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SAILING SCHEDULE February - July, 2011

VOYAGES FROM THE EAST COAST USA

TO THE CARIBBEAN

Newport	→ Martinique	06/2011
Port Everglades	→ Martinique	02/2011
Port Everglades	→ Martinique	06/2011
Port Everglades	→ Martinique	06/2011
Port Everglades	→ St. Thomas	02/2011

TO THE MEDITERRANEAN

Newport	→ Palma de Mallorca	06/2011
Port Everglades	→ Palma de Mallorca	03/2011
Port Everglades	→ Genoa	02/2011
Port Everglades	→ Genoa	04/2011
Port Everglades	→ Genoa	05/2011
Port Everglades	→ Palma de Mallorca	04/2011
Port Everglades	→ Palma de Mallorca	06/2011
Port Everglades	→ Taranto	06/2011
Port Everglades	→ Toulon	02/2011
Port Everglades	→ Toulon	06/2011

TO THE PACIFIC WEST COAST

Port Everglades	→ Ensenada	04/2011
Port Everglades	→ Golfito	07/2011
Port Everglades	→ La Paz	04/2011
Port Everglades	→ Vancouver	04/2011

TO THE SOUTH PACIFIC

Port Everglades	→ Auckland	07/2011
Port Everglades	→ Brisbane	07/2011
Port Everglades	→ Papeete	07/2011

VOYAGES FROM PACIFIC WEST COAST

WITHIN THE REGION

Ensenada	→ Vancouver	05/2011
La Paz	→ Vancouver	05/2011

TO THE SOUTH PACIFIC

Golfito	→ Auckland	07/2011
Golfito	→ Brisbane	07/2011

DTY offers sailings to/from additional ports of call and new destinations have recently been added. All dates are approximate, without guarantee. For exact dates check with our booking agents. Please visit our website or call us to discuss your specific needs.



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BY THE WAY

BY DAVE FERRELL



Excitement in the Air

W hew — it's about time for me to pause and take a breath for a second! With a short production cycle and the Miami International Boat Show — not to mention the loss of my only staff member — this issue has been a bear to get out the door.

As always, the Miami Boat Show lived up to all the hype, and Mother Nature couldn't have been more cooperative. Boating fans of all shapes (some more interesting than others) and sizes were greeted with Chamber-of-Commerce weather — 75-degree days and bright blue skies. An upbeat mood seemed to be flowing throughout the show and I heard that some boats were starting to move again.

Bertram threw an extravagant 50th-anniversary party and Hatteras unveiled a couple new additions to its GT line. Viking also posted a really cool gallery of its Miami offerings on the company Facebook page, so if you didn't get a chance to go to the show, head on over to Viking Yacht Company on Facebook and you'll feel like you were right there.

The Big Game Room made for a great place to hang out between parties and press conferences, and most of our sport's top dogs wandered through there at one time or another. Peter B. Wright and I gave a little talk on Marlin University on Friday and had a pretty good crowd. I say Peter and I — even though I pretty much just have to wind Peter up, point him at the crowd and let him go! They don't call him the Lauderdale Lip for nothing! If you sit and listen, however, you'll come away from one of Pete's lectures a much wiser fisherman.

Bo Jenyns — one of the world-class mates you see gracing our cover from time to time — launched a new line of wiring gloves under the Bo Jenyns Obadu tackle line. I for one wish him all the success in the world — Jenyns is one of our sport's good guys. We'll be sure to feature the gloves in an upcoming issue of *Marlin*. If Bo put his name on them, then they have to be world class.

And although the Pelagic booth was well staffed, we still missed the California boys, Mike and Ron!

Thursday night turned out to be a big night for me because I got to finally meet NASCAR driver Jeff Burton. Ever since Burton began building a 44 Jarrett Bay early last year, I was tapped to help pen his blogs on the project. I got to talk to Burton quite a bit and find out what a fellow goes through while trying to balance the rigors and challenges of a professional racing career with the joy of building his first custom boat. Burton didn't shrink from the task and neither did Jarrett Bay, delivering the boat on time, as promised, at this year's Miami Boat Show. Burton told me repeatedly over the last few months that he was one of those guys who loved building things — his passion certainly comes through in the finished project.

Burton made sure that the salon was well lit, with huge windows forward so he could pilot the boat during the winter season that he has off from racing. ("You don't want to be driving around up top in North Carolina in January," he says.) This ample light allowed him to go with a much darker wood than you'd find on most of today's sport-fishers, giving the space a deep, rich feeling. I think he did a fine job.

Unfortunately, my association with Burton may have caused an unexpected consequence — I think I may have caught the NASCAR bug. It wouldn't have been humanly possible for me to care less about the Daytona 500 before I got to know Burton, which is blasphemy for a Florida boy. But I sure was rooting hard for him a few Sundays ago. My wife is already searching for a cure.

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