

# Chapter 10: Things are not what you think they are

23/7/18

125-140

check. He said He would call me on Weds.

on Weds morning John Cooper called me. We talked John told me that he thought a title search would be the best way to get started.

on Fri thurs I got an email from John. I called and he told me that the only thing he found was a bill of Sale filed but never followed up on the Bill of Sale was dated 2013 and signed Charles Daunt. Charles had been dead for four <sup>years</sup> all we have is a bill of sale written to Peter Madix and signed by a dead guy.

there is no record of Tracy Myers.

I called Trent and got a voice mail - I called

Connie and asked if she had a number for Peter Madix. She said no but said I should check with Skull Creek Marina

Fri morning I got a call from Tracy. Tracy is in Antigua We talked I told him the story. He said He was going to try and contact Peter Madix

Trent called an hour ago I filled him in on the latest story about tradewinds

I sent John Cooper a Message that we were on the Hunt for Peter Madix contact info.

Mon July 23<sup>rd</sup>

I got an email from John Cooper late morning. He said he had a phone number for Peter Maddax. He wanted to know if I wanted to call him or if I wanted him to call. I said

CDU 127

I would prefer that you call  
He emailed back that he had  
talked to Peter and the numbers  
on the boat actually belonged  
to another boat Peter bought  
from the estate. "Those numbers  
don't belong to Tradewinds" he  
said. So I asked where does  
that leave us. Well it seems  
that there is no record that  
Tradewinds was ever registered  
in S.C.

I asked what he thought  
we should do. He said I  
think we should approach  
DP&R and request a title  
to an abandoned boat. We  
agreed to try this approach!

Thurs July 25<sup>th</sup>

John Cooper E mailed  
me the application for  
title of an abandon boat  
I signed it & sent it  
back to him -

August 2<sup>nd</sup> 2 am 128

slm here in St John  
repairing Hurricane damaged  
decks & roof along with  
pushing Max's House along.  
going to have to wait now  
on the electrician,

Tracy has been texting me  
that Tradewinds has been  
documented & registered in  
S.C. for years. I forwarded  
this to John Cooper.

I got an email from  
John that said I needed  
to fill out the DP&R  
application & send it back  
to him. I thought all he  
wanted me to do was sign  
it and send it to him.  
I am filling it out now.

Aug 3<sup>rd</sup> So busy at work I  
never got to the post office

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Aug 6<sup>th</sup> I sent the  
application for D.P. & R to  
John Cooper -

I texted Lido. He texted  
back that the Boat was  
holding her own. Solar  
panels were charging the  
batterys.

on Tues Aug 14<sup>th</sup> I got  
an email from John  
Cooper. He said he got  
my application to submit  
to DP&R. It looks  
good He said.

Weds Aug 15<sup>th</sup>

I got an E mail from  
John Cooper with 2 letters  
in the content - the first  
was written to Sail Daunt  
the second was written to  
DP&R S.C. John asked  
me to review and make  
comments - I read both

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letters I thought they were  
extermely well written. So  
I replied. John got back to me  
that he would send them off.

two weeks or so after John  
Cooper filed the letters & the  
abandon boat application  
I got an email from John

I was expecting good news  
what I got was more  
delay. DP&R when doing  
their research. came up with  
an old documention - John  
said in his Email that  
DP&R would forward the  
information to him then He  
would call and we could  
deuss how to proceed.

aug Sept 4, 15

I got a text from Tracy  
Myers this morning. He  
asked was there any news  
on Tradewinds - I explained  
the latest dilimnia - He  
asked me if I could  
send him money on good

Faith. Faith that the clean title is eminent. I have no such Faith. I texted back that I needed to add up all the out of pocket expenses including plane tickets to S.C.

Sept 12, 18

It's been a quiet week up until three days when Paco called me and informed me that Hurricane Florence was in line for a direct hit on Hilton Head. I began to watch Florence on the computer. Fortunately the Hurricane took a slight turn to the North. It is looking like Tradewinds might be spared but it is a huge storm and now is to make landfall as a Cat 4 close to cat 5 in Willington N.C.

Fri 9/14/18

This Morning Hurricane Florence came ashore in Willington, N.C. down graded to a cat 1 110 miles per hr. I talked to Jido he told that everything is OK on the Broad Creek for now.

9/18/18 I began to write the phone rang.

9/21/ Fri 8am I'm in Westport Mass heading to Mid city steel - a few days ago I got an email John Cooper. He said that He thought that the best way for us to proceed is try to get the title on the State level. He said that getting a donation on the Federal would be very hard without the cooperation of Sail Daunt. He said that we would need to

request a letter of deletion from Documentation with the Coast Guard - once we have this letter, we can go forward with the South Carolina DNR this will all take a long time I think in the end you can get a title issued from the DNR

Fri Sept 28<sup>th</sup> 12:30 pm

Cold wet & somewhat frustrated - Yesterday I got a call from a woman who said she worked for South Carolina ~~DNR~~ DNR. Said I just have a few questions first is this boat in mass second where exactly is the boat. I told her that it was moored in Broad Creek, just south of the Cross Island Bridge. OK thanks for the information I'm working on it.

Oct 11, 18

9:30 pm Hurricane Mireel came barreling towards the Fla peninsula. I texted Sid about how things were on the Broad Creek. I got no response. So this morning I called him it went to voice mail. An hour later I called Clay. Clay and I talked for a few minutes. He said Tradewinds was still floating. He also said He wasn't sure how it was she's leaking bad. He told me that He had taken down the tent tarp that I had put up to shade the boat. It's covering the solar panels half the time. Blocking out the sun. there is a ghost on board keeping her afloat. "you gotta get that Boat Hauled out of the water" I told Clay I would be down Nov 1<sup>st</sup>

Oct 15<sup>th</sup> 6 am

I'm on the ferry to Woods Hole I am taking Esmeralda in to

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Falmouth Toyota for new power steering pump! I have been talking to Clay down in Hilton Head. Clay is concerned for Miss Tradewinds, He says its not going to make it through the winter, you have to get that boat out of the water. It sucks that I was not able to get the engine running on the last trip, its been a long time since Ive been down to the boat, I dont know where Sid is but I owe him!

Oct 18th

9:00 am slm in Wareham making my way back to the Woods Hole Ferry Yesterday I talked to Sid on the phone He told me that Tradewinds was hanging in there. My sister Michelle was making phone calls for me to find a Marina who could haul the boat out possible winter

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storage. She was coming up empty, all the Marinas were full. Michelle and I talked last night. I said that if I could have three days in the boat yard I could drop the centerboard out fiberglass the bottom centerboard slot closed that would stop the leak and the boat could be safe on the mooring for the winter.

Oct 23<sup>RD</sup> 9:00 am

slm on the Ferry to Woods Hole on the way to Fair Haven to pick up my dump truck at Mill City Diesel. Its been quiet as far as tradewinds is concerned. Not a word from the Lawyer about the title, and as far as the safety of the boat, I spoke with Sid last week and He said the boat was hanging in there, Both Sid & Clay have an eye on her.

I have been getting phone calls and texts from my sister Michelle. She has been trying to find a boat yard that would be able to haul me out let me repair the boat and then put me back in no luck so far all the yards are full up. Don't allow you to work on your own boat or can't haul it for one reason or another.

I just called Major's Diving & Salvage. I asked if it was possible to try to stop the leak from under the boat while it was in the water. He asked me to call his office in the morning.

I called Major's Diving back and talked to Mike. He said He didn't think it would work out and even if it did it would be likely to leak again if

the centerboard got working back and forth. Also He said with the boat moored out on the river and not a clock if something did go wrong we would be screwed. The boat could then sink.

Mon Nov. 12<sup>th</sup>

This morning I'm in PA. at Ruth & Ron's I got here on Saturday - the plan is to head down to Tradewinds after I drop countertop stone off at the N.I. slipper. I'm in a rental truck that I will drop back to U haul in Newark. Then it's off to S.C. Clay had called me a few weeks back telling me I better figure out what I was going to do with the boat. It's going to suit this winter. He said I'm going to work in Asheville so I won't be around. Sid's not in to it anymore. You need to get



# Chapter 11: Sam and Peter to the rescue

140-150

11/13/18

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get the boat out of the water  
I think out of the box were  
Clays final words He Hung up  
the phone. HOPE!!!

I was thinking about  
how I could rig the vessel  
with another set off Battery  
with their own solar panels  
maybe bigger 100 watt panels  
& a small generator. I knew  
it was more bandaids only  
temp and if the wiring was  
to fall or the pumps fail  
there would be no one around  
to save Tradewinds this time

I went to sleep that night  
In the morning I woke up  
thinking the only person I  
know in Hilton Head that

Nov 12<sup>th</sup> 3:30 pm

I just boarded Amtrak  
at Penn. Station in Newark  
I'm heading to Savannah to  
hopefully get Tradewinds

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out of the water and on to dry  
land. My Sister Patty has  
been awesome. With out her I  
would not have been able to  
stay on schedule.

9:10 Tuesday Nov 13<sup>th</sup>

off the Amtrak - on the foxi  
down to Petes Storage unit  
into the Toyota P.V. I am  
now at the Sun Rise  
Cafe. I called Clay he  
is on the way to meet me  
I walked over to the Boat  
yard and talked to the man  
who runs the travel lift  
"Da boss aint here come back  
6:30 tomorrow morning. I  
called **SAM** He  
said we could meet around  
noon. Clay just showed up  
for breakfast. I texted Pam  
in Deland.

Thurs Nov 15<sup>th</sup>  
It's been a busy few days

two days ago I got up first light and went over to the Marina, I talked to the man in the yard. "The Boss is not here" "Come back at 7am tomorrow" He told me. I texted Clay. We ~~met~~ got together for breakfast. I talked with Clay told him I think I have a spot for the boat I'm going to meet ~~\_\_\_\_\_~~ after noon.

SAM

I went to work getting the inflatable set up. With the outboard on I dragged it around to the outside of the dock. the engine would not start so I removed the spark plugs. They were oil soaked. It took driving to three different auto parts stores before I found plugs. back under the bridge I got the engine going. I had just gotten out to Tradewinds when

SAM

called and said he was at his lot, "I'm on my way" I met ~~\_\_\_\_\_~~ he showed me the spot in his lot, the lot was filled with cars trucks - a mobile Camper. assorted Boats and plenty of trailers. When we first talked I told them

SAM

that I would like to get the spot. there was a 25' sailboat on a trailer. ~~\_\_\_\_\_~~ told me He wanted to cut up the boat anyway. as we talked He told me about Peter Maddox I went back to Tradewinds and I hauled off trash things that no longer needed to be aboard the boat I took a bunch of trips to the dock and put everything into the truck. I texted ~~\_\_\_\_\_~~ that it was great to meet him and that if he could arrange a meeting with Peter Maddox that I would be grateful!

**SAM** replied back that He was working on it, In the morning, I got up before lite I took the dining to the dock after pumping up the left side & the center. It was calm on the river. I drove my truck to Starbucks and got coffee. I drove to the Marina but no one was around to kill time I drove under the bridge and organized the stuff in my truck. It had been six months or so since I last visited Miss Tradewinds. At ten to 7 I went back, Eric Smith was in the office. I told him my story & I met the yard guys, I showed Eric some pictures. In the end he said he could pull the boat as long as I had a trailer ready to set it on and the Boat went away. "It can't stay here" I was feeling

better - two pieces of the puzzle were in place. I started to look at transport options. I made an unsuccessful trip to West Marine in search of Valves for the Zodiac. I was on the way back to the boat when I got a text from **SAM** - **SAM** said he was standing with Peter Maddox in his shop could I come. "I'll be right there. Clay had taken by Peter's shop the day before in hope we could find him,

I drove up to the Shop. I walked in, the place looked like sixty years worth of <sup>boat</sup> work had gone on <sup>in</sup> there.

**SAM** and Peter Maddox were standing in the said hello John - Peter was around the corner in the other side of the shop. Peter came in. **SAM** introduced us, Peter said so you are the owner of Trade Winds.

"almost" I replied. "I'm trying to get her safe. She is leaking bad the centerboard trunk is all rotted." The centerboard trunk was always a problem I told Charles. He said just do the Hull I'll deal with the centerboard trunk.

"I can only suggest" I can't make people do the right thing. We talked I asked what kind of work did you do on the boat He described the cold mold process then went to his desk. He dug out old pictures of the boat. I had it right in this shop.

We talked about the move what trailer. Peter's the modified trailer at SAM yard would hold the trailer just fine. After our conversation I asked SAM if I could meet him back at his lot. We met there and decided that the trailer was a perfect solution.

now we have a trailer. SAM said ~~follow me~~ Back at the dock I ran into Clay I asked him if we could get the Zodiac trailer I had bought last year and Clay stacked in the back of a friends parking lot. We got the trailer brought it back to the landing, then Clay took me to Skull Creek Marina. The folks there were helpful they said they could haul the boat as long as it was put on a trailer and hauled away. "It can't stay here", SAM told me He was going to haul the trailer over to Peter's shop & cut it up. He wanted to save the Bow & the transom off the Boat for a couple of art projects. The Bow He wanted to stick out of the front of a building. The transom He wanted to make into a waitress station. So Here

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is a place on dry land, but obviously not going to happen overnight.

I began to become a little frustrated when it sank into my brain that the Tradewinds was not coming out of the water this trip. I called my sister Patty as we talked I realized that this has been a hugely successful trip

First we have two yards who are willing & able to pull the Boat second we have a trailer from SAM re that we can set Tradewinds on for as long as we want. The truck that will pull the Boat from the yard to the storage yard has not yet been lined up but that should be easy - many choices out there. I knew I had to keep moving

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down the east coast. the next stop would be Pama house in Edgewater Fla. I decided to Drive my Toyota Tacoma down to tropical Shipping in Riviera Beach & ship it to St-Thomas. I'm building a house in Coral Bay for Max.

At the end of the day on Thurs I got in the dingy and it was just getting dark I went over to Sid's boat and hailed him. I came aboard and told him how things were coming together but not as fast as I would like. Sid said he would keep an eye out,

I saw Clay he told me he was going to Ashville. "I'm not going to be around you need to get that boat out of the water" He said.

I felt bad leaving without resolving the problem. The boat was leaking worse than before and the pump would come on every twenty five minutes and pump for about 3 minutes. That's a lot of water coming in & going out. I bought the best Interstate Marine battery I could. I left the battery a new rule 2000 pump and 20' of marine wire on the boat. I said a few prayers and headed to Shore.

On shore I ran the engine out of gas. Then went to the corner of the parking lot where I had parked the little dingy trailer I bought from Clay.

The trailer was not set up for the dingy so I

Went to the lumber yard & bought some 2x4s & a sheet of P.T Plywood. I made a quick deck on the trailer then barked it down the boat ramp. I dragged the dingy on to the trailer hauled it out of the water into the parking lot. I strapped it on and headed to Peter Storage unit.

Nov 20<sup>th</sup> 10:45am

I'm at the jet Blue gate waiting to fly to St Thomas.

When I got to Moss Creek self storage. I unlocked the back gate then parked the trailer with the Zodiac on it where my truck had been stored. I covered the boat engine with tarps & tied them down. Then I relocked the fence & headed for RT 95 south. The plan was to ship the tocoma down to