'd seen his friends. Perhaps it was my guilty conscience, and days spent ditching my brother, but I broke the sanctity of the game to point him in the right direction. A younger me would have run by in a pirate costume and called me a snitch.

It warms my heart to see kids sprinting after one another after the sun's gone down and the bug zapper has kicked on. The shrieks of childhood have a way of echoing across the placid river. Sun burned, grass stained, with the smell of chlorine in your hair—it was a hell of a way to grow up. I don't thank my parents enough for that childhood. I don't think I really have to.

Throughout this issue you'll find the theme of family sewn throughout. In some stories it's more obvious than others. In "Bring Your Daughter to Work Day" on page 64, Jeff Moser enlisted his daughter Frankie to test the family-friendliness of Prestige's new entry-level 420. "Family Ties" and "Wild and Three" profile families who remind us that the challenges of boating with children are nothing compared to the inherent rewards.

In "Past, Meet Present" we look at how one of the most famous families in American boatbuilding looks to blend their past and future in a one-of-a-kind hybrid-powered cruiser.

And there are those bonds that are formed with longtime friends who almost become family. In Inside Angle, Bill Prince poignantly reminds us that you don't need to be blood to be family. ❐

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Class is in Session

Laura Stein discusses the challenges and rewards of boat schooling two kids.

My family and I completed the Great Loop in October 2017. After returning to our land-based home we all missed the water terribly, as well as the life it afforded us. We knew we had some decisions to make. My husband Ben reinvented his career, choosing to focus on marine electronics as a contributor to this magazine, and we moved back aboard in July 2018. Except for a couple of four to six-week stints at home scattered throughout the year we've been on the boat. We live aboard a 57-foot Carver Voyager with our two daughters, Molly, 12, and Madelyn, 9.

I began homeschooling the girls on the boat in 2016. They were in 1st and 4th grades; we only planned to cruise for a year and then put the girls back in public school. I taught briefly before the girls were born so it was time to dust off my teaching skills and get back to work. Being a trained teacher is *not* a requirement to homeschool, or rather, boat school your children. For our one-year trip I felt it was important to mirror what the girls were missing in public school in order to make their transition back easier. I used the same math curriculum as our school, and covered the same social studies and science units they would have experienced. We did reading comprehension as well as read novels, and the girls kept a blog and journals on the boat. It was, and is, important to me that they were reading, writing and practicing math daily despite the daily tribulations of the nomadic lifestyle on the sea.

Days on the water can be a challenge—if seas are rough, we can't always get our schoolwork done. Either it's very messy or someone gets motion sickness trying to read and write. Sometimes when we are at anchor or underway it's a little too tight on board to have a place for everyone to quietly focus. We try to spread out where we can, and I take turns with the girls when they need help. If we are in a marina, the girls and I try to find a boater's lounge or a library for a change of scenery. I do keep a strict Monday-through-Friday school schedule. However, the beauty of boat schooling is that if we are in an amazing town with a lot to see and learn, that will take precedence, and we scrap the regular work for the day. I feel that by keeping on schedule the rest of the time, it frees us up to take advantage of everything that traveling offers—and not get behind on 7th grade math at the same time.

The fun part of boat schooling is that every day is a learning experience. If it is a long day stuck on the boat, we do our regular schoolwork and not much else. But the girls have learned how to read charts, how locks work and enjoy (sometimes) helping with boat tasks. As soon as we pull into a port or anchor we are off exploring. Some days this means a cute little town with a rich history; on others it means a serious history lesson. Much of the history of our country can be found along the Great Loop: From Civil War battlefields, to the American Revolution, to slavery and plantation houses in the south, to the Statue of Liberty and Ellis Island in New York City, to the Hudson River and Erie Canal—the learning opportunities are endless. And we try and find them wherever we can.

Living aboard with a 4th and 7th grader can be challenging at times; the trick is finding different ways to make learning experiences unique.

We took the Tennessee River to Chattanooga for more Civil War history. Taking the boat up the Potomac, we anchored for a week in Washington D.C. Every day was a unique opportunity to take in something new. To be able to show our kids the White House, tour the Capitol Building, see the original Declaration of Independence and Constitution and witness so many museums was incredible.

The learning certainly isn't limited to history: there's practical applications too. Our girls learned how to catch crab off the boat in the Chesapeake Bay and identify all manner of sea creatures in the Bahamas and Florida. The most gratifying moments for me are when we sit down and study something in a book and they both shout that they remember because *we have actually been there*. Being able to touch, hold and walk in the footsteps of our forebearers creates a lasting memory.

After our 14 months of cruising were up, I went back to homeschooling them at our home in Chicago. I knew that I had to make my curriculum my own and no longer mirror what they were missing in public school. The girls and I found a curriculum we were

Living in different parts of the country provides a treasure trove of learning opportunities, from the Capitol Building to the Statue of Liberty.

very happy with. I teach all their subjects. However, there are many online options for parents who work, or are not comfortable teaching a certain subject. When we moved back onto the boat, we knew it would be a little different. As we now live on the boat full time in South Florida, and don't do too much traveling, our schedule isn't as exciting as before. We still try and take advantage of what our location offers. We've learned that the Calusa tribes settled in South Florida millenia ago. We have been to the Calusa Nature Center and Planetarium. We've taken a river tour on the Caloosahatchee River to learn about the wildlife in the area. We learned about manatee protection zones and take our dinghy out often to explore some of these areas. We hope to jet back over to the Bahamas in the spring and continue the exploring we started there in 2017. And if we're lucky, maybe explore the East Coast again next summer.

Our curriculum has evolved each year. This is our fourth year of boat schooling, and since we are more stationary right now, I have been able to take advantage of more resources. We are still sticking with a Monday-through-Friday schedule, touching on all our core subjects. In addition, I have added a virtual Spanish class for both girls as well as computer science for my 4th grader and civics for my 7th grader. These are fabulous opportunities for them to interact with other students. As Molly gets closer to high school, it's important for us to explore the virtual options where she can get a little deeper into some of her subject matter.

Life is an adventure and we must take advantage of all that it offers. ❐

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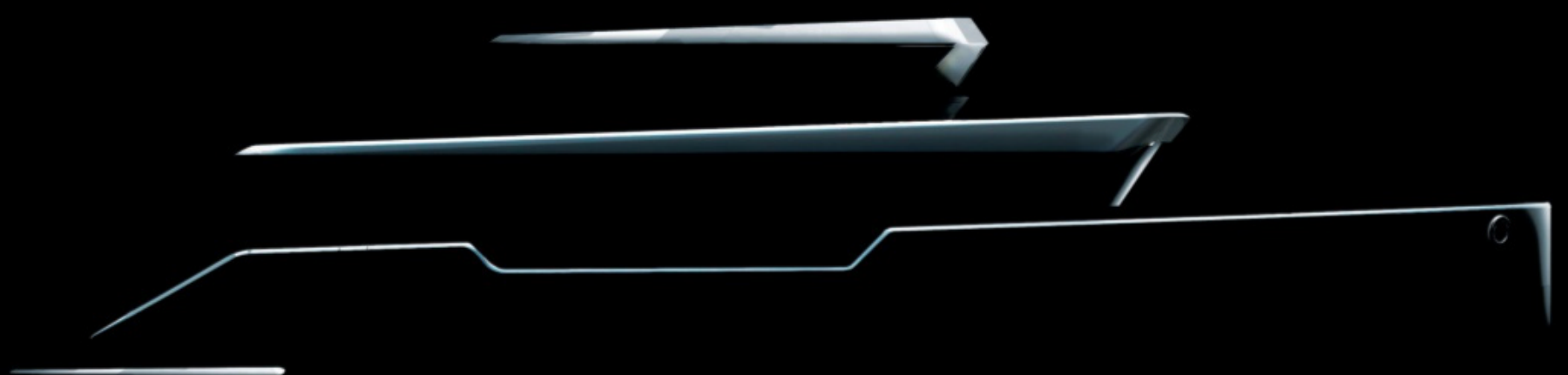

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by Cheoy Lee

A Life Less Ordinary

Many yacht clubs have a version of this remarkable person among their brethren. Seek them out, dear reader, while you can. By Bill Prince

I walked into my hometown yacht club a dozen years ago, having recently joined the institution and not knowing many of the old-timers. We'll call it the Sparkling Waters Yacht Club for the purposes of this tale. Thick mahogany deck hatches form the varnished bar, recovered from a local shipwreck, original brass hinges still intact. Brick arches and elegant lighting add class to the space. Against a backdrop of soothing swells breaking on the rocks outside, a tall, silver-haired man in a yellow foul weather jacket sat under a pendant light at the near corner of the bar. He looked liked he belonged there. Hell, he looked like he owned the place.

There is no shortage of self-made men and women around a yacht club bar. In fact, if you're reading *Power & Motoryacht* in the first place there's a good chance you're one of them. Such is the case with Pete, the guy in the yellow foul weather jacket.

But it takes more than a foul weather jacket to make an old salt. Over seven decades Pete's life has had many remarkable twists and turns, and boating has been a constant thread sewn through many of them. He's a Marine. He once owned a classic German sailing yacht. He had a seat on the Chicago Board of Trade. He was the first person to raise Texas Longhorn cattle in Wisconsin. He keeps a big old Chris-Craft motoryacht near my boat at the marina down the street. He's a rodeo-ridin' securities fraud investigator and a student of classical philosophy. He adopted three kids and drove the 100 miles to and from the Chicago Loop every day in the 1980s so they wouldn't be torn from their friends and schools. Pete is the real deal.

Pete's been married twice, but the untimely death of his much younger second wife left a gaping hole in his world. After a few years he tried dating, and one night he went to dinner with a psychiatrist. Halfway through dinner the hardened doctor had heard enough of his real life adventures and branded him a phony right to his face, not believing that this one man could enjoy such a thick and multi-layered slice of life. Pete smiled and walked out. Boy, did she miss out on an interesting fellow. That had to be a lonely walk for Pete.

As a bachelor, Pete finds solace at the Sparkling Waters Yacht Club, usually on the stool at the near corner of the bar, right where I met him a dozen years ago. Always carrying a quiver stuffed full of interesting conversational arrows, Pete rarely needs to repeat the same story twice. Far from being the lonely old man making love to his tonic and gin, the guy has a sparkle in his eye and a lifetime's worth of great tales, boating and otherwise. He's just the type of friend you want to run into after a weekend on the water, to share stories, old and new.

The Sparkling Waters Yacht Club is a friendly, casual place bustling with activity all summer. Between fishing tournaments, voyaging cruisers and racing sailors, there's hardly a dull moment during daylight savings time. But on those quiet Saturday nights when things are winding down at Sparkling Waters, Pete always respectfully asks the bartender, "What time does the bar close?" Jennie the bartender says, "Whenever you leave, Pete."

My friend Pete died not long ago. The lights in the Sparkling Waters Yacht Club are still on, of course, but for now there's a sense that a chapter in the social life of the place has closed. If you know a guy as interesting as Pete, find the time to sit him down on a boat or his favorite bar stool and soak up a few good tales. And if you are the white-haired interesting guy like Pete, keep sharing those remarkable stories.

For the last time: "See you at the club, Pete." ❐

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Pint-Sized Powerhouse

With a plethora of tools, Garmin's updated GPSMap handheld line takes a giant step forward.
By Ben Stein

The Garmin GPSMap 86 family is a powerhouse of communication and connectivity. With a dizzying array of technology inside, this handheld provides two-way satellite messaging, GPS chart plotting and integrations with many onboard electronics, all in a compact, weather-resistant, buoyant device.

Handheld GPS units haven't changed a whole lot since the mid-90s, when features included location display, a basic trip computer and perhaps a low-res map view. Garmin's GPSMap 86 series improves on these old features by introducing two-way satellite messaging, high-res Garmin G3 charts and a toolbox full of other functions. The GPSMap 86 series replaces a few products in Garmin's product line, serving as the update to both the venerable GPSMap 78 and the inReach Explorer+.

The $650 GPSMap 86sci is the first full-featured marine GPS handheld with inReach capabilities built with Garmin's G3 cartography. The line starts with the $400 GPSMap 86s, which comes with a worldwide basemap and no inReach functionality. Next is the $450 GPSMap 86sc, which adds BlueChart G3 but does not have the inReach functionality. And lastly at $600 is the GPSMap 86i, which features inReach functionality but does not have G3 cartography. All models have a 3-inch display. There's WiFi, Bluetooth, ANT+, GPS, an Iridium radio (sci and i models) and a 3-axis compass.

Garmin includes a cradle-style mount with a USB charging cable that mates to two pins on the bottom of the GPSMap 86. There's also a Micro-USB charging port under a secure rubber cover at the top of the unit. An accessory mount that takes power directly from your boat's 12-volt system is also available.

The SOS button is on the right side of the unit under another secure rubber cover. To deploy the SOS function on the unit, the cover has to be lifted and the button underneath held down. Pressing the button again cancels an active emergency. The cover is secure and the button recessed enough that I can't imagine there will be too many accidental deployments.

With their robust floating cases, all of the 86 series handhelds feel just a little bit too big in your hand. The tradeoff is the unit also feels solidly made—it will stand up to regular use on a boat.

There's a speaker in the unit that generates alerts, which are quite loud. I was happy to find the unit also has a vibration motor so it can rumble in addition to producing sounds, a feature which is particularly helpful in loud environments where an alert might be missed.

Garmin uses a simple, icon-based user interface. The home screen displays all of the device's many functions; the 86sci has three screens full of icons. In addition to the home screen icons, the page button on the keypad cycles through a list of favorite screens.

There's more functionality in this little guy than I can possibly cover, but as I used the unit I noticed it behaves differently from other Garmin marine products. The modifications made to the 86 series include an increased size, G3 cartography and remote control of Fusion stereos and Garmin autopilots.

Immediately after unboxing, I found myself trying to touch the screen to control it. Let me save you some trouble: It's not a touchscreen. Garmin explained that part of the reason for this is to maximize water resistance and avoid issues with wet fingers. This makes sense, though I do sometimes find myself missing the touchscreen as I use the directional pad to scroll around. The good news is the Explore app provides an alternative option to control the unit from

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the screen of your mobile device.

The GPSMap 86sci (and the non-inReach GPSMap 86sc) comes bundled with Garmin's BlueCharts G3 coastal charts (for the U.S. and Bahamas), built using Navionics data. These charts deliver good detail and display nicely on the 3-inch screen.

Routes can be built on the device or via the Garmin Explore app. Once defined, routes can be followed from the device, though unlike many marine GPS units there isn't a specific route-following mode. Instead, the route is displayed on the chart and the data bar above the chart can be changed to display information about the route or the next waypoint. I found the route-following capabilities minimal compared to an inexpensive mounted GPS unit like a Garmin EchoMap 43.

The GPSMap 86 series replaces the GPSMap 78 series and when viewed as a successor to the 78 series, the 86 is a big improvement. The screen is larger, with higher resolution and roughly 10 times the internal storage. The charts are higher resolution and the device is much faster.

The inReach functionality built into the GPSMap 86sci and 86i is what sets these devices apart from any other GPS handheld (save Garmin's previous inReach devices). It allows two-way messaging, tracking, weather updates and interactive SOS all via the Iridium satellite network. Two-way messaging allows you to send and receive messages with SMS, email and Facebook contacts. You can

Large analog buttons allow for easy control when underway.

either send preset messages to predetermined recipients—such as "we're underway" and "we've arrived" to a shore-based safety contact—or type your own message to any recipient. Messages can be composed on the device using the onscreen keyboard and the device's directional pad (a little cumbersome for wordier messages), or within the Garmin Explore app on a mobile device (much easier if you have a lot to say).

One of inReach's best-known features is its real-time location

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tracking. The GPSMap 86sci's LiveTrack uploads your position on an interval that can be set anywhere from every two minutes to four hours; more frequent location tracking will reduce battery life. Garmin says the unit's expedition mode—which turns off the screen, enters power save mode and collects fewer GPS track points using a 30-minute LiveTrack interval—will allow it to last 200 hours on a single charge. Of course, all of this is moot if the device is plugged in.

Once the data is transmitted from the handheld, it is uploaded to Garmin's Explore servers and available to be reviewed and shared as the account owner desires. Although the handheld has BlueChart G3 charts, the Garmin share website only has surface maps available.

The Explore app provides a much easier place to compose a custom message and is a good place to review collected data or check the forecast, but it's not useful to plan a route on the water. This drawback isn't because of any limitations on transferring routes, waypoints or any other data between the app and the handheld (those are all excellent and in my testing quite reliable). The trouble is that the app doesn't display nautical charts. So instead, you're left to plan a route through water using a road or topo map. That's not a viable planning scheme, and it's really a pity. Route creation in the app is intuitive, quick and easy, but without visibility of depth soundings, aids to navigation and other critical features typically found on a nautical chart, it's also dangerous. Garmin says they've heard from users asking for nautical charts in the app and are looking into adding them.

Monthly service plans start at as little as $12 a month when paid annually for the safety subscription. As the name implies, this plan is for those who want to be sure they have an active device they can use to transmit an SOS message. The inReach product pages are clear that you must have an active subscription for the SOS functions to work. On their Freedom plans, Garmin allows you to suspend service one month at a time for no charge.

The many capabilities of the GPSMap 86 make it a great tool on almost any size boat. On a smaller boat, the waterproof handheld may be the only navigational tool you need. On a larger boat it's probably not going to be your primary navigational instrument but it can be a valuable backup tool. On a dinghy, the buoyant, waterproof GPSMap 86 provides valuable tools while boating. Plus, the inReach functionality can be just as useful when you get to shore. In every case, the two-way messaging, real-time tracking and SOS capabilities provide peace of mind and safety no matter how you're using them.

On my own boat, the 86 will likely spend much of its time in the powered cradle, but it will come out and join us when we use the dinghy to explore new areas. I can't think of an active boater who wouldn't benefit from what these devices offer. ❐

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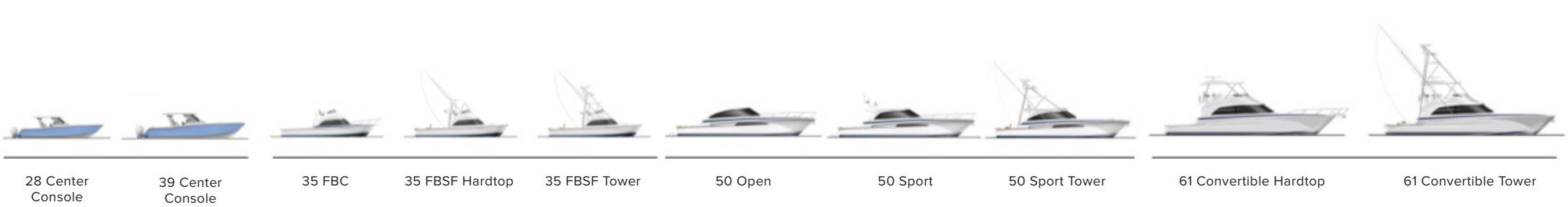

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Vanquish VQ58

Aluminum construction allows for a wellspring of options and layouts, granting this Dutch vessel a leg up in a crowded field.

The first thing I noticed about the potential client was his iconic square timepiece, a Tag Heuer Monaco. First made a half-century back for Steve McQueen's character in *Le Mans*, the watch sported a deep blue sunray dial but also orange and light blue racing stripes emblematic of Gulf Racing livery. The color scheme was an exact match to the Awlgrip hull and UV-resistant Silverguard orange soft goods of the boat we were about to board. As we made our way up opposing stairs from the swim platform, I was hard-pressed to envision a more suitable client at the Cannes Yachting Festival for the Vanquish VQ58.

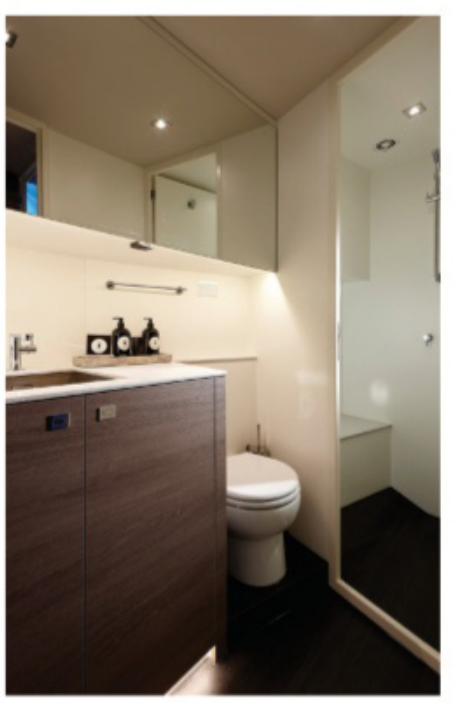
Netherlands-based Vanquish Yachts is part of the new breed of boldly-styled dayboats slash tenders turning heads from the Med to Martha's Vineyard. An axe bow, copious freeboard and a severely raked windshield are right on brief, as is her near-horizontal sheer. From here, she veers away from her competitors with highly customizable, all-metal construction.

Founder Tom Steentjes launched the company in 2012 with the goal of incorporating his work as a master welder into the marine space. At first hard to believe—credit a paint job without flaw and invisible welds—the flagship VQ58 (like the rest of the model line) is built of marine-grade aluminum. Inspired by on-road exotics, Steentjes tapped Guido deGroot Design, whose principal began a career in automotive design before designing yachts, to draw a line of performance-driven vessels.

The builder launched its last model, the VQ50, with a paint scheme that pays homage to the ionic Gulf Racing teams of the 24 Hours of Le Mans. The 50-footer garnered a lot of attention, and as I stood just under her hardtop near her summer galley and looked aft, so did the VQ58: The queue to board her had grown exponentially.

The 58 has a more graceful sweep than her siblings to accommodate wide side decks and the optional ($108,300) fixed roof and three-sided glass of the hardtop. It's also available in an open version or with a T-top; I'd lean toward the protection and air-conditioned space of the hardtop version with her wide, single-piece windshield

LOA: 56'9"
Beam: 16'7"
Draft: 2'11"
Fuel: 400 gal.
Water: 105 gal.
Standard power: 2/600-hp Cummins Zeus drives
Optional power: 2/725-hp Volvo Penta IPS950; 2/1,300-hp MAN V8-1300 with France Helices surface drives
Cruise Speed: 30 knots
Top Speed: 48 knots
Price: $1.94 million



and enormous sunroof. However, the others have a slick frameless windshield that's a fine match to her hull.

From here, hull and soft goods color (as well as layout) is buyer's choice. Aluminum construction allows for moving essentially everything around both above- and belowdecks. The 58 is available in a two or three stateroom layout, both with a tender garage under the large aft sunpad for a 9-foot, 6-inch Williams Turbojet 285. Interested in day boating and schlepping an army of water toys? Order your 58 with the additional side garage (or sans aft garage) and a big, forward single cabin.

The choice in propulsion is varied as well. For lack of a better word, she comes standard with twin 600-hp Cummins Zeus drives, the same engines as on the 50-footer. I'd wager most buyers will opt for larger options: a pair of Volvo Penta's 725-hp, D11s with IPS drives or massive, 16.2L V8s from MAN rated at 1,300 hp apiece and paired with France Helices surface drives; the latter will reportedly push the 58-footer to 48 knots.

It looks as if the VQ58's days as Vanquish's flagship are numbered; the builder is developing models ranging from 68 to 90 feet LOA. There's also an outboard-powered version coming based on their VQ43. I'd wager there's a buyer out there who'll color-match his quad-powered 43's engines and hull to his favorite Rolex or Formula 1 team. —*Jeff Moser*

LOA: 45'6"
Beam: 15'4"
Draft: 4'1"
Displ.: 42,865 lbs.
Fuel: 632 gal.
Water: 99 gal.
Standard Power: 2/715-hp Cummins QSM11
Optional Power: 2/800-hp MAN I6-800 CRM

Viking 46 Billfish

The latest development in the Billfish series, the 46 is designed to test a marlin's mettle.

The Atlantic stretched out before us as I hitched a ride on Viking's 46 Billfish and thought of Costa Rica. That's where this boat, hull number one, would soon be headed, sold to a buyer who is a regular at Los Sueños aboard his 80-foot Donzi. With me on this bluebird day was John Leek IV, general manager of Viking's Mullica facility. Downsizing by almost half in LOA was no small jump for the owner, and I said as much. "Our client wanted something purpose-built for chasing billfish, and that's what this is," Leek said. "That's what this guy does and that's what he's been doing for 40 years." He wanted a smaller package, one that didn't sacrifice performance or agility—something the larger Donzi couldn't offer.

Leek has been overseeing the Billfish series since it began as a 37-footer at Ocean Yachts, his family's company, in 2008; he's been receiving positive feedback on it ever since. When Viking acquired Ocean Yachts in 2016, they also acquired the Billfish molds, intent on creating their own version. In the first two years of production, Viking sold 24—thanks, in no small part, to a dedicated facility at Mullica. It was so successful that Viking retooled it last year, rechristening the new boat the 38 Billfish. Introduced last fall, the 46 "was sort of a natural extension of the line," said Leek.

The 140-square-foot cockpit felt roomy for this size. Features include a bait freezer, two in-deck insulated fishboxes, a transom fishbox and livewell, rod holders, tackle storage, and fresh- and sea-water wash downs. Four-person mezzanine seating flanks the centerline walkthrough. The salon and flybridge feel equally minimalist, but highly functional. The salon has a U-shaped lounge with a hi-lo table. Aross from it is a bench-style sofa, or what I imagine will be the perfect place to enjoy some AC while waiting for a reel to scream. The helm has a requisite black panel with flush-mounted electronics; two lounges come with headrests and additional storage underneath.

The Billfish are some of the smallest boats Viking offers, but they still sport the same proud bow and gently sloping sheer found in the larger sportfishermen. The closest model comparison would be the 44 Convertible: At 15 feet, 4 inches, the 46's beam is a foot narrower, and weighing in at 42,865 pounds, it's 8,000 pounds lighter. Outfitted with the optional 800-hp MAN diesels, the 46 has seen a top end of 40 knots and cruises around 34 knots. A standout is its maneuverability; the boat felt exceedingly agile and the ride was dry as a bone.

Back to Costa Rica. Down there, many anglers will utilize a mother ship while scouring FADs for big game. With one stateroom that includes a queen-sized berth, and two bunks off a companionway near the galley down, the 46 can accommodate a captain and crew (or friends) overnight. "We pretty much expect owners to be taking this offshore with their friends," said Leek. "With this you can run 150 miles, spend two nights, fish for three days and come home. [It] has over 400 miles of range at 30 knots." The Atlantic stretched out before us. We wouldn't be testing that range, at least not yet. —*Simon Murray*

Galati G120 Signature Hargrave

When powerhouses Hargrave and Galati come together on a project, big things happen.

Many serial yacht owners form a close relationship with their broker in the course of buying and selling numerous vessels over the years. That's the case with the owner of *Catera*, the new Galati G120 Signature Series by Hargrave, which debuted at the 2019 Ft. Lauderdale International Boat Show.

"The owner is like a relative," said Carmine Galati, principal, Galati Yacht Sales. "This is a 45-year customer who has done over 30 boats with us."

The 120-foot megayacht is the result of a collaboration between the owner (who was looking to move up to a larger boat), Galati Yacht Sales and Hargrave Custom Yachts. The hull design was by naval architect Jack Sarin, and Shelly DiCondina of Yacht Interiors by Shelley styled the interior. The owner's captain served as project manager during the yacht's construction. Carmine Galati describes this highly experienced team as "the perfect storm."

The owner and the design team set a series of specific parameters for the new G120 Signature Series project, which the finished boat ably reflects. The draft had to be 6 feet or less—it ended up at 5'10". Cruise speed was spec'd at 20 knots and top end at 25 knots, supplied by twin 16V MTU main engines. Fuel capacity was set at 7,000 gallons for extended voyages. "That's 20 percent more than usual," Galati said.

According to the brief, the main deck needed to have full walkaround side decks without sacrificing interior space for the salon, dining area and country kitchen forward. "You typically have to go to the 40-meter class to get the walkarounds," Galati said. However, Jack Sarin gave the G120 a 25-foot beam in order to provide enough space.

Another goal for the G120 was the ability to offer the yacht for luxury charters at a premium rate. The social spaces on board are optimized for entertainment and relaxation. The flybridge has a dining area for 12, a bar and the requisite Jacuzzi. There is a convenient day head tucked into one of the wings supporting the hardtop. The boat deck, which is a step down, holds a grill, a RIB tender with a davit and also has room for a Jet Ski.

The raised pilothouse provides an elegant spot for viewing the waters ahead while the yacht is under way. On the lower deck, the open salon and dining area are lined with large windows and the furniture is designed to facilitate uninterrupted views of the sea. Forward, the country kitchen allows the owners or guests to cook and dine together "en famille," but also is nicely equipped for formal catering during a charter.

LOA: 120'9"
Beam: 25'
Draft: 5'10"
Disp.: 302,931 lbs.
Fuel: 7,000 gal.
Water: 1,000 gal.
Power: 2/2,186-hp MTU 16V2000 diesel
Cruise speed: 20 knots
Top speed: 25 knots
Price: $14.9 million

The G120 has five staterooms on the lower deck, including a full-beam VIP with a king-sized berth and a full-beam master suite with a private stairway from the salon. The fuel tank serves as a buffer between the engine room and the master, part of the extensive sound-suppression system specified for the yacht. "We're extremely sound-sensitive," Galati said. "Every single pump, everything operational is inside the engine room."

Knowing that the secret to a happy owner—and happy charter guests—is a happy crew, the crew quarters were designed to house three separate staterooms. Not only does this give the regular crew unparalleled privacy, it also enables the yacht to run with up to six crew during charter operations.

So how did the first formal collaboration between Galati Yacht Sales and Hargrave Custom Yachts turn out? "I'm ecstatic. I love it," Galati said. —*Louisa Beckett*

Van Dutch 40.2

Version 2.0 of the sleek speedster updates an already striking model with even more style.

Just over a decade ago, VanDutch launched a distinctive, geometrically-fashioned 40-footer, sporting a vertical bow and stark, angular lines. Created by Holland-based naval architect Frank Mulder, the vessel took hold on the French Riviera and was adopted by celebrities and luxury partners as a tender for the Monaco Boat Show and the F1 Grand Prix. In the U.S., she was embraced by high-profile resorts and partners likely because she stood out, attracting attention at the dock or on the water.

After building 163 of the 40-footers as part of its 10th anniversary celebration, VanDutch released the 40.2 model late last year. We caught hull number one at the Ft. Lauderdale VanDutch Center and, while the boat retains its architectural look, many features extend its appeal, including the 10-inch-longer swim platform and nearly a foot-more freeboard. A deeper hull enabled VanDutch to execute a stem-to-stern, one-level deck, making its signature social maneuvering even easier—and safer. It also provided extra headroom belowdecks.

Purposefully simple and clean, the deck maintains its angular layout and construction (now built in Fano, Italy and Egg Harbor, New Jersey). Light gray Esthec Nautical decking gives the rich appearance of teak with the practicality of composites and is complemented by white SilverTech upholstery. Guests board via the large aft swim platform and to port, past the massive sunpad with adjustable backrests, to the amidships L-shaped lounge and a table with integral refrigerated cooler that can hold half a case of wine. A wet bar with two sinks (ice in one, beer in the other perhaps) flanks the port-side helm.

But the coolest newly-added feature to the aft deck is the automated Bimini top. The hinged back seat lifts up manually to reveal the Bimini top tucked below. The first boat's buyer requested a manual Bimini—part of his daily workout perhaps?—but others can opt for an electrically raised top that adds a large sun-protected area from the deck to helm.

The restyled plexiglass windshield has a fiberglass cap and is wider than on prior models, enabling a bit of port and starboard badging for the brand. It adds to the aerodynamic look and protects the clean dash set with Garmin electronics, bow and stern thruster control, windlass and optional joystick.

One enters the air-conditioned cabin from the manual sliding door next to the helm. The simple and elegant lines are enhanced with self-locking white cabinetry and bench seating with a pull-out couch to create a berth, all upholstered in SilverTech. The roomy separate head has modern white and black fixtures, 6 feet, 5 inches of headroom and all is neat, angular and efficient in true VanDutch style.

The first 40.2 boat had twin diesel Cummins 480s; subsequent models will offer as standard the choice of 380-hp Volvo Penta stern drives (which provide room for a Seakeeper) or larger, 440-hp inboards, powering the 40.2 to 41 knots wide open.

While the VanDutch looks like a deep, heavy boat, her 2-foot, 9-inch draft gives it flexibility for a day's jaunt in shallow seas. As a tender, party boat or a spontaneous overnighter, the VanDutch delivers an eye-catching water adventure. *—Marilyn DeMartini*

LOA: 40'4"
Beam: 11'2"
Draft: 2'9"
Displ.: 18,960 lbs.
Fuel: 224 gal.
Water: 40 gal.
Standard Power: 2/Volvo Penta D6-380/DPI diesel stern drives; 2/Volvo Penta D6-440 diesel inboards
Cruise Speed: 36 knots
Top Speed: 41 knots

Jeanneau Leader 7.5 Center Console

This family-friendly boat may be small, but she packs quite a wallop.

LOA: 24'2"
Beam: 8'3"
Draft: 1'7"
Displ.: 3,175 lbs.
Fuel: 74 gal.
Water: 21 gal.
Power: 1/Yamaha 250-hp or 300-hp outboard
Base Price: $77,860

Now and then I come across a boat that conveys a standout level of attraction, a boat that rises above the rest, sometimes even a little dramatically. Not all boats have personalities, in my opinion, but those that do tend to produce either warmth and confidence in those who use them or, more's the pity, the sad absence of such outstanding attributes. The Jeanneau Leader 7.5 Center Console fits squarely in the former group, I'd say, based on a test drive I thoroughly enjoyed not too long ago in St. Petersburg, Florida.

Granted, the weather was perfect. The waves slowly rolling across Boca Ciega Bay were pint-sized, stretched thin and glowing green in the sun. But there were other factors—related specifically to real-world, behind-the-wheel performance—that cranked up the synergy between me and this spirited little 24-footer.

The first materialized when I discovered, after launching the boat out of the hole several times in succession, that the Lenco electric tabs were not at all necessary to facilitate a rousing transition from displacement to planing mode. All I had to do was tuck the single 300-hp F300 Yamaha outboard in and firewall the throttle—with regularity (and without lifting her nose appreciably), the boat dang near spritzed onto plane in roughly three seconds flat. Which is speedboat stuff, no question.

The second factor revealed itself shortly thereafter, just north of Treasure Island Causeway, when I spun a hardover turn to port at approximately 31 knots and then straightened 'er out for a WOT beeline run. Within seconds we were doing approximately 43 knots, with a fuel burn of 26 gph. *Whoooeee!* The sense of control was not only palpable, it was downright exhilarating. I'd seen virtually no sideways slide in the turn and, although I'd never bothered to trim in the Yamaha even slightly prior to yanking the steering wheel to port (which, to be technically correct, I should have done), the tach readings on the dash had dropped by only a couple of rpm. From whence came such impressive happenings? I pulled the sticks gently back to find out.

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"Now that right there," I emphasized to Nick Harvey, president of Jeanneau America, "was one of the most enjoyable little test runs I've experienced in quite some while. What gives with this boat—why does she perform the way she does?"

Harvey grinned excitedly. "Well," he said, "this is the eighth iteration of a 24-foot hull we've been working to tweak and perfect for the past 20 years. So, little by little, we've fine-tuned it and fine-tuned it. And we also, of course, always try to achieve the best compromise between power, engine weight and hull design—we don't offer a whole lot of engine options on any of our boats. This one has just two, 250 and 300 horsepower—they're what works the best."

Back dockside, I examined the layout of the 7.5, a fairly simple, straightforward affair. At the rear, there's a U-shaped lounge that can be easily converted into either a bench (to leave both aft quarters of the boat free for fishing) or an ample sundeck. Up forward, there's another U-shaper with a removable table. And behind the sliding door in the center console there's space for an optional MSD.

While the base version of the new Jeanneau Leader 7.5 Center Console is fairly spartan in terms of equipage (options include, among other things, seat cushions, Garmin electronics, trim tabs, Fusion stereo, an electric windlass and a folding bimini), the starting price is relatively affordable—just $77,860. Which, I suppose, is yet one more reason why I'm so attracted to this little family-friendly speedster. —*Capt. Bill Pike*

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Family Ties

THESE FAMILIES HAVE FOUND THAT BRINGING THE KIDS ON BOARD, EVEN AS TODDLERS, MAKES FOR EXCEPTIONAL FAMILY EXPERIENCES.

BY DIANE M. BYRNE

CAMP FAMILY Cruising full-time has given the Camp's daughters a greater connection to nature and their destinations.

The day that Brooke and Braden Palmer met in college, she told him, "I'd love to own a boat and travel the world with my family." Through the ensuing years, they talked about their shared passion for travel, the outdoors and especially the ocean. Brooke had grown up boating in Seattle and elsewhere, while Braden had mostly enjoyed wakeboarding in California.

Fast forward to 2018, some 11 years after they got married. They turned to each other and said, "Why are we waiting? Let's just go and get our boat."

The Palmers, their 6-year-old daughter, Rooney, and their 4-year-old son, Penn—plus the family's two dogs—are now doing more than boating. They're living aboard their Nordhavn 55 *Mermaid Monster*. After selling most of their belongings in California and driving to North Carolina to embark on their adventure, they've cruised up and down the East Coast twice, and to the Bahamas and back twice. They plan to circumnavigate the world, too.

What's more, they're inspiring legions via their YouTube channel. Their slice-of-life looks at the highs and lows of living on a movable home sometimes garner tens of thousands of views apiece. Penn tells viewers how many gallons of fuel they carry. Rooney helps her dad polish brightwork. Both kids were troupers on their first long trip out of sight of land, lasting 50 hours.

At first, Brooke and Braden had misgivings about moving aboard *Mermaid Monster*, including the fact that they each had (and still have) jobs. But they researched boats before putting in an offer, and Brooke obtained her 100-ton captain's license. Braden says he's been reading everything he could for years, adding, "Everyone has different theories on what works, so the only way to know is to do."

That advice holds true even if parents just take a handful of cruises with their kids each year. It particularly applies, though, to anyone wondering whether long-range voyaging with the small set is a good idea. The Palmers and a number of other boaters agree that, regardless of their experience or their children's ages, if you love the lifestyle, "the kid stuff comes much more easily."

That assertion comes from Tim Kohn, who about seven years ago purchased a brokerage boat with his wife for weekend cruises in the Seattle area with their children. They enjoyed boating so much that five years ago, they upgraded to their current boat, a Helmsman Trawler 37 Sedan, so they could cruise up to British Columbia and eventually to Alaska.

From the early days to now—their daughter is 14, and their son is 10—Kohn says the key has been to establish routines. While seeking museums and playgrounds in port helps, as do marinas with pools, it's important to create rituals on the boat. The Kohns keep certain board games and foods (Mint Oreo cookies, especially) exclusive to their 37.

Above all, "they're much happier when they're involved in the opera-

KOHN FAMILY
The key to sanity at sea, according to the Kohns, is having a routine—and lots of Mint Oreo cookies in the galley.

tion of the boat," he says of the kids. When they were young, his daughter tossed the bow line to his wife on the dock while his son handled the life jackets. These days, he says, "my son always picks up the anchor, while my daughter likes to tie up and run the stern line. When they're little, I think it's important to get them involved in those things. You just have to work a little harder to find the things they're going to help with in a genuine way, not a token job."

He says that parents might be surprised by which jobs their children gravitate toward. On a 10-day cruise this summer, his daughter taught herself to tie a new knot.

"If you like doing things with your kids, there are so many opportunities in boating," Kohn says, adding that while voyages require a lot of planning, some aspects of cruising with kids are no different than home life. "A boat's a small space, so you just have to be ready to get out and burn some kid energy, or find ways to occupy them—which, as a parent, you've done anyway."

Wyatt and Stacey Camp are fellow Pacific Northwest boaters. They christened their Bayliner 3587 *Paradigm Shift* in 2013, when their girls were one and two.

"Our youngest learned to walk on the boat," Wyatt says. "We've logged almost 200 trips since January 2014 and try to get out for at least an overnight a couple of times a month."

And yes, he means *every* month. "We cruise year-round and, in the middle of winter, often find ourselves to be the only boat in our favorite destinations," he says.

Those destinations are all in the state of Washington: Blake Island, the Poulsbo area of Liberty Bay, Port Townsend, La Conner and Gig Harbor. All are also within two and a half hours of home when the family is cruising at 7½ knots. Because he works full time, Wyatt and Stacey prioritize frequency of cruises over distance, but they do enjoy one or two voyages lasting about 10 days each year.

The family will probably pursue similar itineraries when they take delivery of a North Pacific 45 come springtime, he says. Eventually, they may cruise to the San Juan Islands.

Regardless, Wyatt says that where they go isn't as important as doing it together: "The boat is a healing place for us. What started out as something stressful to be mastered—learning to dock a cruiser in the winter with two babies on board—has become a refuge and a manifestation of our strength as a family."

For his daughters, he says, "cruising gives them a sense of their place in the world. They often talk about how connected they feel to Seattle and the Puget Sound region. They're proud of their cruising lifestyle and talk about boating all the time with their friends and teachers."

They even know the migration patterns of cormorants, he says, and "harbor porpoises are as normal to them as squirrels."

Like the Kohn and Palmer families, the Camps have routines, ranging from movie nights on board ("always popular") to stopping at destinations with playgrounds and researching the birds they may see. Some routines and activities are more successful than others.

"We often show them on the chart where we are, but I still don't think they have a good mental model for matching the chart to what they see outside," Wyatt says.

No matter. Orcas, bioluminescence, a gray whale surfacing from beneath a mooring ball, and all sorts of other wildlife are among the family's favorite experiences.

Brooke Palmer says that sharing those types of boating experiences only makes families stronger.

"People are on the water for a reason," she says. "They have unique stories. It doesn't have to be sailing the world. Just do something; it's so worth it." ❐

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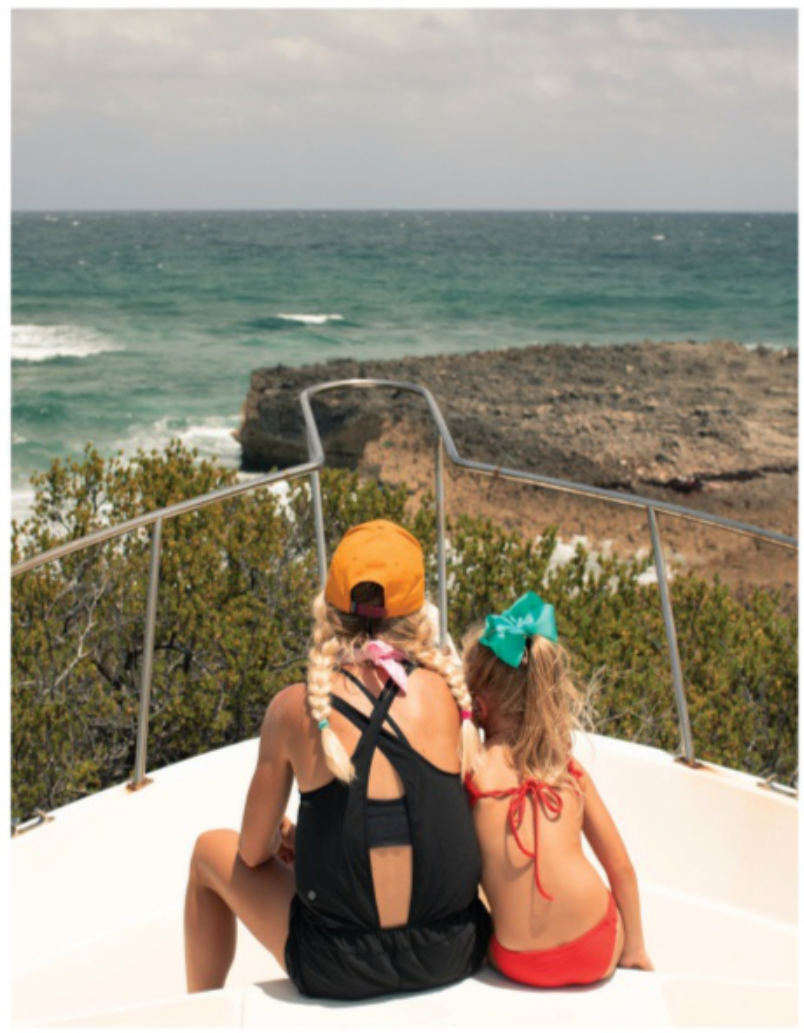


PALMER FAMILY
From a dream to living aboard with their family of four, the big question was always: "Why are we waiting?"

"What started out as something stressful to be mastered—learning to dock a cruiser in the winter with two babies on board—has become a refuge and a manifestation of our strength as a family."

Bring Your Daughter to Work Day

THE ANNUAL PRESTIGE OWNER'S EVENT ALLOWS THE AUTHOR TO GIVE HIS YOUNGEST A TASTE OF THE SALT LIFE.

BY JEFF MOSER

When Prestige Yachts was making its 2012 stateside debut I was on the hard from the marine space, a corporate exec in the doldrums. Workweeks consisted of managing a host of Sisyphean tasks and hours-long, back-to-back sessions in conference rooms, where I did my damndest to stay conscious and engaged. When the annual "Take Your Kids to Work Day" would pop up on the calendar, I was not an enthusiastic participant—as much as I wanted the kids around, parental duties to protect my children from the uninspired kept me from doing so.

I still spend an inordinate time trying to stay in the moment with a set of challenging tasks laid before me. But the tide has changed. Days are now spent among sublime natural beauty at the helm of sultry speedsters, chasing fish in southern climes on battlewagons or touring facilities where the world's finest yachts are built. (To be fair and balanced, there's a good amount of crawling around engine rooms, smelling of diesel and long airport layovers.) When family and friends only see photos of you engaged in such pursuits, it leaves little room for sympathy for the work that goes into the final product. How does one best communicate this career of ours?

Recently, I had the opportunity to treat my 9-year-old daughter Frankie to a few days in the life of a marine journalist when an invite arrived for the French builder's annual Sea & Shore Event, held at Key Largo's Ocean Reef Club. Prestige was celebrating their 30th anniversary as a stand-alone from the Jeanneau shipyard, showing its entire lineup from 42 to 68 feet (the flagship 750 would be excused). From what I've seen at boat shows, I was impressed with the engineering that allowed the builder to offer joystick piloting across their offerings of sporty coupes and flybridge models, no matter if the propulsion package called for V-drives, straight shafts or 'stick-specific options like IPS or Zeus. Combined with the brand's modus operandi—maximizing volume in a family-friendly model line—I could see how Prestige continued to enjoy its coveted spot in the behemoth Beneteau Group lineup. But it wasn't until I spent several days with colleagues living aboard their 460 Flybridge

RPM	KNOTS	GPH	RANGE
1000	7.3	3.1	727
1500	9.3	9.9	290
2000	13.1	20.4	198
2500	23	30.2	235
3000	29.8	46.3	199

Fuel: 2/3 full | Water: 9/10 full | Seas: Calm

PHOTOS BY MARINEVIDEOPRODUCTION.COM

LOA: 42'10"
Beam: 13'5"
Draft: 3'7"
Displ.: 32,710 lbs.
Fuel: 309 gal.
Water: 112 gal.
Test Power: 2/380-hp Cummins QSB6.7 diesel V-drives
Optional Power: 2/425-hp Cummins QSB6.7 diesel V-drives
Price: $750,000

Up top, the 420 retains the 360-degree sightlines that define Prestige's flybridge model line.

last summer that I understood the sum of the parts: a confident cruiser with copious spaces for gathering or, if one chose, quiet reflection.

Frankie and I were to sea trial *lé bébé* of the lineup—the 420 Flybridge—the morning after our arrival but I wanted to give her a few pointers, so after some time in the pool (she needed to "decompress after the flight") we headed down to the quays with the Prestige lineup. Over the next few days, these boats would be crawling with Sea & Shore invitees who either own a Prestige or are looking to add one to the fleet. Having the boats to ourselves would give me the opportunity to teach her an arsenal of nautical terminology and show her what we look for when touring a new vessel.

Naturally, we started on the 420 where I first demonstrated the hydraulic swim platform, lowering her up to her ankles and expounding on how it allows for easy egress to and from the salt, especially with water toys. She seemed to like the idea of using the ladder instead—"More fun," she succinctly stated—and as I waxed on how its 330-pound capacity allows for dinghy storage and her gaze started to look past me, I flipped open the hatch to reveal the electric cooktop. Her eyes widened with excitement when I said if we had an opportunity to overnight on board in the future, we can make chocolate chip pancakes here in the morning after practicing cannonballs off the stern. Before she even boarded the boat, she was hooked.

To tell the truth, I was surprised at her enthusiasm when she joined me in the aft cockpit and I popped the two hatches in the sole, explaining what each offers for access to the mains and mechanicals. She zipped down the ladder and stood between the 380-hp, 6.7L Cummins powerplants and I recalled how Frankie relishes doing anything with power tools and menial automotive tasks, like refilling washer fluid. I pointed out a few belts and the oil dipsticks and said that unlike with a modern automobile, boaters tend to check these things nearly every time they set out for a cruise. When we traded spots, I was glad to find the engine room, while tight, offered up enough room for day checks and if needed, more substantial wrench-turning.

My girl also likes to chill (as in *c-h-i-l-l*) indoors and after she excitedly ran around the salon, staterooms and flybridge she asked if we can trade our apartment for the 420, suggesting "We keep it on the river near Whole Foods," so that her and mom can easily get to school and work. Since our home is in Brooklyn, New York and the aforementioned water, the Gowanus Canal, is a Superfund site, I tabled the conversation with promises to discuss it with her mother. I did confirm for her that Netflix is available on the water, which seemed to lift her spirits after my unconvincing deflection.

After we toured the rest of the fleet, we joined the Sea & Shore guests at dinner along with President of Prestige America Nick Harvey who asked what she liked about the boats. "The flybridge. And the private, um, way to get to the master stateroom on the…" I step in. "The 680," I tell Harvey, trying to contain my excitement as she remembered what I'd shown her. "She likes the forward master." Harvey nods and we both watched as my daughter expertly flagged down the server with the chicken satay, took a skewer and added, "I also liked the way the teak decks and how the"—"Nonskid," I remind her—"on the flybridge felt on my feet. Oh, the camera that you can see behind you on the screen at the wheel, that too," she added, and munched away. Harvey commended me on raising the next generation of marine scribes and when I looked back at her, beaming, she was looking away but not out of embarrassment—the satay dude was back and beelining toward her.

I stole away for a moment and left Frankie to the hors d'oeuvres to speak with designer Camillo Garroni. The family's Italy-based design firm has been with Prestige since the onset; it was Garroni's father who penned the first Prestige and he proudly continues the lineage. I reminded him that the *Power & Motoryacht* team had the 460 for several months, adding that the 420 retains the open feel and spaciousness of its larger sibling. The designer smiled, took a sip of his vino and responded: "That's something we pay particular attention to on the 420," he said in a Genoese accent, "and we'll continue to push the corners of the rectangle as far as possible." As he explained what he felt was important to imbue throughout the series—a feature-rich interior layout and to

The author has been part of many helicopter shoots but this was by far his favorite, as he was able to share the experience with his daughter.

continue to pursue "upscale materials and finish"—I felt a tug on my elbow. It was time for Frankie to get some sleep, as we had a busy morning planned.

Twelve hours later, a chopper circled overhead and snapped photos of the 420 and the rest of fleet as we buzzed around the Atlantic. There were eight of us on board, and most were on the flybridge as I had Frankie call out rpm numbers to the captain and then log our speed and fuel burn, which she did in tiny, precise columns she set up at the dock. After running the boat, I relinquished the helm to my daughter, whispering some pointers and giving her some space as she piloted the boat into a big S-turn and then with my urging, spun the boat 360 degrees with the joystick.

As Frankie squinted into the wind, she looked towards me and I saw generations of our family's strong women in the contours of her smile, in her eyes. Stepping back to take it all in, I lost my breath. "There's a bit of magic in everything," Lou Reed sang, "and then some loss to even things out." Time moves like a fighter jet and soon she'll be grown and pursing her own dreams. I'm confident this trip will be a fine memory for her, but I hope it's just the beginning. My plan is to raise a future first-mate who'll join her mother, older brother and me on many nautical adventures in our later years, gleefully eating chocolate chip pancakes for breakfast after a morning swim. ❐

PAST MEET PRESENT

AN IMPROMPTU VISIT TO HUCKINS OFFERS THE EDITORS A LOOK BACK IN TIME AND A GLIMPSE INTO THE FUTURE FOR THIS STORIED BUILDER. STORY AND PHOTOS BY DANIEL HARDING JR.

Cats saunter and sliver through jack stands. The air is heavy and the sun is strong as Capt. Bill and I crunch atop a gravel and crushed shell driveway towards Jacksonville's marina mile and the Huckins boatyard.

We're not here for a press event; we're not here for a sea trial. No, the good Capt. and I had a few hours to kill before I was to catch a flight and thought, hell, we might as well go explore a boatyard or two.

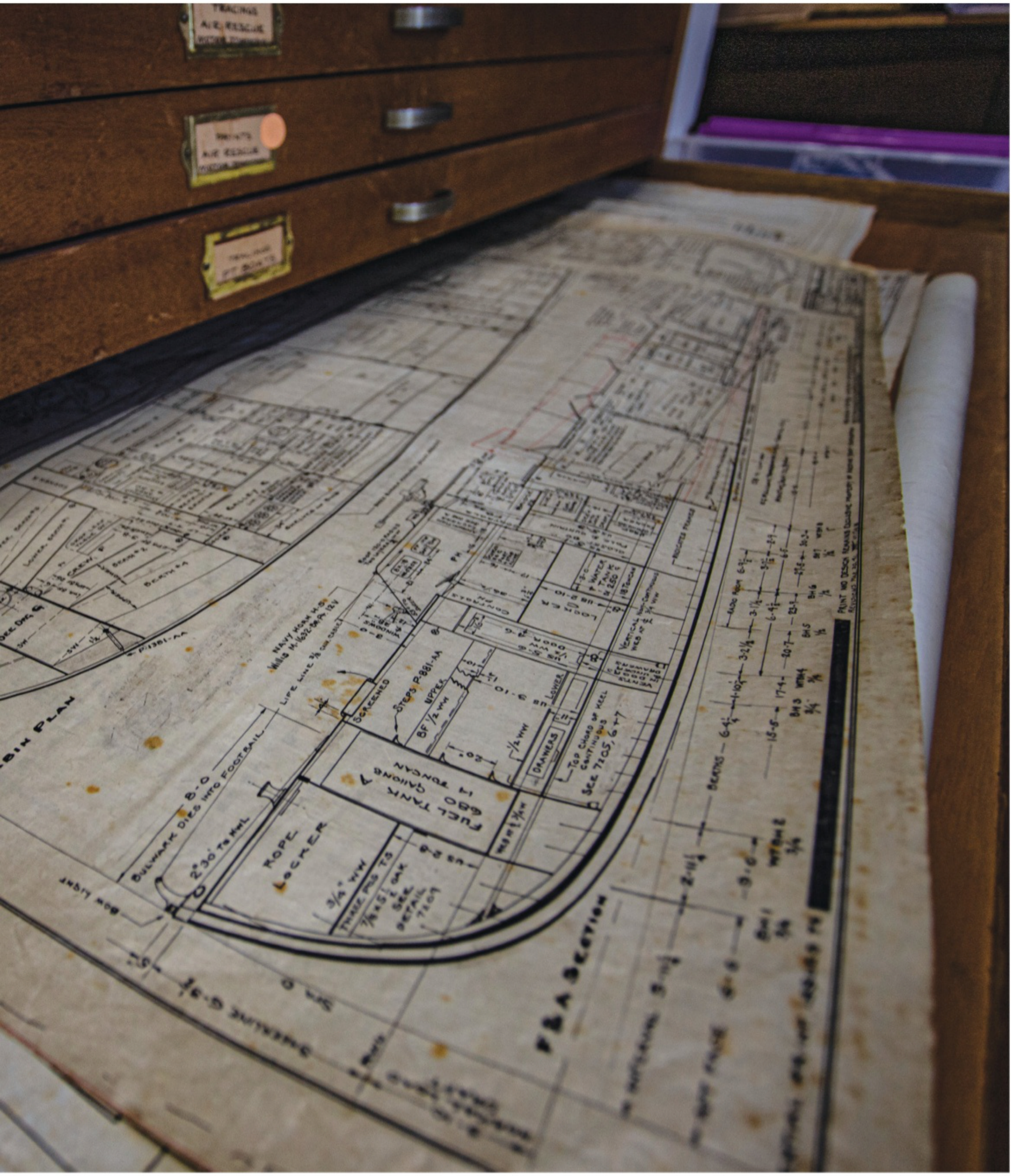
I don't know if our impromptu drop-in was the most courteous thing to do, but a few moments after walking through the door we spot owner Cindy Purcell, clad in shorts, sandals and a t-shirt. She did a double take. "I thought I recognized you guys," she said with an outstretched hand. After we apologized for our unscheduled visit, Cindy offered us a tour.

Walking through the Huckins yard is a bit like traveling back in time. A handmade sign reads, "A clean shop is everybodies job!!" (sic). Judging by the font, it appears to be from the 50s.

A planer built in the early 1900s by Berlin Machine Works rests, likely, exactly where it has since Huckins moved to this location in 1945. Other ancient-looking machinery is found at every turn.

Of all the ups and downs this company has weathered since its founding in 1928, it was perhaps Hurricane Irma that posed the biggest physical threat. Cindy points to a magic-marker line on a white office door. It looks like the kind of marking that would annotate the height of a child on their birthday. Above the knee-height line reads "Sept 2017 IRMA." It marks how high the water rose during the storm's epic surge. The company—as it always did—pulled on their

Hand-drawn plans for a World War II PT boat rest inside a wood drawer at Huckins.


TRACINGS
AIR RESCUE
ROPE LOCKER
FUEL TANK
680 GALLONS
14 TONCAN
SCREENED
STEPS P-881-AA
UPPER
LOWER
DRAWERS
BULWARK DIES INTO FOOTRAIL
2°30' TO KWL
BERTHS
F&A SECTION

Is this the boat that will usher in the next era of Huckins boat-building? Our guess is that it just might be.

boots, weathered the storm and carried on.

We continue on to the design offices, the space that carries the most weight in yachting lore. Hull cutouts are labeled and stacked atop counters along with wood samples and framed magazine boat reviews. Cindy bends down slightly and pulls open one of the many wide wooden drawers to reveal the original, hand-drawn designs for past models, including their infamous PT boats that served in World War II. I stare for a moment, mesmerized by the PT boat plans. The penmanship is perfect and precise, as if printed from CAD drawings. "BERTHS 6-4 ¼" "RADIO ROOM 6-9 ½" "NAVY HORN H-5." Hundreds of notes fill the fading, and fraying, paper. No cross outs, no scribbles, no smudges. Just raw history carefully drafted by pen and hand, a bygone relic from an analog world.

I ask if the plans have been preserved digitally. Cindy explains that it's something she's been meaning to get to. She hasn't had the time; she's been looking to the future. She asks if we want to see the new Sportsman 38. We, of course, do.

Like with any new Huckins, Cindy looked for inspiration from the past. In this case, the Sportsman 36 built by her grandfather, company founder Frank Pembroke Huckins in 1936. Sweeping lines, a curved sheer and rounded hardtop all lend the next generation sportsman a look that says "gentleman cruiser." Those lines, and the company's patented Quadraconic hull, are where the similarities with its predecessor end. This is, in fact, the most advanced Huckins ever built.

Don't believe me? I have two words for you: hybrid power. Diesel propulsion comes courtesy 380-hp Cummins QSB 6.7s and electric via 20-horsepower Elco EP-20s. "We have 18 lithium-iron batteries. Nine to port and nine to starboard. She'll do 40 mph with diesel power and 8 mph with electric and will have a 3½ degree running angle. I dream in numbers," laughs Purcell.

The 38, when finished in the near future, is set to be a stunner, a

real showpiece of what this legacy builder is capable of. After quickly climbing through the hull, Cindy needs to get back to work; we say our good-byes and promise to return to test the 38 when it's finished and joke that next time, we'll call ahead.

Before ambling off to continue our afternoon of boatyard exploring, we look back at the metallic gray hull of the Sportsman 38 tucked behind weathered, slightly cocked and crooked walls. The contrast is severe: Such a modern, forward-looking hull is being built in these hallowed halls. Where does Huckins go from here? Will pressure from modern, high-tech builders finally break the boatbuilding arm of the company, or will the Sportsman 38 usher in a new golden era of construction on marina mile? I suppose, like it always has, only time will tell. ❒

Wild and Three

A CRUISE TO ISLE ROYALE WITH THREE KIDS ON BOARD LEAVES THE AUTHOR WITH MEMORIES SWEETER THAN THE NATIONAL PARK'S FAMED WILD BERRIES.

BY FELICIA SCHNEIDERHAN

The Schneiderhan family goes trekking through the Michigan woods.

There's nothing like the gut-dropping sound of the prop grounding out, or the teeth-rattling vibrations that follow. If you're at the helm, it's a sound you never forget. Especially if you are 13 years old, and your dad has given you the privilege of driving the boat. For my husband Mark, it was especially memorable: It was 1975 and he was fishing off a 16-footer with a 70-hp Evinrude outboard, with his dad and younger siblings at Isle Royale, way up in Lake Superior, where services—and even radio contact—can be hard to come by.

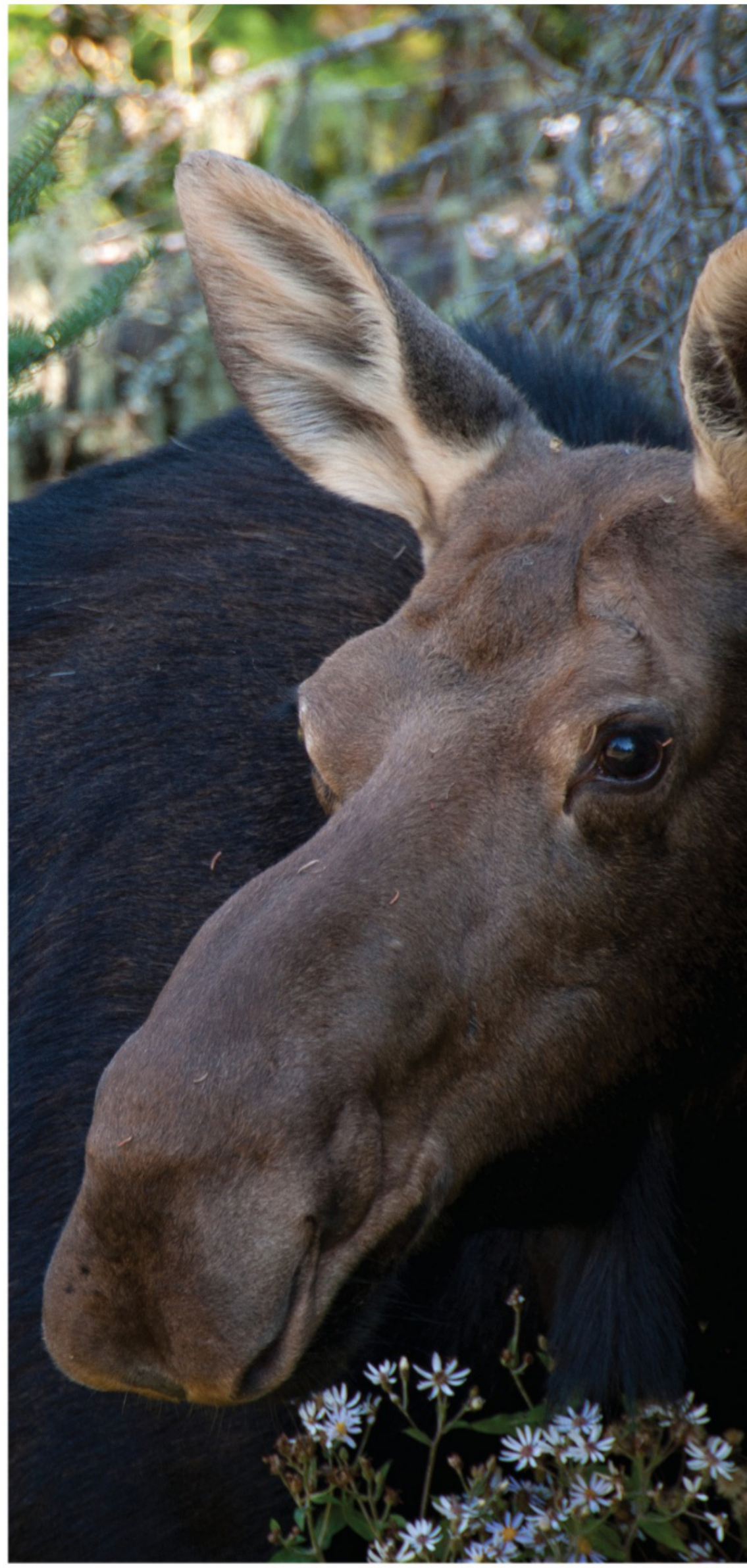
"My dad never let me forget it," Mark told me 40 years later. Which was maybe why he had to go back to that big island—with me and our three young kids aboard our 38-foot 1980 Marine Trader Trawler, *Mazurka*.

Isle Royale is a haven for wilderness boaters, an archipelago of shoals, tiny islands and inlets to navigate and explore full of remote anchorages, rich fishing, towering flora and rugged hiking. One of America's least-visited national parks, it is a destination well worth the time it takes to reach. Even if you're only going 6 knots with a salon full of Legos and sugared-up kids.

Isle Royale sits close to the Canadian shore of Lake Superior; Americans own it thanks to the insight and diplomacy of Ben Franklin, who foresaw the importance of the island for its potential minerals. Most visitors arrive by commercial or park service ferry from Minnesota or Michigan's Keweenaw Peninsula. Some come by seaplane. A wily jet skier attempted it in 2019 and was rescued after running out of fuel in a thick fog. You don't go without being prepared, and we left the sweet harbor town of Grand Marais, Minnesota with three weeks worth of food, full fuel tanks and a helm full of navigational devices. We chugged our way to Windigo, the ranger station on the west end of the island. Rock Harbor, the other ranger station on the east end roughly 45 miles away, is an essential waypoint for boaters, as it's the only place on the island with a full service marina.

At the Windigo dock we met a curious intersection of visitors—backpackers, boaters, scientists and park rangers—all drawn to the rugged landscape above and beneath the water. The Ojibwe people mined copper, fished the abundant lake trout and hunted on the island since at least 100 A.D.

We met two couples who were leaving the next day after a month on the island; they'd arrived with one grocery bag and ate lake trout every night. "I thought I'd get sick of fish," one told me, "but I'm not." We met divers who had come from the shipwreck *America*, at the inlet to Washington Harbor. Shipwrecks are vital to Isle Royale lore, particularly the beloved *America*, which sank in 1928 when a new helmsman mistook a



shoal at night. It's now a popular dive site as the bow sits a foot beneath the lake's surface. When the angle of the sun is just right, you can see it. The divers we met reported the shipwreck had changed during the harsh winter of 2019; the superstructure had collapsed, and they could no longer enter the engine room or the legendary staircase.

These dockside groups don't always mesh. While some want the solitude and serenity of the remote wilderness, others are looking for a party, as we found one night around 9:30. We'd just put our kids to bed, when The Village People's "YMCA" started blasting from the boat at our stern. Our neighbors—who frequently lauded the harrows of too many Jello shots—were first-timers at Isle Royale, using it as a stopover on a much larger tour. They were playing music for a wilderness camp of teenage girls, dancing on the dock. The Macarena followed, and we decided to leave the dock for a quiet anchorage on the other side of the harbor.

The many shoals and inlets of the archipelago were a fun, intricate puzzle to navigate. We relied on an abundance of tools: the Furuno chartplotter, Navionics app with SonarChart, Garmin inReach and Bonnie Dahl's *Superior Way*, the ultimate guidebook with personal narratives describing the entire island. They're all necessary, as depths can change dramatically and rapidly. Even with all this support, we still spent an afternoon unknowingly resting our bow

PHOTOS COURTESY OF FELICIA SCHNEIDERHAN AND NPS

on a rock while docked at Amygdaloid Island. As we pulled away, the NPS volunteer helping with lines pointed out, "Left some paint," referencing our smear of blue hull paint across the submerged rock.

Navigating onboard life with three kids on a remote island can be just as tricky. One of their favorite activities while at anchor is to monkey around the outside of the boat by hanging on the teak railing. Our 7-year-old Esther, who maligns her life jacket every time we harp at her to put it on, happily zips and clasps it for this venture. They are amused by the chores, like scrubbing the decks and windows. They especially like helping with the fenders and lines, and assisting their dad with the anchor. They're all too happy to jump off the swim platform in 60-degree water. But no matter how many miles we hike, how many rocks they climb, how many hours they swim in freezing water or run amok in the wilderness, our three tsunamis are still raring to go at night.

Dinnertime is never the tranquil onboard dining experience we would hope for. But evenings can be pretty special. Mark and our 9-year-old Rafael brought their violins to play for the loons and the beaver swimming around the boat. And our 5-year-old Anton likes to hear his nightly books on deck, with the setting sun to light the pictures. For this trip, we read Howard Sivertson's *Once Upon an Isle*, about his childhood spent growing up on Isle Royale, among the last of the fishing families.

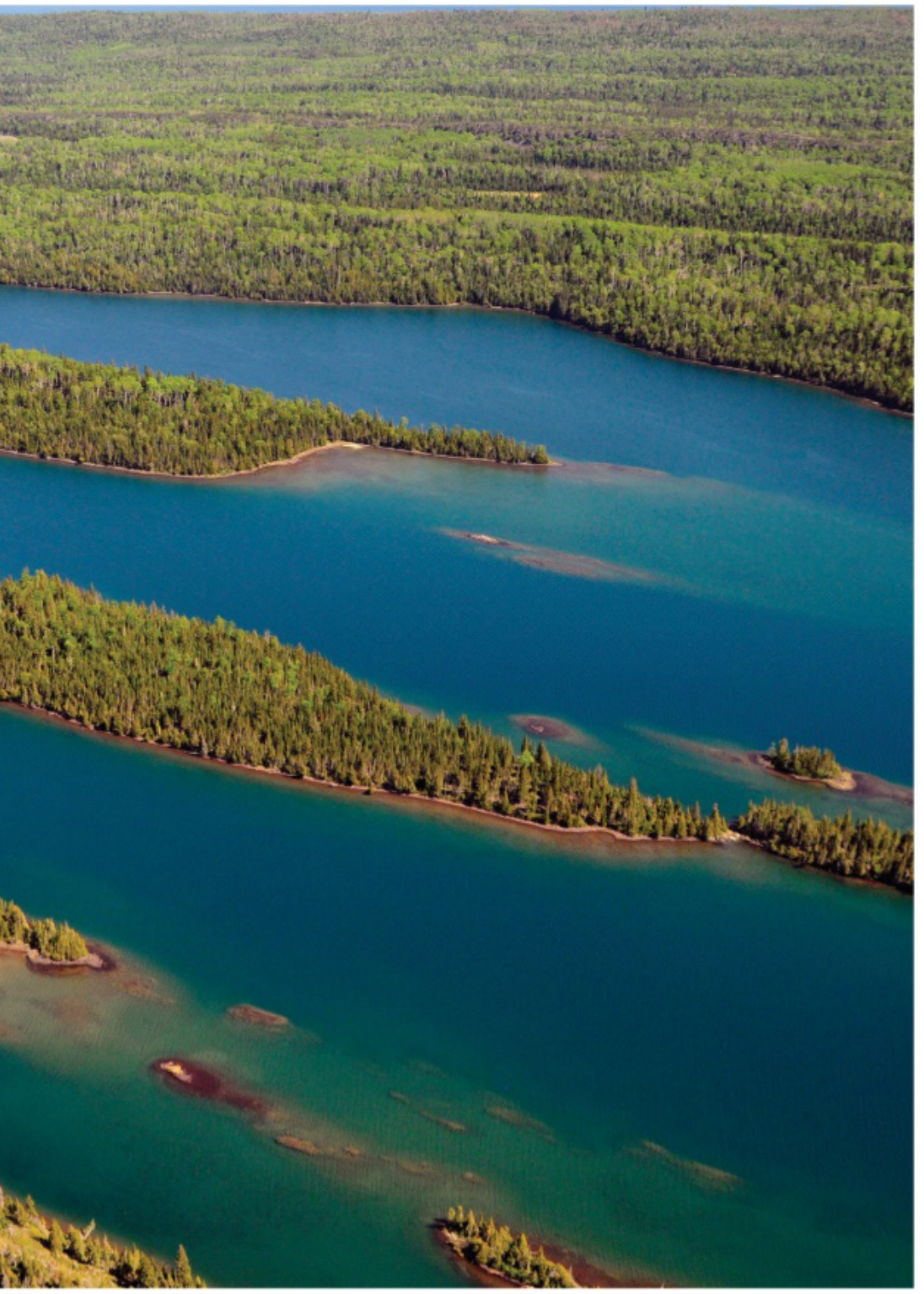
At Isle Royale, kids sense they are part of a much wilder landscape. One morning, we spent two hours watching a black and blue garter snake (the island is full of snakes, colorful, not harmful to humans). This snake emerged from a dock, hunted and then swallowed a toad. You can't teach the circle of life any better. We spotted more than 10 moose on our 100 miles of hiking during our 15-day adventure. One afternoon, while hiking with Esther (as a hiking fashionista, she wears tennis shoes, a sundress, mounds of jewelry and bright red lipstick), we met another hiker coming up the boardwalk. I explained to him that she kept pausing to examine the slugs along the wood planks. "That's exactly what I'm here for!" he said, giddy, pointing to the equipment on his back. "I'm going to study slugs for the next week!"

Along the trail, we picked and ate our weight in wild berries, with our trusty new field guide, Teresa Marrone's *Wild Berries and Fruits*. We picked raspberries, blueberries (there are no bears on the island to compete with), dewberries, strawberries, thimbleberries, huckleberries, serviceberries (delicious!) and gooseberries. They varied in ripeness according to the elevation, direction and climate of each section of the island. Thimbleberries along the shore on the north side of the island were light pink, still weeks away from ripeness; along the Greenstone Ridge, the most elevated backbone running the length of the island, they were in full glory.

A major advantage for boaters who hike: we did not have to carry the heavy 50-pound packs encumbering the backpackers we met. And our fresh water comes in tanks. Those on foot have to pump and filter water daily to kill the tapeworm eggs in the fresh water. The parasite is part of the relationship between the moose on the island and the wolf who eat them. There are an estimated 2,200 moose on the island, and when the wolf population dwindled to just two, the park service began relocating wolves to restore the balance.

With five people on an extended cruise, there's always the issue of gray water, fresh water, sewage and the fact that services are few—so we stuck close to Rock Harbor, where we could easily resupply. Luckily, there's plenty to see and do in this natural enclosure. Daisy Farm, one of the final campgrounds for backpackers trekking from Windigo to Rock Harbor, is a festive place, and we docked here for three nights, reveling in the local entertainment. Backpackers come

Isle Royale is an archipelago of shoals, tiny islands and inlets to navigate and explore.



to the dock to pump water, lie in the sun, strip down to their underwear and jump in. They know they are almost done with the long, hard hike and they're ready to celebrate. Some wait to reach the Rock Harbor lodge before letting loose; some start the party early.

One late afternoon, about a dozen guys collected on the dock, yelling to their friend, who was rowing a little fiberglass boat toward them. He arrived with two cases of beer. Story goes: This team had backpacked to Daisy Farm, and as they were only 7 miles from Rock Harbor, and it was their last night, this guy volunteered to hike the rest of the way to Rock Harbor, buy the beer, rent the boat and then head back to Daisy Farm. It was a grand party.

With a small craft advisory on our scheduled day of departure, we spent one final night at the dock at Malone Bay. Mark took the kids fishing at Siskiwit Lake (the largest lake on the largest island in the largest lake in North America). I spent the afternoon hiking, preparing my mind to return to the fast-paced world of schedules and technology and people. I hoped we could bring back some of the peace of Isle Royale, the sweet nature of a summer afternoon with loon and moose and a stalk of ripe thimbleberries reaching for the sun. ❒

& STYLE SUBSTANCE

BEAUTY AND OUTRÉ DESIGN ELEMENTS TEND TO WIN OUT FOR RIVA'S ELEGANT MARQUE. THE DOLCERIVA IS NO EXCEPTION. BY ALAN HARPER

You get the sense that when Riva's designers and engineers are having one of their style-versus-substance arguments over spaghetti alle vongole, management always comes down on the side of style. Riva is a marque with a deserved reputation for excellent engineering, solid performance and great handling, but ask anyone and the first thing they'll say is that Rivas are just beautiful.

And the new Dolceriva is a gorgeous-looking thing, a stunner from every angle. I was told that its elegant stern was designed to look like a car's. Which car they didn't say, but to me it was vaguely reminiscent of the back end of a Citroën SM, that extravagantly technological masterpiece from 1970 powered by a V6 Maserati engine. It was years ahead of its time, but since that time was 50 years ago, it is perhaps an appropriate source of inspiration for a boat brand defined by its classic looks.

And on the Dolceriva, the transom folds down to create a bathing platform. That's something I bet the Citroën designers didn't think of.

However close you get, the quality and detailing just get better. The chromed brass gleams. The stainless steel is polished to a mirror sheen. And that brightwork—mahogany coated with layer upon layer of gloss varnish—seems to glow from within. Down in the cabin, two shades of leather, beautifully stitched, provide a tactile contrast with the shining surfaces, along with areas of oak veneer. Dark-toned bulkheads highlight the luxury of a white leather sofa, while white carpets and headliners heighten the sense of space. The detailing is to an extremely high standard, from the little leather-topped lockers by the bed to the mirror above the salon sofa, which slides across to allow diffused daylight into the interior.

The Dolceriva steps into a gap in the range vacated by the 44-foot Rivarama and on paper, at least, seems a similar proposition. However, at nearly 49 feet, the Dolceriva is a significantly bigger boat, which can offer a choice of accommodation layouts. Our test model had the double cabin forward, a large sofa in the lower salon and a small crew cabin running across the engine-room bulk-

When admiring the profile of the Dolceriva as she cruises past you on the Bay of Cannes, you'd never believe that the svelte cruiser has standup headroom below.

LOA: 48'11"
Beam: 14'
Draft: 4'10"
Displ (light): 47,179 lbs.
Fuel: 476 gal.
Water: 82 gal.
Power (as tested): 2/1,000-hp Volvo Penta D13 diesel V-drives

RPM	KNOTS	GPH	RANGE	dB(A)
1000	10.2	13.5	360	70
1250	12.1	24.0	240	71
1500	18.1	37.2	232	74
1750	24.2	51.2	225	75
2000	30.5	66.3	219	78
2250	35.2	85.1	197	78
2450	38.9	100.6	184	79

Seas: 1-2 ft. | Fuel: 2/3 full | Water: 3/4 full

The lines of the Dolceriva are drawn in a collabortation between Ferretti's in-house designers and Officina Italiana Design and are meant to evoke classic cars.

head—which can (and probably should) be left as a storage area. As an alternative, if you don't mind a smaller sofa and no crew cabin (or storage area) you can opt for a second twin-berth cabin amidships which would be ideal for kids.

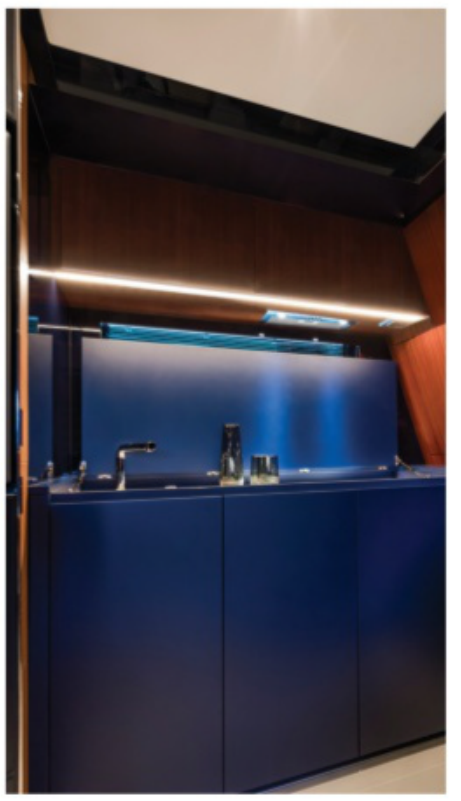
It is surprising how practical such an ultra-luxurious boat can be. Storage space in particular has been carefully considered, from the tailor-made lockers aft for a couple of Seabobs, to the bespoke fender bin in the bow. Lockers can be found beneath the bed and under the cockpit seating. Even the all-important fridge in the galley has a useful 34 gallons of volume. Style might ultimately be the driving force at the shipyard, but there is no shortage of substance in the Dolceriva.

Which is not to say I wouldn't change anything. From a seamanship point of view, the foredeck is quite a piece of work: a dazzling ice rink of glass and gloss varnish, with nothing whatsoever to hold on to. There are a pair of handrails, it is true, but they are so low that you would have to be crawling on all fours (which, to be fair, is quite likely) and until you have located them—not easy, given that their exquisite mahogany trim makes a highly effective camouflage—they serve as little more than a trip hazard. There is the option of a guardrail around the gunwale, but it also looks like it would be too low to be of much practical use—although in its defense, if you ever did trip over it you'd probably be on your way over the side anyway.

Powerful as well as pretty, our Dolceriva was fitted with the larger of two engine options, 1,000-horsepower Volvo D13 straight sixes, mounted aft of midships on V-drive transmissions. Riva's engineers suggest that with a light load of fuel and water, and four crew, the boat should be good for 40 knots. That sounds realistic—in our trial we logged 38.9 knots with pretty heavy tanks and no fewer than 10 people on board.

Apart from that single digit, the Dolceriva didn't seem to notice the extra weight. In terms of the driving experience it was everything a boat from this stable is expected to be—cool, accomplished, refined and effortless. Acceleration had a commendable urgency about it as we reached 30 knots in 15 seconds, and we were pretty close to terminal velocity in just 15 more.

I wasn't too happy with the windshield. It is tinted, which is like



driving with sunglasses—fine in bright sunshine, but not otherwise. It's also a complicated curved molding, with rather wobbly optical qualities, so forward visibility is not great. You wouldn't be bothered by any of this if you were 6-foot-4 or so, but at 5 feet 11 inches I was standing on tiptoe to see over while driving, because trying to see through simply wasn't sensible in these busy waters. Riva's people acknowledge that it needs addressing.

A 15.9-degree deadrise aft, complemented by a reasonably fine entry at the forefoot, ensured a confident ride in the admittedly benign conditions of our sea trial off the Côte d'Azur. The turning circle was a good 1,000 feet—the Ferretti Group technical director on board agreed that this was on the expansive side—but the general handling qualities of the boat are of such a high order that it wasn't a problem. Trim is effectively taken care of—the Humphree system in automatic mode can cope with pretty much anything, and I have got into the habit of just letting it do its thing. The helm felt responsive and beautifully weighted, while throttle response was instantaneous thanks to the power of the D13s. It performed like a thoroughbred, exactly as a Riva must.

There is much to like about the Dolceriva. As an example of the boatbuilder's art, it is a pleasure to be aboard. It is comfortable. It is extremely well-made. It is outrageously opulent—a lustrous jewel gleaming upon a sparkling sea. And it has undeniable presence—a sense of being greater than the sum of its parts. To paraphrase Miss Jean Brodie—or was it Abraham Lincoln?—if you like a yacht to be a lifestyle statement, then boy, has Riva got a lifestyle statement you're going to like.

I don't actually know whether Riva's stylists and engineers spend their lunchtimes arguing with each other. If they do, the evidence of the Dolceriva suggests that they settle their differences amicably enough. It functions on every level—as an object so pretty it's almost a work of art, as a driving machine that offers a brilliant combination of power and handling, and as a practical, serviceable boat for family trips and weekends.

In the debate between style and substance, it somehow succeeds in setting a steady course straight down the middle. And I'm not going to argue with that. ❐

THE FAMILY BUSINESS

FROM A TORNADO-RAVAGED MARINA TO A BOAT BROKERAGE EMPIRE, GALATI YACHT SALES HAS SUCCEEDED AT DOING WHAT SO MANY AMERICAN BUSINESSES HAVE NOT: BALANCING WORK AND PLAY.
BY DANIEL HARDING JR.

Then and now: While hairstyles and sock heights have changed over the decades, one thing that has remained consistent is the importance of family.

It's a common and cruel statistic that only 30 percent of businesses make it into the hands of a second generation; 12 percent get passed down to the third generation. It drops off even more precipitously from there. The Galati family is anything but common.

Celebrating their 50th year in business, the family-run, strong work ethic-fueled brokerage giant Galati Yacht Sales has accomplished what so many others have failed to do: Balance work and family by creating a culture that celebrates both. Today, all 12 grandchildren of founders Michael and Anna Maria Galati are employees of the company serving myriad roles.

To understand how they were able to raise the kind of family capable of working together, you have to start at the foundation. In the early morning hours before the start of the Miami Yacht Show, I sat surrounded by 16 members of the Galati family in the cool salon of a Hargrave they had on display. Children, spouses and grandchildren of the company founders banter and prod each other but mostly talk shop. They have a busy day ahead and they're sticklers for efficiency. So much so that they created a simple system of referencing each other. The five children of Michael and Anna Maria refer to their children—affectionately—as "gen 3" followed by the number corresponding to the order of their birth. So gen 3 number 1 would be their oldest grandson, and gen 3 number 12 is the youngest granddaughter.

We quickly find our seats, gens 2 and 3 mixed together. I'd learn from various family members that Michael and Anna Maria Galati were born and raised in New Rochelle, New York. Born to be a serial entrepreneur, before such a title had even entered the American lexicon, Michael's primary business was that of a bakery owner.

An avid boater in his leisure time, Michael felt the magnetic pull of the sea and sought a new business venture that would allow him to marry passion to profession. He would find just the place in a bank-owned, tornado-ravaged marina on Anna Maria Island, a spit of land not far from Sarasota. (That his wife and new business location shared the same name is a coincidence, of course, but you can't help but think that, for a man whose kids call him "a sales genius," it must have sweetened the deal.)

A grainy, black-and-white aerial photograph shows a humble marina with a few dozen boats in need of service and about a dozen cars sprinkled across the campus. Those early years were spent repairing the marina and servicing boats; the family, which would grow to include five kids, lived in the marina while a house was built on their new property.

"In June we purchased the marina and Mike said: 'If you're by my side and we work hard. And the kids work hard. We'll make it,'" said Anna Maria in a video interview. "It was a challenge, but we worked

The marina has grown, the range of boatbuilders the family represents has exploded and a love of the water is constant.

together. We made it work. I'm proud of each and every one of them [my kids]."

"In the earliest days my father would work out of the living room in our house and when he was on a sales call there was a curtain he would close," recalls Joe Galati with a grin. "We would sit there listening but couldn't say a word. So dad's negotiating and he says to some guy, 'My kids are going to be eating hot dogs for days at that price. I won't be able to feed my family!' My sister, she starts tearing up because she thought he was serious. We were 4, 6 and 8 at the time."

Those early years—and struggles—bound the siblings together and established the framework for the next 50 years, five decades of steady growth.

"My dad always told us that if you make your decisions based on right and wrong and not how much it costs then you'll have a good reputation," Joe explains. "He'd say, 'You're going to write some checks that are painful, but you'll get that money back tenfold.'"

Michael would pass away in 1992, leaving the burgeoning business to his five children.

"When my dad died, [my siblings and I] were young, barely ready to take over the family business and we did," says Joe. "We didn't understand how unique it was until later on that five siblings got along and worked together so well."

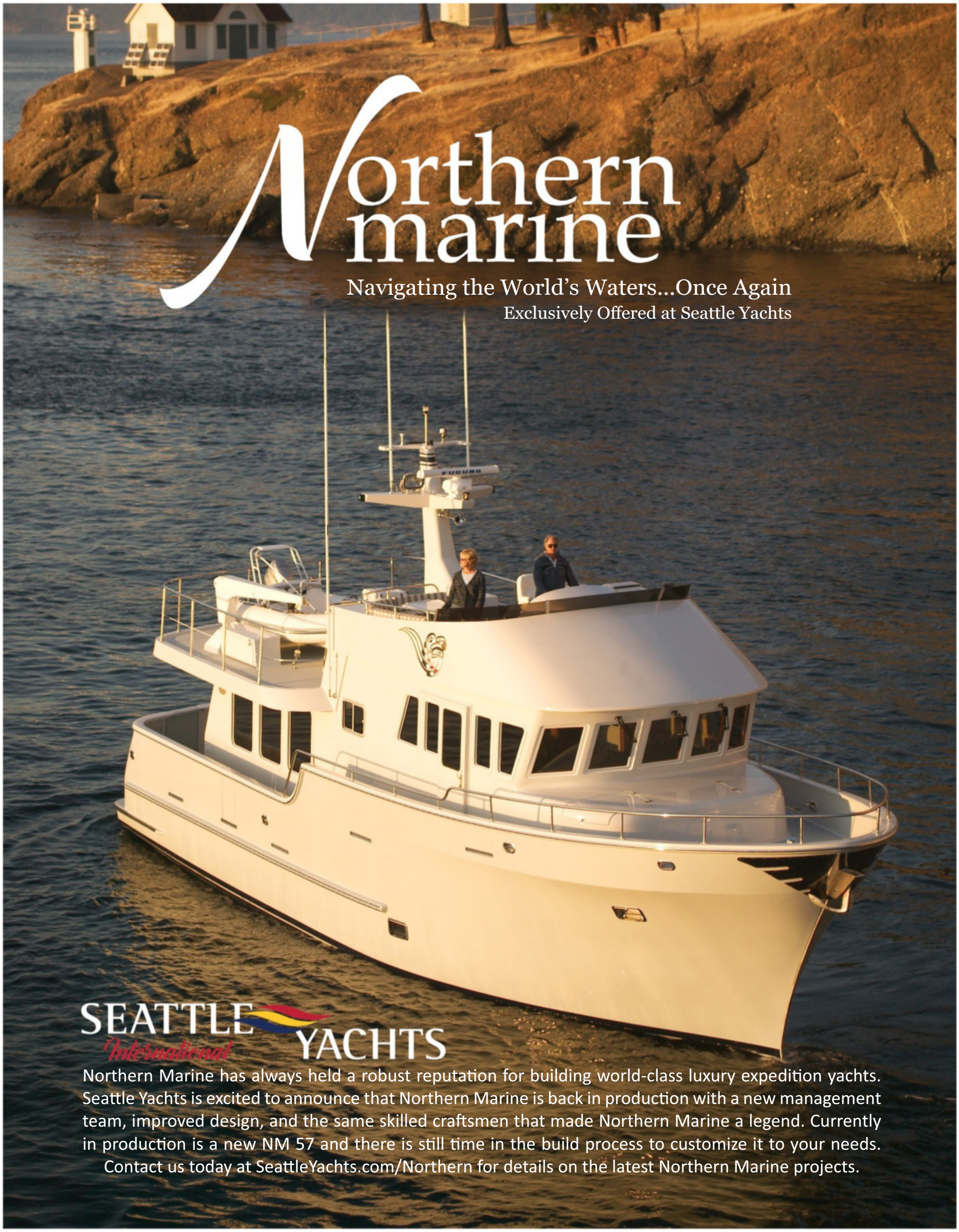
While the family patriarch is credited, fairly, for building up the business and setting standards, it is their mother that the kids credit for instilling in them a strong work ethic and family-first ethos.

"My mother, in my opinion, really created the work ethic. We lived out of a single room when we first got the marina. We didn't have a kitchen or a bathroom. The bathrooms were the marina restrooms. She was doing dishes in the spigot with well water and having us kids work and help her," Darren Galati explains. "We didn't realize it at the time but that was the reason for our closeness and our work ethic. I credit her 100 percent for it."

"And she's still like that," interjects Maria Galati, a gregarious member of the family's third generation. "Every time we're at her house she sits us down and reminds us that we need to watch each other's backs."

Statistically speaking, it was going to be the third generation of Galatis that would make or break the family business. With their current track record of 12 out of 12 grandkids employed by the company, they seem to be making it work with ease.

The grandchildren of Michael and Anna Maria swear, even when questioned with a raised eyebrow, that they were not coerced into joining the family business. The second-generation jokes, yet with a tone that implies seriousness, that they were given no such choice.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They were "made an offer we couldn't refuse. If you were out of the business you were out of the family," says Carmine with a laugh that betrays the fact that he isn't actually kidding.

Two granddaughters in the clan, in fact, started college majoring in speech pathology and elementary education—surefire paths that would diverge from the family-run business. A handful of business classes and the magnetic pull of the family culture would eventually convince both to switch majors in favor of degrees that would lead them back home.

While they may not have been forced, none in the salon can say with a straight face that they weren't bred for careers in the boat business.

"We all started young. I started working after school in high school. We detailed boats, painted bottoms, sanded the bottoms. We got to see what it was like from the bottom," says Michael Galati III. "Then I eventually made it inside to do my dad's files; I handled his travel. And I eventually started reconciling specs for boats that we had in stock. I still do that job today."

It didn't take long, only about 20 minutes or so, for our formal interview to devolve into a casual family discussion. The grandchildren laughed and interjected stories from what seems, by all accounts, happy childhoods. Faces lit up when telling about the time so and so was enlisted to memorize a spec sheet and show some boats at their rendezvous at just 11 years old. Another recalled working all summer to earn a new pair of sunglasses. "You guys really got off easy with me!" Laughter erupts throughout the salon.

And just like that, with their guards down, one story turned into another, memories and moments frozen in time.

"When I look at our company you would think that we've provided a lot to gen 3, but really seeing them work and seeing their successes brought gen 2 to a whole new level," says Carmine with a look of pride scribed across his face. "The future is not just what they brought to the table for themselves, it's what they've brought to our generation too. To see them all succeed is energizing for us all."

The five Galati children (gen 2) with their mother Anna Maria, the one they say instilled in them the importance of teamwork.

It's often hard to appreciate how, like coal turning into a diamond, early hardships and pressures can create the strongest of foundations. From a storm-tossed piece of land to a world-renowned dealer for Viking, Princess, Cruisers, Prestige, Maritimo, Hargrave and others, with 11 locations in three countries and a third generation pounding the docks like a force at all the major U.S. boat shows, it's that foundation, grounded in a family- and business-first ethos that has seen them through hardships and across to the other side. It's safe to say that this is one family that certainly beat the odds. ❐

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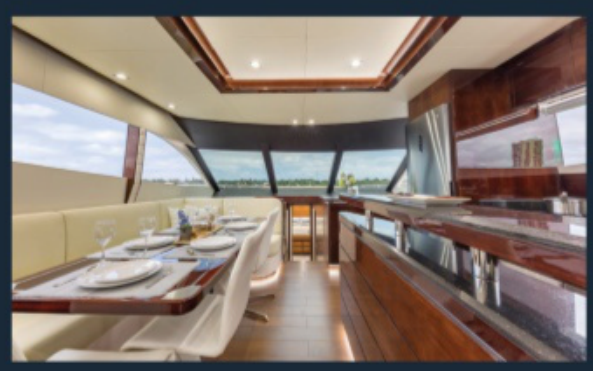

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It's Easier on the Hard

Unless you can walk on water, topside repairs are better done when the boat's hauled.
By Mike Smith

Those of you in less salubrious climes probably hauled your boat when winter set in, and she sits on the jackstands as you read this. Tropical folks have been enjoying their boats all winter, but most schedule a haulout for the spring, if only to touch up the antifouling and replace the zincs. In both cases, the time the boat's on the hard is ideal for taking care of minor topside repairs—remember when you whacked the dock last August? So, get some old clothes for crawling around under the boat, a small blue poly tarp for a ground sheet, a flashlight, a paint scraper, a dust mask and a stick for checking your props. Let's get started.

Maybe your boatyard has already done the first thing on the list. Yard managers need to scare up work over the winter, and often do topsides and bottom checks of boats they haul. You might have gotten a checklist in the mail, noting work the yard guy thinks needs doing. It's probably gonna contain stuff that you can let ride, jobs that, in the perfect world of unlimited disposable income, would be completed—but in this world, maybe not. Nevertheless, some things the yard may find may very well need fixing, so if you received a list, read it. Toss some jobs to the boatyard: It'll save you time and misery on the cold, wet ground under your boat, and it'll help keep your yard in business and not turned into condos.

Of course, maybe you miss seeing your boat during the winter months and want to inspect her yourself. Forget cosmetics for the time being and start at the keel. Underwater issues are more likely to need professional attention, and the sooner the yard writes the work order, the higher on the list you'll be during the spring launch frenzy—hopefully. Devise a search pattern; I start at the bow, inspecting the thruster for damage, corrosion or fouling. It'll go quickly, since most bottoms have large areas where nothing's happening. When I find something odd—a crack oozing water, areas of peeling paint, blisters, etc.—I scrape off the antifouling so I can see what's really happening. Unless your boat is a decade old or more, and/or you keep her in the water most of the time, you probably won't find blisters in these sections, but look for them anyway. Some boats built before the turn of the century were prone to blistering from osmo-

sis through the gelcoat, so if you own a classic plastic vessel, check carefully. Call the yard manager or a surveyor to check out serious blistering.

Inside Look

Clogged through-hulls can be the bane of your boating life, so use your flashlight and look into every single one. You should be able to see the valve of the seacock, whether it's a ball valve or tapered bronze plug. If there are barnacles in the way, scrape them out, a chore that is sometimes easier said than done. I use a thin file. Clean any external strainers, and check with the flashlight that critters haven't gotten through its slots and taken up residence. If so, remove the strainer and scrape the little devils out. While you're doing this, look for corrosion on the through-hull fittings, if they're metal. A seriously corroded fitting needs replacement.

Speaking of corrosion, check the sacrificial anodes on the shaft(s), rudder(s), trim tabs and, if applicable, stern or pod drives. (Although, given their cost and complexity, I'd leave maintenance of pods to a qualified mechanic.) The anodes installed at the start of last season should be about half eaten away, maybe a bit more. If yours are not, chances are they weren't bonded sufficiently to the underlying metal when installed—the metal should be brushed clean with emery paper before the anode's re-attached—or there's a break in the

Unless you're Aquaman, inspecting your through-hulls is best done on land.

bonding-circuit wiring. The yard electrician can check that out. In either case fully intact anodes aren't doing their job, so double-check all underwater metal for corrosion. Don't overlook the underside of the swim platform.

Look for damage to the running gear or signs of wear-and-tear,

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and clean off any barnacles; don't forget to check inside the stern tube. Ensure each shaft turns freely. If you can wiggle the shaft, up and down or from side to side, the cutlass bearing is likely worn out. For most folks, replacing a cutlass bearing is a job for the yard. Inspect both sides of the propeller blades for corrosion, pitting at the tips, nicks or other damage to the edges. Randy Hale III, owner of Hale Propeller in Old Saybrook, Connecticut, gave me a tip for checking blade alignment: Clamp or hold a stick—a paint stirrer or ruler will work fine—against the rudder so it just touches the tip of one propeller blade. Then rotate the prop and see if the other blades also just touch the stick. If they don't, the blades are out of alignment, which can cause vibration. Time for a trip to the prop shop.

Dings and Gouges

Let's move on to the topsides. There's less to worry about between rubrail and waterline, and, unless you really whacked something last summer, most of it is cosmetic. Scratches, dings, abrasions and other insults are easier to repair from a ladder than from a dinghy, so now's the time. Once the shrinkwrap's pulled off (recycle it), and the weather's warm enough for gelcoat to kick off, grab a sturdy ladder—bring your own,; don't "borrow" one from the yard or another boat—and all the other implements of destruction you need and get to work.

Changing zincs is a time-honored spring chore. Others are not as obvious.

You don't need much in the way of power tools to repair minor cosmetic issues in gelcoat. A church-key type can opener or an old drill bit is fine for V-ing out scratches and crazing to accept the repair gelcoat. Okay, in past articles I've quoted experts who use a Dremel-

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type grinder for such jobs—but they're experts. They know how to use power tools without making things worse. If you're a Dremel virtuoso, go for it—but for cosmetic scratches and crazing I generally use a drill bit, and it works fine. Once you've finished the V-ing process, the only power tool you'll really need is a dual-action buffer for final polishing; get a cordless one so you don't have to drag heavy extension cords to the nearest outlet, which in most boatyards is about a quarter-mile away. Get extra batteries.

The step-by-step process for repairing gelcoat has already been covered in previous issues, and in every other boating magazine, countless times, so I won't bore you with it yet again. Search past articles on our website and you'll find all the info you need. It's pretty easy, really—I find the hardest part is matching the color, especially if the boat: a) isn't white or b) is a few years old, and the gelcoat has faded. If you have an eye for color, you can mix your own gelcoat, but it's better to get a repair kit from your boat's builder. Ditto if the boat's painted; some high-tech paints are easier than others to touch up, but at least you can start with the right color.

Once you've inspected and repaired all the glitches in the bottom and topsides, the boat's ready to go overboard. Then you can give the deck and superstructure the same treatment. With any luck, you'll have everything all spic-and-span by haulout time this coming fall. ❐

Better, Faster ... Safer

Working on your own boat can be fun and rewarding, but not if you get hurt at the boatyard. Follow a few basic rules to stay safe. To work on all but the smallest boats, you need a good ladder. Invest in one that's stable, with widely spread legs and a load rating that's more than your weight plus the weight of your tools. You want a ladder tall enough to rest on your boat's rubrail, not on the hull side. Avoid short, discount-house stepladders. I personally recommend an articulating ladder that can be used as a stepladder, but also unfolds into a straight ladder when necessary. Little Giant is one brand, but it'll cost you a couple hundred bucks. Falling off a cheap, unsteady ladder can cost a lot more, though. A good ladder is among the best investments you can make for working on your boat.

Before crawling under your boat, check the jackstands that are holding her up. Make sure they're all taking some weight, one hasn't sunk into wet ground and they're chained together, port to starboard, under the keel so one can't kick out. Never remove a jackstand for any reason—I know, it sounds crazy, but people have done it. Never tie anything to a jackstand either, other than maybe your new, expensive ladder when you leave it at the yard overnight. Good luck with that. (By the way. I'd take mine home with me.)

Finally, keep an eye open for machinery on the move—big, heavy, unwieldy machines like TraveLifts and forklifts, whose operators can't see as well as they'd like to, what with a boat in the slings or balanced on the forks. Don't get in their way, and don't park your car anywhere near where these big beasts roam. And stay away from cranes. Think defensively, and you should be okay until your boat's safely back in the water.

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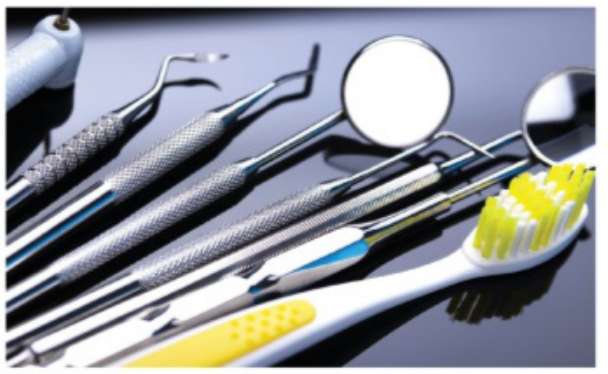
Onboard Dentistry

Yes, this little tool carries a grim connotation, but it can really come in handy. By Capt. Bill Pike



The next time you find yourself spending quality time in your engine room, I suggest you do one especially important thing before leaving—check the stainless-steel clamps on the hoses that serve your exhaust, raw-water-cooling and other mechanical systems on board your boat. Here's the deal, though: A plain visual inspection will in many cases be insufficient. While a high-quality hose clamp can look like it's in tip-top shape, the darn thing can be rusted through—or nearly rusted through—in spots that, due to the vagaries of geometry, are virtually impossible to see or inspect. The problem is especially common near low points and back sides of clamps where moisture in engine-heated air condenses and drips or drools downwards. How do you keep tabs on this sort of thing?

Consider, for a moment, the virtues of the humble dental-type mirror. You know, the lollipop-shaped gizmo with the long handle and the little round mirror or reflective device on the end? You should be able to buy a plastic one for a few dollars at your local drug store. Or, more useful and reliable in the long run, you could spend between $30 and $40 and get yourself a good-quality stainless-steel version in a protective case that'll fit nicely into your onboard toolbox.

In either case, you're going to use the device in much the same way your dentist does. Simply pass the mirror behind any suspect portion of a given hose clamp, angling it so that you can easily see what you could not see before. Then, if there's any justice in the world, you should be able to easily identify rust and/or crumbling metal and replace the clamp well before a dangerous or pesky leak arises.

A dentist's mirror, by the way, can serve other on board uses as well. Sometimes, when you're working with electrical connections, motors, wiring or various auxiliaries, you'll find that a bit of necessary information (a model number for a part that needs replacing, for example) is difficult or even impossible to see. Whataya do? Pull out your trusty little dentist's mirror, shove it into that obscure spot, maybe bring a flashlight to bear, and hey, you're home free! Certainly, a smartphone makes a fine stand-in for a dental mirror under some circumstances. But in others, the mirror will be considerably smaller and therefore way more maneuverable. ❐

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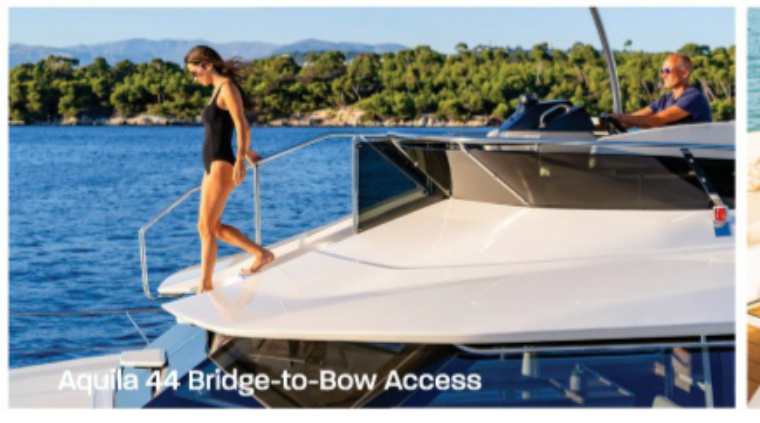
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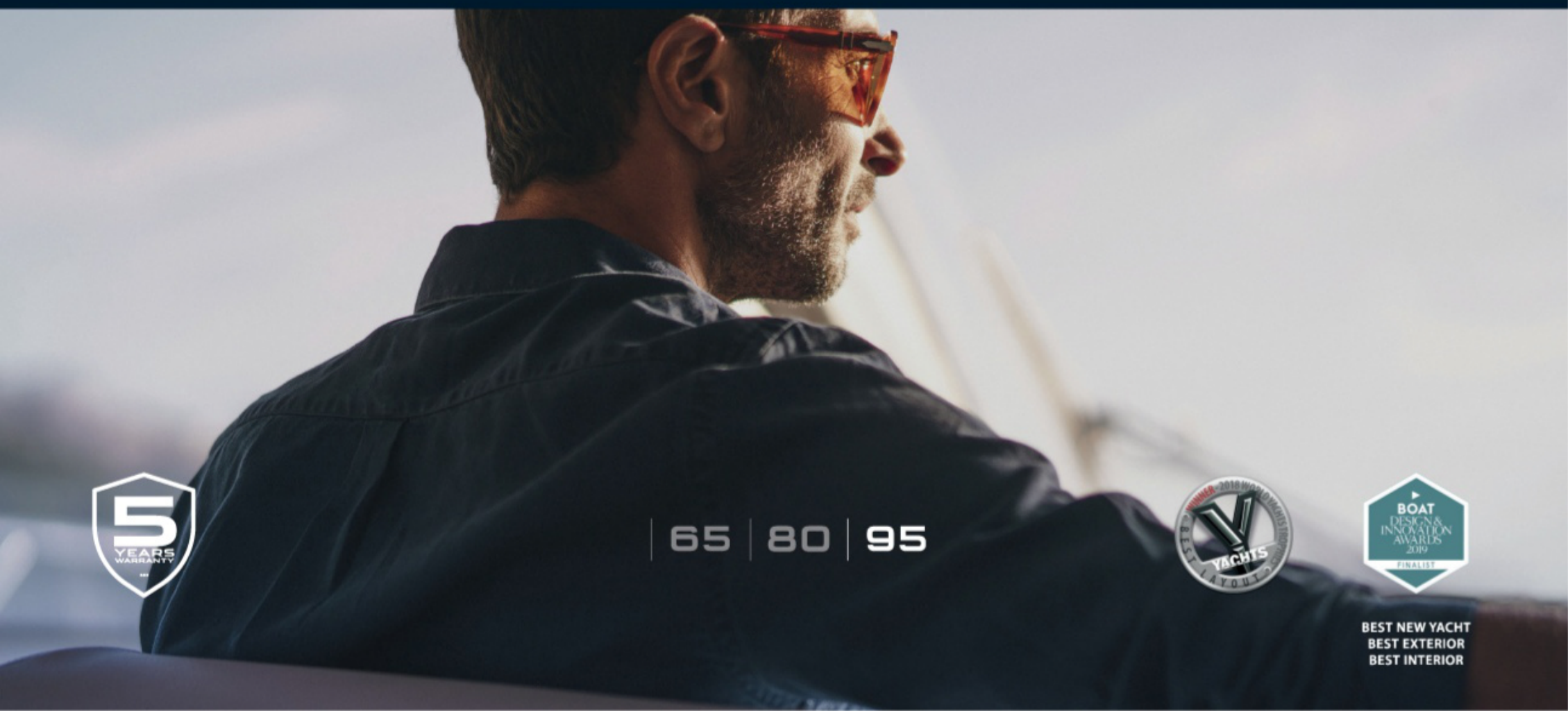

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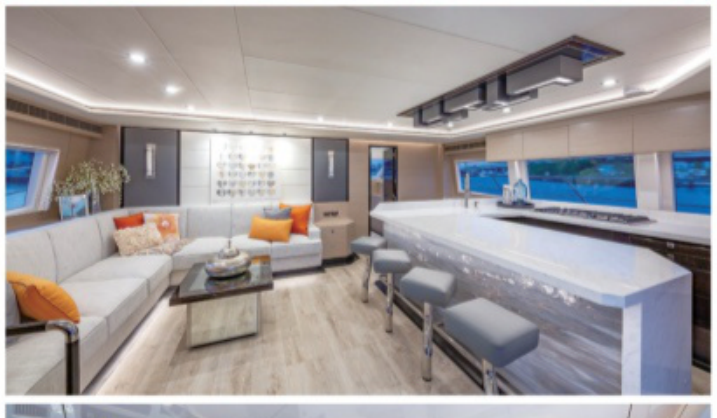

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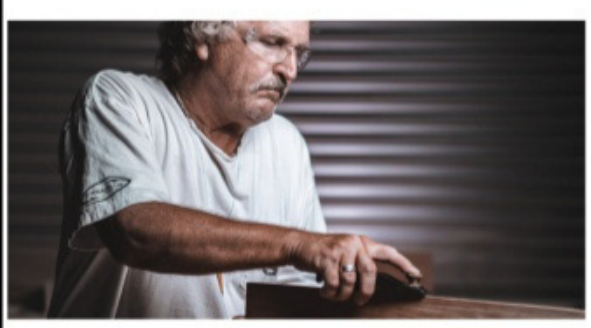

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AZIMUT YACHTS · Benetti · GALEON · OCEAN ALEXANDER · Hatteras

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2017 Azimut Grande 95 "STELLA MARINA II"

Pristine and New to Market: 2017 Azimut Grande 95 RPH. This is an example of perfection with too many custom features and upgrades to list. Inquire for a full equipment and listing file. Motivated. Contact Darren Phillips at 754-222-3868.

2013 Azimut 95 Flybridge "Darlin"

CAT C32A engines. Well maintained. Great example of a Stefano Righini design with lots of upgrades. All electronics have been replaced with GARMIN units 10/19, new ZAR ZF2 tender w/60hp Yamaha. Call Mike Doyle at 754-222-3709.

2019 Azimut 27 Metri

Azimut new model that features a wide body with floor to ceiling windows in master. Only 200 hours on it. Fully loaded, Jacuzzi, top of the line navigation and AV package. Impeccable, full time crew, still under factory warranty. Please call Jana at 754-222-3900.

2014 Azimut 80' FLY

This exquisite 2014 Azimut 80 is a fully featured and fully optioned example of one of Azimut's most successful models. A full time crew has meticulously cared for her on a daily basis and spared no expense with maintenance and upgrades. Call Mike Bader 754-222-3274.

2016 Azimut 72 FLY

The new generation of Azimut Yachts, this immaculate boat is fully loaded. Captain maintained, seakeeper stabilizer, bow sitting w/awning, largest fly in its category. 2 sets of ext. factory warranties, coverage until 11/22. Motivated! Asking $2,795,000. Jana Pina at 754-222-3900.

2017 Azimut 72 FLY "ELYSIUM"

"New to the Market" w / MAN 1400 HP engines with 300 hours now. Loaded with options. Full Raymarine Platinum Electronics package. Fantastic 4 cabin/4 Head layout with separate crew aft for 2. Call Mike Doyle at 754-222-3709.

2013 Azimut 72S- Blackjack

MAN V12 1800 hp engines. Runs 35 knot plus and cruise 28-30 knots. Dual Sea Keepers, yacht controller, watermaker, Joystick docking with bow and stern thruster plus many more upgrades! Contact Mike Doyle at 754-222-3709 for more details.

2017 Azimut 66 FLY "LUCKY 13"

"Lucky 13" is a great Example of Azimut quality and design. She is loaded with options including Custom Black hull and transom area, Sea Keeper, Joystick docking and CAT C18's with under 300 hours. Runs great. She shows well and has been maintained by a very savvy owner. Call Mike Doyle at 754-222-3709 for more details.

2015 Altamar 66 Flybridge

The Altamar 66 Flybridge, a very clean and contemporary Yacht. One Owner. Twin Volvo D13 900 HP with PODS. Only 225 Hours. Call Mike Bader at 754-222-3274.

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NEW YACHTS AVAILABLE AT MARINEMAX YACHT CENTER

2019 Benetti Delfino 95 - Incoming

Featuring exterior design by Giorgio Cassetta and interior design by Benetti's in-house team, the new Delfino 95 aims to improve on its predecessor, the Delfino 93. The layout allows the living spaces to flow seamlessly into one another, accommodating up to ten guests between five cabins, including a 21-square-meter full-beam master suite.

Azimut Grande 27 Metri Wide Body - Incoming

The 27M Wide Body Azimut Grande features an on deck master with 4 staterooms below therefore accommodating 10 guests. The use of carbon fiber allows for an extremely large interior while reducing weight. The on deck master being the full width on this wide body configuration. A mega yacht design at 87 feet. In Stock.

Azimut Grande 25 Metri - In Stock

Our newest Grande to date this Salvagni design features creative use of wood and stone. Fresh new concepts for your viewing & debuting at this years. Call today to get our full specifications and arrange for your private showing.

Azimut 77S - In Stock

The Azimut Yachts 77S is the ideal yacht for those who enjoy both luxury and power. Featuring a large flybridge with ample seating, this pleasure cruiser is perfect for socializing. It is the perfect balance of speed and comfort in one sleek profile. In Stock.

Azimut S7 - In Stock

The all-new Azimut S7 features the extensive use of carbon and a triple pod propulsion, offering unprecedented design freedom. The overwhelmingly beautiful exterior lines are enhanced still further by the new diamond cut windows in the deckhouse. The interior layout is unique, with the galley on the main deck, a game-changing owner's suite, & 3 spacious guest cabins. In Stock.

Azimut Magellano 66 - In Stock

The 66 Magellano is for people who want to cruise further afield, without giving up the comfort and elegance of Azimut Yachts. The interior spaces were designed for long stays on board. Featuring a limited fuel consumption thanks to the innovative Dual Mode hull and its wide range of cruising speeds. In Stock.

Azimut 66' Flybridge - In Stock

The desire for balance between the elegance of the external lines and the need to build structures suitable for extending total comfort to the owner and his guests, has produced the Azimut 66 Flybridge. This yacht offers both the harmony of contemporary lines, in keeping with the Azimut family-focused designs, as well as the most highly advanced technological solutions. In Stock

Azimut 60' Flybridge – In Stock

The Azimut 60' raises the bar for excellence to the next level. Style, design and innovation come together in an incredibly appealing cocktail that is bound to chart a new course through the waters. It's three outstanding features have lead this model to be the market leader. Call for an appointment to see first-hand what separates this yacht in the Flybridge category.

A51 - In Stock

Distinctive design and a DNA which speaks of pure open sporting heritage, this is the choice for those who embrace the open air but don't expect to compromise on comfort indoors. The innovative layout allows for three spacious cabins, a galley and dinette. Call today to get our full specifications and arrange for your private showing.

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NEW 118’ Ocean Alexander Megayacht - Incoming

We’ve taken our alliance with Evan K. Marshall to a different level. The new 118 lets light pour in, opens interiors in entirely new ways, and beautifully reflects how owners and their guests really use a boat: for privacy, luxury and intimate entertaining.

NEW - 100’ Ocean Alexander Open Flybridge - Available

The all new 100’ Ocean Alexander Open Flybridge 5 stateroom layout features an on deck master stateroom. Entertain on this impressive flybridge one of the largest in its class. We’ve scaled living space upward in the 100 using strategies usually found only in megayachts. With increased spaces in the galley and crew area, the Ocean Alexander 100 is perfect for private ownership or charter. For immediate delivery.

NEW - 90R Ocean Alexander MY Available

Evan Marshall and his team took their extensive knowledge of Ocean Alexander and masterfully revolutionized our legacy. Introducing the 90r - a yacht unlike anything we’ve ever built. Powerful engines. Unwavering safety. Luxurious spaces. Breathtaking views. They transformed everything without sacrificing anything. Prepare to blow everyone away at the dock with her sleek new design. The new full-width main deck expands living space without compromising the incredible performance and efficiency we’re known for.

NEW - 84R Ocean Alexander MY - Available

Ocean Alexander and Evan K. Marshall have once again partnered together to masterfully combine world-class engineering with extraordinary design. Introducing the 84R — the latest awe-inspiring addition to our Revolution line of luxury yachts. The impressive master stateroom boasts phenomenal views of its own, and the finishings in the stone-clad master head are pure perfection. Both the skylounge and flybridge options provide you with the ultimate entertainment space.

NEW - 88E Ocean Alexander MY

To commemorate Ocean Alexander’s 40th anniversary, we present the Ocean Alexander 88’ Special Edition. This Special Edition takes all of the traits most enjoyed on the 85 Motoryacht and further elevates the capabilities. Equally perfect for a family weekend or a private escape to sea and sun for weeks at a time. With the addition of an enclosed skylounge, you gain a second salon for you and your guests to enjoy. There’s no better place to enjoy the vista than this skylounge.

NEW - 70e Ocean Alexander MY

Beneath the 70e’s striking new exterior is solid Ocean Alexander engineering - now made in America. The 70e’s fresh look makes it clear “e” stands for evolution. You’ll fall under the spell of a clear sight line throughout the main deck and big views from expansive windows. Everywhere you look, you’ll see our deep dedication to craftsmanship and know why we’ve earned a sterling reputation for safety, performance and fine engineering. For immediate delivery.

NEW - 45’ Divergence

Ocean Alexander is taking its reputation of excellence and bringing you a whole new class of luxury. Introducing Divergence - our new 45’ boat that transcends boundaries by flawlessly merging the comforts of a yacht with the size, swiftness and accessibility of a sport boat.

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2016 Ocean Alexander 100 Skylounge

Measurably larger than other yachts in its class, the 100 Skylounge is arguably the most spacious and luxurious entertaining spot you will find on the water. Sea N Sea features heated granite floors in the master bath, custom wood flooring in the salon, Crestron electronics, wireless Yacht Controller, and awnings for bow and flybridge seating area. Located in Miami Beach. $7,990,000.

2017 Azimut 66 Flybridge

The 66 is known for having one of the largest flying bridges in it's class...this vessel is highly optioned with a very low 378 engine hours on twin 1150HP Caterpillars. Key features and highlights include: Seakeeper (w/ an additional control station on fly), stern thruster, Raymarine Platinum Package electronics, electric bimini top on bow, and gangway. Captain maintained, all services are up to date including a recently completed bottom job. $2,200,000.

2019 Hatteras GT 63

With Belz On features a 4 stateroom, 3 head layout and is stocked with upgrades, including upgraded 1900 HP CAT C-32 engines and 2 Seakeepers w/ an additional generator. Options include teak decking throughout, watermaker, A/C in cockpit and flybridge, and upgraded HMC mattresses in the master and guest staterooms. 750 engine hours. $3,799,000.

2018 Sea Ray 55 Sundancer

Luxury meets performance in the L-Class series by Sea Ray. Tire King features upgraded interior decor and electronics, window tinting, Seakeeper, underwater lighting, SAT TV and joystick docking. Perfect for traveling, Tire King boasts an extended range fuel tank and upgraded generator. 180 engine hours. $1,450,000.

Sea Ray · Azimut Yachts · Ocean Alexander · Hatteras · Galeon

Contact James Corts at MarineMax Naples

1146 6th Avenue South | Naples, FL 34102

(239) 253-2984 | james.corts@marinemax.com

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2000 Intermarine 105

OUTTA TOUCH was built in 2000 and outfitted in 2001, this captain maintained luxury vessel w/raised pilothouse is powered by twin 1,850hp MTU engines. She showcases 4 staterooms with en suite heads, crew accommodations and hut tub. She features a Sally J Ferguson interior with polished burl cherry wood joinery and makes for the perfect charter vessel. Located in Ft. Myers Beach, FL $1,690,000

2012 90 Ocean Alexander Sky Lounge MY

Wiggle Room is a phenomenal vessel featuring three luxurious staterooms all with en suite heads/showers, a captain's stateroom, and crew quarters. She has an enclosed bridge, two day heads, twin 1600 HP MTU engines and recent bottom paint. All services are up to date and she includes a 12' tender. She is like new and a must see vessel! Located in Naples, FL $3,900,000

2019 Ocean Alexander 90r

Introducing the Ocean Alexander 90r. Powerful engines. Unwavering safety. Luxurious spaces. Breathtaking views. Ocean Alexander has masterfully revolutionized their legacy. Transforming everything without sacrificing anything. Prepare to blow everyone away at the dock. Call David today to schedule your private showing.

2019 Hatteras 75M

Brown Eyed Girls features four staterooms, crew quarters, day head and comes with a 15' tender. She is powered by twin CAT C-32A 1800 BHP diesel engines and has been captained maintained to the highest standards. She showcases rose/ebony wood details and has an entertaining flybridge. Located in Miami Beach, FL $5,099,000

2017 Hatteras GT 70

NOTORIOUS is a 2017 GT 70 built on a variable dead-rise bottom with a sharp entry and powered by twin 2600 MTUs engines. She comes with gyro stabilization, day head and extensive electronics. Inside, you'll find a lavish interior including a gourmet galley w/custom glass storage & a spacious salon that leads to 5 staterooms & 4 heads. Located in Palm Beach, FL $4,995,000

2011 Ocean Alexander 70 Pilot House

TIKA2 is a captain maintained 70 Pilot House powered by twin 1150 CAT engines along with hydraulic thrusters. She showcases 3 staterooms, 3 heads, a gorgeous salon and a large galley that is generously equipped. She offers privacy, comfort & the perfect areas for entertaining. She defines luxury and she's ready for new adventures. Located in beautiful downtown Ft. Myers, FL $1,674,000

2015 Azimut 55 S

UN BUON ANNO is loaded with luxury and performance. With 475 hours, she has been captain maintained since new and comes with a William Turbojet 285 Jet Tender. She offers Volvo Dynamic Position system, triple Volvo Penta 600's, Raymarine platinum electronics, crew cabin AC, Bose surround sound systems installed in the well-appointed owner's stateroom, VIP stateroom and main salon. $899,999.

2016 Sea Ray 510 FLY

EITEL TIME is better than new and by far the strongest Sea Ray 51 FLY on the market today. This three stateroom, two head beauty has been captained since delivery in March 2016 and is under Sea Ray warranty until March 2020. Her cummins 600's are under warranty until March 2022 as well as her generator. She comes with a water maker and new decor. Located in Naples, FL $999,000

2018 Galeon 420 FLY

Meet IMPLUSIVE, she is a gorgeous 2018 420 FLY Galeon powered by twin Volvo Penta D6-435HP engines with low hours and has recently received new bottom paint. She features 3 stateroom, 2 heads and comes with a Seakeeper and Xenta joystick technology. $699,000

Sea Ray · Azimut Yachts · Ocean Alexander · Hatteras · Galeon

Contact David Michie at MarineMax Naples

1146 6th Avenue South | Naples, Florida, 34102

239-872-7503 | david.michie@marinemax.com

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2011 Princess 95 MY "Blueprint"

2011 Ocean Alexander 85E "Stresproof"

2014 Hatteras 80 Motor Yacht
“Beer Break II”

2012 Sunseeker Manhattan 73
“Gemini”

2018 Ocean Alexander 70e
“Well Done”

2017 Sunreef Supreme 68
“Athena”

2007 Hatteras 64MY
“Sea Buddy”

2013 Sea Ray 61 Sundancer
“Helicon”

2002 Hatteras 60 Convertible
“LiBan”

2006 Grand Banks 59 Aleutian RP
“France”

2006 Sea Ray 58 Sedan Bridge
"Ads a Lot"

Hatteras · Ocean Alexander · Azimut Yachts · Sea Ray · Benetti · mjm yachts

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For more information or to set up at an appointment, Contact:

Scott Roberton

(727) 638-7890 | scott.r@marinemax.com | marinemaxyachts.com

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164' WESTPORT 50M 2009/2017

Mint! Modernized decor and thoroughly updated from 2017 to current, this yacht features 5 staterooms + exercise room, amazing sun deck, fast cruising and shallow draft ability. Private usage, USA flag, 10-yr class survey complete. Call Joe Majcherek, C.A.

103' JOHNSON 2008

Twin 16V2000 MTU's. Master suite on deck with four additional cabins below. Very high end interior. Massive flybridge deck seats a crowd. Tender below with hidden crane. Arguably the most spacious 103' yacht afloat. Contact Jeff Stanley, C.A.

95' CHEOY LEE 2006

On-Deck King master-stateroom plus a second King stateroom and two Queens w/2 separate crew quarters aft. Enclosed bridge is like having a second Salon. CAT power with low hours since dealer overhauls. Fully painted 2015. Call Joe Majcherek, C.A.

108' BENETTI 2014/2015

Bright and airy five stateroom Benetti with Master on-deck and elevator equipped! Amazing displacement fuel economy. New Jet tender, ASEA power converter. Brought to Ft. Lauderdale to be sold. Contact Jeff Stanley, Central Agent.

82' MONTE FINO 2001

Beautiful high volume skylounge MY with 4 cabins + crew for 3-4 forward and aft. Twin 3412 CATS, updates bow to stern. Owner moving up. Call Jeff Stanley, C.A.

80' LAZZARA 2002

Country Kitchen Galley, sparkling Awlgrip exterior, bow & stern thrusters, upgraded stabilizers, modern high gloss Cherry int., orig owner & Capt. Call Wayne Cannava,C.A.

76' QUEENSHIP CPMY 2004

3 ensuite cabins + crew aft. CAT's 3412, twin gens, stabilizers, large lower helm. New ext. paint scheme. Style plus versatility w/large cockpit. Call Jeff Stanley, C.A.

80' JOHNSON 2019

Twin 1550 HP MAN'S, 4 cabins + crew. US Designer Interior, huge Flybridge, ABT "At Rest" stabilization, hydraulic platform.price under 4.2 million. Call Jeff Stanley, C.A.

74' HATTERAS SPORT DECK 1996

5 Cabins, powered by DD 12V92 TA's, custom hardtop, Rib tender, Key bar on flybridge, capt. maintained. Owner retiring from boating. Call Jeff Stanley, C.A.

62' NEPTUNUS 2004

Unbelievable condition, painted exterior, new interior, new electronics, new enclosure, original owner. Compares to a 2010 or newer. T/C-18's. Call Jeff Stanley, C.A.

41' Bahama 2017

Quad 350 Verados , highly optioned, dive door, 24" Garmin + (2) 12" Garmins. Nicest, cleanest example of a Bahama 41 ever! Lift stored, perfect! Call Jeff Stanley, C.A.

53' SUNSEEKER 2006

Portofino model with Twin Volvos at 715 HP, garage with RIB tender, 3 cherry paneled staterooms, helm air, sliding roof, great deal! Contact Jeff Stanley, C.A.

47' JERSEY CAPE CUSTOM 2013

Twin 900 HP Yanmar's with 1,000 hrs. just serviced. Two cabins, huge cockpit, (3) 15" Garmin screens, huge refrigerated catch well. Call Jeff Stanley, C.A.

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30' 1929 Hacker Triple Cockpit

44' 2014 Riva Rivarama

27' 1929 Ditchburn Viking

41' 1998 Aprea Mare Motoryacht

25' 2014 Bennington

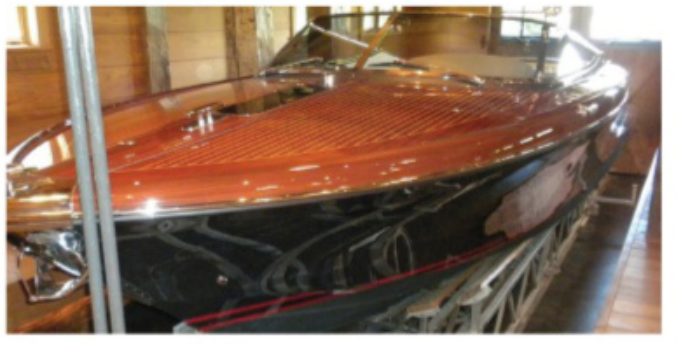
38' 1929 Chris Craft Commuter

27' 2001 Vic Carpenter Custom Runabout

34' 2002 Clarion Cocktail Launch

36' 1946 Stephens Brothers Triple Cockpit

56' 1990 Custom Commuter



33' 2013 Riva Aquariva

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G120

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THE ALL-NEW HARGRAVE G120 SIGNATURE SERIES reveals Hargrave's extraordinary ability to build a customized yacht to meet the unique needs of its clientele. Galati Yacht Sales, known for exceeding the expectations of their customers, teamed up with Hargrave Custom Yachts to design an exceptionally refined Hargrave for the most discerning of yacht owners.

The Hargrave G120 is truly a remarkable motor yacht with a five stateroom and seven head configuration. She will comfortably accommodate 10 guests plus up to 6 crew members in three crew staterooms with two additional heads. The team at Hargrave and Galati Yachts worked alongside knowledgeable yacht owners and crew to create a phenomenal yacht that combines long-range efficiency with voluminous accommodations.

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"Team Galati"
2013 Hargrave 125
Raised Pilothouse
$8,499,000 | Mike 941.725.2782

"NAMASTE"
2013 Benetti
121 Motor Yacht
$10,399,000 | Jason 941.518.1171

2015 Viking 92 EB | $7,495,000
Chris 813.503.8398

2020 Viking 80 C | $8,199,000 | Jon 337.258.4030
2016 Viking 80 C | $6,495,000 | Carmine Jr. 941.725.0587

2017 Viking 72 EB | $6,150,000 | David 239.289.6098
2017 Viking 72 EB | $5,895,000 | Stan 850.596.1645

2005 Conrad Shipyard 88 MY | $3,750,000
Randy 713.816.2165

2015 Maiora 84 MY | $3,195,000
Stan 850.596.1645

2010 Viking 82 C | $3,895,000
Tony 941.527.1273

2010 Donzi 80 C | $3,950,000
Nick 941.720.1321

2005 Garlington 78 Skybridge | $2,399,000
Nick 941.720.1321

2012 Viking 76 Convertible | $4,590,000
Eric 850.259.3172

2018 Viking 72 C | $6,199,000 | Carmine Jr. 941.725.0587
2019 Viking 72 C | $6,495,000 | Nick 941.720.1321
2017 Viking 72 C | $5,945,000 | Stan 850.596.1645

2013 Princess 72 MY | $1,995,000
Andrew 508.364.2010

2010 Marlow Explorer 72E | $2,149,000
Jim 941.228.0530

2016 Maritimo M70 | $3,250,000 | Tim 850.502.9030
2017 Maritimo M70 | $3,100,000 | Roger 850.234.0295

2015 Viking 66 C | $3,495,000 | Chris 813.503.8398
2013 Viking 66 C | $2,575,000 | Randy 713.816.2165

2013 Fairline 65 Squadron | $1,399,000
Anthony 727.515.9973

2015 Titan 65 C | $2,795,000
Randy 713.816.2165

2016 Princess 60 FB | $1,695,000
Eric 850.259.3172

2016 Cruisers 60 Cantius | $1,349,000
Michael 941.725.2782

2016 Maritimo M58 | $1,749,000
Nick 941.720.1321

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2009 Azimut
85 Flybridge
$2,295,000 | Artie 850.259.7807

"LULU"
2018 Viking
75 Motor Yacht
$6,199,000 | David 239.289.6098

2016 Sea Ray L650 | $2,000,000
Clint 863.412.5833

2019 Azimut 60 FB | $2,225,000
Joseph 850.496.2298

2017 Sea Ray L59 FB | $1,449,000
Eric 850.259.3172

2015 Rio 58 Gran Turismo | $945,000
Tracy 760.880.7261

2016 Princess V58 | $1,195,000
Rickard 727.667.7745

2017 Prestige 560 FB | $1,099,000
Tim 850.502.9030

2015 Viking 55 C | $2,300,000 | Tony 941.527.1273
2016 Viking 55 FB | $2,300,000 | Artie 850.259.7807

2015 Prestige 550 FB | $892,500 | Brendon 727.243.3016
2015 Prestige 550 FB | $850,000 | Michael 941.725.2782

2018 Riviera 5400 | $1,575,000
Brett 949.456.6412

2018 Cruisers 54 Cantius | $1,299,000
Rickard 727.667.7745

2018 Overblue 54 Power Catamaran | $949,000
Andrew 508.364.2010

2018 Prestige 52 FB | $1,099,000
John 540.222.1333

2016 Viking 52 C | $2,224,000 | Tony 941.527.1273
2012 Viking 52 O | $1,149,000 | Chris 813.503.8398
2005 Viking 52 C | $849,000 | Michael 772.643.7636

2017 Prestige 500 FB | $839,000 | Tim 850.502.9030
2014 Prestige 500 S | $599,000 | Andrew 508.364.2010

2012 Maritimo C50 Sport Cruiser | $799,000
Joseph 850.496.2298

2016 Hudson 48 Power Cat | $975,000
Frank 727.481.4900

2018 Viking 48 C | $1,779,000 | Nick 941.720.1321
2017 Viking 48 C | $1,749,000 | Tony 941.527.1273
2017 Viking 48 C | $1,749,000 | Chris 202.550.3788

2018 Cruisers 42 Cantius | $699,900
John 540.222.1333

2016 Aspen C120 | $649,000
Dianne 239.293.5292

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2020 PRESTIGE 630 Fly | Volvo Penta IPS 950

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Flybridge Hardtop with fabric opening - Gyroscoping Stablizer - Water Maker
Wine Cabinet - Reverse Camera & Thermal Monitoring and much more

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Volvo Penta IPS 950
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2016 PRESTIGE 620 Fly
Volvo Penta IPS 950
Call Patricia Wynn (954) 401-1661

2016 PRESTIGE 550 Fly
Cummins 8.3 Zeus PRISTINE CONDITION
Call Rick DuBois (561) 239-1533

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NEW 2020 PRESTIGE 590 Fly
NEW Inboard Cummins 8.3 AVAILABLE MARCH 2020
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2019 PRESTIGE 520 Fly
Volvo Penta IPS 600 WE TAKE TRADE - ONLY 90 HRS
Call (954) 922-5500

2009 PERSHING 72
MTU 12V 2000 M93
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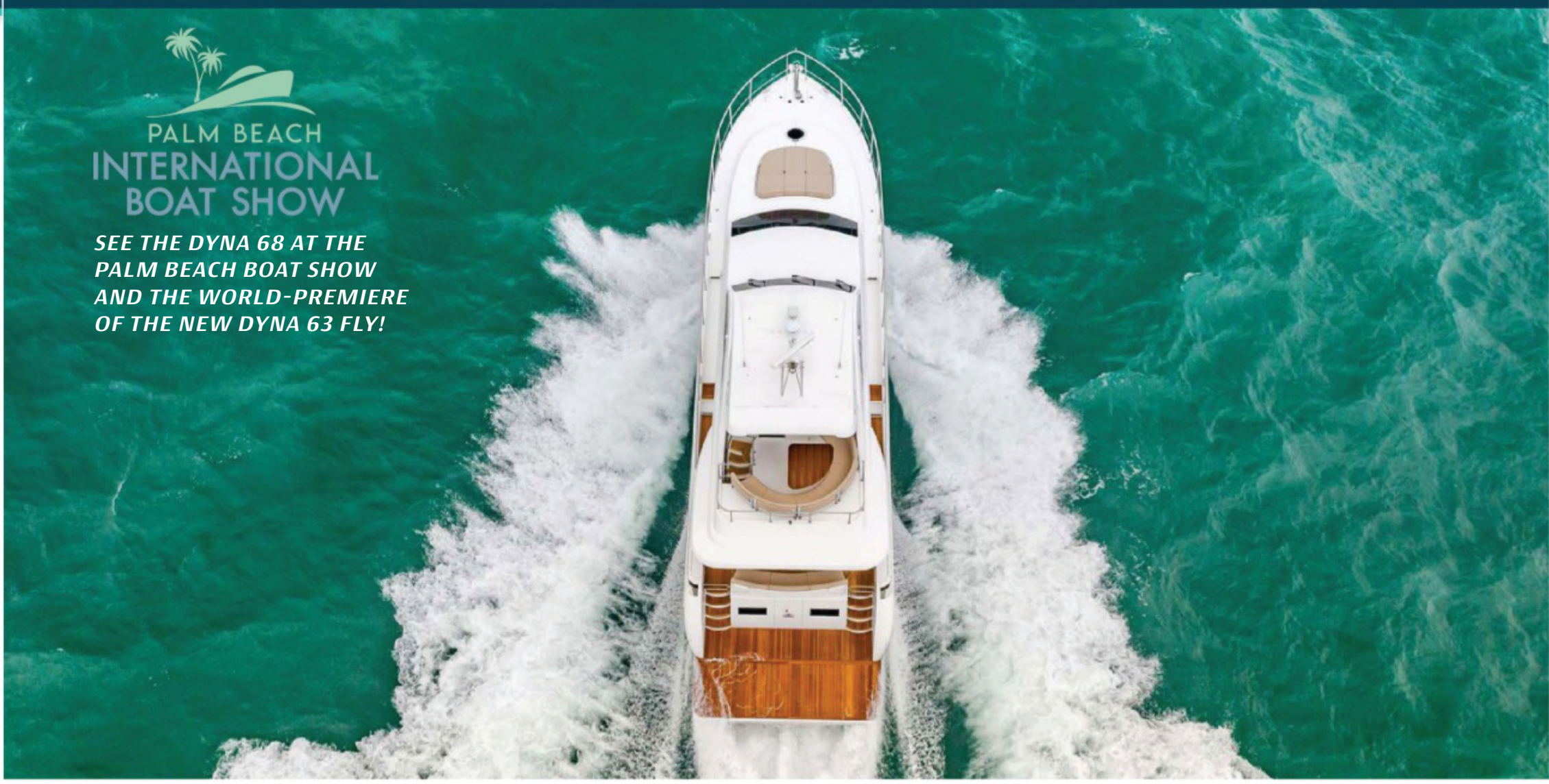

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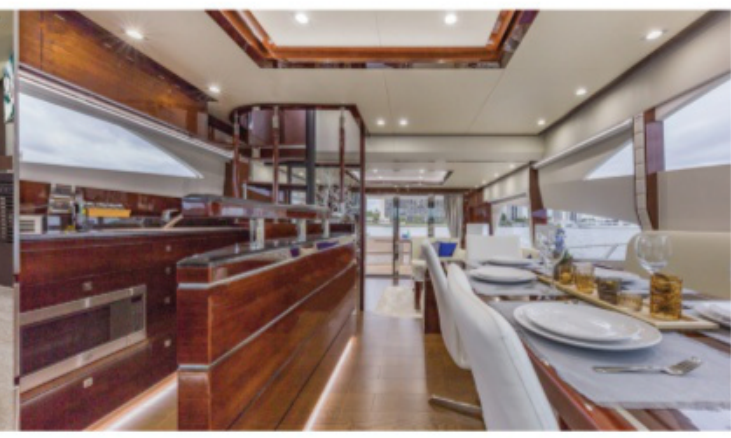

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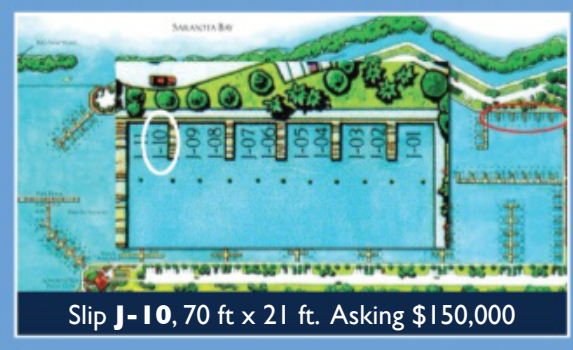

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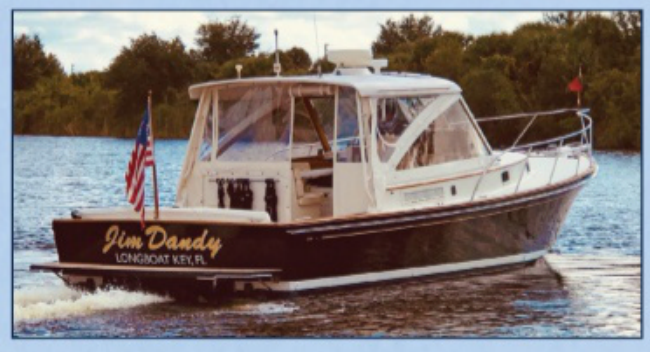

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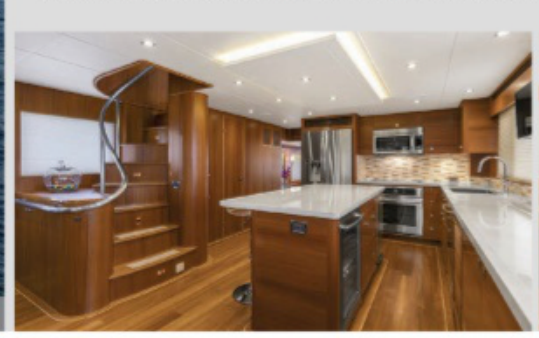

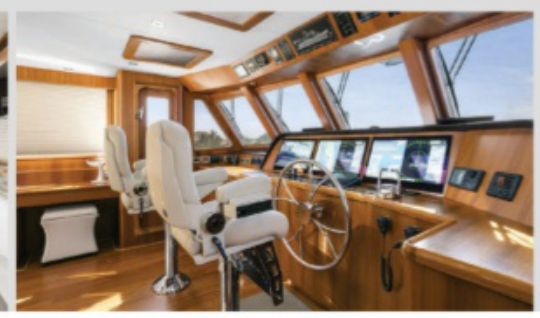

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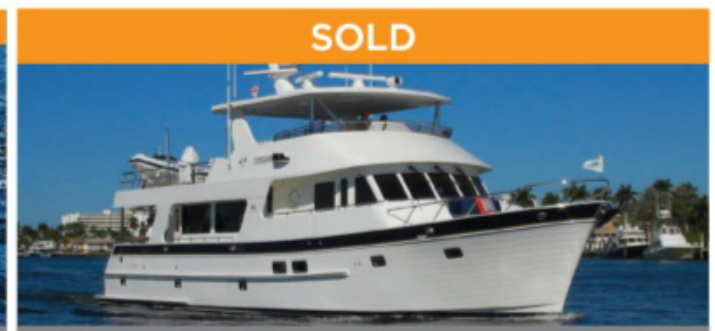

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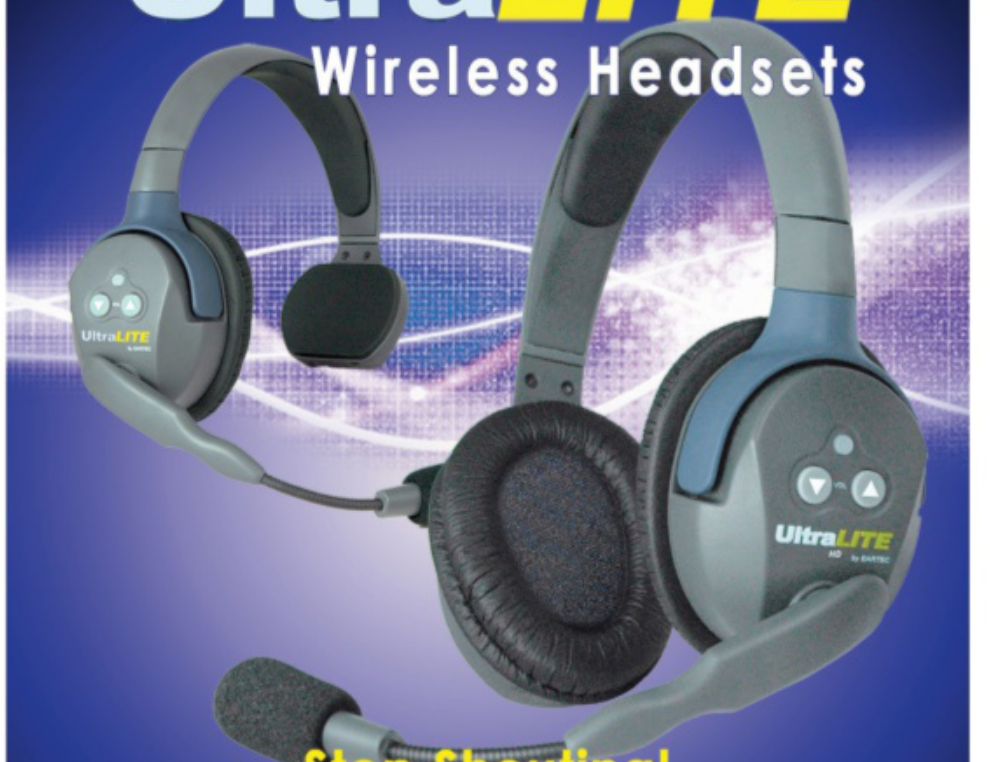

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LIMIT 5 - Coupon valid through 4/11/20*

PREDATOR

SUPER COUPON

9000 WATT MAX. STARTING EXTRA LONG LIFE GAS POWERED GENERATOR • 13 hour run time

Customer Rating ★★★★★

ITEM 63971/63970 shown

ITEM 63968/63969 CALIFORNIA ONLY

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$~~649.99~~

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SAVE $2,189

96407233

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DRUMMOND

SUPER COUPON

1/2 HP CAST IRON TRANSFER PUMP

Customer Rating ★★★★½

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SAVE $95

COMPARE TO WAYNE $169.99 MODEL: PC4

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ITEM 56148/63316 shown

96407401

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SUPER COUPON

72" x 80" MOVING BLANKET

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ITEM 69505/62418/66537 shown

96407840

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HaulMaster

SUPER COUPON

1000 LB. CAPACITY SWING-BACK BOLT-ON TRAILER JACK

Customer Rating ★★★★½

- Lift range: 12-1/2" to 20-1/2"

SAVE 62%

COMPARE TO REESE TOWPOWER $49.99 MODEL: 74410

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$~~25.99~~

ITEM 69780/41005 shown

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SUPER COUPON

1500 WATT CONTINUOUS/ 3000 WATT PEAK POWER INVERTER

Customer Rating ★★★★½

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SAVE $65

ITEM 63427/63432 shown

96408467

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SUPER COUPON

30", 4 DRAWER TECH CARTS

- 12,600 cu. in. of storage
- 580 lb. capacity

Customer Rating ★★★★★

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COMPARE TO Snap-on BLUE-POINT $880 MODEL: KRBC10TBPC

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Item 56387, 64096, 56386, 56392, 56393, 56394

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SUPER COUPON

3/8" x 75 FT. CAMOUFLAGE POLYPROPYLENE ROPE

- 300 lb. working load

Customer Rating ★★★★½

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SAVE 66%

ITEM 61674/62761/47835 shown

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10 FT. x 20 FT. PORTABLE CAR CANOPY

Customer Rating ★★★★½

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ITEM 63054/62858 shown

96408814

LIMIT 2 - Coupon valid through 4/11/20*

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SUPER COUPON

12 VOLT LED MAGNETIC TOWING LIGHT KIT

Customer Rating ★★★★½

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LIMIT 2 - Coupon valid through 4/11/20*

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Customer Rating ★★★★★

- 350 lb. capacity

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ITEM 62515/66911 shown

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BADLAND

SUPER COUPON

Customer Rating ★★★½☆

2500 LB. ELECTRIC WINCH WITH WIRELESS REMOTE CONTROL

- Weighs 14.3 lbs.
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96409575

LIMIT 2 - Coupon valid through 4/11/20*

drillmaster

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1500 WATT DUAL TEMPERATURE HEAT GUN (572°/1112°)

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96409878

LIMIT 5 - Coupon valid through 4/11/20*

VIKING

SUPER COUPON

JUMP STARTER AND POWER PACK

Customer Rating ★★★★½

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$~~79.99~~

SAVE $70

ITEM 56797/56798 64412/62749 shown

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Bond of Brothers

Sometimes, the best crew is ever so close at hand.
By Capt. Bill Pike

My brother didn't care much for boats. From the standpoint of recreation, he was more into gun collecting, reloading his own ammunition, nailing a bull's eye at 300 yards and camping out for weeks on end amid the wolf-howling wilds of Northern Ontario. We were alike in many ways, I suppose, but, as I say, I got the boat gene and he, for one reason or another, did not.

But here's the funny thing: My brother was a top-notch crew member. In fact, I'd say he was just about the best guy I've ever cruised with on any sort of vessel, recreational or commercial. Of course, there were a couple of big-time reasons for this. The two of us, for starters, were not just brothers but chop bustin', life-long friends. Whether we were plying the frigid waters of the St. Lawrence River or sliding along some skinny backwater in a Florida sawgrass marsh, our conversations were always long, droll and laced with appallingly childish, wholly enjoyable stints of irreverence, usually directed toward the other's mannerisms, habits and ineptitudes, both real and imagined.

But this, I'd say, does not plumb the essence of why my brother was so dang good on boats. Nope, the quality that put him well above the rest—at least in terms of throwing lines, steering straight courses and dealing with oodles of other seafaring entertainments—was the rare ability to size up a snafu, pull an appropriate response out of thin air and then, with unshakeable nerve, follow through. Indeed, his skills were so ample and assured that they produced, at least in me, a level of onboard confidence I enjoyed with nobody else. Whether I was maneuvering dockside, navigating in the fog or addressing a recalcitrant autopilot, with my brother on the scene, there was never any question in my mind—all would be well.

An adventure with the Grand Banks I owned some years back proves the point. Shoot, I wouldn't have even tried to shoehorn the GB into the slip the marina had assigned us that afternoon had my brother not been along. The fairway approach was too narrow, too twisty and too obstructed. And there was no way out once we were in.

"Think we can do it?" I asked as my brother departed our flybridge planning session for the cockpit. "Ooooh yeah," he replied, employing the same drawn-out, semi-comedic response he always used when we teetered on the brink of catastrophe. And, as it turned out, he was right—the whole thing came off smoother than fresh varnish, mostly thanks to a brotherly boathook yank.

There's one final factor, I gotta say, that elevated my brother to onboard greatness. While our long, shared history together certainly engendered trust and affection, it also tended to enhance the moment now and then, usually with heartwarming remembrances.

Well before I owned the GB, for example, I owned an outboard-powered Steiger Craft 23 Chesapeake that could devour deplorable sea conditions at high rates of speed. Put the tabs down and pour the coal to 'er and she'd flat-out vamoose. So, one morning bright and early, despite a dire weather forecast for Long Island Sound, my brother and I took a little spin up to Essex, Connecticut from Milford, where my wife and I lived at the time. And upon our return, 6-to-8-foot seas were slamming straight into Milford's rock-sided inlet. A dicey, full-power, 40-mph situation if ever there was one.

"You think we can do it?" I asked as my brother chomped on a half-eaten Slim Jim, a smoked meat snack he favored when lively times arose. The sound reminded me of high-speed circumstances during our misspent youth, when the unique aroma of Slim Jims suffused the interior of my brother's 425-hp Dodge Super Bee while we thoughtfully contemplated outrunning the New York State Police amid the evening mists of the Adirondack Mountains.

"Ooooh yeah," he replied. And when we did, the feeling of brotherly victory was pure, one-hundred-percent euphoria. Maybe even better than it had been back in the bad old Bee-buzzin' days of the early 70s. ❐

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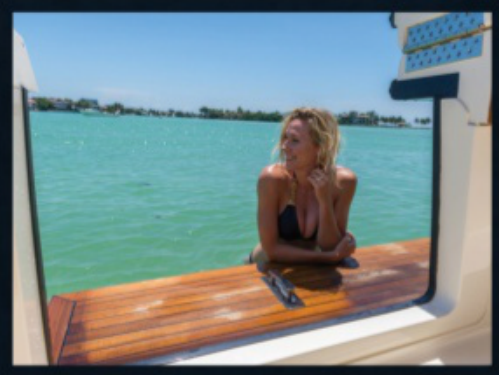

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