



# West Coast Trailer Sailing Squadron News

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## Everglades Challenge 2010

### Spring at Cayo Costa - March 19-21

On the first day of Spring, the Squadron met at the little cove at the north end of Pelican Bay on the east side of Cayo Costa Island in Charlotte Harbor. For the first time in months boats were coming out of moth ball storage! I hadn't been sailing since the freeze out in the Everglades in January. Everyone agreed that the winter was not kind to us this year. We were ready to make the best of the start of Spring!

Dale Niemann and I crossed the Skyway and linked up with I-75. Just as we did that we noticed we had Steve Wood with his Bayhen joining the caravan! I called Ed and Becky at Eldred's Marina while still on the way, and found out that Stin was launched and they were getting ready to launch. When we arrived Paul Myers was at the dock with Brogan getting ready to leave.

Crossing Charlotte Harbor and Boca Grande Pass with a following wind was a breeze and the sun was beginning to warm things up as well. Arriving in the cove, we found Terry Clements with his SeaPearl Riff, Dale's Lively, Ted Jean's Potter, Stin's Potter, and Steve Gilcrest's Hullmaster 22 from Ontario, and Ed and Becky's Hunter 23 St. Somewhere.

As the day progressed we watched boat after boat arrive in the cove. They were arriving from several ramp locations including Pine Land Marina, Bokeelia, Cape Coral, Port Charlotte, and Punta Gorda! Paul and Dodie Wagonner -SeaPearl Tri, Wing-It. John and Colette's -beautiful yellow SeaPearl Tri - Golden Pearl; Dave and Teresa Barnicoat's Mac 26X Hot Tub; Alan Roedel Potter 15 -Sweet Pea; Joe Cramer's - Hunter 19; John Taylor's - O'Day 22; Joshua and Melinda Bruce;s - SeaPearl 21 Sparkle, Ron Hess' SeaPearl 21- Shallowminded, and Bill Dolan with his Marshall18, SeaBird. By Friday evening 19 Squadron boats were anchored either in the cove, or on the outer edge toward the channel leading to Pelican Bay.

When Bill Fite sailed in with MoonShadow, his first in Class Everglades Challenge boat, several of us lined up on the beach and gave him the "I'm not worthy!" bow down salute!

On Saturday three more of our fleet arrived. Art Gregory with his Mac 26 X was on his way home from a cruise of the Florida Keys, Terry and Ruth Nagel sailed in with their Siren 17, Whisper. And the Squadron was visited by John and Karen McMullen who own Dora Jean, a SeaPearl 28. Former Squadron members from Ohio, John and Karen were returning from a three month sojourn in the Florida Keys.

Both evenings we were treated to Dave Barnicoat's now famous campfires. Some folks had to leave early on Saturday. A few went sailing, but the warm sun enticed the vast majority to stake out a claim on the beach and soak in the warmth of a new spring. A group of Squadron members, including myself, went on a hike across the island towards the campground. Dave and Teresa came back with a huge load of fire wood for Saturday night's fire.

On Sunday the forecast was for stormy weather to come through, so most of us broke out anchors and make a break for the ramps. Dale and I got our boats on the trailers just as the first warm raindrops began to fall. After a cold winter, it was great to be together on a warm beach sharing warm friendships!

We'll be headed back there again in November. Plan ahead to make the trip. It's worth it!

As you may know, three boats from the Squadron participated in EC 2010, a race from Ft. DeSoto to Key Largo sponsored by the WaterTribe. Meade Gougeon was soloing his Yellow Thing scow, Paul Myers entered Brogan along with his longtime friend, Rod, and Bill Fite entered MoonShadow with Jonathan Arthur as crew. This year's race was particularly windy on the afternoon of the first day, and several boats capsized in the Gulf including one SeaPearl (Dave Combs' Maggie), a Wayfarer, and Meade Gougeon's YellowThing. Meade reports that the steep seas along with a broken steering link contributed to his capsize. He was able to right the boat and surf into the beach north of Stump Pass where he spent the night debating if he should retire, or go on. With the boat's steering basically broken, the weather quite cold, and the distance to check point one considerable, he wisely decided to retire from the race. Meade will be back next year, however, with a two man boat designed for the competition. Never underestimate the resources of the Gougeon Brothers and West System Epoxy! He has the designers in Bayfield Michigan all worked up about the race. It will be interesting to see what kind of a craft they will field next year.

Meanwhile the crew of Jarhead and Honest John (Bill Fite and Jonathan Arthur) were surfing the ten foot seas at 11.5 knots, and reached checkpoint one in daylight! Paul Myers and Rod were also doing well in Brogan, Paul's SeaPearl. But Paul and Bill had completely different purposes in doing this event. Paul and Rod just wanted to finish, and not kill themselves doing it - a gentleman's race/cruise if you will. Bill and Jonathan wanted to push as hard and as long as they could, with the idea that at the end they would have "no regrets." They planned to give it all they had. Consequently they sailed through the night on Saturday, and by Sunday morning were at Marco Island, having sailed past Sanibel Island in Pine Island Sound, and down the coast past Naples!

Unlike 2008, when Bill and I did this race they found favorable winds into Caxambas Pass and across Gullivan Bay to Indian Key. Almost never slowing below 6 knots until they had to row/sail up Indian Key Pass to Chokoluskee and Checkpoint two. Turning right around, they still had daylight to get out of Rabbit Key Pass and out into the Gulf where they sailed southeast in light winds eventually reaching Cape Sable and beyond to Flamingo and Check Point 3 before dawn!

Back out in Florida Bay they were able to sail as high as 85 degrees which enabled them to quickly get through Tin Can Channel, which had held us hostage in 2008 for 10 hours.

Ever since leaving Chokoluskee they were dueling it out with a class 5 boat, a trimaran sailed by Iszatarock. Now they were both streaking for the finish in Key Largo!

Two Days and 10 hours after starting in Ft DeSoto, Bill and Jonathan finished the 2010 Everglades Challenge one minute behind Izatarock, They were the first monohull sailboat to finish and third overall!

Bill and Jonathan's time is the second fastest monohull time in the ten year history of the race! Needless to say we are over the moon with pride for them and for the now famous SeaPearl, MoonShadow!

To read Bill's account of the race - blow by blow - go to our website's "Cruise Reports" page:

<http://members.ij.net/wctss/wctss/reports/ec2010.htm>

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