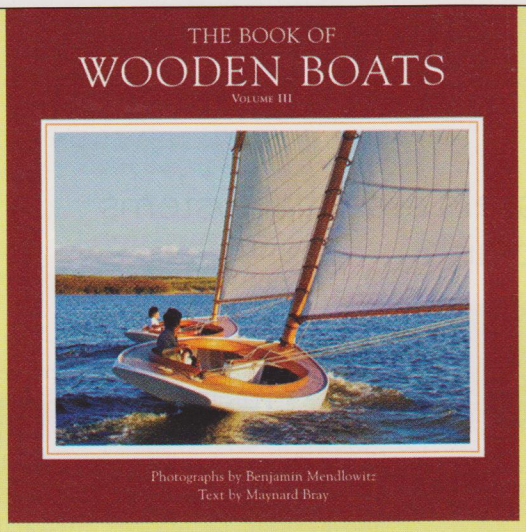
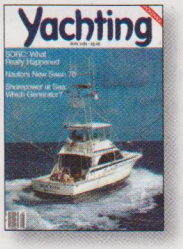


Required Reading

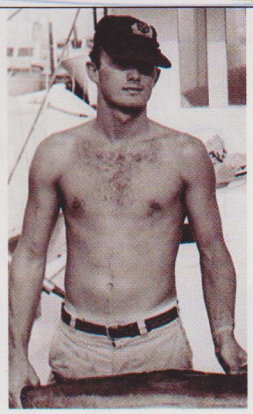
Waiting to grace your salon coffee table is *The Book of Wooden Boats: Volume III* ($60, W.W. Norton & Co.), the latest collaboration from marine photographer Benjamin Mendlowitz and boatbuilder, author and marine preservationist Maynard Bray. Mendlowitz's photography is stunning, capturing the essence of what it is that makes a yacht classic — whether a gorgeous Concordia yawl under sail, a beautiful commuter gliding through still waters or a no-nonsense workboat. Bray's insightful text breathes life into the vessels and, combined with the photography, makes these boats seem as alive as those who sail them.



IN OUR WAKE MAY 1981

Then: In the piece "A Case for an Anachronism," Tom Fexas wrote, "I feel that today, among the proliferation of wide, square yachts, a good case can be developed for modern versions of the craft of yesteryear — the long, lean, round hull forms typified by the commuter boats of the twenties. … Today the country is in the grip of a long-term energy squeeze and the trend is clearly toward high efficiency, and conservation of resources. A swing toward efficient, fast hulls seems timely."

Now: Tom Fexas, who died in 2006, penned more than a thousand designs for some of the world's top boatbuilders, unquestionably earning his place in the ranks of yacht design history. Fexas was also a graduate of the Westlawn Institute of Yacht Design. To read more about the school and its list of alums (a veritable "who's who" of yacht design), turn to "In Good Company" on page 44.

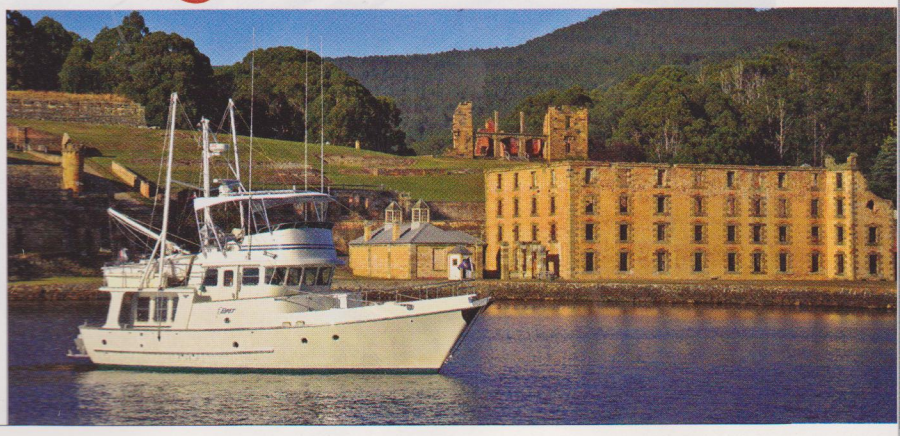


Carson "Buddy" Davis, 1948 - 2011

Carson "Buddy" Davis followed a simple credo set by the early Carolina boatbuilders — *build it, fish it, build it better.* This philosophy took Buddy Davis from Oregon Inlet charter boat captain to international boatbuilding legend. Growing up in the industry and meeting Buddy for the first time at the age of 16, I never questioned his status as "legend." I didn't know, though, that he had revolutionized strength-to-weight ratios or that he lived by the design spiral. To this day I can only appreciate the beauty of a Davis broken sheer and tumblehome; few would attempt to calculate the seamless flow of flair to flam. I still find it fascinating that Davis reduced the draft of a 68-foot yacht with the utilization of propeller tunnels simply because an owner happened to have shallow water near his dock.

Buddy Davis built boats, fished them and built them better. He set the standard and bridged the gap between beauty and ride. He marketed the Carolina boatbuilders into existence, and his hulls tamed even the roughest of seas. He was the consummate Southern gentleman and will be missed by his family, friends and the many owners of his boats.

— Heather Maxwell

There and Back Again

On Feb. 10, 2011, Scott and Mary Flanders and their Nordhavn 46 *Egret* earned a special place in cruising history with the completion of a 1,596-day circumnavigation that took them below the five Great Southern Capes (the Cape of Good Hope, Cape Leeuwin, Cape Horn, South East Cape of Tasmania and South West Cape at the southern tip of Stewart Island, New Zealand). Theirs is one of only 10 such voyages made on production powerboats to achieve this feat. If you'd like a peek into their story, look at Mary South's article *"No Regret"* in the March 2010 issue of YACHTING, and to read their blog, visit *www.nordhavn.com.*