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<table>
<thead>
<tr>
<th>LOA in feet</th>
<th>Daily $/ft/day</th>
<th>Weekly $/ft/day</th>
<th>Monthly $/ft/day</th>
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<tr>
<td>up to 32</td>
<td>$0.86</td>
<td>$0.77</td>
<td>$0.39</td>
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<tr>
<td>up to 40</td>
<td>$1.08</td>
<td>$0.97</td>
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<td>up to 60</td>
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Editor’s Log

WHEN NIGHT FALLS

I was returning from our boat in May, the sun had set and a full Pink Moon was rising over the mountains to windward. We are incredibly lucky in that our boat sits on a mooring off the beach opposite our apartment. I pulled the dinghy onto the sand and stepped ashore. Behind me, the palm trees stood in silhouette against the night sky, the edges of each frond tracing a pattern in the moonlight.

The Caribbean offers wonderful sailing. If we are feeling adventurous we might sail between islands. Then there are days when we prefer a gentle cruise from one anchorage to another, on the same island. Whatever we choose one thing is sure, night will fall and for me that is the most magical time to be yachting in the Caribbean.

Many of my fondest memories are built around life aboard at night. I remember a moonbow over Bequia and the sound of the tree frogs while anchored in a small inlet on the northwest coast of Grenada. One holiday season Jan and I anchored in a small cove in St. Vincent and had just climbed into our bunks when a choir in the village church began a concert of Christmas carols.

I love the sight of our port and starboard navigation lights and the way they cast an eerie red and green shadow. In higher latitudes the navigation lights can warn of fog for they take on a fuzzy glow before the grey blanket engulfs the sea.

What beats twilight, lying snugly at anchor with a rum drink in your hand, while watching the lights come on ashore with the smell of cooking drifting out of the galley? Well, yes, there’s that, but what red-blooded couple hasn’t while lying in their cockpit beneath the stars.

As sailors and cruisers we owe it to ourselves and fellow mariners to keep an eye on the weather. On reading this, I know many people will scratch their head and say this is the Caribbean and the weather is always nice. And for most part they are right. But what constitutes good weather? For a powerful 80ft sailboat, a 25-30kt trade wind might be just the thing, but for a 25ft cruising boat – or a family taking a two-week vacation aboard a charter boat – being caught out in 25-30kts of trade wind can spoil your day. Weather forecasts and how we interpret them have always struck me as a dark art. It’s one thing being caught in mid ocean by a gale, but avoiding strong winds, or at least waiting for a more favorable wind while island hopping, makes a lot of sense. In the past, mariners in the Gulf of Mexico, Caribbean Sea, and portions of the tropical and subtropical North Atlantic Ocean have relied on the Tropical Analysis and Forecast Branch (TAFB) for weather analyses, forecasts and warnings. This forecast, which most of us are familiar with, has now been fine-tuned, and although still in the experimental stage offers a significant advance in the way the forecast is collated and presented. All At Sea contributor Terry Boram discussed the changes with Hugh Cobb, Branch Chief at TAFB. With ‘big wind’ season just around the corner, this article couldn’t have been published at a better time. (See page 36)

The chance of a lifetime! One boat that will leave the Caribbean this summer is the St. Maarten-based Beneteau 52 Corina IV. The boat was due to sail to Australia to be sold but then, over a glass of wine, the owner Allard Stamm got chatting to five young friends who grew up on St. Maarten. That conversation changed their lives because instead of selling the boat in the Antipodes, Stamm offered it to the youngsters, saying “I’m putting my faith in you, why not take the boat and sail it around the world?” You can read this remarkable story on page 51. All At Sea wish the adventurers a safe and wonderful voyage.  

See you on the water!

Gary E. Brown, Editor
Village Cay Marina in Tortola Provides Sailors a Picturesque Water Getaway!

After a day of sport fishing, sailing, or simply enjoying the sun and tranquil waters of the Caribbean, Village Cay Hotel & Marina awaits you. You’re just steps away from a cool drink, a fabulous meal, and a refreshing dip in the pool! An array of boutiques and provisioning options awaits. Our 23-room hotel is the perfect complement to your yachting experience.

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FEATURES
42 DESTINATION PANAMA: PORTOBELO – A TASTE OF HISTORY

DEPARTMENTS
8 EDITOR’S LOG
14 WHERE IN THE WORLD?
16 CARIBBEAN NEWS
17 EVENT CALENDAR

18 SAILING HUMOR
Losing Stuff Aboard
Sailing with Charlie: Corrosion

24 FISHING
Golden Hook Fishing Club’s Dolphin Tournament

26 RACING CIRCUIT
Antigua Classic Yacht Regatta 2013
2013 St. Barth Bucket
BVI Spring Regatta & Sailing Festival

36 SEAMANSHIP & VOYAGING
High Definition Experimental Gridded Marine Forecasts Now Available

74 CARIBBEAN BROKERAGE

82 MARKETPLACE

86 SPONSOR DIRECTORY

88 CARIBBEAN DINING
Stay Afloat with These Healthy Summer Recipes

Continued on page 12
SERVICE.

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ISLAND EVENTS & INTERESTS

14 MAP

47 UNITED STATES VIRGIN ISLANDS
A Legend Sails Home

51 ST. MAARTEN / ST. MARTIN
Young St. Maarteners Set Out on Circumnavigation

53 ST. BARTHÉLEMY
Les Voiles de Saint Barth

55 ANTIGUA
Antigua: A Freeride Windsurfer’s Paradise

59 BEQUIA
Bequia Heineken Easter Regatta 2013 Breaks All Records!

62 GRENADA
Oyster Regatta Grenada

64 CURAÇAO
Curacao Regatta 2013

66 BONAIRE
Resurgent Sailing

RESOURCES

68 CARIBBEAN MARINAS

70 CARIBBEAN BOATYARDS
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WHERE IN THE WORLD?

CONGRATULATIONS DEBRA AND THANKS FOR READING ALL AT SEA!

Debra Clark wrote to say she is on the far side of the world, far from her home in England, and that the photo holds a clue to her location. This one was easy, even for the editor! The iconic building in the background is the Sydney Opera House, which places Debra in Australia. How she managed to find a copy of the Caribbean’s favorite waterfront magazine All At Sea, she didn’t say. What she did say was, “Good on yer, mate, it’s fair dinkum!”

Send us a picture of you reading All At Sea and you may win a free subscription. We will select one winner a month. Please send images & your information to: subscribe@allatsea.net or mail to: 382 NE 191st Street #32381, Miami, Florida, 33179-3899.
Second Life for used Sails Project

HAITI – The Second Life Sails project, planned to assist Haitian fishermen who rely on sail-powered boats, received the approval of the Seven Seas Cruising Association (SSCA) as an SSCA endorsed ‘Clean Wake’ project.

“Frequently people find themselves with used sails and surplus sailcloth as well as fishing gear that have useful life in them – but no way to get them to folks who would put that second life to good use,” said Frank Virgintino, author of A Cruising Guide to Haiti and frequent visitor to the enchanting Ile à Vache. “A contribution of materials and gear that supports the principal livelihood of the island is a priceless ‘thank you’ to a community that has been very welcoming to cruising boats for generations.”

Ile à Vache fishermen build their own boats and are already talented at sailmaking and recycling, using materials from bed sheets to tarpaulins for their sails. Sailcloth would provide a more durable and reliable resource.

Cruisers’ used sails and fishing gear can have a second life. It starts when the donations are delivered or sent to either Marina ZarPar in Boca Chica, Dominican Republic: www.marinazarpar.com – or to Minneford Marina on City Island, New York: www.minnefordmarina.com

The first delivery of used sails took place in February.
Second Life Sails is jointly sponsored by Free Cruising Guides and Marina ZarPar, which will handle the logistics and underwrite the cost of transporting donated sails and gear to Ile à Vache, Haiti. (See article on page? – Ed.)
To read more about the Second Life Sails project and life on Ile à Vache, visit www.freecruisingguides.com – for further information, email: fvirgintino@gmail.com

New swing bridge arrives in Sint Maarten

Following hectic preparations to widen and dredge the channels into and through the Simpson Bay Lagoon the freighter Mariëtje Andrea, carrying the lagoon causeway’s 450-ton swing bridge, delivered its cargo without a hitch. The bridge was loaded aboard the ship in Holland and entered the lagoon on Friday May 3. With a length of 126m (416ft) and a beam and a draught of 15m (49.5ft) and 5.6m (18.5ft), respectively, the Mariëtje Andrea is the largest vessel ever to enter the Simpson Bay Lagoon. Her arrival caused quite a stir.
Optimists rule in St. Thomas

The International Optimist Regatta (IOR), presented by Glacial Energy, celebrates its 21st edition, June 21-23, with the kick-off Sea Star Clinic on June 17-19 and Sea Star Team Race June 20. Nearly 100 youngsters between eight and fifteen years-old are expected to compete in this St. Thomas Yacht Club and Virgin Island Sailing Association (VISA) hosted, Caribbean Sailing Association-sanctioned regatta.

“Sailors registered represent Puerto Rico, the British Virgin Islands, Bermuda, Bahamas, Grand Cayman, St. Maarten/St. Martin, Curacao, Mexico and of course all three U.S. Virgin Islands as well as a large number of U.S. sailors, including those from California,” says regatta director Margo Lynch.

Team racing entry fee is $160; registration closes at 5:00pm on June 19. Regatta entry fee is $250, and includes an event T-shirt, registration ‘goodie’ bag, and all meals.

For information, call (340) 775-6320 or visit www.styc.net

Follow the regatta on Facebook!

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## EVENT CALENDAR

Please send future events to editor@allatsea.net. This month and next month’s events are currently published here and at www.allatsea.net. Your specific area may or may not be shown based on identified activities for these months.

### BARBADOS
- **JULY 6 – 7**
  - Barbados National J24 Championships Finale
  - Sailing Regatta
  - [www.j24barbados.com](http://www.j24barbados.com)

### PUERTO RICO
- **SEPTEMBER 15 – 21**
  - San Juan International Billfish Tournament
  - Deep Sea Fishing
  - [www.sanjuaninternational.com](http://www.sanjuaninternational.com)

### ST. LUCIA
- **SEPT 30 – OCT 4**
  - Saint Lucia International Billfish Tournament
  - Fishing Tournament
  - [www.billfishstlucia.com](http://www.billfishstlucia.com)

### ST. THOMAS, USVI
- **JUNE 17 – 23**
  - International Optimist Regatta (IOR)
  - Sailing Regatta
  - [www.styc.net](http://www.styc.net)

### VIRGIN GORDA, BVI
- **AUGUST 14 – 15**
  - BVI Open Fishing Tournament
  - [www.abmt.vi](http://www.abmt.vi)

### ST. MAARTEN, BAY
- **JULY 19 – 21**
  - July Open Billfish Tournament
  - [www.vigfc.com](http://www.vigfc.com)
  - usvigfc@gmail.com
  - 340-775-9144

### AUGUST 18 – 22
- **USVI Open Atlantic Blue Marlin Tournament**
- Deep Sea Fishing
- [www.abmt.vi](http://www.abmt.vi)
- loveto@islands.vi
- 340-775-9500
Boats eat things—that’s the only explanation. Example: I have purchased over 5,000 flashlights in my 53 years of living aboard, and only tossed out three. That leaves 4,997 flashlights which should be kicking around my bilges—and ain’t. Nor is it just me. This happens to the fairer sex, too. For instance, my wife lost her virginity aboard.

… go figure!

Sadly, there is no ‘Lost and Found’ afloat. My hair was misplaced a few years back—and we never recovered that either. Ditto, moral integrity. Honesty. Commonsense. My ability to see my toes …

Seriously, it is bad enough that boats eat all our money—devouring our personal belongings seems a step too far. Plus, the teefing seems selective in a cruel way. Sure, I have tons of personal photos of myself looking ugly … and stoned … and drunk, but what about that wonderful fifteen minutes of handsomeness I experienced on February 30th 1968? Why are there no pictures of that on Facebook? Could my vessel be devouring my photos with malicious intent? With editorial vengeance? With generational envy?

Speaking of generational envy, why can’t the younger generation worship their own acid-addled leaders? Why must they attempt to hijack ours? I mean, leave the Beatles alone, okay? I, personally, think that no one younger than, say, 50 years of age, should be allowed into a Rolling Stones concert. Ha!

That’s right—get your own philosophers! Or use Plato! But leave the Heavies of Hippy Thought for us baby-boomers! That’s right: my generation has certain ‘moral compasses’ which should not be digi-defiled. For instance, Jimi Hendricks on How to Live Healthy, and Janice Joplin on Longevity,
and Jim Morrison on Playing Nice with Others.
… these way-cool community leaders and global visionaries simply can’t be savored while listening to rap music glorifying anal sex!

Another thing I’ve lost aboard are books. That’s right, ever since Mister Kindle came aboard … bye-bye print!

This has its drawbacks. A few years ago, while crossing the Pacific, we ran out of TP. This wasn’t such a big deal—I just put a few copies of Reader’s Digest in the head, and no problem! (True, once while cruising Mexico we suffered from Montezuma’s Revenge … thank gosh we had a hard copy of the congressional record!)

Kindles are useless for such things—regardless of how fully charged their battery.

Actually, as an offshore sailor, I hate this degrading ‘digitalization’ of my vessel’s bridge. Plus, it is so easy to get all the acronyms confused. Recently, I fell overboard—and my wife screamed “S.O.B.” instead of M.O.B … what an airhead!

But, since I was a tad worried about drowning, I didn’t point this out to her. “Throw me a PFD!” I screamed instead.

She immediately dashed below, rushed back on deck, and Frisbeed me a data disk which contained a step-by-step USCG PDF file on ManOverBoard drills.

This had little buoyancy, alas.

Which brings us to the sexism inherent in the MOB acronym. Are female sailors so undervalued that you’re not supposed to go back for ‘em? I mean, that’s harsh! Would it cost Garmin too much to have a LOB button? (LadyOverBoard.)

All sailors, especially older ones, have lost a halyard. I was going to yell at my wife for doing this—when I lost my train of thought. By the time I’d gotten my harsh criticism back on track—she’d ‘clean forgotten’ what she’d done.

…damn! (Actually, that reminds me of the acronym for Mothers Against Dyslexia.)

… seriously, being a live-aboard sailor in mid-Pacific with Alzheimer’s disease ain’t so bad, as there’s far less chance of wandering away. As a writer, “Al’s Disease” is VERY labor saving as I’m able to repeatedly mail off the yellowed Cruising World article about my mother TO my mother once a month—and surprise her each time! (She’s blind now, which makes it SO much easier to steal money outta her purse!)

It isn’t only long term sailors who have lost stuff—bareboaters seem to lose the ability to anchor only hours after being instructed on how to do so.

Have you even noticed how HUGE the wakes are of your average Police Boat? Perhaps their skippers have lost the ability to look behind their craft. They must be intentionally designed this way—to squat, wallow, and act so piggish. (The boats, not the drivers!)

Of course, teachers aren’t the only ones who get those ‘I

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lost my homework’ type excuses. Once, my observant wife happened to be watching me as I got undressed for bed, and asked, “Fatty, what happened to your underwear? I’m sure you were wearing underwear when you set off to work this morning.”

It wasn’t my finest hour. “I was robbed!” I blurted, stupidly.

Time marches on, of course. All of us age. My eyesight is going. I’m losing vision. Proof: my own wife is starting to look good to me again.

Yes, having a faulty memory can be good for your cruising career. For example, the reason my wife and I keep circumnavigating is … because we can’t remember to pay our bills—or even who we owe them to. After all, we’re so busy spending our/their money that it seems counterproductive to worry about repaying it.

Plus, if you pay some people back and you don’t pay back others … it gets complicated to keep track of. How much simpler to just resist the temptation to return the money, despite how much the starving widow might need the funds. (Somehow, when Wall Street crashed, I evidently lost my compassion too!)

Perhaps it is best to use a concrete example. I recently purchased a Rule 2000 bilge pump. The reason the pump is called this is because, in most marine installations, it pumps 500 gallons an hour.

… but let’s move on.

The marine supply stores (also called ‘chandleries’ if they automatically quadruple the price) sell a five dollar switch on a five cent faceplate for $76.45. Since I’m neither wealthy nor stupid, I declined. Instead, I purchased an “off-on-on” Push/Pull/Pull switch to control said pump. It was a mere $12.97 at Marine Depot on Tortola. Yippee!

I immediately brought it back to my vessel, and—knowing that boats regularly eat things—stowed it in my ‘future projects’ drawer which is specifically set aside for that purpose.

I then dashed for my electric drill, selected the appropriate drill bit … and by the time I got back … the boat had eaten the switch!

I kid you not.

“Perhaps you put it with the dive gear,” my wife said helpfully.

Okay. I’m gonna be a little bit more honest than most husbands and/or most writers. One of the primary reasons homo saps (I think that’s the science name for our species, right?) get married is to blame their spouses for their own short comings. Thus, I exploded at my cringing wife: “Caro-lyn, do you think I’m an idiot?”

Before she could formulate a long and complicated answer, I rushed on with, “I put it right here in the future projects locker, and the boat ate it!”


I glared.

She flinched.

Frankly, this pisses me off to no end. I mean, people believe the weirdest stuff: Easter Bunny, Santa Claus, JC … that the earth was built in seven days—so why-in-hell is believing that boats eat things such an intellectual stretch?

Huh?

Why!

Am I right or am I right? People are delusional nuts! Lots of ‘em! Tons of ‘em! The LAA (Lipton Addicts of America) political party believes that the earth is flat and all black Americans have faked their birth certificates … and, yet, they collectively balk at the possibility of a boat nibbling on a switch?

That’s grossly unfair.

Strangely enough, these very same folks are beginning to convince me that Charles Darwin was wrong, either that or all the tea they sip inhibits evolution, because they are rapidly descending back towards their ape ancestors!

I was recently in my vessel’s tool room—which is tiny. My feet never moved. I was soldering on some battery lugs when I lost my large, expensive roll of electrical solder. Actually, that’s not correct: when my solder was eaten by my vessel!

That’s the only explanation that makes sense.

For a decade or two, I could not convince my wife of this simple, undeniable fact. Then, one day, she was $50 short on the grocery money. I was about to go ballistic on her when she said softly, “…the boat ate it.”

“Ah, HA!” I said screamed in joyful vindication. “You admit it!”

“I do,” she said, and winced. (She seldom utters this specific phrase—as she believes those two words ruined her life.)

“Boats have eaten a lot of my things,” she admitted.

“For instance—back in the day—my youth. Currently, all my free-time …”

I smiled. Finally, she’d capitulated—like totally!

“… when I look at a gleaming yacht,” she continued, “I don’t see varnish, I see a life sentence!”

I hugged her, kissed her, and then whispered gently into her ear. “It’s okay, honey. It’s okay. Time can steal it all—as long as it leaves our sense of humor for last.”

Editor’s note: Fatty and Carolyn are currently touring east coast yacht clubs, each attempting to convince their members the other is nuts!

Cap’n Fatty Goodlander has lived aboard for 53 of his 60 years, and has circumnavigated twice. He is the author of Chasing the Horizon and numerous other marine books. His latest, Buy, Outhft, and Sail is out now. Visit: fattygoodlander.com
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Every boat owner knows about the potentially disastrous effects of corrosion. After a while all metals will corrode. Stainless steel is often touted as a metal that will resist corrosion but its very name rightly denounces this claim. Stainless means just that: it will stain less but not be stain free. Of course there are various acids, sprays, jellies and greases that will delay oxidation. There may be one metal that can qualify as having anti corrosion qualities and that’s gold – but I haven’t seen a marine use for it – except perhaps in the dental work of Jack Sparrow.

‘The Golden Years’ is a term describing the time after retirement when persons, perhaps couples, can enjoy their autumnal years partaking in a pastime dreamt of during a lifetime of work. This dream often involves buying a boat, harnessing the wind and sailing, free as a bird, to a tropical paradise, etc. As a sailing instructor Charlie sometimes admires these oldies’ expectations and he’ll give them all the encouragement he can. Certain physical limitations can be overcome by clever techniques. Hoisting the anchor is no longer a concern with an efficient windlass. Sails can be sheeted in with electric winches and dinghies can be pulled up with falls and davits. But with all the aids in the world there is still the bending, climbing and crawling (in and out of tight spaces), and the inevitable gymnastics required to fix engine problems where not even a yogi could perform. All these required tenets are a handicap for the creaking elderly.

And then there is the diet that oldies consume. Charlie was amazed recently when one charming old fellow started his day with the consumption of a variety of pills, tablets and capsules selected from a compartmentalized tray. When Charlie looked on inquisitively, the gentleman explained: “This one is for blood pressure, this one for cholesterol, this one for gout and these are for arthritis. I have to be careful – there are side effects: dizziness, stomach bleeding, diarrhea, constipation, shortness of breath and possible depression. Once I took a heavy dose of laxative and several sleeping pills – both pills worked but the result was not pleasant.”

“Whoa,” exclaimed Charlie, “ever tried bush tea?”

The fact is that corrosion begins to set in after retirement age. Old sports injuries start to calcify causing arthritis, arteries harden, plaque builds up and blood pressure increases, organs like kidneys and the liver deteriorate and often the much touted meds deteriorate them more quickly. And then there’s the dreaded cancer in all its nasty forms. No, it’s no fun getting old. So what’s the solution?

The answer is to start sailing sooner. Plan a sailing cruise by your mid fifties. “There’s no better way to enjoy the fruits of your lifetime’s labor than to cruise to exotic shores,” explains Charlie. “The wind calls the tune and you are the master of your destiny.”

‘The Golden Years’ are a misnomer. They are better described as the ‘Rusty Years’. Get the most out of life and ‘Do it now!’

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The crew aboard the 37ft Intrepid, Liberty, caught 11 dolphin fish and tagged and released an additional two in the St. Croix Golden Hook Fishing Club’s 14th Annual Dolphin Tournament, held April 13. Not only did this copious catch earn Liberty the Best Boat title with 254.4lb total, their anglers’ prizes for three of the largest fish including the heaviest dolphin, and a boost to first place in the Club’s annual series standings. Liberty also was one of the ten tournament boats that helped launch a new program aimed at dolphin conservation.

Liberty left the docks at sunrise and headed northeast until about 10 to 12 miles offshore where they hopped on a current line and started following it down sea. An hour later, it was ‘X marks the spot’ when crewmembers spotted a frigate bird flying low over the water. Liberty’s anglers hooked up and landed a double-header as soon as the boat made its
first approach on the bird. Then, the team worked the same area through multiple schools ending with angler Danny Sweet’s 10th largest, a 23.4-pounder, Greg Lee’s 7th largest, a 25.3-pounder, and Tim Bartzen’s 1st place 49.3-pounder.

“The big bull came up on another double hook-up,” explains Bartzen. “Once the first fish was safely in the box, I focused on the bull. I’ve fought a few 44 to 46-pounders before, and let me tell you, they get tougher by the ounce when they get that big. It took about a half-hour of give and take to get him to the boat, and as soon as I did, he’d run and jump. Once finally alongside, he made a couple of desperate deep dives to try to get under the boat and into the props, but fortunately I was able to work him in to where Greg Lee made a clutch gaff-shot and hoisted him aboard for Danny Sweet and Harold Lee to subdue and get him in the box.”

Liberty wasn’t the only boat to score big on dolphin. The fleet reeled in a total of 34 dolphin collectively weighing 710.7lb. Two anglers aboard La Menajera caught four of the top ten largest dolphin to finish as Second Best Boat. Captain Alberto Sanchez caught the 4th and 6th largest fish weighing in at 27.0 and 25.8lb, respectively. Edgar Bengoa caught the 5th and 8th largest fish weighing in at 25.9 and 25lb, respectively. Trident placed third overall, with Robert Hunsberger, Jr., catching the third largest dolphin, a 27.7-pounder. Finally, it was junior angler Christian Rasmussen who caught Miss Becky’s lone money fish. Rasmussen’s 34.6-pounder weighed in as second largest of the tournament.

A new conservation initiative called the Dolphin Tagging Project was introduced to St. Croix at this tournament. Administered by the Charleston, South Carolina-based, Cooperative Science Services (CSS), the program’s goals are to gain life history information about dolphin to protect them from being overfished. The chief means of accomplishing this is to utilize as many experienced offshore fishermen as possible to capture, tag and release dolphin. The tags are pre-programmed to record data for 30 to 365 days and then pop to the surface, allowing scientists to access the valuable information; dolphin don’t need to be recaptured to obtain this data. Researchers hope to expand the project from U.S. waters to the Gulf of Mexico, North Atlantic and Caribbean Sea, with tagging efforts extended to as many Caribbean islands as possible. The CSS are offering annual awards to boats with the top number of tags in recognition of their contribution to science. The Golden Hook Fishing Club added to the incentive by awarding tournament points to anglers who tagged and released dolphin. For more information about this program, visit: www.dolphintagging.com

Carol M. Bareuther, RD, is a St. Thomas, U.S. Virgin Islands based marine writer and registered dietitian.
In 2012, I went to 16 different regattas all over the world but I was truly blown away by the sheer enjoyment of the Antigua Classics Regatta.

Over 60 amazing examples of traditional yachts took part from magnificent schooners to little pride and joys, lovingly cared for by wooden boat enthusiasts. The sight of these wonderful yachts barrelling through Caribbean surf was spectacular to say the least and this, the 26th edition, was one of the windiest on record, however, the wonderful spectacle was second to the atmosphere amongst the fleet. Antigua Classic Regatta competitors are truly passionate about the event, no wonder so many boats return year after year. I was lucky enough to race on four very different yachts and enjoyed a real flavour right across the fleet.

Day One, on board Donald Tofias’ Wild Horses was a real eye-opener. The head-turning 74ft yacht in The Spirit of Tradition Class is a dreamlike creation based on the 12-metre class. Without the shackles of class rules, stepping aboard Wild Horses was like taking a trip into Never-Never land. The first detail that strikes you is the spoked wooden wheel, which seems to defy the laws of physics, until you find out that the antler-shaped varnish spokes and circumference
are laminated onto brass involving hundreds of man hours in its construction.

Wild Horses was most definitely galloping on the first race, 25 knots of breeze and a rising sea made for a wild ride, power reaching through the surf with rogue waves slapping tropic-warm water down the gunnels, we took the gun and the win on corrected time and Wild Horses went onto win Spirit of Tradition Class A from Jochen Hertzke’s Spirit of Rani.

Race Two was a totally different experience aboard Dave Buller’s, Hartley 40, Old Bob. Ask anyone who has been to ‘Classics’ if they know the boat and they will probably start chanting the boat’s name. Made from concrete with colourful t-shirts on the fenders and a crew decked out in bright clothing, blowing party hooters, Old Bob is the life and soul of the regatta.

The wind had picked up for Race Two, touching 30 knots with three metre waves; Old Bob was being tossed around, even though she weighs close to 40 tons! However, the rough conditions didn’t dampen the crew’s spirits, as they cheered every boat around the racecourse blaring out sea shanties with green water filling up the cockpit!

**Race Two was a totally different experience aboard Dave Buller’s, Hartley 40, Old Bob. Ask anyone who has been to ‘Classics’ if they know the boat and they will probably start chanting the boat’s name.**

“It’s Classics and we are out for fun!” beamed Dave Buller after racing. “If you can’t have fun at this regatta, there is no hope for you. It was pretty rough out there today but that was never going to dent our spirits, we sail the boat as best we can and we always have a good laugh. As one of the slowest yachts, a lot of boats pass us on the reach, but we make sure we give everyone a good cheer, it’s what the regatta is all about.”

Race Three was to be followed by the Parade of Sail around English Harbour. My ride for the day was Savvy, a Carriacou Sloop sailed up from Grenada by Danny Donelan and a bunch of friends from Port Louis Marina on the ‘Spice Island’. A spectacular reaching course had Savvy in her element. It was wet on deck but the hi-fi was blaring out reggae tunes all day, singing along to Bob Marley and cracking a few unrepeatable jokes was a great way to spend the day. After racing, things got a little bizarre. The Grenadians were keen to be noticed at the Parade of Sail and started to appear from down below dressed in super hero costumes: Batman, Superman, The Green Flash, Spiderman and of course not forgetting The Incredible Hulk on the helm!
The final race of the regatta, I was on board one of the most famous race boats in the world. Stormvogel has won line honours in The Fastnet, Sydney Hobart, Middle Sea Race and the Cape to Rio race and I can’t think of another yacht that can claim such a pedigree. Built in 1961, the 74ft ketch, designed by Van de Staadt and built in South Africa, is in fantastic condition, thanks to the careful attention of boat captain and Kiwi boat builder Ian Hulleman. Stormvogel won the race and placed first in the entire fleet after cumulative time correction, much to the delight of the crew.

The racing at Antigua Classic Regatta was fantastic but the evening entertainment was just as enjoyable, the highlight for me was the open-mic night organised by Antigua rock band, Itchy Feet. Competitors took to the stage accompanied by one of the Caribbean’s finest bands. Cape Breton fiddler Rosie MacKenzie was absolutely amazing and that is probably the best word to describe the 2013 Antigua Classic Yacht Regatta.

Louay Habib is a freelance yachting journalist. For the past twenty years, he has competed at yachting regattas and offshore events all over the world. Louay writes for a variety of clients including the Volvo Ocean Race and the Royal Ocean Racing Club.

 condiciones take their toll

Heavy seas and strong winds took their toll at the Panerai Antigua Classics with many boats reporting damage to rig or sails.

Sympathy must go to The Blue Peter. Having crossed the Atlantic to race in the Caribbean, the beautiful 64ft Alfred Mylne design from 1930 lost her mast when a chainplate reportedly pulled out of the deck. It is thought that strain caused by the dismasting also may have caused cracks to open in some of the hull planking.

Other victims were the 51ft Saphaedra, she broke off the tip of her alloy mizzen mast, while the 60ft ketch Peter von Seestermühe’s wooden mizzen mast broke at the spreaders.

The gaff cutter Chloe May was another casualty. Her topmast splintered. There were also a number of reports of sail damage.

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Once again the St Barth Bucket was quite a nautical experience. With 36 yachts on the roster, most of them over 100ft long (the formula for this exceptional event), the Bucket celebrated its 18th edition in Saint Barth on March 29-31. After three days of racing, the big winner, racing in Les Mademoiselles des Mers Class, was the 55-meter schooner Adela, designed by Dykstra Naval Architects and built by Pendennis Shipyard.

Another Dykstra design that took top honors was the J-Class replica, Hanuman, built by Royal Huisman. Hanuman won all four of the separate J-Class regattas, which was one of the highpoints of the Bucket. Five J-Class beauties — replicas Hanuman, Ranger, Lionheart and Rainbow, plus the 1933 Velshelda—all racing together, was a rare sight indeed. Hanuman sailed to an easy victory, much to the delight of owner Jim Clark and skipper Greg Sloat, with Sir Richard Branson part of the winning crew.

As a regatta that gives back to the island of St Barth every year, the Bucket presented a check for 18,000 Euros to the Saint Barth Yacht Club.

The 19th edition of the St Barth Bucket takes place March 27-30 2014. For a list of all 2013 St Barth Bucket Awards, visit: www.bucketregattas.com/stbarths/awards.html

Ellen Lampert-Gréaux lives in Saint Barthelemy where she is editor-in-chief of Harbour Magazine. She writes regularly about entertainment design and technology for Live Design magazine, and about Caribbean architecture for MACO, a Trinidad-based lifestyle magazine.
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JUNE 2013 ALL AT SEA 31
With spectacular race courses and a great party atmosphere ashore the 42nd BVI Spring Regatta & Sailing Festival was an absolute classic.

Sailing Festival
The racing programme kicked off with the Round Tortola Race for the Nanny Cay Cup. Peter Corr’s Alia 82, Aiyana, smashed the monohull record by nearly half an hour, setting a new record of 3h 29m 44s for the 37-mile course.

Dockside, Corr was delighted to hear that Nanny Cay Resort & Marina had put up a fabulous prize for a record run: Dinner for 15 people and a Jeroboam of Champagne at Peg Legs Restaurant.

“Fantastic! We have 15 on board and they cost a small fortune to feed,” joked Corr. “I would like to say a big thank you to Nanny Cay. This is my third trip to the BVI Spring Regatta & Sailing Festival and it definitely won’t be the last.”

Caribbean Insurers Island Invitational Race to Norman Island
Sunshine and a gentle breeze provided sublime conditions for the pursuit race with the faster boats chasing down earlier starters in a game of cat-and-mouse around the beautiful islands south of Tortola.

In Classic Class, the lovingly restored vintage sloop The Blue Peter was the victor. “We crossed the Atlantic in Blue Peter while taking part in a classic race from Cascais to Barbados and we plan to go to several Caribbean regattas,” said skipper Mathew Barker.

The BVI Sailing Festival concluded with a lay day with all sorts of fun in the sun. Meanwhile, eight teams took part in the Sol Optimist Challenge held off the beach at Nanny Cay Marina. The relay race, with teams of three, was organized by the Royal BVI Yacht Club to showcase their youth programme funded by Sol. In the final heat the winning team was Rayne Duff (Racer), Richard Wooldridge (Adult) and William Dawson (Beginner).
Spring Regatta

Three days of world-class racing action and partying under the stars was the format and the regatta proved one of the most exciting for many years. After calm conditions on day one, the second two days had extremely windy conditions with 20 knots of breeze and lumpy seas turning the Sir Francis Drake Channel into a high speed, action-packed arena.

In Spinnaker Racing 1, Sergio Sagramoso’s Puerto Rican J/122, Lazy Dog, finished the regatta with a bullet and a third place to win the class. Debbie and Dave Clasen’s Tartan 10, Windemon, had an excellent regatta to finish top of Spinnaker Racing 2.

The BVI Melges 32, INTAC, skippered by Mark Plaxton scored five wins in a 10 race series in Spinnaker Racing 3, to win the class and the award for best BVI boat of the regatta.

In Performance Cruiser 1, Hamnett Hill’s Canadian Marten 49, Defiance, scored five wins out of six races to win the class by a big margin. The surfing conditions and reaching courses suited the team over their heavier displacement rivals.

In performance Cruiser 2, Harold Keating’s J/95, Shamrock VII had a perfect score for the last two days to win the class. Stanford Joines J/36, Paladin, was second, the schoolteacher from St. Croix had pupils on
Racing Circuit

board from St. Croix Central High School with an average age of just 14.

Chuck Pessler’s Team Island Water World Racing from St. Thomas dominated in the IC 24 Class ending the regatta with a perfect string of bullets.

Charlton & Bonanni’s C&C 41, Red Stripe Reba was the winner in Jib & Main 2. “We have come second in class for the last two years so it is great to win this year, the crew have been fantastic in the lively conditions,” Bonanni said.

Three teams from Holland occupied the podium for Bareboat 1. Although Rene Van Dop’s Aquaholics sealed the class win, he said winning wasn’t that important. “We are a group of friends who come over from Holland to enjoy sailing in the Caribbean and we have absolutely loved coming to these beautiful islands, everybody has been so friendly, it just doesn’t get better.”

In Bareboat 2, Peter Nielson’s Merlin Kief won the class from Radboud Cruil’s all Dutch team on Dundee. John Pinheiro’s team, The Whalers, from the New Bedford Yacht Club, took third.

The Regatta Village at Nanny Cay Marina hosted the BVI Spring Regatta Awards Ceremony. Premier and Minister of Finance & Tourism Dr. the Honourable D. Orlando Smith, OBE, was guest of honour along with representatives from all top sponsors.

This year, the BVI Spring Regatta & Sailing Festival had the honour of being acknowledged the first Carbon Neutral regatta on the planet, awarded by Sailors for the Sea.

Visit: http://www.bvispringregatta.org

Race report by Louay Habib
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Mariners navigating the offshore waters in the Gulf of Mexico, Caribbean Sea, and portions of the tropical and subtropical North Atlantic Ocean have relied on the Tropical Analysis and Forecast Branch (TAFB) for weather analyses, forecasts and warnings. Over the past four years, the TAFB launched a grassroots effort to configure the Advanced Weather Interactive Processing System (AWIPS) Graphical Forecast Editor (GFE), currently used by local National Weather Service Forecast offices, for their offshore waters forecasting. I sat down with Hugh Cobb, Branch Chief at TAFB, to discuss the experimental gridded marine forecasts as well as a revision to the Mariners 1-2-3 Rule.

TAFB, a branch of the National Oceanic and Atmospheric Administration (NOAA)’s National Hurricane Center, has an offshore area of responsibility of 14,000,000 sq nm; the largest marine areas of responsi-
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sibility in the world. Until recently they had been producing over 100 products a day using antiquated forecasting procedures. Their diverse customer base of pleasure craft owners, fishermen, commercial operators and oil companies relied on these products to keep them out of harm’s way. The lengthy text forecasts and the low resolution 24-hour legacy wind/wave charts displaying fronts, troughs, and pressure centers, were often confusing and unable to resolve considerable variations in conditions between diverse geographical areas such as east versus west of the Bahama Bank.

With a map of TAFB’s territory displayed, Hugh explained that as part of the transition to the production of gridded marine forecasts in GFE, the territory was divided into 32 zones allowing forecasters greater ability to monitor local weather patterns and providing end users with forecasts for specific areas of interest. Once the GFE software was initialized, forecasters could load model outputs to grids at high spatial and temporal resolutions. Now, surface wind speed/direction, surface wind gusts, significant wave height and marine hazards are available at a spatial resolution of 10 kilometers, with the initial temporal resolution of six hours out to 144 hours or six days.

Forecasters are using the GFE ‘Smart Tools’ to adjust model output allowing improvement in local geographical and topographical effects, as well as softening forecast differences between neighboring zones and offices. Hugh explained, “Forecasters are able to manually make adjustments to model data based on their expertise, local knowledge and marine effects.” With the latest forecast displayed on the GFE, Hugh walked me through the software, highlighting just a few aspects of its potential.

Beginning with the official saved forecast, forecasters can now blend two or three global models to produce an ensemble forecast. For example, if over the last six hours the UKMET forecast model proved more consistency with the actual observations the forecaster can then blend that model with the original forecast giving it a higher weighted value. Using a brush tool they are also able to ‘soften’ hard edges in the forecast parameters providing a better transition between higher and lower winds, wind gusts or seas. As Hugh showed me more of the tools the GFE had to offer, he stated, “The Smart Tools allow for science to better be incorporated into the forecasting process.”

Another new feature that mariners will see this hurricane season is a revision to the Mariners 1-2-3 Rule or Danger Rule. This rule assumes an average forecast track error of 100-200-300 nm at 24-48-72 hours, respectively, creating a large avoidance area for mariners. Hugh stated that this ‘over-warned’ cone was forcing many of their legacy customers such as freighters to divert over large areas, costing them lost time and revenue.
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WEATHER KNOWHOW

The TAFB experimental gridded forecasts are available in the National Digital Forecast Database (NDFD). Mariners can access them via: Gridded Binary Version 2 (GRIB2) files via Hypertext Transfer Protocol (HTTP) and File Transfer Protocol (FTP).


The calculation for the experimental Tropical Cyclone Danger Graphic includes historical track and intensity errors, whether the alternative track over land or water, and the size of the cyclone at the start and the typical changes it could make as it strengthens and moves forward. The result is the probability of actually experiencing certain wind speeds. The new avoidance swath will display a 5% 34-knot wind speed probability, representing low to medium risk, denoted within a dashed line and a 50% 34-kt wind speed probability denoted within a solid line representing a high risk of tropical force winds.

“Educating our current and new customers is key in the success of this program,” Hugh emphasized. Comments and feedback are highly encouraged.

For more information or to provide feedback, go to: www.nhc.noaa.gov/marine/grids.php

Terry Boram simply enjoys being around the waters. Whether it’s sailing with her husband on their 34ft trimaran, kayaking, SUP or walking the beach she always finds something fun to write about.
Portobelo is a sleepy town on Panama’s northern coast that is shrouded in superstition, veiled in speculation and runs deep with historical significance. The docile town of today belies the notable past it once held.

Portobelo, meaning beautiful port, due to its natural beauty, was discovered and named by Christopher Columbus in 1502, and founded in 1597 by Francisco de Valverde y Mercado. As the harbor lent itself to fortification, King Filipe II of Spain ordered defenses to be built to protect his bullion and galleons. It was to become the hub of Latin America in the transfer of silver and gold where, once a year, a fair lasting from 30-60 days was held and the town became alive with activity. More forts were built to protect the Spanish colony from pirates. Even before the town was founded it suffered attacks at the hands of Sir Francis Drake who later became ill here and died from fever.

San Blas and Colon. It is an excellent natural harbor and is well protected in anything other than west winds. The most popular anchorage is just off the town, however, across the bay, in the shadow of Fort San Fernando, is an alternative anchorage that is by far the less crowded. Fort San Fernando can be visited by dinghy where you can walk around the grassy remains of the ruins; unfortunately, during the building of the Panama Canal the Americans used stone from the fort’s walls to build a breakwater to protect the northern end of the canal. Fort San Jeronimo is in the town centre and was the largest built to protect the bay. Slightly further but still within the town limits and by the main pier, is Fort Santiago. Another place to visit of historical interest is the Real Aduana de Portobelo or customs house; a fine looking building dating back to 1630 when it was originally built by the Spaniards as a counting house for the king’s gold. The two-roomed building now serves as an exhibition displaying replica rifles from colonial times as well as many pictures and
The colorful old American school busses brighten the streets of Portobelo.

Portobelo Bay is a large, deeply indented bay that offers good protection in anything other than west winds.
Fort San Fernando was built over two levels to protect the bay
drawings of the forts. Dozens of purple robes are on display, which were worn by the followers of the Black Christ.

The Black Christ is a dark wood effigy in the San Filipe Church. It is cloaked in myth and speculation. There are many stories pertaining to how the statue of Jesus of Nazareth arrived in Portobelo, but it is believed that it originated from Spain, perhaps as early as 1658 and arrived aboard a ship that was washed ashore by a storm. When the statue was found, it was placed in the church out of respect. The figure, which stands 1.5m (4.9ft) high has become one of the most revered images in Panama and is surrounded by stories of miracles. Every year, on October 21st, a festival is held and pilgrims travel from afar to celebrate and pray for miracles. The Black Christ is brought out and paraded through the streets as the pilgrims follow behind, many wearing purple robes and carrying lighted candles, before the statue is returned to its resting place within the church.

The Black Christ is brought out and paraded through the streets as the pilgrims follow behind, many wearing purple robes and carrying lighted candles.

Another celebration that you may witness is Los Congos. If you are walking through the town and are stopped and held hostage by a scrappy looking clown person wielding a wooden sword, then you have been caught by a ‘Los Congos’ which is both the name of the person and of the festival. Los Congos is held on New Years Day and patron saints’ days in Portobelo and other provinces. The tradition dates back to Panama’s slave trade when black slaves escaped into the jungle and formed their own communities. Today the festivity involves taking passersby hostage and demanding a ransom fee – normally a few coins will suffice.

If walking around all these forts is too much, then why not take your dinghy up the mangrove canal at the end of the bay, where you can switch off the engine and quietly row while listening to the hum of nature under the shady canopy of the vines. Or take a bus journey on one of the old American school buses that have been painted in fabulous colors and blast Latin American music.

Next time you are sailing past Portobelo, drop anchor off this small, sleepy town with its ramshackle buildings built upon old ruins and take in a view that has been admired for centuries.

Rosie and her husband Sim Hoggarth from yacht Wandering Star have cruised the Caribbean and North America full time for nine years. Visit their blog: www.yachtwanderingstar.com
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A LEGEND SAILS HOME

BY JAN ROBINSON

CERAMCO NEW ZEALAND, a 68ft Bruce Farr design, was a notable addition at the Rolex Sailing Regatta held at the St. Thomas Yacht Club, March 22-24 2013. The sleek CERAMCO was originally built for and raced by the legendary Sir Peter Blake in the 1981-82 Whitbread Round the World Race, which he skippered with an all-Kiwi crew. Owner/Captain, Dianne Masters and crew all wore the red socks during the Rolex Regatta, a gesture made famous by Sir Peter to bring good luck.

How Masters came to own CERAMCO is quite a story. She grew up in Newport, RI, and as a youngster spent most of her time around the water. At age 18, she set sail from Newport to the Caribbean with little knowledge of boats or sailing other than the adventure stories she had heard. At her farewell party, her mother offered her $10,000 and a 1967 Mustang convertible to stay. Her Dad gave her $100 and told her not to fall off the boat!

Masters has had an encyclopedia of experience since her maiden voyage. Arriving in St. Thomas, she met the captain of a 53ft Blue Water Pearson and managed to fake cooking well enough to secure twelve weeks of charter. Becoming a passionate sailor, she moved aboard Sumurun, a classic...
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95ft Fife racing yacht. After having spent a couple of years working on a variety of vessels, she then joined an 80ft maxi racer on its way to Los Angeles, where she jumped ship. She worked for Soundings Magazine selling ad space, then returned east and bought a construction company.

In 2005 Masters spotted a one-line ad in Soundings for a 68ft Farr Aluminum Race Boat, at a good price. The owners, Fred and Eileen Mills (STYC members), had bought CERAMCO from a doctor in Ft. Lauderdale, who had bought it from Peter Blake’s Trust. Eileen Mills said, “When Peter Blake designed the boat, he did it with the thought of ‘life after racing’ - cruising”, which the Mills did from 2002 – 2005, with their sons Nelson and Freddie.

In 2007 Masters sold everything and headed south to Bermuda and St. Thomas on CERAMCO.

When she purchased the boat, she was unaware of the yacht’s famous history. But after reading the book Blake’s Odyssey, she decided not to do the complete refit she had in mind. Below deck has been modified but everything topside is faithful to the original design. On learning she owned a special piece of New Zealand’s yachting history, Masters spearheaded a project to raise money to sail back to Auckland this year and donate CERAMCO to the NZ Maritime Museum. When asked why, she answered, “I just think it’s the right thing to do.”

To accomplish this feat, Masters has launched a creative fundraiser by producing a giant photograph of CERAMCO, cutting it into 10,000 pieces and selling each piece for $10 a square. To participate, purchase one or more pieces of history and follow her progress from the Caribbean to New Zealand. On arrival in Auckland, Masters plans to attend the special ‘Mast Falling Down’ party on September 17th, an annual tribute to Sir Peter Blake, CERAMCO and crew.

CERAMCO plans to leave St. Thomas around May 15th, cruise to the Galapagos Islands and then sail the longest downwind run in the world, to New Zealand. There, the boat will pick up a Kiwi crew and compete in the Rolex Sydney Hobart race in December. “In light winds, we don’t have a chance of winning, even with the red socks,” says Masters, “but give us at least 25 knots and we are untouchable”.

To help deliver and inspire, be part of Dianne Masters’ voyage by buying a few squares of the giant photograph! For information, visit: www.ceramconz.com or email: dimasters@aol.com or Jan@shiptoshoreinc.com

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The yacht Corina IV, a Beneteau Oceanis 52, departed St.Maarten in May on a 60 country, five continent, circumnavigation of the globe. Five young friends, Laura Bijnsdorp, Kippy Gilders, Alex Nebe and Maria Merckens, who grew up together on St. Maarten, comprise the crew. The boat is skippered by Max Loubser, one of the youngest captains in the Caribbean. Together they aspire to be the first St. Maarten vessel to sail around the world.

Because circumnavigations are still quite rare – more people have scaled Mount Everest – any attempt to sail around the world captures our attention. No real sailor can say they didn’t envy Laura Dekker, the fourteen year old Dutch girl who started and finished her record-breaking circumnavigation in St. Maarten. Since Joshua Slocum made the first solo around the world trip in 1895 we have been in awe of those who take on the oceans in small boats. Such ventures led to knighthoods for Sir Francis Chichester and Sir Robin Knox-Johnston as a grateful Britain acknowledged the outstanding performance of its sailors. Similarly, America provided the world with our first reality event as we followed 16-year-old Robin Lee Graham, in his tiny 24ft sloop Dove, when he made his way around the world. Whether solo or crewed, non-stop or multi-stop, no other sailing endeavor draws equal respect.

During the voyage, the crew will take part in a study conducted by Plymouth University in England. Using a Secchi disc, they will measure sea water turbidity and transmit data and GPS information back to the university via an app. The data will be used by the university as part of a multi-year global study of plankton, without a doubt one of the most essential components of the food chain in our oceans.

As they sail west, the crew will also be donating used snorkeling gear collected in St. Maarten to the fisherman of Ile-a-Vache, Haiti.

The circumnavigation is dedicated to Environmental Protection in the Caribbean (EPIC), an organization that is doing great work particularly in protecting St. Maarten’s Simpson Bay Lagoon. The voyage is also dedicated to International Bipolar Awareness – a cause close to the heart of the owner of the vessel. His wish is for anyone dealing with a bipolar diagnosis to know the peace and inner strength that comes from sailing and the sea.

To follow Corina IV and her young crew, visit: www.readysetsailnow.com or go to their Facebook page: Ready Set Sail

Ready to set sail, from left: Kippy Gilders, Alex Nebe, Maria Merckens, Max Loubser and Laura Bijnsdorp
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The 2013 edition of Les Voiles de St Barth broke the event’s record in numbers, with 62 sailboats of various sizes racing the week of April 8-13. With winds up to 20 knots, the racing was tough for some, with torn sails and broken masts. One casualty was St. Maarten sailor Frits Bus, skipper of the Melges 24 Island Water World. Bus was heading toward the top spot in his class until a broken mast left him in second place, behind rivals Budget Marine/Gill.

Les Voiles takes place right on the heels of The St Barth Bucket, barely giving the island a chance to breathe between regattas. But the landscape of the race is different: the Bucket fleet of 36 boats—almost all over 100ft—disperses, and while a few stay around for Les Voiles, it’s not the same kind of regatta with a majority of the boats much smaller and from around the Caribbean, including St Barth.

But there were some big beauties in the Maxi and Maxi/Racing Class. For example, Jim Swartz’s TP52 Vesper won all five races for the Racing Maxi Class, taking home the handsome RM028 Special Edition ‘Les Voiles de St. Barth’ watch presented by Richard Mille, the main sponsor of the race. In winning, Swartz remarked: “This week has been pretty typical: constant wind, 15-17 knots; predictable but shifty, with challenging and nice waves on the back side of the island. Kind of a sailor’s paradise; the race committee does a great job, the people are terrific.”

Selene, a Swan 80, was awarded a titanium RM 028 Automatic dive watch from Richard Mille, having beaten Whisper and Idea of London (and the Swan 100 Varsovie, which retired from the regatta after damaging its headstay on the first day) in the Maxi Class. Other winners include Heroïna in the Classics, Paradox in Multi-Racing, L’Esperance in Non-Spinnaker, Music in Spinnaker 1, Lazy Dog in Spinnaker 2, and Credit Mutuel Martinique Premiere in Spinnaker 3.

The fifth edition of Les Voiles de Saint Barth will be held on April 7–12 2014. For more information and full results, visit: www.lesvoilesdesaintbarth.com

Ellen Lampert-Gréaux lives in Saint Barthélemy where she is editor-in-chief of Harbour Magazine. She writes regularly about entertainment design and technology for Live Design magazine, and about Caribbean architecture for MACO, a Trinidad-based lifestyle magazine.
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If that doesn’t get you frothing at the mouth, then nothing will! Antigua truly is a freeride windsurfing paradise.

First impressions
Flying into VC Bird Airport is ideal for windsurfers, as during the approach you swoop down to sea level and are given a bird’s eye view of the conditions.

Trade Winds hit the northern part of the island first – and it’s here that the majority of the windsurfing action takes place.

If you don’t want to drive too far for your windy fix then it’s best to pick an accommodation option in this area. There are plenty to choose from, particularly around the Dickenson Bay area, which just so happens to be on the main road that swings past Jabberwock Beach – probably the most consistent and popular spot on the island.

Here the breeze puffs straight onshore, allowing you to sail along parallel to the coast. A few small shallow reef areas can be spotted from the beach – some are buoyed-off for your safety – but other than that it’s a great place to blast, gybe and jump.

If you spent your whole trip just sailing at Jabberwock Beach it wouldn’t be a bad thing.

Further afield
Heading round the corner to the northeast side of Antigua, the wind swings a little more side shore from the right.

The UK water sports company Sunsail used to be based out of Club Colona in Hodges Bay. The hotel is still there, and remnants of old windsurf kit can be seen lying around, but they no longer hire gear or offer lessons.

There are access points to the water if you search, and the sailing here can be quite relaxing. There is usually a
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slight wind shadow on the inside but once off the beach the breeze is steady and consistent.

Venturing over to the Atlantic side of Antigua, many windsurfers choose to head to Half Moon Bay. The spot can be a little tricky to find but it’s worth searching out as the sailing can be awesome. On its day the beach even gets a small wave for some aerial antics.

It’s worth pointing out that the shore break can be challenging to the inexperienced. If it looks nasty—and you’re not feeling confident—then avoid it.

Waves?
If you’re a hard-core wave head then Antigua isn’t the destination for you. A shallow reef shelf blocks most swell activity and surrounds the island. Having said that, there is one place which is pretty good, but you’ll need a boat ...

Lying approximately four kilometres opposite the mouth of St. Johns harbour is a small sandy atoll sitting on its lonesome. Sandy Island nestles just outside of Antigua’s reef barrier and picks up a decent amount of surf.

If you’re competent in waves (and you’ll need to be, as the break is shallow, fast and hollow) then with the right amount of persuasion you could get a local to ferry you across or even hire a craft yourself.

But remember – if things go awry, then it’s a pretty lonely place!

Tuition and hire
Windsurf Antigua is based at Jabberwock Beach and offers kit hire and lessons. The gear available is freeride in nature (90L – 150 L boards) and will get you on the water in no time if you’re not taking your own equipment.

Patrick Scales runs the outfit and is contactable via his website: www.windsurfantigua.net

Other options
If, during your visit, the wind should not blow then fear not as there are plenty of other activities to keep you amused.

St Johns is the buzzing capital of Antigua and has a choice of shopping outlets to browse.

Dickinson Bay features a number of water sports rental shacks that offer dinghy and catamaran sailing, waterskiing, wakeboarding and banana boat rides.

Eating and drinking is fantastic in Antigua with great restaurants on offer. On Sunday night Shirley Heights Lookout, overlooking Nelson’s Dockyard, is the place to be.

Tez Plavenieks is an experienced freelance writer specialising in action sports and travel. He currently edits, writes and produces content for a variety of different outlets both online and in print.
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A record-breaking total of 54 yachts and 29 local double-enders registered to take part in the Bequia Sailing Club’s 32nd Bequia Easter Regatta. Conditions were blustery and challenging but this could not dampen the spirits of the 83 boat fleet as they raced throughout the four day event.

Two, one-design Classes - one for the 25ft French ‘Surprise’ boats from Martinique, and the other for the popular J24s; a Racing (spinnaker) Class and two Cruising Classes made up the 54-yacht fleet. Competition was fast and furious in the blustery winds, however, the nightly awards ceremonies and get-togethers, hosted by the Bequia Sailing Club and sponsors Heineken and Mount Gay Rum, kept spirits and camaraderie at an all-time high.

Fourteen French yachts made the journey from Martinique to compete. They were joined by boats from around the Caribbean, USA, Canada and Europe.

Regatta Premier Sponsors First Citizens awarded unique teak trophies to the winners of Friday’s First Citizens Yacht Races and Big Boat Challenge, whilst winners of Sunday’s 11-boat entry Heineken single-handed Yacht Race and Monday’s Heineken Yacht Races all received additional prizes courtesy of Heineken.

Regatta sponsors United Insurance lent their name to the J24 three-race series on Saturday, with the United Insurance Challenge Trophy going to the young crew from St. Lucia on Bad Attitude, skippered by Frederic Sweeney. The nine boat J24 Class competed fiercely throughout the regatta’s six specially designed races. When the final results
were tallied, Bad Attitude was the overall winner, thereby also taking the J24 Southern Caribbean’s Champion Trophy for 2013. St. Vincent’s own Saltfish, skippered by Philip Bar
nard took a well-earned second overall, pushing last year’s Champion Fadeaway from Barbados into overall third place on a points tie-break.

Overall winners in the other four closely contested classes were Racing Class: Lost Horizon (James Dobbs, Antigua) with a typically impressive two firsts and a second, Cruising I: Frolic (Hans Lammers, Antigua), unbeatable with two firsts and a fifth place; Cruising II: Leonora, (David Spieler, Barbados); and Surprise: GFA Caraibes (Nicolas Gillet, Martinique) – runaway winner yet again with three first places.

On the local boat side, excitement ran at fever pitch on Good Friday for the First Citizens Big Boat Challenge, as the sleek new 28-footer Fo’ True took part in her maiden race. Owned by Dylan Ferry from the Virgin Islands and built and skippered by master boat-builder Arnold Hazell, Fo’Ture’s glistening varnished hull drew huge crowds of admirers. With nine entrants overall, the race was won by Bequia’s own Double Bluff, skippered by Lachie King.

The 29-boat local double-ender fleet that took part in the three race series over the Easter weekend came mostly from Bequia, but also included boats from Canouan, Mayreau and Carriacou. Amongst the Bequia boats there were no fewer than seven competing with young Bequia sailors as crew.

With Monday’s long Mount Gay Challenge race for the largest boats postponed because of difficult weather conditions, the overall winner of Bank of SVG Trophy in this 28ft Class 7 is yet to be decided. The other overall winners were O Connie (Class I, Wag Service Station Trophy) My Way (Class 2, RBTT Trophy), Lightning from Mayreau (Class 4, Mountain Top Spring Water Trophy), Nerissa J 2, (Class 5 Caribbean Woods Trophy), with 140-year-old Iron Duke taking overall honors in Class 6 with The Bequia Sailing Club Trophy.

A large crowd of competitors from both the local double-ender fleet and the yacht racing fleet were welcomed at the closing ceremony by Senator Elvis Charles, representing Minister of Tourism, Sport and Culture the Hon. Cecil McKie. Charles thanked the competitors and sponsors, and reaffirmed his ministry’s commitment to supporting the Bequia Sailing Club in their work in putting on the regatta each year. Sir James Mitchell, founder of the Bequia Sailing Club, and Northern Grenadines MP Dr. The Hon. Godwin Friday joined the competitors at the gardens of the Gingerbread Hotel for the regatta prize-giving.

For full results, visit: www.begos.com/easterregatta

Report courtesy of Bequia Sailing Club
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The Oyster World Rally may have set off from Antigua in January but the British company’s burning desire to make sure their other customers in the Caribbean region are enjoying themselves has not diminished.

The Oyster Regatta in Grenada was a highly enjoyable blend of yacht racing brimming with sportsmanship and exclusive parties at locations to die for. The ‘home’ of the Oyster Regatta Grenada was Camper & Nicholsons’ Port Louis Marina, Grenada. Nineteen Oysters – including four impressive Oyster 82s – enjoyed the fabulous facilities of Port Louis, which must have some of the friendliest staff anywhere in the Caribbean.

Grenada recently had a change of government and it was encouraging to see that two ministers attended the opening party at Mount Cinnamon. After an electrifying performance by the Tivoli Drummers, Oyster CEO David Tydeman introduced the guests of honour for the opening night. Minister for Foreign Affairs, The Hon. Nickolas Steele and Minister of Tourism, Civil Aviation and Culture The Hon. Alexandra Otway-Noel. Minister Steele, an avid sailor, was delighted to accept an invitation to race with the Oyster fleet during the Regatta. The Oyster family enjoyed a sumptuous barbeque supper of traditional Grenadian dishes accompanied by one of the island’s finest soul singers, Jenny Jeremiah.

Racing at the Oyster Regatta Grenada got off to a fantastic start with an adrenalin-pumping passage race to Le Phare Bleu on the rocky south coast, sponsored by Dolphin Sails. The trades seriously kicked in providing over 25 knots of deep blue Caribbean surf.
I was fortunate enough to hitch a ride on Hilton and Louise Nathanson’s Oyster 82, *Mathilda Sound*. The couple had never raced before and, for their debut, were joined by their two sons, Oliver and Tate and accompanied by Oyster’s Klaas Meertens and his son, Damian. Hilton steered all day but gave the honour of crossing the finish line to Damian Meertens. Oliver Nathanson caddied on the mainsheet, whilst Tate was in charge of furling the headsails. With three crew aged 12 or under, *Mathilda Sound* was a youthful affair but all three youngsters concentrated dutifully on their tasks. Watching these youngsters get into sailing with their parents reminded me of what a fantastic sport sailing is: three kids really enjoying a day with their parents and not a computer game in sight!

After racing, Le Phare Bleu organised a fantastic welcome in Petit Calivigny Bay. The old Swedish lightship *Västra Banken* was the venue for cocktails, accompanied by a floating steel band, before a fine buffet at Le Phare Bleu’s al fresco restaurant.

Racing at the Oyster Regatta Grenada continued with glorious conditions for the predominantly downwind passage race back to Camper & Nicholsons’ Port Louis Marina, sponsored by Pelagos Yachts. Clear blue skies and 15 to 20 knots of south-easterly breeze provided a sublime reach back to Grenada’s capital, St Georges. The Oyster fleet was a magnificent sight, gliding elegantly downwind with colourful spinnakers reflected in the crystal blue Caribbean water.

After racing, a cocktail reception at Camper & Nicholsons’ Port Louis Marina hosted by the Marine & Yachting Association of Grenada was followed by a fabulous night at the La Luna Resort. Tucked away near Morne Rouge Bay, the award-winning designer resort has been the secret hideaway of the rich and famous for the past 14 years. The owner Bernardo Bertucci, a self-confessed fan of Oyster Yachts, ensured that a fantastic time was had by all. With a lay day the next day, the party went on long into the night.

After a day of relaxing on the beautiful beaches of Grenada, the Oyster fleet returned to racing action with a tight and tactical triangular course just outside Port Louis Marina, sponsored by Lewmar. The penultimate party venue for the Oyster family was the unique tropical Aquarium Restaurant on Magazine Beach. After enjoying a few sundowners, the seafood barbeque included delicious local lobster and a freshly-sliced ham carvery, all served by friendly staff.

The final day of racing had both classes going to the wire, eventually Oyster 82, *Starry Night of the Caribbean*, held off a strong challenge from Michael Hahn’s American Oyster 655, *Matawai*, to take the big boat class. Three British yachts occupied the podium in Class Two. Chris Glossop’s Oyster 575, *Dreamer of Hamble*, took the win closely followed by Harvey & Sue Death’s Oyster 56, *Sarabi*, and Richard & Angela Parkinson’s Oyster 56, *Sophistikate*.

Racing was very competitive but Oyster Regattas are not only about racing, the occasions are ideal for families and friends who want to enjoy exclusive occasions in some of the most awe-inspiring sailing locations in the world and that was most certainly well achieved in Grenada.

*For more information: www.oysteryachts.com*

Louay Habib is a freelance yachting journalist. For the past twenty years, he has competed at yachting regattas and offshore events all over the world. Louay writes for a variety of clients including the Volvo Ocean Race and the Royal Ocean Racing Club.
t was action all the way at the Curaçao Regatta 2013 sailed over the last weekend in March off the beautiful coastal waters south of Curacao and Spanish Waters. Organized by ‘De Stichting Vrienden van de Curacao Regatta’ this year’s event brought together a splendid number of participants to compete in several different classes that included yachts (monohulls & Catamarans) Sunfishes, Centaurs (short and long keel), Optimists; Class A, B and C, and Windsurfers; Class A, B and C. The event was deemed a wonderful success by the competitors and by the public who went along in large numbers to enjoy the spectacle.

The windsurfing was spectacular with 22 sailors registered and taking part. Classes were divided into Windsurfing A, for the advanced windsurfers and ProKids; Windsurfing B, for those at intermediate level, and Windsurfing C for the rookies. The 2.85 nautical mile course for A and B classes took the fleet around the Yerba Islands. Windsurfers in Class C sailed a shorter, 1.41 nautical mile course out to a buoy at the entrance of Hyatt. All classes started and finished at Zeeverkenners.

Blustery conditions on the first day brought a taste of things to come and by day two the wind was gusting to 26 knots. This brought out the best in the windsurfers who showed a high degree of skill as they sped around the course, setting some very fast times. Although fun to watch, the competitors fought hard for a podium place and while competition was fierce, sportsmanship was priority number one.

A press release detailing the regatta results included a thank you to the organizers of Curacao Regatta 2013, and made special mention of the volunteers, the sponsors, and all the participants, for making it a wonderful event.

### WINDSURFING COMPETITION RESULTS

**CLASS A**
- 1st: Aron Etmon (CUR-2)
- 2nd: Jean Paul Da Silva De Goes (CUR-914)
- 3rd: Richard Richie (CUR-182)

**CLASS B**
- 1st: Stijn Overwater (CUR-123)
- 2nd: Ryan Richie (CUR-172)
- 3rd: Oscar Etmon (CUR-211)

**CLASS C**
- 1st: Stefan de Bell
- 2nd: Lara Overwater
- 3rd: Lucas Van Neutegem
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RESURGENT SAILING
BONAIRE IS FAST BECOMING THE SAILING MECCA OF THE SOUTHERN CARIBBEAN

BY PATRICK HOLIAN

Bonaire is an island with a rich maritime past. For generations, its sailors left for jobs in the merchant marine, first on sailing schooners and then on conventional freighters. The Bonaire International Regatta came later and is now in its 45th year. Plus, the island has long been a favorite destination for those cruising the Dutch Caribbean. Even the country’s colorful flag sports a compass rose rising above a symbolic slash of Caribbean blue.

In the past year Bonaire has experienced a resurgence in sailing. Beyond the small dinghies from the local sailing school, other sailboats are now dotting the waters along the island’s calm leeward shore. One reason for that is Sailing Point Bonaire, the creation of Dutchman Mark Dieperink.

“Look at the water here,” says Dieperink. “We always have good winds, small waves, and minimal current. It’s perfect. And Klein Bonaire (the offshore islet) has such clear, dark blue water. I always say it is like cruising in Spa Blue (a Belgian bottled water). It is so beautiful here.”
Dieperink currently keeps three boats on moorings off Kralendijk, Bonaire’s port town. They include a UFO, a Centaur, and a Yngling, the speedy Norwegian racer. All three sloops are around 20ft long and can be rented for day sailing. Also, there are two catamarans onshore from which to choose. In addition, Dieperink gives hands-on sailing lessons and serves as captain for those customers who just want a ride. But perhaps his biggest contribution is his volunteer work for the Bonaire Sailing School Association located at Kas Di Regatta, the regatta house.

“I’ve volunteered there for two years now. I like it because the local kids really want to learn to sail. I get a lot of enjoyment from them, and they are busy with sailing instead of hanging out on the street. I teach them on my Optimist, Laser or Sunfish dinghies and occasionally I take them out on my other boats.”

But Sailing Point Bonaire is not the only game in town. South Caribbean Sailing, located at the Plaza Resort Marina, rents out the classic Valk (‘falcon’ in English). These Dutch-made 21ft, gaff-rigged, keel boats fly like the wind. I had the chance to find out first hand aboard Tera Korá, one of three Valks available for rent. Two friends and I glided silently out of the marina powered by the sloop’s Torqeedo electric motor. We set both main and roller furling jib and headed south to Bonaire’s saltpans. The Valk handled the 18-knot winds with ease, and by island’s end we tacked back north. Later, an enthusiastic pod of dolphins raced off Tera Korá’s bow in two meters of gin-clear water. It was a fine day at sea.

But South Caribbean Sailing also offers a bigger sailboat for those who want to wander from Bonaire’s shores. Nawati is a spacious 46ft Beneteau owned by Werner Haan. He can arrange either bare boat or captained charters to Venezuela’s uninhabited Aves Islands or neighboring Curacao. Or one can choose the 49ft skippered Hallberg Rassy ketch, Full Circle, which often departs from Kralendijk.

“Sailing Bonaire is very nice with good winds and no waves along the coast,” explains Captain Paul van der Linden. “Because of this we offer day trips sailing around Klein Bonaire and cruises to the north or south. Plus, we enjoy the excellent diving and snorkelling of Bonaire. But the island is also a very good place to welcome guests from Europe, and we often make trips to either Los Roques (Venezuela) or Curacao.”

With this resurgent interest in sailing, Bonaire is now a destination for tourists and yachties alike. Visitors can learn to sail small boats along the sheltered leeward coast or take an adventurous passage to nearby islands. Visiting sailors can take a break from their large yachts and enjoy the simple pleasures of a daysailer. And for those of us who live here, we get to enjoy the pleasing view of white sails on the endless horizon.

When not writing for All At Sea, Wooden Boat and Sailing magazines, Patrick Holian can be found at the helm of his 14-foot catboat, Kontentu, cruising the shores of Bonaire.
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</tr>
<tr>
<td>Grenada</td>
<td>Prickly Bay Marina</td>
<td>473-439-5265</td>
<td>17'</td>
<td>200'</td>
<td>10</td>
<td>110/220/308</td>
<td>●</td>
<td>●</td>
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<td>Guadeloupe</td>
<td>Marina Bas-du-Fort</td>
<td>590 990 936 620</td>
<td>15.5</td>
<td>210'</td>
<td>1,100</td>
<td>110/220/380</td>
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<tr>
<td>Jamaica</td>
<td>Errol Flynn Marina &amp; Shipyard</td>
<td>876-715-6044</td>
<td>32'</td>
<td>600'</td>
<td>33</td>
<td>110/220/380</td>
<td>18&amp;3PH 50/60HZ</td>
<td>Cable</td>
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<td>●</td>
<td>●</td>
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<tr>
<td>Jost Van Dyke</td>
<td>North Latitude Marina</td>
<td>248-495-9930</td>
<td>12'</td>
<td>50'</td>
<td>N/A</td>
<td>N/A</td>
<td>●</td>
<td>●</td>
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<tr>
<td>Puerto Rico</td>
<td>Club Nautico de San Juan</td>
<td>787-722-0177</td>
<td>31'</td>
<td>250'</td>
<td>121</td>
<td>120/240</td>
<td>●</td>
<td>●</td>
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<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
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<tr>
<td>Puerto Rico</td>
<td>Marina Pescaderia</td>
<td>787-717-3638</td>
<td>8'</td>
<td>65'</td>
<td>97</td>
<td>110/220</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
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<td>●</td>
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<td>16/68</td>
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<td>Palmas del Mar Yacht Club</td>
<td>787 656 7300</td>
<td>14'</td>
<td>175'</td>
<td>158</td>
<td>120/208/240/408V; 2 &amp; 3-phase 50, 100 and 200 amps</td>
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<td>●</td>
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<td>●</td>
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<tr>
<td>Puerto Rico</td>
<td>Puerto del Rey Marina</td>
<td>787-860-1000</td>
<td>15'</td>
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<td>1,000</td>
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<td>Cable</td>
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<td>●</td>
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<td>Sunbay Marina</td>
<td>787-863-0313</td>
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<tr>
<td>St. Croix</td>
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<td>340-718-1453</td>
<td>8'</td>
<td>100'</td>
<td>154</td>
<td>110/220V - 30A, 50A, 200A</td>
<td>●</td>
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<tr>
<td>St. Croix</td>
<td>St. Croix Marine</td>
<td>340-773-0289</td>
<td>11'</td>
<td>150'</td>
<td>44</td>
<td>110/220</td>
<td>●</td>
<td>●</td>
<td>●</td>
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<td>●</td>
<td>16/18</td>
</tr>
<tr>
<td>St. Lucia</td>
<td>Rodney Bay Marina</td>
<td>758-452-0324</td>
<td>15'</td>
<td>285'</td>
<td>253</td>
<td>480V 3 phase 100 amps/leg, 220V 3 phase 100 amps/leg, 220V 50 amps, 110V 30 amps, 50 &amp; 60hz</td>
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<td>●</td>
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</tr>
<tr>
<td>St. Lucia</td>
<td>The Marina at Marigot Bay</td>
<td>758-451-4275</td>
<td>16'</td>
<td>250'</td>
<td>40</td>
<td>110/220/380</td>
<td>50/60Hz Cable</td>
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<td>Shower / Washroom</td>
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<td>Bar / Restaurant</td>
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</tr>
<tr>
<td>St. Maarten</td>
<td>Island Water World Marina</td>
<td>599-544-5310</td>
<td>8'</td>
<td>90'</td>
<td>54'</td>
<td>• Available</td>
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<td>St. Maarten</td>
<td>Lagoon Marina Cole Bay Wtrft</td>
<td>599-544-2611</td>
<td>9'</td>
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<td>45'</td>
<td>•</td>
<td>•</td>
<td>110/220</td>
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<td>Simpson Bay Marina</td>
<td>721-544-2309</td>
<td>13'</td>
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<td>114'</td>
<td>•</td>
<td>•</td>
<td>110/220</td>
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<td>St. Maarten</td>
<td>The Yacht Club at Isle de Sol</td>
<td>721 544-2408</td>
<td>18'</td>
<td>377'</td>
<td>45'</td>
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<td>St. Martin</td>
<td>Captain Oliver's</td>
<td>590-590-87-33-47</td>
<td>10'</td>
<td>150'</td>
<td>160'</td>
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<td>•</td>
<td>110/240</td>
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<td>St. Thomas</td>
<td>American Yacht Harbor</td>
<td>340-775-6454</td>
<td>10'</td>
<td>110'</td>
<td>134'</td>
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<td>St. Thomas</td>
<td>Yacht Haven Grande</td>
<td>340-774-9500</td>
<td>18'</td>
<td>656'</td>
<td>46'</td>
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<tr>
<td>Tortola, BVI</td>
<td>Nanny Cay Marina</td>
<td>284-494-2512</td>
<td>12'</td>
<td>125'</td>
<td>200'</td>
<td>•</td>
<td>•</td>
<td>110/220</td>
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<td>Tortola, BVI</td>
<td>Soper’s Hole</td>
<td>284-495-4589</td>
<td>25'</td>
<td>170'</td>
<td>50'</td>
<td>•</td>
<td>•</td>
<td>110/240</td>
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<td>16 Cafe</td>
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<td>Tortola, BVI</td>
<td>Village Cay Marina</td>
<td>284-494-2771</td>
<td>12'</td>
<td>200'</td>
<td>106'</td>
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<td>110/220/308</td>
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<tr>
<td>Trinidad</td>
<td>Power Boats Ltd</td>
<td>868-634-4346</td>
<td>13'</td>
<td>65'</td>
<td>40'</td>
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<td>•</td>
<td>115/220</td>
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<tr>
<td>Virgin Gorda</td>
<td>Virgin Gorda Yacht Harbour</td>
<td>284-495-550</td>
<td>10'</td>
<td>180'</td>
<td>94'</td>
<td>•</td>
<td>•</td>
<td>110/220</td>
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**OUTSIDE OF CARIBBEAN:**

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<th>Length</th>
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<th>Electrical Supply</th>
<th>Cable</th>
<th>Satellite TV</th>
<th>Fuel</th>
<th>Provisioning</th>
<th>Shower / Washroom</th>
<th>Security</th>
<th>Bar / Restaurant</th>
<th>Wireless Internet</th>
<th>VHF Channel</th>
<th>Notes</th>
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<tr>
<td>Boston, MA</td>
<td>Boston Yacht Haven</td>
<td>617 367 5050</td>
<td>22'</td>
<td>300'</td>
<td>100'</td>
<td>•</td>
<td>•</td>
<td>•</td>
<td></td>
<td>•</td>
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<td>•</td>
<td>9/16</td>
<td>FREE</td>
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<tr>
<td>Cabo San Lucas, Mexico</td>
<td>Marina Cabo San Lucas</td>
<td>+52 624 173 9140</td>
<td>18'</td>
<td>200'</td>
<td>380'</td>
<td>•</td>
<td>•</td>
<td>110V 30 amps</td>
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<td>100 amp</td>
<td>3-phase</td>
<td></td>
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<td>•</td>
<td>88A</td>
<td>·</td>
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<tr>
<td>Colombia</td>
<td>Marina Santa Marta</td>
<td>+57 5 421 5037</td>
<td>11.5'</td>
<td>132'</td>
<td>256'</td>
<td>•</td>
<td>•</td>
<td>110/220, 60hz</td>
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<td>16</td>
<td>FREE</td>
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<tr>
<td>Costa Rica</td>
<td>Marina Papagayo</td>
<td>+506 2690 3600</td>
<td>25'</td>
<td>180'</td>
<td>180'</td>
<td>•</td>
<td>•</td>
<td>120/240</td>
<td></td>
<td>100 amp</td>
<td>3-phase</td>
<td></td>
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<td>•</td>
<td>16/23</td>
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<tr>
<td>Montauk, NY</td>
<td>Montauk Yacht Club</td>
<td>631 668 3100/ 888-MYC-8668</td>
<td>12'</td>
<td>200'</td>
<td>232'</td>
<td>•</td>
<td>•</td>
<td>110V 300 amp</td>
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<td>09</td>
<td>FREE</td>
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<tr>
<td>NY Harbor - Jersey City</td>
<td>Newport Yacht Club/ Marina</td>
<td>201 626 5550</td>
<td>8.25'</td>
<td>163'</td>
<td>154'</td>
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<td>•</td>
<td>110V 300 amp</td>
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<td>16/72</td>
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### CARIBBEAN BOATYARDS

**ALL AT SEA’S CARIBBEAN BOATYARD GUIDE**

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<th>Location</th>
<th>Name</th>
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<th>Longitude</th>
<th>Area Name</th>
<th>Address</th>
<th>Weather</th>
<th>Contact</th>
<th>Notes</th>
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<tbody>
<tr>
<td>Jolly Harbour, Antigua</td>
<td>Jolly Harbour Marina / Boat Yard</td>
<td>17°04'44.4&quot; N</td>
<td>61°54'37.0&quot; W</td>
<td>(268) 462-6041</td>
<td>10' 80' 18'</td>
<td>no limit</td>
<td>110/220</td>
<td>8am-5pm</td>
</tr>
<tr>
<td>Aruba</td>
<td>Varadero Caribe</td>
<td>12°32'N</td>
<td>61°54'37.0&quot; W</td>
<td>(297-588-3850)</td>
<td>7' 85' 23'</td>
<td>no limit</td>
<td>120/240</td>
<td>8am-4pm</td>
</tr>
<tr>
<td>Tortola, BVI</td>
<td>Nanny Cay Hotel &amp; Marina</td>
<td>18°25'0&quot; N</td>
<td>64°37'0&quot; W</td>
<td>(284) 494-2512</td>
<td>11° 160' 45'</td>
<td>no limit</td>
<td>110v 30amp/220v 50amp/3 phase 100 amp</td>
<td>7am-6pm</td>
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<tr>
<td>Tortola, BVI</td>
<td>Soper’s Hole</td>
<td>18°23'46&quot; N</td>
<td>64°37'0&quot; W</td>
<td>(284)-495-3349</td>
<td>7' 65' 18' and 40'</td>
<td>no limit</td>
<td>110/220</td>
<td>8-5, Mon-Sat</td>
</tr>
<tr>
<td>Virgin Gorda, BVI</td>
<td>Virgin Gorda Yacht Harbour</td>
<td>12°01'0&quot; N</td>
<td>61°40:05</td>
<td>284-495-5318</td>
<td>10' 68' 20'</td>
<td>no limit</td>
<td>220v, 50A, 110v, 30A</td>
<td>7-4, 7days</td>
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<tr>
<td>Curacao</td>
<td>Curacao Marine</td>
<td>12°00'N</td>
<td>68°53'55&quot; W</td>
<td>599-9-56-8000</td>
<td>9' 120' 33'</td>
<td>193</td>
<td>110/220</td>
<td>380</td>
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<tr>
<td>Boca Chica, D.R.</td>
<td>Marina ZarPar</td>
<td>18°26.4'N</td>
<td>69°37.23 W</td>
<td>(809) 523-5858</td>
<td>7.5' 65' 28'</td>
<td>no limit</td>
<td>110/220</td>
<td>380</td>
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<tr>
<td>La Romana, D.R.</td>
<td>IBC Shipyard</td>
<td>18°23'55&quot; N</td>
<td>68°53'55&quot; W</td>
<td>+809 449-3321/3323</td>
<td>12° 110' 26'</td>
<td>no limit</td>
<td>110/220</td>
<td>3 phase 100/50/30 amp</td>
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<td>Grenada</td>
<td>Grenada Marine</td>
<td>12°00'1&quot; N</td>
<td>61°40:42</td>
<td>00-1-473-443-1667</td>
<td>12° 75' 31.5'</td>
<td>0</td>
<td>110/220</td>
<td>8-5, M-F, 8-12, Sat</td>
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<td>Grenada</td>
<td>Spice Island Marine Center</td>
<td>12°50'N</td>
<td>61°43 W</td>
<td>473-444-4257</td>
<td>12° 74' 25.4'</td>
<td>0</td>
<td>110/230</td>
<td>8am-4:30 pm</td>
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<td>Puerto Rico</td>
<td>Varadero @ Palmas</td>
<td>18°04'37&quot; N</td>
<td>65°47'57&quot; W</td>
<td>787-656-9211</td>
<td>11° 110' 26'</td>
<td>no limit</td>
<td>50/30 amp</td>
<td>8-5, 7days</td>
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<td>Sint Maarten</td>
<td>Megayard</td>
<td>18°02'13.24 N</td>
<td>63°05'08.52 W</td>
<td>1-721-5444-060</td>
<td>12° 200' 33'</td>
<td>12°</td>
<td>110/220</td>
<td>8-5 M-F</td>
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<tr>
<td>St. Lucia</td>
<td>Rodney Bay Marina</td>
<td>14°04'32.72&quot; N</td>
<td>60°56.55.63&quot; W</td>
<td>758-452-0324</td>
<td>14° 275' 55'</td>
<td>no limit</td>
<td>110V/60, 220V/50, 480V/3 phase; 100 amps/leg; 220V3 phase; 100amps/leg; 220V40 amps, 100V30amps; 50 &amp; 60 hz</td>
<td>8am-5pm</td>
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<tr>
<td>St. Croix, USVI</td>
<td>St. Croix Marine</td>
<td>17°45'N</td>
<td>64°42'</td>
<td>340-773-0289</td>
<td>11° 68° 13'</td>
<td>8'</td>
<td>110v 30amp; 220v 50amp; 3 phase 100amp</td>
<td>8-5, Mon-Sat</td>
</tr>
<tr>
<td>St. Thomas, USVI</td>
<td>Subbase Drydock</td>
<td>18 N</td>
<td>66 W</td>
<td>340-776-2078</td>
<td>16.5° 190' 50'</td>
<td>no limit</td>
<td>440 three phase 220v/110</td>
<td>8-5, Mon-Sat</td>
</tr>
</tbody>
</table>

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Tortola – Nanny Cay Marina – 70 BFM
Tortola – Tortola Yacht Services – 70 BFM – 75 BFM11
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www.CaribbeanNorthernLights.com
St. Croix, U.S. Virgin Islands. Enjoy fabulous views that stretch from Salt River to St. Thomas, St. John and the British Virgin Islands’ beyond from this 3 BR, 2.5 BA custom-built West Indian-style home designed to maximize outdoor living. There’s beautiful Mexican tile floors throughout. French doors lead from the kitchen and living area to a spacious outdoor covered deck. Meticulously maintained. Price: USD 580,000

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Julie@teamsanmartin.com | www.teamsanmartin.com
Cell: (340) 690-9040 | Office: (340) 773-1048 ext. 11

Christophe Harbour, St. Kitts. The harbor, beach and Nevis Peak are all part of the exceptional views from this 4 BR 4.5 BA residence on 129 Morning Rise Lane. Features include an expansive upper level master suite with private courtyard, three guest suites with private entry and direct access to the poolside terrace, and outdoor living space with wet bar and kitchen. Purchase qualifies for Citizenship by Investment program and Christophe Harbour Club membership. Price: USD $3,450,000

THOMAS LIEPMAN, Christophe Harbour Real Estate
info@ChristopheHarbour.com
www.ChristopheHarbour.com
Office: (869) 466-8738 or (800) 881-7180
Temple, Dominica. Paradise found! Two adjoining plots front a small private bay with beach and stream and overlook two nearby islets. It’s a romantic’s dream location with just the sound of breaking surf and birdsong to break the peace. There’s good access via a short un-paved track. Power and phone services are within approximately 500 yards. Prices: USD $377,500 (Plot 1 = 1.52 acres), US $324,000 (Plot 2 = 1.20 acres)

STEWART ANDREWS, Caribbean Land & Property consultant@caribbeanlandandproperty.com www.caribbeanlandandproperty.com Office: (767) 449-7814

Christ Church, Barbados. Perfectly positioned on one of Barbados’ most picturesque coastlines, this breathtaking penthouse has Hastings Rock beach at its doorstep. This fully furnished 2BR 2BA condo is spread over 2,074 sq. ft. and is complemented by a private roof deck with plunge pool and magnificent views across the sea. Designed by renowned Barbados-based Architect Ian Morrison, this South Ocean Villa (702) is fully equipped with washer, dryer, refrigerator, stove, dishwasher and air-conditioning. It is a few steps from shopping and dining and minutes away from the world-famous St. Lawrence Gap and the Barbados Yacht Club. Price: USD $595,000

KATHY-DAWN BURKE, TERRA CARIBBEAN kd.burke@terracaribbean.com www.terracaribbean.com Cell: (246) 826-2081 | Office: (246) 434-9000

Blue Lagoon, St. Vincent & the Grenadines. A million dollar view awaits from this classy 5 BR two-level villa built on 0.4-acres of land overlooking the Atlantic Ocean, Bequia and other Grenadine Islands. The master bedroom boasts an en-suite bathroom and balcony, while other features include a spacious lounge with protected veranda, dining with balcony, open plan kitchen and library. A sweeping staircase with rock garden to one side leads to the downstairs with a charming courtyard, two bedrooms, additional kitchen, dining room and lounge area. Price: USD $1,100,000

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76’ Matrix ’05, On-Deck Master King Suite with 4 Guest Queen Cabins + Crew. Reduced to $3.8 mill

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60’ Morgan, 1983. 4 Cabins + Crew. New Awlgrip hull and deck. Very nice condition. JUST REDUCED: $199,000/offers

67’ Lagoon ’09, VERY Successful Business Included, 8 Guests + Crew REDUCED TO $895,000

45’ Robertson & Caine ’98. 4 double cabins + 4 heads, galley up, Gen and A/C. Very active charter business included. $259,000

57’ Lagoon ’97, 8 guests + 2 crew. Fresh Awlgrip 2010. New gen in 3/11. Shows EXTREMELY well. Includes active charter biz. REDUCED TO $449,000

47’ Robertson & Caine ’03. 4 Double cabins and 4 private heads, galley up. Rigid hardtop, generator & full A/C. New Listing $329,000

66’ Oyster DS 2001 6 Guests + 2 crew. TURN KEY, Shows as new...never been a nicer yacht EVER... New Listing: $1.3m

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50’ 1988 Beneteau 500 $92,000
40’ 1992 Caliber $98,000

28’ 2002 Corinthian 400 $250,000
32’ 2003 Wellcraft Scarab $64,000
40’ 2002 Cruiser Express $125,000

40’ 2003 40’ 2000 Cruiser Express
38’ 2002 Catana $1,099,000
38’ 2002 Catana $879,000
38’ 2002 Gunboat $2,250,000

2008 48’ FP SALINA $64,900
2008 50’ Catana €700,000
2003 58’ Catana $1,099,000
2006 49’ Privilege $383,000
1995 82’ Nautitech $725,000

SAIL
28’ 02 Grady White, 200HP Yamahas ..... $40K
32’ 03 Wellcraft Scarab, twin Yamahas .. $64.9K
37’ 97 Hunter, AP, Sugar Scoop .......... $63K
40’ 92 Caliber, 2 strms, great cond ....... $98K
44’ 95 Pearson Countess, Classic ......... $35K
44’ 77 CSY Sloop, new rigging ........... $69K
45’ 87 Hatteras SF, A/C new genset .... $198K

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18’ 05 Key Largo, CC, T Top, 150HP .. $16.6K
26’ 99 Mako, Twin Yamahas ............ $20K
26’ 01 Twin Vee, power cat, twin Hondas .... $28K
30’ 74 Fales Trawler, pilot house ...... $31.9K

50’ 98 Beneteau, 4 strms, Charter or cruise... $62K
52’ 94 Alden, custom design, exc cond ... $125K
62’ 84 Gulfstar Sailmaster, very good cond... $385K
58’ 97 CSY Sloop, new rigging ........... $69K
45’ 87 Hatteras SF, A/C new genset .... $198K

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- Two 3208TA CAT’S, 375 HP each
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Continued on page 87
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MONOHULLS

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<tr>
<th>Year</th>
<th>Type</th>
<th>Details</th>
<th>Price</th>
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<tbody>
<tr>
<td>2007</td>
<td>24' Tes 720</td>
<td>Reduced to US$40,000</td>
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<tr>
<td>1986</td>
<td>1968 Van de Staadt/Seal</td>
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<td>US$22,000</td>
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<td>1978</td>
<td>Rival MDC</td>
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<td>1996</td>
<td>Silverton (priced for quick sale)</td>
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<td>US$42,000</td>
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<td>1978</td>
<td>Steel Sloop (ROB)</td>
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<td>1977</td>
<td>Roberts Home Built (located in Barbados)</td>
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<td>US$40,000</td>
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<td>1979</td>
<td>Fisher 37</td>
<td></td>
<td>UK Sterling 40,000</td>
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<tr>
<td>1978</td>
<td>Steel Sloop (ROB)</td>
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<td>US$30,000</td>
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<td>2006</td>
<td>Hallberg Rassy</td>
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<td>US$359,000</td>
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<td>1977</td>
<td>Roberts Home Built (located in Barbados)</td>
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<td>1968</td>
<td>Cheoy Lee Off Shore 40</td>
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<td>1989</td>
<td>Endeavour</td>
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<td>1995</td>
<td>Jeanneau 37.1</td>
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<td>1979</td>
<td>Pearson</td>
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<td>US$79,900</td>
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MULTIHULLS

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<tr>
<td>1990</td>
<td>60' Custom Aluminium Cutter</td>
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<td>1987</td>
<td>55' Herreshoff Marco Polo</td>
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<td>US$170,000</td>
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<td>1989</td>
<td>51' Beneteau</td>
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<tr>
<td>1986</td>
<td>51' Beneteau</td>
<td></td>
<td>US$225,000</td>
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<tr>
<td>1989</td>
<td>51' Beneteau (owner's version)</td>
<td></td>
<td>US$145,000</td>
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<tr>
<td>1983</td>
<td>55' Viva Nautica</td>
<td></td>
<td>US$148,500</td>
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<tr>
<td>1989</td>
<td>51' Beneteau</td>
<td></td>
<td>US$145,000</td>
</tr>
<tr>
<td>1981</td>
<td>48' Beneteau 461</td>
<td>Major refit 2010-11, beautifully kept,</td>
<td>US$242,000</td>
</tr>
<tr>
<td>1989</td>
<td>50' Gulfstar Motor Yachts</td>
<td>Twin Perkins,</td>
<td>US$95,000</td>
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<td>1986</td>
<td>55' Angel Cockpit Motor Yacht</td>
<td>2/2 layout, galley down,</td>
<td>US$175,000</td>
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<tr>
<td>1989</td>
<td>42' Hinckley</td>
<td></td>
<td>US$115,000</td>
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<tr>
<td>1985</td>
<td>45' Gitana</td>
<td></td>
<td>US$365,000</td>
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<td>1979</td>
<td>40' Comer</td>
<td></td>
<td>US$136,000</td>
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<tr>
<td>2001</td>
<td>48' Tayana (Vancouver pilot house)</td>
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<td>US$325,000</td>
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<tr>
<td>1981</td>
<td>Viva Nautica</td>
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<td>US$148,500</td>
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<td>1985</td>
<td>Amel</td>
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<td>US$50,000</td>
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<td>1997</td>
<td>Privilege</td>
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<td>1979</td>
<td>Herreshoff Marco Polo</td>
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<td>1987</td>
<td>Ta Chiao CT 54</td>
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<td>US$179,000</td>
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<tr>
<td>1990</td>
<td>Custom Aluminium Cutter</td>
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<td>US$699,000</td>
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POWER

<table>
<thead>
<tr>
<th>Year</th>
<th>Type</th>
<th>Details</th>
<th>Price</th>
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<tbody>
<tr>
<td>1989</td>
<td>38 Irwin MKII</td>
<td>Center cockpit sloop, 2/2 layout, large aft cabin, affordable price</td>
<td>US$66,000</td>
</tr>
<tr>
<td>1987</td>
<td>48' Beneteau 461</td>
<td>New engine 2013, new Awlgrip 2012,</td>
<td>US$242,000</td>
</tr>
<tr>
<td>1984</td>
<td>34' O-Day</td>
<td>Well equipped sloop, new mainsail, Yanmar, clean</td>
<td>US$29,000</td>
</tr>
<tr>
<td>1982</td>
<td>Hans Christian</td>
<td>Beautiful interior,</td>
<td>US$59,000</td>
</tr>
<tr>
<td>1987</td>
<td>Moody</td>
<td>Vintage English built pocket cruiser, Volvo diesel</td>
<td>US$22,000</td>
</tr>
<tr>
<td>1988</td>
<td>Island Sloop</td>
<td>Open day sailor in beautiful condition</td>
<td>US$40,000</td>
</tr>
</tbody>
</table>

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— United States Coast Guard

Companies, individual boat owners and safety officials should prepare for the changes.

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Island Dreams .......... 56
Island Marine, Inc .......... 49
Island Water World .......... 7, 17
Jolly Harbour Marina / Boat Yard .......... 13
Kolisch Marine Insurance .......... 82
Lagoon Marine .......... 54
Landfall Navigation .......... 85
Le Ship Chandler .......... 82
Liat .......... 35
Marina Zar Par .......... 46
Marine Warehouse .......... 60
Maritime Yacht Sales .......... 81
Martinez Marine Service .......... 46
Mercury Marine .......... 2, 3, 29
Metal Shark Boats .......... 58
Northern Lights .......... 71
North Sound Marina .......... 54
Offshore Marine .......... 38
Offshore Risk Management .......... 56, 58
Outland Hatch Covers .......... 82
Paradise Boat Sales .......... 80
Peake Yacht Services .......... 81
Port Louis Marina .......... 6
Power Boats Mutual Facilities Ltd .......... 69
Prickly Bay Marina .......... 68
Puerto Del Rey Marina / Boat Yard .......... 37
Quantum Sails .......... 4
Ram Turbos .......... 86
Reefco Services .......... 48
Renaissance Marina .......... 23
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Sam's Taxi & Tours Ltd .......... 60
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Southern Trades Yacht Sales .......... 74, 75
Spice Island Marine Services .......... 11
Spotless Stainless .......... 84
St. Thomas Yacht Sales/Charters .......... 79, 85
Subbase Drydock, Inc .......... 48
Tank Tender .......... 84
The Little Ship Company .......... 76
The Moorings Yacht Brokerage .......... 77
The Multihull Company .......... 79
TradeWinds Cruise Club .......... 85
TurtlePac .......... 86
UK Sailmakers Miami .......... 82
Varadero at Palmas .......... 37
Venezuelan Marine Supply Services .......... 85
Village Cay Marina .......... 9
Virgin Gorda Yacht Harbour .......... 33
W.E. Johnson Equipment Company .......... 71
YachtBlast .......... 52
Yacht Services Association of Trinidad & Tobago .......... 31
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Aquadoc Marine Services Ltd .......... 86
Atlantic Sail Traders .......... 84
Ben's Yacht Services .......... 61
Bluebeard Enterprises .......... 61
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VEGETABLE SALAD WITH SALSA VERDE
Preparation time: 10 minutes. Chilling time: 30 minutes
Cooking time: 1-1/2 hours. Serves: 6

- 4 medium beets (about 1lb)
- Kosher salt
- 3/4 cup extra-virgin olive oil
- 1 head cauliflower, cut into bit-size florets
- 1 cup baby carrots, cut and peeled
- 6 green onions, chopped

Preheat oven to 350ºF. Place beets on a piece tinfoil and sprinkle with salt and a little olive oil. Place in baking dish and bake until tender about 1-1/2 hours. Cool beets, peel and slice into wedges.

Meanwhile bring a large pot of generously salted water to a boil. Add cauliflower and cook until just tender, 4 to 5 minutes. Using a slotted spoon, transfer cauliflower to a colander and rinse with cold water until cool. Drain well and transfer to a large bowl. Return water to a boil and repeat with baby carrots.

In a medium size bowl, stir together oil, parsley, capers, zest, ¾ tsp salt, pepper and garlic to make a salsa verde. Toss beets with cauliflower and carrots. Add green onions and arrange on a large serving platter and drizzle salsa verde on top. Serve at room temperature.

GRILLED BLACKENED CATFISH
Preparation time: 10 minutes. Chilling time: 30 minutes
Cooking time: 10 minutes. Serves: 6

- 12 oz/340g butter
- 6 fillets of catfish

2 Tbsp, Paul Prudomme’s Blackened Seasoning
Melt butter in a saucepan with about 2 Tbsp of seasoning. Lay out the fish fillets in an oblong dish and season on both sides. Pour the butter on them and refrigerate until ready to cook. You want the butter coagulate.

Preheat the grill to very hot. Place the fish on the open grill (no aluminum foil on grate), this will cause the grill to flame up which will singe and blacken the fish quickly. After 4 minutes turn fillets and cover with remaining spice butter. Grill for only 4 minutes more. Remove fish from grill.

Hint: Other fish are also good blackened.

FRESH PAPAYA TROPICAL
Preparation time: 5 minutes. Serves: 6

1 big papaya
1/2 cup chopped parsley
2 Tbsp brined capers, drained and roughly chopped
1 tsp finely grated lemon zest
2 cloves garlic, finely minced

Peel the papaya, discard seed and chop. Arrange papaya in large red wine glasses. Sprinkle with sugar, nutmeg, rum and lime juice. Top with a thin stream of condensed milk. Garnish.

VERY SPECIAL GRAPES
Preparation time: 15 minutes. Chilling time: 2 hours. Serves: 4

2 lbs seedless green grapes
1 cup sour cream
½ cup Grand Marnier (or to taste)
½ cup light brown sugar

Combine sour cream and Grand Marnier. Add grapes and toss until coated. Sprinkle brown sugar on top. Chill for at least two hours. Serve in glasses.
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