



The Lighthouse

The Boat Show is upon us

I'm sure you've seen the articles and advertising for the tenth annual South West International In-Water Boat Show coming to South Shore Harbour Marina. The dates of the boat show are from April 12-15.

The boat show setup will begin earlier, and most of the parking lot will be closed and fenced off early on Saturday morning, April 7. Please have all vehicles out of the area from in front of pier 3 to pier 15 by then. You can still have access to the northwest parking lot (piers 1-2).

Saturday and Sunday of the boat show, the underground parking in front of Piers 16-18 will be reserved for the Marina tenant's exclusive use. The rearview mirror hanger will let the guard know you can park in either of these spots, so please hang it up

when you come to the Marina during the boat show. If you have two or more vehicles, you will need to show your tenant membership card for entrance into the underground parking or the northwest Marina parking lot. We feel confident that there will be ample parking for Marina tenants underground, however, on Saturday and Sunday there will be free overflow parking available in the Randall's shopping center with shuttle bus service if needed.

Show dates and hours: Thursday, April 12, Noon-7 p.m.; Friday, April 13, Noon-7 p.m.; Saturday, April 14, 10 a.m.-7 p.m.; Sunday, April 15, 10 a.m.-6 p.m.

The parking lot will be cleared and open again on Wednesday, April, 18.

For Marina tenants who are



required to move their boats from piers 14 and 15, your temporary pier/slip location, dates and times for relocating/returning and information regarding access during the boat show — you should have already received your information. Boat owners who will be moving will need to clear their dock area as much as possible, but canopies do not need to be removed. Be sure to lock your dock boxes.

Please feel free to call the office at 281-334-0515 or email Donna.

Rogers@sshmarina.com with any questions.

—Donna Rogers

Can you buy a boat with Bitcoin?

by Lenny Rudow
Courtesy boat.com

You've done your homework, and left your checkbook sitting in a dusty old drawer — because you're going to buy your next boat with Bitcoin. Could this crypto-currency concept work for watercraft? Can you actually ride off on a new yacht following a transaction completed purely in the ethereal realm? Boat dealers are beginning to say yes.

Early Bitcoin adaptors

Denison Yachting was one of the first in the marine industry to jump aboard the Bitcoin bandwagon, having accepted it for over two years at this point. Then this win-

Some boat sellers say yes to the currency

ter, they facilitated a boat-buying Bitcoin exchange at the Miami International Boat Show. They publicly announced that they would allow for the digital currency to purchase the Hatteras, Beneteau and Fountaine Pajot yachts they sell — but Bitcoin is just the beginning of the story. Denison also says they'll accept alternative cryptocurrencies including Bitcoin Cash, Ethereum and Tron.

Another potential surreal shopping spree lies on BitPremier, which lists a number of yachts for sale via either Bitcoin or regular old dollars and Euros. Prices range

More Bitcoin, page 4

Humor for the day . . .

A high school teacher applied for work at all the high schools in his city, and was hired by an exclusive all-girls school to teach sex ed.

Not wanting to have to explain to his wife that he'd be discussing sex all day with school-girls, he told her he'd been hired to teach sailing.

"But you don't know anything about sailing!"

"Teaching is easy . . . you just have to stay one step ahead of the class and you'll be fine."

The wife was unconvinced, but wanted to be supportive, so she went to the school on the first day of class and waited outside the door for class to end. Class let out, and wave after wave of girls streamed out, talking about what a great teacher they had.

The wife stopped one of the girls and asked, "What did you think of the teacher?"

"Oh, he's great! He really knows his stuff, you can tell he has a lot of experience."

"Really? That's interesting . . . he's only gone twice, once he fell off and once he lost his hat."



The Lighthouse

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MARINA

2551 South Shore Blvd. Suite B
League City, TX 77573
(281) 334-0515 • Fax (281) 334-0288

MARINA STAFF

Donna Rogers

Marina Manager

Donna.Rogers@sshmarina.com

Chase Cobble

Harbormaster

Chase.Cobble@sshmarina.com

Virginia Zelenka

Accounting Coordinator

Virginia.Zelenka@sshmarina.com

Richard Bustamante

David Hillis

John Killins

Fuel Pier/Maintenance

Amber Moore

Leasing Agent

Amber.Moore@sshmarina.com

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Sat. 9 a.m.-4:30 p.m.

Sun. Noon-4:30 p.m.

FUEL PIER HOURS:

Mon.-Fri. 8 a.m.-6 p.m.

Sat. & Sun. 8 a.m.-6 p.m.

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Bitcoin

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from 6,485.392 Bitcoin (a little over 25 million dollars) for a 182' superyacht built in Turkey, to a 24' Hydrasports center console listing at a mere 9.279 Bitcoin (\$35,000).

Boatshed, based in the UK but selling yachts internationally, including in the U.S., has picked up on the trend as well. A Bitcoin icon now appears in its currency calculator, allowing prospective buyers to check out pricing by the bit. There's no mistaking the international nature of the Bitcoin bonanza, either. As well as Boatshed, plenty of far-flung industry participants are getting into the act. Royal Yacht Brokers in Monaco has announced a willingness to accept Bitcoin. Of course, they've always been forward-thinking and slightly unconventional when it comes to the tender they'll exchange, including a willingness to trade yachts for precious metals including gold and platinum. Bellini Nautica is another Bitcoin player, having recently completed what's believed to be Italy's first crypto-currency yacht sale with an 11-meter Cranchi changing hands this past February.

Even boat builders are getting into the act, as evidenced by SVP Yachts, which created the forward-thinking Greenline 48 as well as other boats in the Greenline range. "At SVP Yachts we believe the only constant thing in life is change," said Vladimir Zinchenko, CEO of SVP Yachts, which are built in Slovenia.

Cryptocurrency conundrums

While there's no doubt that Bitcoin is for real and is here to stay, there are some downsides to counting on cryptocurrency as compared to cash. The biggest is its market volatility. If you spend a few hours boat-shopping — much less a few weeks or months — you might go to pay for Mom's Mink and discover that your same Bitcoin which covered a sailing yacht at one moment can only purchase a small skiff at the next. On the flip side, of course, while the single \$987 Bitcoin you kept in your virtual wallet back in February of 2017 would barely have



It may seem unreal, but you really can buy a boat with Bitcoin.

paid for a well-shellacked paddle, in December of the same year it might have bought you a \$20,000 runabout.

According to Forbes, a big part of the problem is the intrinsic lack of government regulation, which begs for black-hat maneuvers like price manipulation, fraud and scam artists. Some other traders, of course, see the absence of any government fiddling as an asset.

Still, all things considered, as far as cryptocurrency goes Bitcoin is actually the least volatile of them all. "Experts" have been predicting its demise since its \$14 value plummeted to \$2.37 in November of 2011, and that same mythical money is now worth \$11,148 ... no, wait, \$12,877 ... no, wait ... \$9,677 today. Any way you look at it, despite the volatility issues this cyber cash has out-performed all expectations.

Taxation is another potential downside that Bitcoin users have to deal with. In the eyes of the IRS Bitcoin isn't money, but property. That means any transactions you make are seen as a sale of property. If you bought low and then use your Bitcoins to purchase something after a big increase in value, to the tax-man that equates to capital gains and should be taxed accordingly. At this moment in time no one has a good read on exactly what percentage of Bitcoin users even realize this and are acting accordingly, but since all transactions are digitally recorded, the IRS does have a way of doing some data mining of their own.

The Bitcoin bonus

On the positive side, at least for now using Bitcoin is the ultimate in discreet. It essentially allows you to make

a cash-like purchase digitally, without carrying around a stack of bills and showing up in person. Third parties can't interrupt the transaction, nor can they freeze Bitcoin accounts. There's no personal information associated with the "purchase," which not only allows a user to remain anonymous but also prevents against identity theft.

There may also be a savings on transaction fees, depending on how you might otherwise make your purchases. Wire transfers and credit card purchases, for example, involve fees that can become significant. But Bitcoin changes hands without any cost. It also doesn't require waiting for authorization, paperwork or other potential hold-ups to the transaction.

There are advantages for the seller, as well. In areas where fraud and crime are an issue, working with Bitcoin may be safer than other forms of currency. You can do business on bank holidays or weekends, across any borders at any time. And Bitcoin transactions can't be reversed, so a buyer can't break the deal after it's completed.

Another often-cited advantage of Bitcoin is that its digital records are private. But this isn't an entirely iron-clad claim, as the IRS has already been successful at seeking a summons for some of those records. Approximately 14,000 of them regarding specific transactions in 2013, 2014 and 2015, have been subject to inspection according to the Klasing Associates Tax Law Office in Irvine, California. Still, the books aren't exactly "open" and the original IRS request was to look at over 480,000 user records.

The bottom line

The bottom line? In this day and age, Bitcoin is a perfectly acceptable way to buy a boat — just as long as the organization or person selling the boat agrees. And while the practice is essentially still in its infancy, more and more boat sellers and boat builders are seeing Bitcoin as an acceptable option every day. Plus, there's one more bonus for boaters: stick with Bitcoin, and you'll never again have to worry about getting that checkbook in your pocket all wet and soppy, when the seas kick up.

Editor's Note: To translate any boat listing on boats.com into Bitcoin, simply go to the Coindesk Bitcoin Calculator.

Boaters are more vulnerable to concussions

by Brian Mistrot
Courtesy boatus.com

Knowing the facts about a common onboard head injury can prevent life-threatening consequences.

It was a beautiful day in the Florida Keys — bright sunshine, light winds, and the gentle hum of the air conditioner running below. It was one of the few times Sea Mist IV, our 40-foot Catalina had been tied to a dock or at a marina in nearly a year; we normally keep the boat on an anchor or mooring. My wife Christie and I were busy preparing the boat to head across to the Bahamas and Caribbean, trying to complete a long list of maintenance jobs before departure.

High on our list was repairing the bimini and dodger. A shop near the marina had agreed to do the job quickly. On Sea Mist, the bimini and dodger typically block the boom — our heads are protected while they're up. After years of living aboard, we'd become accustomed to the layout, instinctively knowing where and when to duck or grab for handholds. But in the process of removing the bimini for repair, I exposed the boom. Reverting to habit, I stood directly up. My head hit the boom with enough force to rattle the rigging. I didn't pass out. I just stood there a moment, shaking off a brief blackness. I felt my head to see if it was bleeding. It wasn't. With a few choice words, I got back to removing the canvas.

With bimini in hand, I disembarked and began walking toward the repair shop. Twenty steps from the boat, I got a crushing headache. It radiated from my temples and eyes, like someone was squeezing my skull. I took a few more steps, and the concrete walkway began moving. A moment later, I had terrible nausea. I turned around and stumbled back to the boat. I'd hardly made it aboard when I was struck by an overwhelming urge to sleep. Unable to think rationally, I was certain I was coming down with a severe cold or flu. I told Christie that I wasn't feeling well, dropped into my berth, and passed out. I didn't wake up for the rest of that day or night.

The next day, I had the worst headache of my life. I crawled out of my berth and closed every blind in the boat — the light made the pain worse. Christie became extremely concerned and promptly got me to a doctor. It turns out I didn't have a cold or flu, I'd suffered a concussion. The doctor gave me a stern scolding for not having sought medical help immediately. My only defense — I truly hadn't realized how serious it was.

"But how could I have suffered a concussion?" I asked. "I wasn't knocked out. I wasn't bleeding from my eyes or ears. Isn't that what's supposed to happen?" Her answer was firm and emphatic. "No!" she said. "You don't have to be knocked unconscious. Many people aren't."

It's now been some three years since my accident, and I've learned a lot about concussions (see Lessons Learned The Hard Way). I still get headaches and spells of vertigo, brought on by watching movies or television, but I'm thankful to be alive. I'd choose the view from my cockpit over television any day. Now I have even more reason to

Concussion Symptoms

- Eyes dilated or pupil size uneven • Dazed, slow response, confusion • Difficulty concentrating
- Amnesia • Irrational anger • Strong sensitivity to light • Severe headache or pressure in head
- Vertigo, dizziness • Nausea/vomiting • Slurred speech • Delayed response to questions • Fatigue, strong urge to sleep • Temporary loss of consciousness (does not always occur) • Ringing in ears

gaze across the water . . . and to share the lessons I've learned with others.

Lessons learned the hard way

Most people, especially if it's a first concussion or not severe, will only suffer mild symptoms for a few weeks before returning to normal. Others may have to live with some of the effects permanently. Whether it's a slippery deck, an untimely jibe, or a seemingly simple accidental bump on the head, boaters are extremely vulnerable to this potentially life-threatening injury. Often, we're hours away from medical assistance — or less inclined to rush to a doctor. This can make a concussion even more dangerous.

Remember: Even if a person has not blacked out, a possible concussion cannot be ruled out. Signs and symptoms are not always immediate. The person affected may not think rationally, including not realizing he or she has suffered a concussion.

According to Andrew Nathanson, M.D., a clinical professor of emergency medicine at Brown University in Rhode Island, if the person has unequal or dilated pupils, profoundly altered level of consciousness, or is not easily woken, "chances are very high that there is bleeding in the brain, which is obviously more severe than a just a concussion, and these folks should be evacuated immediately." Boaters on blood thinners, such as Coumadin, Plavix or Pradaxa, are at high risk of bleeding in the brain with even relatively minor head trauma.

"There is no accepted treatment for a concussion," Nathanson says. "Those who've had a concussion are more prone than the general population to have another one."

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