



DOCKLINES

APRIL/MAY/JUNE/JULY 2010



Featuring

MOONLIGHTER

GULFSTAR 44' WIDE BODY MOTOR YACHT

By: LEE AND BRENDA JETTON

Lee and Brenda Jetton are the proud owners of a 1986 44' Gulfstar Widebody Mark II motoryacht named "MOONLIGHTER". This is our 9th boat, and was given its name because Lee "moonlighted" at a second job in order to purchase his first boat many years ago. Our Gulfstar was purchased in December, 2002, after Brenda conducted a six-month search for the perfect liveaboard. Found in Bradenton, FL with the invaluable help of Broker Bill Gutknecht of Preferred Yachts, it was on its third owner and was in excellent condition. Equipped with almost every factory option available, it is hull #4 of the Mark II Widebody model which extended the salon to the full 15' beam of the boat. Earlier "walk-around" models had a smaller salon.

Among the factory options installed were the Glendinning engine synchronizer and Cablemaster, parquet floors in the galley and forward companionway, a separate food freezer, a Splendide washer/dryer, two 16,000 BTU Cruisair units, radar and autopilot. When we purchased the boat, a new 10' Apex dink with 15 HP Honda electric start outboard was included, as were all charts and GPS chart plotter chips.

Among the many upgrades and improvements are Phantom screen doors and a venetian blind for the salon sliding French doors, new Hotpoint 15.1 cubic foot refrigerator with icemaker, new ceramic sinks and faucets in both heads, new Avanti 2.9 cubic foot food freezer, new helm seat, new port lights, screens and gaskets, and, with the help of Jim and Mary Milner (owners of a 44' 1987 Mark III Widebody) replaced the side and quarter hard bridge windows.

Recently, we replaced both Cruisair AC units with one 16,000 BTU Unit and one 24,000 BTU unit, and enlarged the ductwork and vents. This has substantially increased the cooling and heating capability.

After several hard winters living aboard in Long Island, NY, which included shoveling snow and ice off the decks, it was time for some major exterior repairs. During the winter of 2006-2007, the boat underwent complete exterior renovation with fiberglass repair and Awlgrip painting. When this was completed, we opted to not replace the original striping, as we thought the solid white exterior was more attractive and gave the boat a more modern look.

We have cruised extensively in our boat with crew member Admiral Nelson - a twenty pound Maine Coon cat. The boat is the perfect blend of comfort and seaworthiness. Another couple cruised with us for ten weeks and we never felt cramped, and we have had as many as eight people dining around the huge galley table.

Among our voyages aboard have been:

- The East coast down to Stuart Florida, across lake Okeechobee and up the Gulf coast to St. Petersburg and return
- The Chesapeake and Delaware bays
- The Patapsco river to Baltimore
- The James river to the Appomattox river
- The Hudson river to Waterford, NY
- The Champlain, Richelieu, Chambly, Oswego and Erie Canals
- The St. Lawrence Seaway and the Thousand Islands
- The Ottawa river from Montreal to Ottawa Canada
- The Rideau Canal in Canada
- The Trent-Severn canal in Canada to the Georgian Bay
- Lake Ontario

MOONLIGHTER has a hinged radar arch, which, when lowered, with all antenna down, and the electric davit arm removed and placed on the dink, drops our clearance down to 16.5 feet. This allowed us to transit the Champlain Canal which has a 17' vertical clearance.

We have met and made many friends while cruising, both in the US and in Canada. Once, while cruising up the Trent-Severn canal, we passed a private dock at a beautiful waterfront home near Cambellford, Ontario. On the dock were two little girls waving at us. At the next lock, the two girls were waiting along with their Aunt. After locking thru, we gave the girls a tour of the boat and a visit with Admiral Nelson. They invited our crew of four to their house for refreshments and dinner, and we readily accepted.

Friends Jim and Mary Milner (ALTAIR) and Mike and Pat Sullivan (IRISH EYES) own identical 44' widebodies, but of different years. We have visited with them at different ports of call, and have called them to use their knowledge to solve problems on MOONLIGHTER. What great friends they are. In Baltimore last year, we were docked right behind Jim and Mary Milner's Gulfstar. Jim took a photo of the two 44's docked together - a rare sight, as we believe there to be only 25 ever made.

We think our most unpleasant experience cruising on Moonlighter came during a crossing of Lake Ontario from Cape Vincent, NY to Oswego, NY - a distance of 43 nautical miles. We left Cape Vincent at dawn with a NOAA forecast of light and variable winds and waves on the Lake of 1 to 2 feet. Running at 9 knots, we were about half-way across when a huge thunderstorm rolled up on our stern and chased us into Oswego. The waves increased, the wind howled, lightning cracked and the bow pulpit was buried over and over again with spray over the fly bridge. Of the four aboard, two became seasick. We have crossed that Lake several times, and not one crossing was smooth. We must be cursed.

At present, MOONLIGHTER is in Ft. Myers, FL, awaiting the oil spill to be cleaned up. Normally we spend our summers cruising in Canada or upstate New York where it is cool, but this year we decided to do something different. We left Charleston, SC, where we wintered, cruised south to Stuart, FL, crossed Lake Okeechobee and went up the Gulf ICW to St. Petersburg. We planned to then cruise the Big Bend, on to Mobile, and up the Tenn-Tombigbee waterway to the Tennessee and Cumberland rivers. The oil spill put a "hold" on those plans, but we hope to continue next year. In the meantime, if you are near Legacy Harbour Marina in Fort Myers stop by and visit us (and meet Admiral Nelson).



WELCOME NEW MEMBERS!

FOURNIER, Olga & Norm	St Cloud, FL	44 MC 1979	:HARMONY	OPFRE22@yahoo.com
NAUMAN, Jeff & Jackie	Chesterfield, VA	43MK II Trawler 1975	SCOTTIE LADY	ceejayen@vrizon.net
FRIEDMAN, Rich & SOWIN, Alice	New City NY	44 MY Widebody 1988	VOICEBROOK	RSF@voicebrook.com
TAYLOR, Dan & Debbie	Dover, DE	44 Ctr Cpt 1983	LADY HAWK	Debmerid1@verizon.net

NEWS FROM OUR MEMBERS

From David Ratliff, owner of RATS' NEST:

Dear Friends:

Recently I performed my annual chore of refinishing the bright work on RATS' NEST.

I used Blue 3M easy release tape purchased at Lowe's. I experienced a great deal of difficulty with the tape releasing requiring a lot of re-taping, not to mention the lost time and waste involved. When looking at this tape closely, it has a very "slick, almost plastic like" finish.

I remembered that when I used to do my refinishing in Slidell I purchased my tape at Ace Hardware without any issues. In fact I had quite a lot of it on hand that lasted me for several seasons after moving the boat to Beau Chene.

Later I stopped at the Ace Hardware just past the Lowe's turn in on Hwy 190. They had the same tape that I have used for years. When looking at this tape closely, it has a "paper grain" appearance with the grain running across the width of the tape. It also is a Scotch/3M brand.

The 1" roll has a rating for "Medium Adhesion" from low to high with 7 circles. The third circle is colored in RED while the lowest two and upper three are white or uncolored. IE: Low 0 0 0 0 0 High. This tape also has a "14 Day Clean Removal", "Sunlight Resistant" banner printed on the wrapper.

The 3" roll I purchased was also listed as "14 Day Clean Release" and was in an Ace wrapper and is a slightly darker blue, but still has the "grain effect" running across the width of the roll. I suspect the 3" roll is also made by 3M but with an Ace logo. Priced about the same as Lowe's.

This may prevent you from having the same problems I experienced.

Oh, one other thing! "Foam Brushes" - most are from China, two styles. One appears to have a "black plastic insert" that attaches the foam to the handle. The other apparently uses a "gluing process" to attach the foam to the handle.

I prefer the ones without the "black plastic insert" as I have had several of these pull off while varnishing and they are not as flexible when in use. The ones with the glued process to attach the foam to the handle also last longer in my opinion. These are also found at Ace Hardware. - D Ratliff

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NOTE: This was hiding in some old information, but because I also had a Hoover Portapower vacuum on my boat, I thought it worthwhile to include here. There was nothing to indicate who sent this in. Trish

"At the recommendation of another listee, I bought a Hoover Portapower commercial vacuum awhile back. After using t for a few months, I love it!! It's heavy duty, but not heavy (about 8#) and has a complete accessory kit. Stores easily and can be used as a blower as well as a vacuum. It's a bit expensive (\$125 new on Amazon.com) but a good piece of equipment that you can use in your home as well as your boat.
<http://tinyurl.com/burgti>."

P. S. We need more items like this one and the note from David Ratliff so that we can pass on helpful information from one boat owner to another. So, send in your submissions.

THE GULF STAR STORY

December 1987, St. Petersburg

Two veteran boat-building families, the Lazzaras and Healeys, announced the formation of Viking/Gulfstar Yachts. This new boat-building entity will merge the best technologies and resources of each. The Healey family, owners of the Viking Yacht Company based in New Gretna, New Jersey, primarily builds convertible yachts in the 35' to 57' range. The Lazzara family, owners of Gulfstar, Inc., based in St. Petersburg, Florida, manufactures motor yachts in the 55' + range.

Over the years the Lazzara and Healey families have developed a mutual admiration for each other's products. A special friendship developed because both families were committed to a common goal of excellence.

The Lazzara family - father Vince, sons Brad and Dick - have 30 years boat-building experience, and since Gulfstar was formed in 1970, over 2,500 fiberglass sailboats, trawlers, and motor yachts in the 36' to 80' range have been built. Today, sons Brad and Dick are the hands-on managers. Brad runs the financial and marketing aspects while Dick directs design, development and manufacturing. This synergistic relationship closely parallels that of the Healey brothers of Viking Yachts.

The Healey brothers, Bill and Bob, have over 23 years of boat-building experience as the manufacturers of over 2,000 high-performance Viking convertibles and motor yachts in the mid-30 to mid-50 foot range. Similar to the Lazzara brothers, Bob handles finances and overall company planning, while Bill exercises hands-on control of design and manufacturing at the Viking Yacht Company.

Viking/Gulfstar Yachts, based in St. Petersburg, will realize the benefits of the thinking and ideas of these two families while retaining the dedicated goal of building quality-performance motor yachts. Through the integration of shared management and material resources of both Viking/Gulfstar and Viking Yachts, the best ideas and production techniques from each will be incorporated on a common basis to achieve the finest built motor yachts and convertibles in the industry.

Both Viking/Gulfstar Yachts and Viking Yachts will retain separate corporate structure and production to facilitate model specialization and to ensure customers the finest and most technically advanced yachts built today.

A new era of luxury motor yachts has begun. We invite you to the premier of the new Viking/Gulfstar line, consisting of the 55' Flush Deck Motor Yacht, 63' Flush Deck Motor Yacht, 63' Cockpit Motor Yacht, and the 70' Cockpit Motor Yacht. (to be continued)

QUESTIONNAIRE FOR DIRECTORY

The questionnaire is included again this issue for those who have not returned it. We need 100% return on these to have up-to-date info in the new Directory. Thanks

1. NAMES of all owners

2. ADDRESS of primary owner

3. TELEPHONE, home, office, cell with an indication of the most likely one to reach you on.

4. E-MAIL

5. WEBSITE, if you have one

6. YEAR/LENGTH/TYPE of vessel

7. BOAT NAME
8. Would you like to be contacted by:

Other members Phone E-mail
9. Do you want your newsletter transmitted to you via email? Your renewal?
10. Would you be interested in localized "gatherings" or "Small rendezvous?"

If you answered yes, would you be interested in helping to organize it?
11. Would you be interested in a Club-wide rendezvous? If so, where and when?

When all questions have been answered, please return to the Gulfstar Owners Club, 6709 1st Ave S, St. Petersburg FL 33707.

YOU'RE NOT A REAL BOATER UNTIL YOU HAVE...

National Boating Day July 1

ALEXANDRIA, VA, July 1, 2009 - While the U. S. Senate passed a resolution declaring July 1 as National Boating Day, Boat Owners Association of the United States (BoatUS), took a humorous look at boating and sailing and wants every American to know they cannot be considered a "real" boater until they have:

Forgotten to install the drain plug before launching the boat: Suddenly realizing you're ankle deep in water, scrambling to contort over the transom to install the plug, or rushing to get the boat back on the trailer faster than a NASCAR pit crew really means "you've arrived" in recreational boating.

Contracted a case of "raccoon eyes": Caused by permanently attached sun glasses and the sun's rays waves reflecting off the water, the "raccoon eyes" look is characterized by a mask-like whiteness around the eyes surrounded by sunburned cheeks, nose, and forehead. Cold, rainy weather is the only known cure.

Sent boating themed holiday cards: Sailing Santas, lighthouses with Christmas wreaths, Rudolph pulling a boat full of toys, boating-themed holiday cards keep the boating bug alive in the darkest winters. Non-boating family and friends will just think you've gone off the deep end.

Purchased a Jimmy Buffet CD: A favorite of sailboaters, usually accompanied by a blender and a shaker of salt attached to a tether so it does not get lost.

Started shopping for a bigger boat the day after you buy your first one: Also known in the psychological field as "three-feet-itis," this disease is characterized by irrational and envious thoughts of larger vessel ownership. Most health plans do not provide for its treatment.

Sanded the boat's bottom, varnished the hull, replaced a plank and enjoyed every minute of it: For old boat lovers, nothing gives a better sense of pride than knowing you made your classic look more wonderful than a fine piece of antique furniture.

Seen a sunrise over a glassy waterway and realized you are in Heaven: Most "real" boaters understand that boating and sailing are medically proven to lower blood pressure, whiten teeth, lower cholesterol and delay the aging process.

