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In September, the Editor’s Log touched on the subject of designated anchorages and how some freedom-loving sailors have taken exception to them, saying they should be allowed to drop their hook anywhere. In this edition, Captain Fatty Goodlander turns his critical eye on the same problem and his revelations are shocking. Fatty describes how cruisers are being gouged by unscrupulous officials, semi-officials and downright conmen. I have to admit that during my time cruising various parts of our watery world, I have been conned a few times. Nothing too serious, mind you, and most instances were quite humorous.

The first one I fell for was the ‘your-wife-bought-some-fish-and-she-says-you-will-pay-me’ scam. This one’s pretty straight forward. A guy saw us come ashore in the dinghy and watched as my wife headed in one direction with her shopping bags while I popped into the chandlery. On leaving the chandlery I headed to the nearest bar to await my wife’s return, the smiling villain appeared in front of me saying he had sold some fish to my lovely wife, who didn’t quite have enough money to pay him, and that I would take care of it. And yes, I fell for it and later learned that I was the third cruiser to do so that week.

The second scam was the ‘I’m-out-of-gas-and-left-my-wallet-at-home-and-if-you-give-me-some-money-I’ll-fill-up-drive-to-my-house-and-return-with-the-cash’ scam. Not only did I fall for it, I even gave the guy a fuel can.

My all-time favorite was the ‘do-you-remember-me?’ scam. That’s that the opening line of the shakedown. The same individual pulled this on me at least six times. The first time, being polite, I said “Er … yes. I think so, How you doing?” That’s when he gave me the spiel but I refused to part with any money and he went away empty handed.

The next five times he stopped me on the waterfront, I beat him to it by saying, “Hi, do you remember me?” He thought this was hilarious.

I got to know him so well I eventually asked him why he scammed the cruisers for a living. “It’s so easy,” he laughed, “they’re nice, rich, trusting and polite.” He’s lucky he never met Cap’n Fatty.

In this edition, Kathy Bohanan Enzerink takes an in-depth look at one of North America’s most successful boat builders, Grady-White. There is always banter between the ‘wind and string’ brigade and power-boaters, yet powerboating is growing in popularity throughout the Caribbean and All At Sea is delighted to see that happen. The whole point of leisure boating is to get people out on the water and sail-boating can be a time consuming pastime. This is where power boats come into their own. At the turn of a key you are off and running, places to go, things to see, and all at a pace that suits the demands of the modern world. Designers of small powerboats, like Grady-White, bring speed, safety and comfort to vessels that are easy on the eye. Looking astern as a creamy wake unfurls is a joy. Many of today’s small powerboats offer more than a day out. Thanks to innovative designs, roomy onboard accommodations attract the weekender and those looking to explore further afield in the knowledge that a comfortable night’s sleep, a cold beer and a good meal are all part of the package.

See you on the water!

Gary E. Brown, Editor
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COVER SHOT: Martinique Dry Dock | Photo courtesy of International Marine Management (IMM)
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WHERE IN THE WORLD?

CONGRATULATIONS TO DEVI’S MOM AND DAD AND THANKS FOR READING ALL AT SEA!

Devi’s Mom and Dad read All At Sea
Devi Sharp is a regular contributor to All At Sea. Devi usually writes about the natural world but occasionally she goes off on a tangent and writes something completely different. Devi likes to share the Caribbean’s favorite waterfront magazine with her parents.

“My folks particularly enjoyed reading the article about how I stay fit on our sailboat,” says Devi, “because I learned the importance of staying fit from my Dad.”

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.
The Art of Julie Savage Lea: Bequia Bound

Profile: Jason Fletcher, Grenada Marine
Windsurfing Success for Curaçao in Slalom World Championships

ALAÇATI, TURKEY – Windsurfer Jean Paul Da Silva De Goes brought more windsurfing glory to the island of Curaçao by returning home with the coveted title of IFCA U-15 World Champion 2013. The young windsurfer formed part of a four-man team that competed in the IFCA Junior, Youth & Masters Slalom World Championships in early July.

Team members Jean Patrick Van Der Wolde (2011 World Champion U-17), Aron Etmon (2012 World Champion U-15) and Oscar Etmon completed the all-star line up.

The pressure was relentless as 104 top competitors from 18 countries raced through the crystal-clear waters off the coast of Alaçati, western Turkey. Sailors taking part in the Championships enjoyed five days of steady winds during which the race committee hosted 235 starts, eight eliminations and three discards, on each category for the final scores.

Aron Etmon joined Da Silva De Goes on the podium having scored third place in the Junior U-17 category behind second place finisher Jurgen Saragoza from the neighboring island of Bonaire.

In the Junior category Oscar Etmon finished in fourth place in the U-15. Although Jean Patrick Van Der Wolde failed to score a podium place he had a successful regatta, leading the fleet home for a couple of races and scoring a good position among the group.

For more information and full results, visit: http://ifca.internationalwindsurfing.com/page0283v01.htm

Jolly Harbour Goes Deep

ANTIGUA – The marina at Jolly Harbour is in the process of dredging its channel to a depth of 15ft. In a press release, Jolly Harbour said the dredging is in anticipation of the upcoming season which could be the best in years, with five sailing rallies making landfall in the southeastern Caribbean by early 2014. The release also announced the opening of a new marina charter base with the arrival of Dream Yacht Charters.

Saint Croix Yacht Club International Regatta

The St. Croix Yacht Club (SCYC) claim this year’s regatta will be the best ever thanks to a new race schedule.

Acting on feedback from 2012 relating to the number of race days available, the regatta can now accommodate those who can only commit to two days of racing as well as those who want to experience the full three days.

Changes include a one day event on Friday November 15th
with plenty of racing and great awards. This will be followed on Saturday and Sunday by phase two of the regatta. Any class with seven boats or more racing Saturday and Sunday, will compete for the ultimate prize: The winning Skipper’s weight in rum. All awards will be given out on Sunday afternoon.

Shore-side entertainment includes live bands, food and drink and, of course, Crucian hospitality.

Accommodations can be had at reasonable cost if you register early. Registration is $150.

For more information and NOR: visit: www.stcroixyc.com or call: 340-773-9531

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.

**ANAPOLIS, MD**
OCTOBER 3 – 6
US Powerboat Show
Boat Show
www.USBoat.com
410-268-8828

**JAMAICA**
OCTOBER 5 – 12
The 50th Port Antonio Intl. Marlin Tournament
Fishing Tournament
www.jamaicasportsfishing.com

**NEVIS**
OCTOBER 26
Nevis Sport Fish Tournament
Fishing Tournament
www.nevisyachtclub.com

**PUERTO RICO**
SEPTEMBER 15 – 21
San Juan International Billfish Tournament
Deep Sea Fishing
www.sanjuaninternational.com

**ST. CROIX, USVI**
NOVEMBER 15 – 17
21st St Croix Intl. Regatta
Sailing Regatta
www.stcroixyc.com
340-773-9531

**ST. LUCIA**
SEP 30 – OCT 4
Saint Lucia International Billfish Tournament
Fishing Tournament
www.billfishstlucia.com

**ST. MAARTEN / ST. MARTIN**
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Every port authority in the world has a few sadists, and the meanest and cruelest of these maritime professionals are often put in charge of the Designated Anchorage for Yachts. Exactly why this is internationally so, I am not sure—but it is. Trust me. These peoples’ sole qualification: They know nothing about—nor care about—those they contemptuously govern. In essence, they have a tiny bit of power, and their aim is to lord-it over their unfortunate subjects. They are over-grown school crossing guards, to the max. “Power-freaks,” as we used to say back in the ‘60s.

There is no international oversight on this Port Authority madness. Nobody cares how ‘sea-going transients’ are treated. They are not anyone’s constituency. We yachties are, in essence, fish-in-a-financial-barrel.

Like any professional group, these ‘yacht herders’ have aspirations. For instance, they get extra points if a sizable number of the pleasure craft are driven aground, pounded on rocks, and sunk.

Ditto, if the marine environment is damaged.

Double-ditto, if there are casualties!

The first thing they do is, in deep consultation with experienced circumnavigators, determine the least desirable, most dangerous, and most uncomfortable place for a recreational craft to anchor—and designate that area the only place a yacht can moor, upon pain of death.

Of course, this area must have (1) poor holding; (2) be far from town; (3) be exposed to adverse weather and (4) be subject to huge, constant commercial wakes. Even better, the ‘designated anchorage area’ is to be so small that, if properly scoped (well-anchored, in a safe manner) only one or two boats can stay within its confines.

Usually a few dozen skippers are required by law to use the Designated Anchorage—and are ‘solely and completely
responsible for any and all damage incurred while so doing.

Thus, you have no legal choice but to anchor your vessel in an unsafe and unseaman-like manner—which keeps the local shipyards humming.

In addition, every local lay-a-bout in the area is informed of these ultra strict anchoring boundaries and deputized to terrorize the recreational boaters within, should they get even close to being out-of-bounds.

... has the wind shifted three degrees? If so, wake 'em up and rouse 'em out and make them re-anchor endlessly in the rain—just for the simple joy of watching them do so.

Why not poke the One Percenters (in their gilded, waterborne cages) with sharpened sticks? (All yachts are universally deemed rich, regardless of how poor they might actually be.)

Some people, of course, say I paint an unfair picture. They are correct. I apologize for my too-rosy-of-a-Port-Authority-world-view. A few ports are far, far less kind than described above.

Oh, the agony of their prissy, petty port routines!

Why are all pilot boats designed to create large, destructive wakes? Why do they like to circle you so close—at 3am?

The abuse starts early. Each yacht shall be, if possible, repeatedly ordered to re-anchor at least five times initially upon entrance—just to set the military tone, and get the yachtie in the proper 'sure, abuse me at will' spirit.

Often, in places like Colon, Panama, local unemployment is a problem. Equitable distribution of wealth is also a related problem. Most workable solutions to such societal problems are both complex and costly—but not all.

Thus, the local muggers are informed of the dinghy dock's location, and the boat boys are lat/loned, too.

In some ports, law enforcement is told 'to look the other way' but in other commercial shipping areas ... well, the officials are so busy taking bribes and collecting 'baksheesh', this step isn't necessary.

Ex-cons need hope, too—why not issue them 'ship-and-yacht agent' business cards?

In addition to the above abuse, the port professionals are urged to be creative in the formulation of bizarre, unreasonable, unfathomable Port Rules & Regs.

My favorite port bizzarity was in Salalah, Oman, where a permit was required to dive over the side to clean your prop. This permit required three days and the services of an expensive agent to get—in addition to paying off a sizable slice of the local populace.

"Why, exactly," I inquired sweetly at the time, "is a permit required?"

"Ah," said the grinning, bribe-counting official behind the port authority counter, "you could be a terrorist and attempting to sink our naval vessels with your limp mines!"
**** Allatsea.net 2013 **

“... his mind isn’t the only thing which is limp,” my wife chimed in—turn-coat that she is.

“A limpet is a type of sea snail, or aquatic gastropod mollusk, which ...” I was about to say huffily, then finished off lamely with, “... oh, forget it!”

In a sense, these port sadists are doing a favor for their marine service industry—by getting the sailing consumer accustomed to paying high quality money for low quality abuse.

It’s all about ‘framing’ admitted one international port authority economist who coyly declined to be identified. “We want to lower the resistance to preposterous payment—in the hopes that the yacht will, eventually, pay almost any sum to be free of our abuse!”

“Huh?” this publication said in response.

“Let’s put it another way,” said the economist. “It is not easy to get someone to pay you for hitting them in the head with a hammer—but it is easy to get them to pay you to stop hitting them in the head with a hammer! See the beauty of the concept? Isn’t it econo-marvelous? And hammers are, even in the Turd World, relatively inexpensive. And widely distributed.”

We stared back blankly.

A hundred dollars is not ‘nothing’ to me, especially when every local with a ballpoint pen is demanding a picture of President Ben Franklin.

“... the important thing,” he grinned back to us, “is to have no shame!”

The Port Suez Port Authority is the best. They require all yachts to call them before entering—and then sternly tell said yachts not to enter until given permission. Then they are never, ever given permission! Ha ha! Some poor saps have been circling out there for years, still paying for George W. Bush’s sins.

The only way anyone gets through this ‘humorous Mid-east prank’ is to be informed by another better-informed yachtie that port authority permission will never arrive—no matter how long they wait—and that they should blow it off and keep coming.

This is hard to do for many law-abiding folk who have been brought up to respect authority and to obey the rules.

Oman has very few requirements to clear in—and lots and lots of ‘em to clear out. For example, you don’t have to have any marine insurance to clear in, but you must have a very specific policy to clear out ... or (1) pay a fine; (2) buy it on-the-spot, and (3) “... sorry, I forgot my receipt book today, sir!”

Welcome to the New World Order—where the Third World finally seizes the levers of power—and suddenly nothing gets done (even slowly!), at great expense.

I’ve seen the future—and it doesn’t work, at least not in Colon, Panama, where the ‘lifetime adventure’ of a canal transit is now a non-stop ordeal of bureaucratic abuse, Pan-amanian-style.

It used to be kinda funny when, in the Third World, people demanded five dollars for doing absolutely nothing—now, these same folks are demanding five hundred dollars for same-same—and feeling entitled to it.

I used to joke about a Panama Canal transit—that no matter how bad it got, it was far far better than rounding Cape Horn.

I am currently attempting my third transit of the Canal. My first one was fun, my second one was ... survivable ... and this one has been totally miserable!

If I go around again, it will be via Cape Horn—and the vipers of Club Nautico, Colon, be damned.

Actually, it isn’t the Panama Canal Authority itself which is currently so out of control, but the local government of Co- lon. The fees to clear-in are completely arbitrary. One fellow started asking for a hundred dollars to issue a ‘year-long cruising permit’ for Panama Canal users—and, often, got it. Thus, everyone piled on the gimme-gimme bus, despite dozens of interdepartmental memos stating that no such fee applies. Each greedy official has a tiny little fiefdom—and tries to squeeze you for as much as they can.

I don’t squeeze well.

Of course, I understand that the ports are there to make money—and that we yachties can be an annoyance. But this ‘force them into an expensive marina and make ‘em hire a local agent so everyone gets a cut’ trend is horrible.

I have been repeatedly told by officials in small countries, "... but it is only a hundred dollars, sir—nothing to you!"

A hundred dollars is not ‘nothing’ to me, especially when every local with a ballpoint pen is demanding a picture of President Ben Franklin.

I first circumnavigated in 2000. I’d say the fees are now more than ten to twenty times what they were—with no end in sight, and no increase in service (the reverse, actually). Soon, only the wealthy will be able to circumnavigate—from bank to bank, around the world.

EDITOR’S NOTE: Cap’n Fatty and Carolyn have recently been (reluctantly) distributing their life savings along the seedy waterfront of Colon, Panama.

Cap’n Fatty Goodlander has lived aboard for 53 of his 60 years, and has circumnavigated twice. He is the au-thor of Chasing the Horizon and numerous other marine books. His latest, Buy, Outfit, and Sail is out now. Visit: fattygoodlander.com
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Sailing with Charlie

BY JULIAN PUTLEY
GRAPHICS BY HANNAH WELCH

Sailboats, in fact boats in general, make noises when at anchor – and the more the boat rolls the more the noises increase. Some sailors are so attuned to their boat’s noises that they can instantly tell when something is amiss. When a boat rolls and some item in a locker, on a shelf or in the fridge bangs consistently from side to side, it can become the most irksome annoyance on the planet.

Last week Charlie was on a charter with two couples and was woken at two in the morning by an annoying, consistent banging. He got up to address the problem only to find out that the rhythmic banging was coming from inside the cabin of the frolicsome duo in the forepeak.

Banging, thought Charlie, how appropriate.

Noises on boats are almost infinite in nature. They may consist of squeaky hinges, bilge or water pumps sucking at any hour of the day or night, halyards slapping the mast, gooseneck squeaking on a less than taut main sheet, dinghy slapping from lapping waves, anchor rollers creaking, blocks squawking – and on and on. Then there is the guest who suffers from incontinence; he troops to the head three times a night and flushes noisily every time – and usually bangs the door to boot.

During the day charter guests often barrage Charlie with incessant questions: What were the roughest seas you’ve ever sailed in? Have you ever been in a hurricane? Have you ever run aground? been really scared? had to abandon ship? … on and on ad infinitum. Charlie now carries ear phones and puts them on at the earliest opportunity, “’scuse me, just listening to the weather forecast.”

Sleep deprivation can be tiresome. In the morning the coffee pot has barely boiled when the guests stumble into the cockpit. There’s no ‘Good Morning’ just more noise: ‘The fan didn’t work, the shower wasn’t hot enough, the toilet smells’. Charlie nods and smiles, he’ll take care of it later.

When it’s time to get underway it’s also time for more noise. It’s a funny thing but people seem to get embarrassed by silence. For Charlie there’s nothing more pleasant than sailing along with the sounds of wind in the sails and the swish of the wake. But tourists become uneasy at the sound of silence; to them it means you’re not having a good time. Better to turn on the music … LOUD … then we’ll be having fun!

Evening comes and shoreside bars want customers. After dinner local bands vie for dollar-spending tourists, so music gets pumped up to high volume. Then a neighboring bar competes for business – more volume. Before long you’re almost blasted out of the anchorage. The guests, of course, want to go ashore to find out where the best fun is: “That one’s loudest, it must be the best!” It’s rather like someone who doesn’t understand your language; a foreigner! How do you make him understand? Amazingly some will just shout louder.

Charlie likes good music but he also admires the phrase: Silence is Golden.

Choose a New View

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Skill and luck proved a winning combination for St. Thomas angler Mathew Laban.

When the official weigh-in was complete at the 25th Anniversary Bastille Day Kingfish Tournament, held July 14 at Hull Bay Hideaway, it was Laban who reeled in the Largest Kingfish, a 34.26-pounder, aboard the Calypso 34, Emanuel. Laban was one of 211 anglers, including 39 junior anglers, on 55 boats who celebrated a successful tournament at the Coors Light, Snapple and Captain Morgan angler bars, provided compliments of Bellows International, which distributes these brands and has sponsored this tournament for over two decades.

“I caught the big one early in the morning. It was our second bite of the day,” explains Laban. “I knew it was a big one by the way it tore off line making the reel scream.”

There are two secrets to Laban’s success.
The first is bait. “We use big bait to catch big fish – horse ballyhoo,” Laban says, and adds, “Anyone serious about winning this tournament, like us, spends the entire day before rigging baits, checking reels, checking hooks and making sure everything is ready.”

The second is a lucky well-worn long sleeve dark blue shirt. “I’ve worn this shirt in all the tournaments I’ve fished in so far this year,” says Laban who pocketed a $2000 cash prize.

After weigh-in, the fun continued onshore at Hull Bay Hideaway. Oliek Ledee and Cool Session Brass entertained throughout the afternoon. Later, crowds gathered inside Hull Bay Hideaway for the Awards Ceremony at 8pm where Lashing Dogs entertained.

In celebration of the tournament’s Silver Anniversary, a
$500 prize was awarded to each of five randomly drawn registered boats that did not reel in any prize-winning fish. Similarly, all 39 registered junior anglers were eligible for a special $1000 “Catch in the Hat” award. In this award, 18 names of registered junior anglers were randomly drawn from a hat and awarded $50 cash while the 19th name selected received $100 cash.

Over $16,000 was awarded in cash and prizes this year. First organized by the Northside Sportfishing Club in 1987, the tournament has become one of the highlights of French Heritage Week July 8-14 festivities.

The tournament benefits the Joseph Sibilly School, St. Thomas Rescue and Nana Baby Children’s Home. In addition, seven students received a combined total of $6500 in scholarships for post high school education.

Report by Carol M. Bareuther

**RESULTS:**

Largest Kingfish:
Mathew Laban – 34.26lb, Emanuel

2nd Largest Kingfish:
Gina Bengoa – 33.98lb, Absolutely

3rd Largest Kingfish:
Tamika Turbe – 30.27lb, Emanuel

Best Boat:
Capt. Joel Questel – 14 fish, Feel Good I

Best Captain:
Capt. Adam Turbe – 6 kingfish, Ocean Jem

Best Female:
Tamika Turbe – 70.86lb, Emanuel

Best Male:
Mathew Laban – 96.91lb, Emanuel

Best Junior Male:
Adrian Turbe – 67.09lb, Ocean Jem

Best Junior Female:
Nicole Berry – 24.79lb, Friendship

Largest Jack:
Paul De Lyrot – 12.13lb, Feel Good I

Largest Barracuda:
Joshua Laplace – 31.46lb, Ruckus*

Largest Bonito:
Flame Gonzales – 3.32lb, Sea Wessel

Largest Mackerel:
Tim Spofford – 7.93lb, C-Hawk 222

FISH CAUGHT: 1440.10lb
NUMBER OF KINGFISH: 51

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Talent and luck earned the team aboard Pescador the Top Boat win in the 50th Anniversary July Open Billfish Tournament (JOBT), hosted by the Virgin Islands Game Fishing Club (VIGFC), July 19 to 21. Stephen Deckoff Sr. the St. John, USVI-based owner/angler of the 60ft Rybovich, caught five blue marlin and his son, Stephen Jr. caught three to give Pescador a total of eight blue marlin releases for the tournament.

“We stayed consistent by releasing four the first day, two the second and two the third,” explains Deckoff Sr. who fished extensively before moving to the Virgin Islands two years ago and has angled with his current crew for about a year.

This is the first Virgin Islands’ tournament Deckoff, Sr. has entered.

“We live here, it’s a big tournament, and we’ve decided to get more serious about our fishing, therefore we entered,” he says.

Deckoff, Sr. was the first to release five blue marlin and thus win the top angler prize, the prestigious Capt. Johnnny Harms ‘Give Him Line’ Trophy. Only two anglers have reeled in this honor twice – the late Howard Crouse in 1965 and 1988, and Puerto Rico’s late, legendary angler Ralph Christiansen in 1973 and 1984. Interestingly, Pescador was formerly owned by Christiansen, who died in a plane crash in 2009 while returning from a weekend of billfishing in the Dominican Republic. Christiansen likely left a little luck behind in his vessel.

“It put some pressure on us knowing the boat and Christiansen’s history,” says Deckoff, Sr. “I hope we made him proud today.”

Team Free Spool, fishing aboard the 70ft Tribute, Nemesis, released five blue marlin and one white marlin to finish in second place. It was a great ending compared to an uncertain beginning.

“We went from broken-down the day before the tournament when the boat [Free Spool] got hit by lightning out on the Drop, to getting ourselves fully prepared, to seeing fish, to placing,” explained Capt. Kevin Haddox. “The white marlin we released the second day gave us an advantage and ultimately it made the difference between second and third place.”

In third place, Florida’s Jeff Cohen, owner/angler aboard the 61ft Spencer, Da Bait, and his team released a total of five blue marlin.

“We had an uneventful day today [final day]. Ten minutes of action, one release, and that was it, compared to yesterday when we had four bites between 3:30 and 5:00pm.,” says Cohen. What did make the day extra special for Cohen was sharing it with his six-year-old son, Bruce, who rode along in a tournament for the first time.

The 11-boat tournament fleet released a total of 41 marlin – 39 blue and two white – in the three days of fishing.

Trained observers, all members of the IGFTO (International Game Fish Tournament Observers), rode aboard each boat throughout the tournament to verify the releases.

Proceeds from the JOBT benefit the Boys & Girls Club of the Virgin Islands. The Club, a 501 C (3) organization, enables all young people, especially those most needy, to reach their full potential as productive, caring, responsible citizens. Donations are tax deductible.

Report by Carol M. Bareuther
Boatyard! This unpopular word in the cruisers’ vocabulary evokes thoughts of hard work, uncomfortable living conditions, busy, long days and short, mosquito-rich, nights. It is a reminder of sweaty work-outs and being sore and dirty. It promises extra trips to the chandlery, because – better admit it – you will have forgotten to buy something you need, or you’ll have to get more of it. It means scary moments during the actual hauling and splashing, and a big dent only (you hope) in your bank account. It also requires a bit of planning, and … cooperation of the weather. There is no escape from the Caribbean heat and humidity. Or the downpours.

Yet boatyards are an important part of our extended lives on the water. They are a necessary evil. The time spent in them is preferably as short, as productive, and as affordable as possible. But, in the end, there is no greater feeling than to see our beloved floating home, all shiny, fixed, cleaned up and freshly painted, being lowered back into the water where she belongs. Wasn’t it worth all the work, sweat, hassle, time, stress and expense (at least for another year)?
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During our six years of cruising on Irie, a stay in the boatyard was a yearly and sometimes twice a year occurrence for Mark and me. To make matters worse – or better? – and to be able to pursue our sailing plans, Mark and I were married while we lived ‘on the hard’ in Annapolis, Maryland. A few months later, our little catamaran was dwarfed by the giants in Thunderbolt Marine, Georgia. Many boatyard visits followed once we reached the Caribbean. Some of them were strictly necessary, others were induced by our over-cautious and under-experienced attitude, but all of them are remembered for different reasons.

Puerto del Rey in Puerto Rico had to be convinced that our dogs were really well-behaved and needed to live with us, and that we ‘had to’ do our own work. Walks to the shower block were extremely long; good planning and anticipation were required! Bobby’s in Philipsburg, St. Maarten, had us over for a pit stop. No toilet building on the property, but it was affordable. Then it was on to Grenada, where we spent three hurricane seasons. Our first haul-out was in Spice Island Marine, which is conveniently located next to a chandlery and popular restaurant/bar, and close to buses for shopping. It has adequate facilities and services. If you try one of Grenada’s south coast boat yards then you have to try the other. So, we hauled Irie at Grenada Marine, surrounded by jungle. Upon our return from the US, it had rained ... hard. I remember sloshing around in mud while working on Irie’s bottom. A restaurant, marine store, sanitary block and services are on the premises. We stayed for a few days, before heading west.

Mark and I managed to cruise the ABC Islands without hauling and even spent a year in the San Blas, before arriving in Shelter Bay Marina’s yard in Panama; the only ‘game in town’ for catamarans. We had beaten the record ... Irie managed to spend an uninterrupted year-and-a-half in the water. While it had always been our goal to ‘go two years’, we failed miserably every year.

This last visit in the boatyard was a memorable one. Shelter Bay is an out-of-the-way place with a free, daily shopping bus to a mall and beautiful surroundings. Not only was this our least affordable yard stay, it was also our longest, wettest, and least productive. While usually staying about five days on the hard for a ‘big’ stop, here, it turned into eleven days; another record. No skilled work was available, it rained a lot, and Mark fell from the ladder and strained his wrist. The modern facilities, the pool, and the jungle walks were inviting. Unfortunately, time is money and we were not able to take full advantage of them.

While we try to fix most of Irie’s needs at anchor—from dropping the rudders to change the bushings, to removing and re-bedding the emergency hatches—boatyard visits are inevitable for chores like replacing thru-hulls, serious work on the sail drives and prepping and painting the bottom. Luckily, the Caribbean has a plethora of haul-out facilities to keep working on that never ending list of projects. As for Mark and me (and our memorable haul-out experiences), maybe a boatyard would make a good place to have a baby?!

Liesbet Collaert is a freelance writer. She and her husband Mark have been cruising on Irie for almost six years. They recently left the Caribbean and are heading west for new adventures in the South Pacific. Visit her blog at: www.itsirie.com
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The history and story of Grady-White Boats is more than documentation of 50-plus years of boat building excellence at Greenville, North Carolina. It’s about leadership, teamwork, and the Grady Family. Employees at Grady-White have a legendary reputation for designing and producing award-winning coastal and offshore boats. Be it for the center console or dual console models, express cabin or the walk-around cabin which the company pioneered in 1974, employees share the distinction of receiving every highest customer satisfaction rating in their category for coastal boat builders. Year after year.

Being a Grady-White employee means more than showing up and putting in the hours. There are rules. There are expectations. The standards are high. The Lifelong Learning cultural program, which includes reading, is mandatory.

Kris Carroll, president of Grady-White Boats, implemented the reading program more than 20 years ago and with input from employees and colleagues, built an impressive on-site lending library. Educational programs provide learning opportunities in effective communications, technical and life skills.

Start Right … Stay Right and The 7 Habits of Highly Effective People are required reading for each new hire. These books are a common thread among all Grady-White employees. Leaders have additional reading requirements while associates earn financial incentives for voluntarily reading the same books. As part of the Lifelong Learning program, em-
ployees earn upwards of $250 for reading selected books on communication, self-development and motivation.

“These reference materials provide a way for all of us at Grady-White to have a common language, a common vision,” said Carroll. “Armed with the same information, we will reach the same conclusions.”

Glenn Grady and Don White founded Grady-White Boats in 1959. The founders believed if they crafted boats “tougher than they had to be,” their smaller boats would stand up to coastal waves and weather. Grady and White got it right from the onset.

The tradition continued when Eddie Smith Jr. purchased Grady-White Boats in 1968. At the age of 26, Smith recognized the opportunity to exercise his entrepreneurial instincts and engage the business principles he observed in his father, while working in the family-owned mail-order hosiery and apparel business.

Smith went to work for his father at National Wholesale after graduating from the University of North Carolina at Chapel Hill, realizing “early on that this type of business was not where my passion was.” He continued to work and learn there for three years.

Father instilled in son the fundamental idea that “success in business derives from dedication to unquestionable in-

Carroll came up through the ranks, starting as a production control clerk in 1975 then promoted to vice-president of engineering and manufacturing.
Powerboating

Grady-White Fisherman 257 – Select models, including this 257, are available with colored hulls.

In the 2012 model year, customer demand prompted Grady-White to bring back colored hulls, an option not available since the early 1970s.

Tubaugh, a 25-year employee, explained Grady-White has a performance and attendance incentive program where employees receive an extra day of pay for each 12 month span of perfect attendance. One man, who achieved twelve days of extra pay, missed work to get married. He told her it was well worth starting the process over again.

Part of the Grady-White success story is developing and maintaining close relationships with its customers and dealers; asking questions and incorporating features requested by boat owners.

In the 2012 model year, customer demand prompted Grady-White to bring back colored hulls, an option not available since the early 1970s. Seen from afar, the sand-colored gel coat option and painted blue and green hulls do not alter the distinctive raised sheer line, a Grady-White product trademark.

tegrity, valuing and treating co-workers exceptionally well, truly appreciating and valuing customers, and striving for perfection in quality.” By example, Smith Sr. proved it was good business to give back to his industry, to employees, to community and to the important passions in his life.

Grady-White owner and CEO, Smith sticks with his employees and they stick with him. During the early transition years, the company persevered because of its employees. Smith is said to be a tough taskmaster, but one who truly appreciates his co-workers.

Smith’s loyalty to employees was termed ‘gutsy’ when, in 1993, he selected Kris Carroll, a “feisty Yankee from Massachusetts” as the new president of Grady-White Boats. Smith wanted someone who understood his focus on the customer and his desire to take that focus to a new level. The decision for the coveted position ‘astonished the industry’ as, at the time, Carroll was the first woman to hold the top post in the boat manufacturing business.

Carroll came up through the ranks, starting as a production control clerk in 1975 then promoted to vice-president of engineering and manufacturing. She earned a reputation for having the “ability to assemble and inspire the best managers,” and demonstrates natural tendencies toward team building and team integration. Her steadfast beliefs, commitment and hard work continue to set an example industry-wide.

Tenure for senior managers ranges from 16 to 31 years. Many employees boast decades while others are quick to announce their double-digit years with the company. Continuity is one of the company traditions.

Grady-White is known to hire people with limited technical skills and then train and educate them to harness and direct their talents, according to Shelley Tubaugh, Vice President of Marketing and head of Human Resources.

“People have limitless abilities and we help employees discover and develop them,” she said.” Part of this includes acquiring new skills which help at work and in their personal lives. Our employees have to want to work every day and be on time.”
The company is a long-time and steadfast advocate of fisheries conservation, education and waterways management. In 2003, Eddie Smith was named to the National Marine Manufacturers Association’s (NMMA) Hall of Fame. At the induction ceremony, he said, “We need to do everything we can to keep boating in a leadership position in recreation in America. We have an awesome product to sell: we provide leisure, fun, and maybe best of all, a wonderful family activity—something our country desperately needs more of! We also have a huge obligation to future generations, to do all that we can to ensure them a great environment, clean waterways, and healthy and abundant fishery resources.”

Following Smith’s example, the Center for Coastal Conservation honored Carroll with its inaugural Eddie Smith Manufacturer of the Year Award in 2012, in recognition of her conservation leadership.

“Together’ is the most important part of the Grady-White Vision, Together, delivering the ultimate boating experience,” said Carroll. “Every single role here is important; it takes The Team to make it all work, together with our customers, dealers, employees, vendors, community and government.” Carroll’s management style reflects this quest for being the ultimate in boating satisfaction. “Build the people and you will build your business.” said Carroll.

Kathy Enzerink is a free lance writer who lives in Oriental, N.C. and is a frequent contributor to ALL AT SEA publications. You may contact her at kathy@allatsea.net
HAULING OUT?
THE DEVIL IS IN THE DETAILS

BY THE EDITOR

Hauling your boat onto terra firma can push stress levels off the scale. Here are a few tips to help you cope the next time your boat ‘takes to the air’.

As with many things nautical, preparation is the key. Before making a commitment, take a good look at the haulout facility, its environment and equipment. Is it secure? Is there a night watchman? Observe as the yard hauls a boat. Does it run smoothly? Are the yardmen and the lift/crane operator calm? In other words, is it a professional operation? Are you happy with the hard-standing? Is it clean or covered in oil and dog excrement? Is the ground firm or will it turn to mud when it rains? What on-site facilities are available? Is there a marine store or mechanics shop near by? How about transport, are there buses to town?

The devil is in the details.

Ask other boat owners if they are happy with the facilities and the way things are run. Look at how the boats are chocked. Fiberglass boats are tough but they still need care when chocking. Ideally, stands should be placed in line with bulkheads. I have seen stands placed...
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in such a way that they force the hull inwards. Make sure the keel is well supported, especially if the ground is soft. Timbers should be high enough to allow you to sand and paint the underside of the keel. If you need to remove the rudder, will the yard let you dig a hole or will they charge for an extra lift?

Steel boats by their nature are easier to deal with but that doesn’t mean they should be treated with less care. Many, if not most, yacht yards will not let you sandblast or grind steel. Don’t leave it until you start cutting to find out.

Owners of wooden boats, especially old wooden boats, have the most nerve-racking time at haulout. Our wooden boat was damaged by a bolschie hoist driver who would not listen to my requests. The damage had a huge impact on our cruising plans and we almost lost the boat at sea. Wooden boats require extra care and expertise to lift. Make sure your boatyard of choice has experience with wooden boats.

Travel hoist, crane or slipway? I have used them all and each has advantages and disadvantages. Travel hoists are by far the most common and enjoy a good safety record. However, the yard must know where to position the slings on the hull. When discussing the haulout with the yard manager carry a photo of the boat’s underwater profile and, if possible, a picture of the boat hanging in slings. If no such picture exists then take care, you don’t want to damage a prop shaft, P bracket, saildrive or skeg. Be sure to mention the position of impellors and transducers. Also, make sure the slings are clean before they slide them under the boat. Gravel between the slings and hull will make you very unhappy.

Wooden boats do well on slipways, but they are few and far between. I hauled on a very good slipway in England and was delighted with how gentle it treated my wooden boat. That was until halfway up the slip when the boat began to shake. The problem? A few small stones lodged in the tramlines. That’s all it took to make the boat and cradle shudder like an earthquake.

Cranes have been used to haul boats in the islands for years. Crane drivers need to be skilled when it comes to hauling boats. Spreader-bars are critical if the boat is not to be pinched. But remember, what works for one boat might not work for another. The trick is to discuss each lift with the yard manager and if you think he offers bad advice, question it. Read through the yard contract before you haul. My experiences and the experiences of others confirm that holding a boatyard responsible for damage to a vessel during haulout and storage can be daunting and often fruitless.

There are some superb boatyards in the Caribbean where they make hauling a pleasure. Choose wisely. If a yard makes you feel uncomfortable, you might want to haul elsewhere.

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Gary E. Brown is the Editorial Director of All At Sea Caribbean. He is a presenter on Island 92, 91.9 FM, St. Maarten, and the author of the thriller/sailing adventure Caribbean High. For more information, visit: garyebrown.net
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Our Natural World

LOVELY WORMS PART II

BY BECKY A. BAUER

In our last column we introduced the predatory Fire Worm, one of 8,000 or more species of marine worms found throughout the world. While the Fire Worm moves about freely and is quite beautiful, two more marine worms, even more beautiful and frequently seen, are not mobile due to a lack of appendages designed for movement. The Christmas Tree Worms and Feather Duster Worms are tubeworms living their entire adult lives in one spot attached to various coral species.

Tubeworms reproduce by discharging eggs and sperm into the surrounding water where fertilization takes place. The resultant larvae are carried by currents as a component of plankton. Those that are not consumed by plankton feeders settle upon coral. Once settled, most tubeworms burrow into the coral creating a foundation for building their tubes. Their tannish-grey tubes are made of calcium secreted by the worm. Some tubeworms have specialized sacs into which they separate grains of sand and bits of shell filtered from the water. This mixture is added to their calcareous secretions.

Rarely if ever are the actual tubeworms seen as the head and main body remain within the tube. What we do see is an evolutionary wonder. Rarely if ever are the actual tubeworms seen as the head and main body remain within the tube. What we do see is an evolutionary wonder. As a diver, I never cease to smile when I find Christmas Tree Worms. Shaped like a Christmas tree in colors of white, red, blue, pink, orange, brown, maroon or yellow, the little worms bring about a myriad of happy reactions.
among divers and snorkelers. At approximately an inch-and-a-half in height, they are one of my favorite creatures to show new divers.

What we see of the Christmas Tree Worms are the palps, also known as crowns, leading to their mouths. Each worm has two spiral cone shaped crowns. Radioles, feathery plumes, extend from the center spine of the crowns giving them their Christmas tree shape. These multipurpose radioles serve as the worm’s breathing apparatus as well as passively snagging food, phytoplankton, which is then carried down the crown into the worm’s mouth by tiny moving hairs called cilia.

Cousin to the Christmas Tree Worm is the Feather Duster Worm, named after ostrich feather dusters due to their strong resemblance. Up to ten or more inches tall with radiole diameters of up to seven to eight inches, Feather Duster Worms are found in clusters as well as individually. Their color range includes white, brown, gray, pink, orange, red, and purple often with variegated striping. Feather Duster Worms have only one flattened crown from which two fans of equal length radioles extend.

Unlike the passive feeding Christmas Tree Worms, Feather Duster Worms move their radioles to create a current directed toward the worm’s mouth. Additionally, the radioles are covered in a sticky mucous like substance to which the plankton sticks giving this tube worm extra assistance when feeding.
Like the Christmas Tree Worms, some species of Feather Duster Worms discharge eggs and sperm into the water; however, depending upon the species they may also deposit eggs in a gelatinous mass along the tube from which the eggs eventually break loose and disperse in currents.

Christmas Tree Worms and Feather Duster Worms are easily disturbed. When disturbed, the radioles quickly withdraw into the tube and the worm’s operculum, hatch, shuts protecting the soft, defenseless worm. If left undisturbed, the operculum opens and the radiole slowly reappears. During times of stress, when plankton is scarce or water quality poor, both these tubeworm species can shed their radioles and regenerate new ones as conditions improve.

These two species of tubeworms can live in water as shallow as a few feet up to depths of approximately 100 feet. Christmas Tree Worms are found mainly on coral while the commonly seen Feather Duster Worms are found amongst corals as well as at the base of reefs. Because these tubeworms require plankton carried by currents to survive, they will not be found in areas of still water nor will they be found in areas heavily populated by sea urchins, one of their primary predators.

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Becky Bauer is a scuba instructor and award-winning journalist covering the marine environment in the Caribbean. She is a contributing photographer to NOAA.
S

September is the Caribbean’s peak month for hurricanes. It’s also one of the busiest months for boatyards. Here is a sampling of ‘What’s New’ in yards throughout the region.

Subbase Drydock, St. Thomas, USVI
A second drydock built in 2012 in Krum Bay replaces one originally constructed in 1992. “Our large drydock is able to haul vessels up to 200ft long and 50ft wide with a 16ft draft or 900 tons total,” explains owner Gene Kral, Sr. Services include fabrication of stainless steel and aluminum, a complete welding shop, fiberglass expertise and Awlgrip Painting. www.subbasedrydock.vi

Nanny Cay Boatyard, Tortola, BVI
Catamaran cradles from UK’s Yacht Leg & Cradle Company were added this season as a storage option. Plus, all catamarans stored in the boatyard are now secured with the five-foot sand...
screws and tie-downs. Next year all monohulls over a certain size will be tied down. Eventually, all boats stored in the Nanny Cay boatyard will be tied down. In March 2013, construction started on a new commercial building in the corner of the boatyard behind the supermarket. The ground floor will be used for commercial and retail space while the upstairs area will replace the lockers removed in the construction of the new building. Cay Electronics will be moving from Road Town into this new building. www.nannycay.com

Bobby’s Mega Yard, St. Maarten
The main facility in Cole Bay has two Marine Travel Lifts (150 metric tons for boats 33ft wide and 75 metric tons for boats 19ft wide), and hydraulic transport trailers. In the yard’s Airport Road location, there’s a 50 ton Travelift for smaller vessels. “Here we accommodate vessels that wish to stay out longer and long-term live aboard customers,” says Nicky Kaaij. www.bobbysmarina.com

Island Water World Service/Yard and Marina, St. Maarten
Gone is the derrick crane and in its place is a substantial amount of waterfront property and working docks that will be offered to a shipwright and yacht service company able to offer yacht carpentry, fiberglass repair and fabrication, tank welding and fuel cleaning. “We also intend to utilize the additional space to increase the services we can offer power-boaters and tenders of megayachts,” says managing director, Sean Kennelly. “We have a large marine forklift capable of efficiently lifting, storing and launching powerboats up to 28ft. We offer repair, detailing and antifoul services for these boats. We are also able to repair most Hypalon RIBs and we service Evinrude and Nissan Outboards.” www.islandwaterworld.com

Nevis Boatyard, Oualie Bay, Nevis
Opened in early 2013, this is primarily a trailered [boat] storage facility, says owner Bradley Jarvis. “We have trained mechanics on site, facilities to airfreight parts from St. Maarten, Antigua and Florida daily, a limited chandlery on-site.” www.nevisboatyard.com

Jolly Harbour Marina, Antigua
New services include yacht management and outboard motor repair service. “We are dredging the channel into the marina and yard to a depth of 15ft,” says Festus Isaac. www.jolly-harbour-marina.com
Caribbean Boatyard Update

North South Marina, Crabbs Peninsula, Antigua
There’s a 150-ton Marine Travel Lift capable of hauling vessels with up to 15ft draft here as well as a 200ft by 120ft shed built to Category 4 specs that allows for services such as painting, engineering and steel work to be accomplished out of the elements. Crews are welcome to carry out DIY work too. Email: northsoundmarina@candw.ag

International Marine Management (IMM), Guadeloupe
Since fall of last year, the new 45m (145.5ft) floating dock, which is ISPS-compliant, is in operation. This dock is capable of drying vessels up to 50m (165ft). “We have a well-known metalworking company from France, Acti, who is in the process of setting up a base in the Yard,” says IMM manager Norina Edleman. IMM also continues to work closely with the Martinique Dry Dock in Martinique for yachts larger than 50m. This dry dock is located in Fort de France, and is capable of drying vessels to 180m (594ft). www.imm-yachting.com

Dominica Marine Center, Roseau, Dominica
Barely three years old, this yard handles only power boats that can fit on trailers. Services include storage, bottom painting, boat repairs, cleaning, electrical, mechanical and restoration work. Repowering with Mercury Marine engines is a specialty. “Soon we will announce plans for a larger boatyard to accommodate many of the region’s vessels,” says owner Hubert Winston. dominicamarinecenter.com

Rodney Bay Marina, St. Lucia
New are soda blasting and sand blasting services in the yard as well as silver, gold and platinum packages for caretaking yachts both in the shipyard and marina. “There’s a new restaurant and bar onboard the Unicorn, which was used in movies Pirate of the Caribbean and Roots,” says new general manager Simon Bryan. “A new sushi restaurant will open on the 1st of September offering high quality food.” www.igy-rodneybay.com/boatyard

Carriacou Marine, Tyrrel Bay, Carriacou
A lot has happened at this one-year-old-plus yard. The Travel Lift received a US$25,000 overhaul and so has the slipway that can now accommodate yachts with an eight-foot draft. There’s a new shed for customers to store belongings and the shed roof catches water allowing yachts to water up for five US cents per liter. There’s a new chandlery, minimart with food, drinks and ice; Customs and Immigration has opened an office and a new electrical distribution system went online in August providing both 110 and 220V outlets close to the boats which are being worked on. “In the next six months, fingers crossed, refueling will also be available,” says Trevor Stanislaus. www.carriacoumarine.com

Curacao Marine, Curacao
A delicate paint removing machine for GRP hulls, which can also be used as a sander or just to remove one layer, has been added. Also new are hurricane proof one piece cradles, improved security with lights, cameras and Doberman dogs, and every end-of-month weekend free BBQ with drinks. “In October,” says Steve Wassenberg, “we will receive a new trailer that can haul yachts up to 60 tons. www.curacaomarine.com

Carol M. Bareuther, RD, is a St. Thomas, U.S. Virgin Islands based marine writer and registered dietitian.
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Sailing is in the blood of St. Thomas’ Holmberg family. In fact, it’s a water sport excelled at and enjoyed by three generations.

Family patriarch and Chicago native Dick Holmberg first visited the Virgin Islands in the 1950s while serving on a submarine in the U.S. Navy. This was the first step of what would ultimately foster a family legacy and a surname recognized in the sailing community literally around the world. Visit number two came a few years later when Holmberg and his bride Louise honeymooned on St. Thomas and decided to make the territory their home.

“Peter and I started sailing on a Sailfish [predates the Sunfish] at Sapphire and eventually our parents would drag us along [behind the boat] and hold the rudder as we sailed back and forth in the bay – and capsized,” explains John Holmberg, Peter’s older brother. “We joined the newly established St. Thomas Yacht Club (STYC) in 1964 and then got a yellow wooden pram for exploring along with two Sunfish and many other small boats.”

The family’s sailing prowess showed itself first in the elder generation. In 1971, Louise, an avid swimmer, water-skier and sailor, became the first female Sunfish World Champion, when competing in the 1971 Sunfish Worlds in Puerto Azul, Venezuela. The following year, Dick proudly represented the Virgin Islands in the 1972 Summer Olympics in the Soling Class.
This competitive streak continued into the second generation. Peter won an Olympic silver medal in the Finn Class in 1988 and was a helmsman for America’s Cup winner, Alinghi. John, who has always enjoyed both one and two hulled boats, earned a bronze medal in Lasers at the 1987 Caribbean and Central American (CAC) Games and a first place at the 1994 Prindle 19 National Championship with then 12-year-old Chris Marshall. Closer to home, John has won several Rolex watches in the Beach Cat Class at the International Rolex Regatta (IRR), hosted by the STYC.

It was at the IRR nearly a decade ago that John set sail with the third generation of the Holmberg family to take to the seas. That is, his now 14-year-old son Kai.

“We started racing together on the IC24, Stinger, when Kai was five and then beach cats when he turned ten,” John tells. “In 2010, we had the wonderful experience of representing the U.S. Virgin Islands at the CAC games in Mayaguez, Puerto Rico, in the Hobie 16. That taught Kai about humility and sportsmanship as we had a good beating by my friend and Hobie World Champion, Enrique ‘Kike’ Figeroa.”

With such a strong history of competitive sailing in the family, John has decided to adopt a low-pressure approach toward the sport with Kai.

“Our philosophy is KISS (keep it simple silly),” John explains. “Kai and I race with only three main goals: (1) right side up, (2) start and finish every race, and (3) have fun. We have won many races this way and are having a blast too.”

John adds, “I encourage Kai to sail sometimes when he does not want to, but I also know that all of his time fishing, diving, kayaking, paddle boarding and surfing, to name a few, are valuable experiences. If he decides to pursue another sport, I encourage it. You are only a kid once and the experiences you gather create the expertise that you will utilize for a lifetime!”

Next up, John and Kai are launching a Formula 18 campaign. High points later this year include the U.S. Nationals in Sarasota in October and the Cata Cup in St. Barth in November.

Carol M. Bareuther, RD, is a St. Thomas, U.S. Virgin Islands based marine writer and registered dietitian.
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Preparation and training earned Team Antigua the championship at the 15th BVI Premier’s Cup International Youth Regatta, sailed out of Nanny Cay Resort & Marina, on Tortola, July 13 – 14. Winning team members were: Janield Smith, Stephan Dundas, Rhone Kirby, Jules Mitchell, Lewis Fitzgerald and David Jackson.

“I am very proud of the boys,” says Karl James, head coach at the Antigua Yacht Club (AYC) and director of Antigua’s National Sailing Academy (NSA).

Ten teams with 60 sailors total competed, representing Antigua, St. Croix, the Bahamas, BVI, Anguilla, Puerto Rico, Trinidad & Tobago, the USA and for the first time Barbados. The first day, teams drew lots with five teams sailing in the morning and the remaining five in the afternoon.

“The wind was light and shifty, ten knots max,” James explains. “We came in third in our heat, being beaten by the Bahamas and BVI 1.”

The top three teams from both sessions advanced. The next day, winds averaged ten to 15 knots over the windward-leeward courses. Sailors were able to easily navigate the fairly constant trade winds well until the last race when winds died with the Sir Francis Drake channel currents causing all boats to perform last minute extra tacks in order to make the upwind mark. Team Antigua did extremely well in these conditions. They scored first place bullets in four of the five final day’s races and ended second in the second to last race by less than half a boat length.

“The last race was most special,” James tells. “There was a squall right before, and afterwards the winds dropped to three to four knots. I chatted with the boys about what the wind was doing and we came up with a plan. They executed it perfectly. I couldn’t have done it better.”

James attributes the team’s win to their training in advance of the regatta. Although the AYC and NSA don’t have IC-24s, they do have a 26ft 1720 Sportboat. The design originated in Ireland, over 100 have been built and there are growing fleets in Europe. James used this vessel to train his team, many of whom are Laser sailors, over
a number of weeks. The effort paid off in putting Antigua back on top at the podium, a place they previously occupied for many years.

What makes this regatta among the most unique junior sailing events in the Caribbean is that there are no dinghies such as Optimists, Lasers or Sunfish, nor are there adult members competing on the teams. As a result, this regatta adds another dimension of proficiency to the region’s junior sailors’ skill sets.

“Keelboats are good for team building,” James says. “Even someone who isn’t good as an individual dinghy sailor can shine as part of a team. As a result, we will be adding two more 1720s to our program by the start of Antigua’s sailing season in November or December.”

Finishers in second through tenth place were: St. Croix, Bahamas, BVI 1, Anguilla, Puerto Rico, Barbados, Trinidad & Tobago, USA and BVI 2.

The BVI Premier’s Cup International Youth Regatta is hosted by The Kids and The Sea BVI and the Rotary Clubs of the BVI. Rotarians volunteer to erect the tent village where teams stay, barbecue and serve meals, and assist in various other logistics of the weekend, while the Royal BVI Yacht Club officiates the racing. Platinum sponsors include Digicel, Nagico Insurance and Nanny Cay Resort and Marina.

Carol M. Bareuther, RD, is a St. Thomas, U.S. Virgin Islands based marine writer and registered dietitian.
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With months of preparation and many postponed departures the young St. Maarteners who are attempting to sail around the world have set sail.

In February 2013 Kippy Gilders, Alex Nebe, Maria Merckens, Laura Bijnsdorp and I came up with the idea to take the 52ft Beneteau, Corina IV, around the world and visit over sixty countries in five continents. This two year adventure was met with immense support from the people of St. Maarten and was only made possible with their help.

When we approached Budget Marine about being our primary sponsor we were greeted with such enthusiasm that within a week the details of their sponsorship were set and the dream was becoming a reality. However, not only businesses were swept up in the excitement. Many individuals began offering aid through services and funds. The whole idea of taking St. Maarten around the world took on a whole new meaning. What had started as the dream of very few had become the reality of many. The crew now felt that what they were doing was not so much a private endeavor as a joint effort of an entire community. We could not have asked for more!

Preparations began when Kippy Gilders and I flew to Honduras to collect Corina IV, from the shipyard in La Cei-
ba, where she had been on the hard since 2011. We spent a few days getting the boat ready to launch and scouring nearby towns for parts and supplies to make the journey home. After touching salt water for the first time in almost two years, we motor-sailed Corina IV to Utila for the final preparations. After a few days waiting for the friendly customs officer to arrive, the voyage to St. Maarten began.

The three weeks that followed were not the best as we beat west into heavy weather in the Caribbean Sea. The boat, strong but not in tip-top condition, was battered by 30 to 40 knot winds and 20-foot seas. After weeks of gunnels in the water and problems with a leaky through-hull fitting and sun-damaged sails that were barely holding together, we made it home with a great sense of relief and a whole new respect for those who sail long distances to windward. Luckily, it’s possible to sail around the world by primarily going west downwind.

Once in St. Maarten it became clear that we had made the right decision to bring the boat home in order to get it shipshape for the big trip. There is no better place in the Caribbean for outfitting or refitting a boat. Most of the time was spent replacing and servicing all the hardware onboard as the long hibernation and years of sun and salt had taken their toll. Due to the leaky through-hull a lot of the wiring in the lower sections of the hull was damaged and needed replacing. It always amazes me how quickly salt water can turn a perfectly functioning electrical unit into a ball of useless corrosion.

Corina IV, top tip: “When you finish installing or redoing anything metal, cover it thoroughly with heavy duty corrosion inhibitor. Best $15 you will ever spend!”

The days passed and the crew brought the boat back to sailing trim. The bilges received shiny through-hulls, the batteries were new and maintenance free, the engine was purring. Technicians from Electec brought our little Spectra water maker back to life, and Robby from St. Maarten Sails furnished us with a brand new set of Quantum sails. The momentum we had set in motion seemed to have spiraled out of our control and was sweeping us along on its own. But as with the best things in life, sometimes you just need to hold on and enjoy the ride because that is what you are going to remember the most.

At 5:45pm on June 11, we left through a special opening of the Simpson Bay Bridge to a great sendoff from folks on the balcony of the St. Maarten Yacht Club and followed by a flotilla of young St. Maarten sailors in their Optimist dinghies. We will miss our little island during the next two years and want to thank everyone on it for making our dream possible.

To follow the adventures of Corina IV, visit: www.readysetsailnow.com or Facebook at Ready Set Sail.

Max Loubser is the Skipper of the Corina IV. Originally from South Africa, Max grew up in St. Maarten on the Beneteau 44 Callaloo. He studied at UK and Florida-based maritime academies and works as professional yacht crew.
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THE ART OF JULIE SAVAGE LEA
BEQUIA BOUND

BY JAN HEIN

Bequia’s Mango Tree Gallery is open if and when the need arises; by appointment only. The small, West Indian structure, camouflaged by blooms that wind and bind the place into a botanical knot, opens to determined visitors via a filigreed gate, some cockeyed steps and a wooden door. Inside, one tiny room morphs into the next, each defined by a series of walls bearing one story after another, told with paint and brush.

The paintings, bright, bold and bursting with energy, are reflections of their creator Julie Savage Lea. By appointment, or if you happen to stumble in at the right time, you’ll meet this woman, infused with enthusiasm – about her work, the island she calls home and the back story that sailed her there.

Amidst a collection of art supplies, we chatted in what was once a living room, now the hub of business. A miniscule but busy place with filmy curtains billowing from windows and easels and tables heaped with work in progress. A zany cut-away to the kitchen frames treasures - more evidence of an art-steeped life. Outside, a bright mural shouts “look at me.”

“It began early,” she explained. “I started drawing as a child. Parental praise kept me going.” Drawing spawned thoughts of studying architecture but, because of the times, the idea was squelched. Lea headed instead on a cross-country pursuit of creativity, ultimately earning a degree in painting and drawing from George Washington University.

She launched into the art world in Washington D.C., eventually moving to Virginia with her husband and two sons. In the historic town of Waterford, Lea established a gallery/studio to showcase her talents. She taught, exhibited and, along the way, collected honors and accolades. In the 1980s, her work took a road trip with a Smithsonian Exhibit; in the 1990s it was featured in House Beautiful; but
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Email: saltibusb@slucia.com
throughout those decades, a constant case of island fever grew within her soul.

Lea met the sleepy island of Bequia in 1978, the year she and her family ventured south from the Virgin Islands on a charter boat. “I saw the island for the first time from the deck of Ishtar, a 38ft steel ketch.”

They sailed into Admiralty Bay at dawn, just in time to witness the awakening of a place caught in time. Back then, Bequia wasn’t much; the Friendship Rose was the ferry to St. Vincent; the Frangipani was the only ‘hotel’ and the beach was a busy boatyard.

For Lea, it was a brief encounter but one that made a lasting bond; she was smitten. “Coming to Bequia—it just changed my life. All my money went to a fund to come here.” From the deck of Ishtar, pen and paper in hand, a collection of sketches began, capturing the charm of fishermen, whalers, market ladies, and beachy bliss.

During the mid 90s, one of life’s twists precipitated a lengthy stay on island pushing Julie and Douglass Lea closer toward moving there. Not long after, a serendipitous meeting sealed the deal. Julie had packed a beach bag with a towel, cover-up, the usual necessities but she also threw in some slides of her work. She took the bag to meet a friend and along the way was introduced to a sales manager from the Caribbean division of McMillan Publishing. “The three of us had lunch,” she recounted. “I showed him slides of my work. The guy picked one up and said, ‘This looks like a book.’”

For five months, Lea combed through sketch books, finding just the right elements that would tell Bequia’s story—relay its charms—the ones that had captured her heart. The project came together and in 2000 that same fellow brought Bequia Reflections, An Artist in the Caribbean, to Bequia for a launching. The party, held at the Frangipani, was attended by Prime Minister, Sir James F. ‘Son’ Mitchell. “He was so happy to have the book,” Lea said.

Lea works primarily with acrylic on wood and occasionally on canvas. “It’s thick and thin,” she explained. “Here in the tropics I have to keep them in the bottom of the fridge.” A prime example of her energetic, full color is a 3ft by 8ft piece that hangs upstairs in Bequia’s Gingerbread Hotel.

Her latest book features the work of Australian sailor Peter Carr, another lucky artist who painted Bequia before its awakening. In her studio were two 4ft by 7ft paintings which were rescued from the island’s St. Mary’s Anglican Church, then undergoing renovation. Lea was asked by the Bequia Heritage Committee to restore the paintings, no small feat considering that they’d been under attack by termites and rain for years.

To view the work of Julie Savage Lea, visit: www.juliesavagelea.com and www.mango-art-studio-bequia.com

Sailor, writer, teacher Jan Hein tacks between the Caribbean and Washington’s Puget Sound with a boat and a life on both ends.
Jason Fletcher has always loved the sea. No wonder it’s become the lifeblood of his livelihood as founder and managing director of Grenada Marine.

Born and raised on Grenada, Fletcher’s interest in and love of boating started when, as a young boy, he participated in sailing programs run by the Grenada Yacht Club.

“I remember sailing whenever I had a chance and I loved it!” Fletcher recalls. “I still get a sense of excitement whenever I am at sea. I hope I never lose this and that I am able to pass it on to my children.”

After completing school, Fletcher bought himself a small fishing boat and started fishing commercially. This led him to sell fish, which headed him into building and buying commercial fishing trawlers. Fletcher’s ‘Caribbean Seafoods Limited’, was based in the old Grenada Yacht Services (GYS), now Port Louis Marina in St. George’s. The GYS property was then in dilapidated condition, so Fletcher found himself selling fuel and offering general services to visiting yachts, all the while running his own fleet of fishing boats.

A few years later Fletcher attempted to purchase GYS, however the deal ultimately fell through. When that door closed, another opened when Fletcher’s good friend showed him a ten-acre parcel in the beautiful sheltered bay of St. David’s.

“I instantly had a vision of what would become Grenada Marine,” Fletcher explains. “Having already convinced my bankers of the viability of the yachting industry, they again had my back when I approached them with a plan to build a boatyard ‘in the bush’.”

Fletcher, along with close friends and family members George Radix, Stefan Fletcher and Patrick Brathwaite, started Grenada Marine in 1998. They hauled their first boat almost one year later in July of 1999. It was an opportune time to embark on such a venture. By the late 1990s, due to the trend of increased hurricanes in the northern Carib-
bean, insurance companies created an exclusion zone for yachts for storm season. Grenada was the first destination south of this zone and this proved instrumental in convincing Fletcher’s bankers and investors about the viability of the project. Today, there are approximately 600 to 800 pleasure craft in Grenadian waters at any given point in time and 95 percent of these are sailboats.

Over the past 14 years, Fletcher and his team have completed many interesting projects. For example, they have designed and fabricated custom transoms on a Brazapi 50, refitted and repainted two Spronk catamarans, and Awlgripped Swans, Hinckleys, Catanas, Outremers and most recently a Sunseeker 64. Most impressively, when Hurricane Ivan in 2004 toppled 32 boats out of the 200 that were in storage at the time, Fletcher and his team rebuilt 25 of them to the satisfaction of owners, insurance companies and in some cases manufacturers.

He and his team continue to build on their extensive sales dealerships and service agencies, such as Volvo Penta, Raymarine, Yanmar and Mastervolt.

“Lately,” Fletcher says, “our focus has been on more accurate estimating and quoting, proper scheduling, supervision and project management from haul through to launch. One of our principles is that we stand behind our work; if a client is not happy we do what it takes to solve the problem and remedy the situation. Our endgame is to have a happy, satisfied customer; a well repaired, efficiently maintained boat, and fully paid projects that have returned the projected profit margin.”

In the future, Fletcher is hoping to build a small service marina, upgrade the restaurant and leisure facilities, and perhaps even put in a ‘customer club’ or accommodations with a pool area and deck to relax. Meanwhile, he and his team continue to build on their extensive sales dealerships and service agencies, such as Volvo Penta, Raymarine, Yanmar and Mastervolt.

What does Fletcher enjoy doing when he’s not working?

“Sailing and fishing,” he says. “I cherish the time that I am able sail in a few regattas or enter a few billfishing tournaments. Although I dream of it, I do not have much cruising experience. My boating has mainly been within Trinidad, Grenada and the Grenadines. I’d love to explore the wider Caribbean region and then one day perhaps even a circumnavigation – who knows!”

Carol M. Bareuther, RD, is a St. Thomas, U.S. Virgin Islands based marine writer and registered dietitian.
The Petite Calivigny Yacht Club (PCYC) introduced a new event on Father’s Day this year – a boat raft-up and barbecue at Glover Island.

If you’ve never heard of Glover Island you’re in good company, because despite its close proximity to Grenada, few people have ever been there. But this small uninhabited islet holds an interesting piece of Grenada’s history as it was home to a Norwegian whaling station until 1925 and ruins still exist there today.

Guests made their way to Glover Island on boats that ranged from small RIBs to large catamarans. Sailing School Grenada joined in on the action as well and made Glover their ‘Sunday Fun Race’ destination. Once rafted up, everyone had the opportunity to relax both in and out of the water. Snorkeling and noodle floats were popular activities for some; others found a shady spot to chat with friends and partake of the bar and barbecue. Overall the day’s event was great fun and a big success with seven boats rafted up and close to 50 guests.

The PCYC would like to thank Le Phare Bleu Marina for providing their tugboat Calico, which served as the central point of the raft-up and home base for the bar and barbecue. Jane Royce and her cooking crew also deserve a huge round of applause for putting together a feast of delicious barbecue items and sides.

If this kind of fun sounds like your kind of thing, then now’s the perfect time to join the PCYC because they’re offering HALF PRICE on new membership fees until the end of this year. For more information on upcoming club events and membership, visit: www.pcycgrenada.com

Report by Connie Martin
CURACAO MARINE

- Yacht storage maintenance and repair
- Carpenter shop, stainless and aluminum fabrication, Sailmaker
- Engine repair & maintenance
- Chandlery - Budget Marine
- AWL grip spray painting in an enclosed spray cabin for yachts up to 50ft

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email. info@curacaomarine.com  
visit. www.curacaomarine.com
## CARIBBEAN MARINAS

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

<table>
<thead>
<tr>
<th>Country</th>
<th>Marina Name</th>
<th>Telephone</th>
<th>Minimum Mast</th>
<th>Maximum Length</th>
<th># of Slips</th>
<th>Fuel, Fresh</th>
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<th>Security</th>
<th>Shower / WC</th>
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<th>Diesel</th>
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<th>Provisioning</th>
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<td>Bahamas</td>
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<td>●</td>
<td>480V 3 phase 100 amps/leg; 220V 3 phase 100 amps/leg; 220V 50 amps, 110V 30 amps, 50 &amp; 60hz</td>
<td>● ● ● ● ● ● ● ● 16 FREE</td>
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<td>Phone</td>
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<td>Max Draft</td>
<td>Fresh Water</td>
<td>Cable Supply</td>
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<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>110/220/380/50/60 Hz</td>
<td>Cable</td>
<td>16/12</td>
<td>6/10</td>
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<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>
<td>Cable</td>
<td>74</td>
<td>FREE</td>
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<tr>
<td>St. Maarten</td>
<td>Lagoon Marina Cole Bay Wtrft</td>
<td>599-544-2611</td>
<td>9'</td>
<td>100'</td>
<td>45</td>
<td>110/220</td>
<td>Cable</td>
<td>16</td>
<td>FREE</td>
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<tr>
<td>St. Maarten</td>
<td>Simpson Bay Marina</td>
<td>721-544-2309</td>
<td>13'</td>
<td>196'</td>
<td>14</td>
<td>480V 3-phase 100 amps/leg, 220V 3-phase 100 amps/leg, 220V 50 amps, 110V 30 amps 60Hz</td>
<td>Cable</td>
<td>16/79A</td>
<td>FREE</td>
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<tr>
<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>
<td>480V 3-phase 100 amps/leg, 380V 3-phase 100 amps/leg, 220V 3- &amp; single-phase, 100 amps/leg, 220V 50 amps 60Hz</td>
<td>Cable</td>
<td>16/78A</td>
<td>FREE</td>
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<tr>
<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>
<td>110/240</td>
<td>Cable</td>
<td>16/67</td>
<td>6/6</td>
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<tr>
<td>St. Thomas</td>
<td>American Yacht Harbor</td>
<td>340-775-6454</td>
<td>10'</td>
<td>110'</td>
<td>134</td>
<td>125/250V 50 amp; 125/250V 100 amp; 220V 3- &amp; single-phase, 100 amps/leg</td>
<td>Cable</td>
<td>16/6</td>
<td>FREE</td>
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<tr>
<td>St. Thomas</td>
<td>Yacht Haven Grande</td>
<td>340-774-9500</td>
<td>18'</td>
<td>656'</td>
<td>46</td>
<td>120V 30 amps, 208V 100 amps, 240V 50 amp, 100 amps, 480V 100 amp</td>
<td>Cable</td>
<td>16/10</td>
<td>FREE</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>110/220</td>
<td>Cable</td>
<td>16</td>
<td>6</td>
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<tr>
<td>Tortola, BVI</td>
<td>Soper's Hole</td>
<td>284-495-4589</td>
<td>25'</td>
<td>170'</td>
<td>50</td>
<td>110/240</td>
<td>Cable</td>
<td>16</td>
<td>Cafe</td>
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<tr>
<td>Tortola, BVI</td>
<td>Village Cay Marina</td>
<td>284-494-2771</td>
<td>12'</td>
<td>200'</td>
<td>106</td>
<td>110/220/308</td>
<td>Cable</td>
<td>16/71</td>
<td>FREE</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>
<td>115/220</td>
<td>Cable</td>
<td>72</td>
<td>6</td>
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<tr>
<td>Turks &amp; Caicos</td>
<td>Blue Haven Marina</td>
<td>+649-946-9910</td>
<td>10'</td>
<td>220'</td>
<td>79</td>
<td>30/50/100 amp, 3 phase, up to 480V</td>
<td>Cable</td>
<td>16</td>
<td>FREE</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>110/220</td>
<td>Cable</td>
<td>16/11</td>
<td>6</td>
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**Outside of Caribbean:**

<table>
<thead>
<tr>
<th>Location</th>
<th>Marina / Club</th>
<th>Phone</th>
<th>Max Length</th>
<th>Max Draft</th>
<th>Fresh Water</th>
<th>Cable Supply</th>
<th>VHF Channel</th>
<th>Security</th>
<th>Outside of Caribbean</th>
</tr>
</thead>
<tbody>
<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>480V, 100 and 200 amps, 220V single-phase, 208V 3-phase, 100 amps, 240V, 50 amps, 120V, 30 amps</td>
<td>Cable</td>
<td>9/16</td>
<td>FREE</td>
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<tr>
<td>Cabo San Lucas, Mexico</td>
<td>Cabo San Lucas Marina</td>
<td>+52 624 173 9140</td>
<td>18'</td>
<td>200'</td>
<td>380</td>
<td>110/30 amp, 220V 50 amp, 100 amp 3-phase</td>
<td>Cable</td>
<td>88A</td>
<td>FREE</td>
</tr>
<tr>
<td>Colombia</td>
<td>Santa Marta Marina</td>
<td>+57 5 421 5037</td>
<td>11.5'</td>
<td>132'</td>
<td>256</td>
<td>110/220V, 60Hz</td>
<td>Cable</td>
<td>16</td>
<td>FREE</td>
</tr>
<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>110V, 220V, 480V 3-phase</td>
<td>Cable</td>
<td>9</td>
<td>FREE</td>
</tr>
<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>
<td>110V, 220V, 30/50/100 amp</td>
<td>Cable</td>
<td>16/72</td>
<td>FREE</td>
</tr>
</tbody>
</table>

Ask about adding your marina to the All at Sea Marina Guide. Contact Advertising@Allatsea.net
## Caribbean Boatyards

ALL AT SEA’S CARIBBEAN BOATYARD GUIDE

<table>
<thead>
<tr>
<th>Name</th>
<th>Address</th>
<th>Latitude</th>
<th>Longitude</th>
<th>Phone Number</th>
<th>Details</th>
<th>Arrival Hours</th>
<th>Power Supply</th>
<th>Notes</th>
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<tbody>
<tr>
<td>Jolly Harbour Marina / Boat Yard</td>
<td>Jolly Harbour, Antigua</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' no limit</td>
<td>110/220</td>
<td>8am-5pm</td>
<td>70</td>
</tr>
<tr>
<td>Aruba</td>
<td>Varadero Caribe</td>
<td>12° 32' 0&quot; N</td>
<td>70° 02' W</td>
<td>297-588-3850</td>
<td>7' 85' 23' no limit</td>
<td>120/240</td>
<td>8am-4pm</td>
<td>60</td>
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<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' no limit</td>
<td>110v 30amp/220v 50amp/3 phase 100 amp</td>
<td>7am-6pm</td>
<td>70</td>
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<tr>
<td>Tortola, BVI</td>
<td>Soper’s Hole</td>
<td>18° 23' 46&quot; N</td>
<td>-64° 41' 53&quot; W</td>
<td>(284) 495-3349</td>
<td>7' 65' 18' and 40' no limit</td>
<td>110/220</td>
<td>8am-5pm</td>
<td>45</td>
</tr>
<tr>
<td>Tortola, BVI</td>
<td>Tortola Yacht Services</td>
<td>18° 25' 0&quot; N</td>
<td>64° 37' 0&quot; W</td>
<td>(284) 494-2124</td>
<td>10' 68' 20' no limit</td>
<td>220V, 50A; 110V, 30A</td>
<td>7-4, 7days</td>
<td>70</td>
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<tr>
<td>Virgin Gorda, BVI</td>
<td>Virgin Gorda Yacht Harbour</td>
<td>12° 01' 00&quot; N</td>
<td>61° 40' 05&quot; W</td>
<td>284-495-5318</td>
<td>10 150 34 no limit</td>
<td>110/120</td>
<td>6am-6pm</td>
<td>70</td>
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<tr>
<td>Curaçao</td>
<td>Curacao Marine</td>
<td>12° 0 N</td>
<td>68° 0 W</td>
<td>599 9 562-8000</td>
<td>9' 120' 33' 193</td>
<td>110/220</td>
<td>380</td>
<td>8am-5pm</td>
</tr>
<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' no limit</td>
<td>110/220</td>
<td>380</td>
<td>9am-5pm</td>
</tr>
<tr>
<td>La Romana, D.R.</td>
<td>IBC Shipyard</td>
<td>18° 04' 23' N</td>
<td>68° 53' 55&quot; W</td>
<td>+809 449-3321/3323</td>
<td>12' 110' 26' no limit</td>
<td>110/220 3 phase 100/50/30 amp</td>
<td>8-5 M-F</td>
<td>120</td>
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<tr>
<td>Grenada</td>
<td>Grenada Marine</td>
<td>12° 01.20' N</td>
<td>61° 40.42' W</td>
<td>00-1-473-443-1667</td>
<td>12' 75' 31.5' 0</td>
<td>110/220</td>
<td>8-5 M-F; 8-12, Sat</td>
<td>70</td>
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<tr>
<td>Grenada</td>
<td>Spice Island Marine Center</td>
<td>12.5 N</td>
<td>61° 43 W</td>
<td>473-444-4257</td>
<td>12' 70' 25.4' 0</td>
<td>110/230</td>
<td>8am-4:30 pm</td>
<td>70</td>
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<tr>
<td>Puerto Rico</td>
<td>Varadero @ Palmus</td>
<td>18° 04' 37&quot; N</td>
<td>65° 47' 57&quot; W</td>
<td>787-656-9211</td>
<td>11' 110' 26' no limit</td>
<td>50/30 amp</td>
<td>8-5, 7days</td>
<td>110</td>
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<tr>
<td>Sint Maarten</td>
<td>Megayard</td>
<td>18°02' 13.24&quot; N</td>
<td>63°05' 08.52&quot; W</td>
<td>1-721-5444-060</td>
<td>12' 200' 33' 12'</td>
<td>110/220</td>
<td>8-5 M-F</td>
<td>150</td>
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<tr>
<td>St. Lucia</td>
<td>Rodney Bay Marina</td>
<td>14°40' 32.72&quot; N</td>
<td>60°56' 55.63&quot; W</td>
<td>758-452-0324</td>
<td>14' 275' 55' no limit</td>
<td>110V/60, 220V/50, 480V/3 phase; 100 amps/leg; 220V/3 phase; 100 amps/leg; 220V/40 amps; 100V 30amps; 50 &amp; 60 hz</td>
<td>8am-5pm</td>
<td>75</td>
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<tr>
<td>St. Croix, USVI</td>
<td>St. Croix Marine</td>
<td>17° 45' 45&quot; N</td>
<td>64° 42' W</td>
<td>340 773-0289</td>
<td>11' 68' 13' 8' no limit</td>
<td>110v 30amp; 220v 50amp; 3 phase 100amp</td>
<td>8-5, Mon-Sat</td>
<td>60</td>
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<tr>
<td>St. Thomas, USVI</td>
<td>Subbase Drydock</td>
<td>18 N</td>
<td>65 W</td>
<td>340-776-2078</td>
<td>16.5' 190' 50' no limit</td>
<td>440 three phase 220/110</td>
<td>8-5, Mon-Sat</td>
<td>1000</td>
</tr>
</tbody>
</table>

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Resources

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Onsite Crew Facilities
- Electrical Shop
- Electronic Shop
- DIY Friendly
- Carpentry Shop
- Prop Shop
- Paint Shop

Lift 1 Type / Capacity (Tons)
- Maximum Air Draft
- Maximum Beam
- Maximum Length
- Maximum Draught
Most Yacht Owners don’t know they own a Northern Lights Generator.

High Reliability, Amazing Durability and Maintenance Simplicity combine to ensure your onboard power requirements are always met. Coupled with super-silent capability and a region-wide Caribbean service network, you can see why Northern Lights generators are recognised as one of the best products available in the Marine Industry today.


www.CaribbeanNorthernLights.com
Rincon, Puerto Rico. Enjoy spectacular views of surf breaks and sunsets from this two-story 4BR 2BA residence located in a quiet neighborhood high above Tres Palmas. High ceilings and large rooms make the most of the cool ocean breeze. Laundry, off-street parking in a double garage and plenty of room to store boards makes this property a real find for surfers. Price: USD $475,000

GREGORY FINK, Island West Properties
gfink5@gmail.com | www.islandwestsales.com
Cell: (787) 823-2323 | Office: (787) 823-2323

Estate Bellevue, St. Thomas, USVI. Jump on this rare opportunity to own a large masonry-built residential home with a private white sand beach in a secluded bay of its own. Spread over three levels, rooms are large with high ceilings and inviting feel. A step path leads through palm gardens to the beach and a large waterfront gazebo which serves as a beach house and/or party area. Located only 5 minutes away from Yacht Haven Grande. Price: USD $3,990,000

Kirk Boeger, David Jones Real Estate
vikirkboeger@gmail.com | www.davidjones.vi
Cell: (340) 244-9387 | Office: (340) 774-4444
St. John, USVI. Come home to Villa South Palm where every room offers splendid Caribbean Sea views and views from the pool terrace overlooking Great Cruz Bay, one of the most picturesque anchorages in the Caribbean. Beautiful gardens envelope this exceptionally private, serene setting in the exclusive Virgin Grand Estates gated community. Representing the best in custom building and design, barrel tile roofs outline classical architectural details enhanced by a smart tri-level floor plan that provides interior access to all 4 BR suites. Mahogany French doors and arched windows, coral stone floors, vaulted cypress ceilings, Brazilian cherry cabinets, granite counters, copper sinks and bronze hardware. Price: USD $2,995,000
MARY NICKBARG, American Paradise Real Estate, Inc. marynickbarg@gmail.com | www.americanparadise.com
Cell: (340) 513-2477

Great Bay Beach, St. Maarten. Invest in this unique 2BR 2BA condo. Located directly beachfront in the heart of historical Philipsburg. As the boardwalk promenade expands along the Great Bay harbor to serve the lucrative trade in cruise ship arrivals, this property will certainly increase in value. In fact, the developer is willing to guarantee the new owner US$3,000 per month for the next two years! Price: USD $425,000.
RODGER BOUTELLE, Paradise Found Real Estate airmango555@gmail.com www.ParadiseFoundStMaartenRealEstate.com Cell: (721) 587-5555

Jolly Harbour, Antigua. Located on the water’s edge on Harbour Island, this 2009-built 4BR 4BA two-story villa is a great place to gaze out at the ocean and enjoy glorious sunsets. Inside, find cool marble floors, sumptuous furnishings, a full kitchen, utility room with laundry, specious dining room and cozy kitchen. Patio doors lead to a spacious deck and pool area perfect for alfresco cocktails and dinners. The property also offers the use of a 30ft finger pier. Price: USD $1,500,000
BRADLEY J. ESTY, Stanley’s Estate Agents Ltd. bradley@stanleysestates.com | www.stanleysestates.com
Office: (268) 562-7599 | Cell: (268) 725-9354

REDUCED PRICE!

Located adjacent to and directly behind STYC, this end of "Port Lane" gated compound boasts two family residences, each 3bdrm/2bath as well as a small boatyard on .810 acres. Income producer.
Offered by owner/builder: $899,000
Email tkozyn@yahoo.com for appt.

ST. THOMAS, USVI
74' PRIVILEGE, 2006. 8 Guests + 4 crew. VERY active business included. Just Reduced: $3.65M

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

62' Sunreef '06 8 Guests + 2 Crew, 5 heads, Galley Up, Fresh Awlgrip '12. Shows EXTREMELY well & includes a great charter business. Asking $1.4m

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

67' Lagoon '99. 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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2000 Bruce Roberts 43
pilot house cutter. Steel
Industrial grade bullet-proof machine. $59K OFFERS!

1988 Steel Cutter.
Good condition OFFERS!

1984 Miura 31 ft. Sloop.
Deal to be done! $39K OFFERS.

NAUTA 70
Glorious machine in impeccable condition

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1984 Miura 31 ft. Sloop.
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SAGA 35.
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2006 Hylas
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1990 CS 40. Pristine Blue water passagemaker ready to go. Canadian Vat paid Offers!!

1996 Jeanneau Intl 50.
Owners version with all the toys...in magnificent Concours Condition. Offers!

1979 Gulfstar 37 Sloop
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Bruce Roberts 57 Steel Circumnavigator.
Strong and ready to go. $250K reduced!

1995 Privilege 45. Cat.
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M56 Marquises...
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Asking $195,000

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“Obejoyful”
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Located St. Vincent
Asking $255,000 – Reduced Price

2008 JEANNEAU 36I
“Absolute”
2 Cabins / 1 Heads
Located Tortola, BVI
Asking $99,000

2012 BENETEAU FIRST 40
“Sunset 1001”
3 Cabins / 2 Heads
Located San Francisco, CA
Asking $229,000

2007 CYCLADES 43
“Ben’s Inspiration”
3 Cabins / 3 Heads
Located Tortola, BVI
Asking $115,000 – Reduced Price

2003 LAGOON 410
“Bibiche”
4 Cabins / 4 Heads
Located St. Martin
Asking $199,000

2007 LEOPARD 40
“Lata”
4 Cabins / 2 Heads
Located Tortola, BVI
Asking $239,000

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“Holly Molly”
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Located Tortola, BVI
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### Brokerage

<table>
<thead>
<tr>
<th>SAIL</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>53' 1981 Cheoy Lee</td>
<td>$83,500</td>
</tr>
<tr>
<td>38' 1994 Manta</td>
<td>$239,000</td>
</tr>
<tr>
<td>36' 1980 Albin Stratus, Daysail Business</td>
<td>$75,000</td>
</tr>
<tr>
<td>35' 2002 Maxum 3500</td>
<td>$66,900</td>
</tr>
<tr>
<td>32' 2003 Wellcraft Scarab</td>
<td>$52,500</td>
</tr>
<tr>
<td>28' 2002 Grady White Sailfish</td>
<td>$40,000</td>
</tr>
</tbody>
</table>

### POWER | |
| 26' '99 Mako, Twin Yamahas | $20K |
| 26' '01 Twin Vee, power cat, twin Hondas | $28K |
| 26' '02 Grady White, 200HP Yamahas | $40K |
| 30' '74 Fales Trawler, pilot house | $31.9K |
| 32' '03 Wellcraft Scarab, twin Yahamas | $52.5K |
| 34' '99 Sea Ray Express, diesels | $55K |
| 35' '02 Maxum sleeps 4, genset | $66.9K |
| 36' '93 Stamas, New diesels | $65K |
| 39' '98 Mainsip Trawler, twin diesels | $69.9K |
| 40' '02 Cruiser Express, AP, great cond. | $125K |
| 40' '02 Oliver Marine Express Cruiser | $250K |
| 45' '87 Hatteras SF, A/C new genset | $199K |
| 48' '02 Dyna Cat, 3 masts 450HP Cats | $149K |

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**SAIL**

| 26' '90 Albin Stratus, Day Sail Business | $75K |
| 37' '97 Hunter, AP, Sugar Scoop | $63K |
| 38' '94 Manta Catamaran, 3 strm | $239K |
| 40' '92 Caliber, 2 strm, great cond | $98K |
| 44' '77 CSY Sloop, new rigging | $69K |
| 53' '81 Cheoy Lee Cutter, A/C new rigging | $63.5K |
| 62' '94 Outlaw Gallmaster, very good cond | $319.9K |

---

**POWER**

| 26' '99 Mako, Twin Yamahas | $20K |
| 26' '01 Twin Vee, power cat, twin Hondas | $28K |
| 26' '02 Grady White, 200HP Yamahas | $40K |
| 30' '74 Fales Trawler, pilot house | $31.9K |
| 32' '03 Wellcraft Scarab, twin Yahamas | $52.5K |
| 34' '99 Sea Ray Express, diesels | $55K |
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| 45' '87 Hatteras SF, A/C new genset | $199K |
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- Flybridge & covered aft deck, offers $130,000

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<table>
<thead>
<tr>
<th>Yacht Name</th>
<th>Year</th>
<th>Key Features</th>
</tr>
</thead>
<tbody>
<tr>
<td>65 Viking Motor Yacht</td>
<td>1989</td>
<td>4/3 layout, flybridge, custom transom, Detroit 892 TAs, 20 KW Onan, RIB tender $349,000</td>
</tr>
<tr>
<td>61 Hatteras Motor Yacht</td>
<td>1981</td>
<td>12V71's, flybridge bar &amp; lounge, New spars, rigging &amp; sails 2005, Asking $275,000</td>
</tr>
<tr>
<td>45 Seamaster Center Cockpit Ketch</td>
<td>1980</td>
<td>2 cabin 1 head, full galley, Perfect affordable liveaboard $33,000</td>
</tr>
<tr>
<td>44 CBY, 1979</td>
<td></td>
<td>New spars, rigging &amp; sails 2005, Perkins, deep draft, new bottom paint $55,000</td>
</tr>
<tr>
<td>42 Gulfstar Motorsailor</td>
<td>1976</td>
<td>2 cabin 1 head, full galley, Very clean well equipped boat $29,000</td>
</tr>
<tr>
<td>38 Oday Sloop</td>
<td>1984</td>
<td>Sweden, 1976, Yanmar, new mainsail 2013, Very clean well equipped boat $20,000</td>
</tr>
<tr>
<td>37 Morgan Out Island</td>
<td>1984</td>
<td>Sweden, 1976, Yanmar, new mainsail 2013, Very clean well equipped boat $20,000</td>
</tr>
<tr>
<td>36 Gulfstream</td>
<td>1976</td>
<td>Sweden, 1976, Yanmar, new mainsail 2013, Very clean well equipped boat $20,000</td>
</tr>
<tr>
<td>35 36’ Gulfstream</td>
<td>1976</td>
<td>Sweden, 1976, Yanmar, new mainsail 2013, Very clean well equipped boat $20,000</td>
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</table>

### POWER

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<tr>
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<th>Key Features</th>
</tr>
</thead>
<tbody>
<tr>
<td>60 1986 Angel Cockpit Motor Yacht</td>
<td>1986</td>
<td>Twin Volvos, genset, dual helms, Flybridge &amp; covered aft deck, offers $130,000</td>
</tr>
<tr>
<td>59 1986 Calver Cockpit Motoryacht</td>
<td>1986</td>
<td>2, 7116 Cats, perfect liveaboard, $169,000</td>
</tr>
<tr>
<td>58 1986 Sea Ray 450</td>
<td>1986</td>
<td>Twin Cummins, hardtop, fully loaded, beautiful, $419,000</td>
</tr>
<tr>
<td>57 1988 Camarque Yachtsficher</td>
<td>1988</td>
<td>Twin Perkins, cockpit, offers, $89,500</td>
</tr>
<tr>
<td>56 1989 Sea Ray 390 Express</td>
<td>1989</td>
<td>Twin 454 Mercruiser, new bottom paint, $40,000</td>
</tr>
<tr>
<td>55 2000 Custom Aluminum Powercraft</td>
<td>2000</td>
<td>Twin Yanmars, genset, galley, $135,000</td>
</tr>
<tr>
<td>54 1997 Camcraft – Aluminum crew boat</td>
<td>1997</td>
<td>13 Rib w/40 hp OB included, $45,000</td>
</tr>
<tr>
<td>53 1974 CHB Trawler – Ford diesel</td>
<td>1974</td>
<td>Well maintained perfect live aboard, $40,000</td>
</tr>
<tr>
<td>52 1990 US Marine – Commercial dive boat</td>
<td>1990</td>
<td>110hp + 2 crew, Volvo, $48,000</td>
</tr>
<tr>
<td>51 2007 Twin Vee – CC power cat</td>
<td>2007</td>
<td>New 2013 twin Suzuki 250’s, $25,000</td>
</tr>
<tr>
<td>50 2010 Glassstream</td>
<td>2010</td>
<td>289 SCX – Performance within 300 Merc. 4-strokes, $99,000</td>
</tr>
<tr>
<td>49 1988 Sea Ray 390 Express</td>
<td>1988</td>
<td>Twin 454 Mercruiser, new bottom paint, $40,000</td>
</tr>
</tbody>
</table>

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THE DISH

HEALTHY EATING

BY CAP’N JAN ROBINSON

If you’re looking to add new healthy recipes to your cooking repertoire, look for nutritional foods that contain vitamins, minerals, enzymes, and other healing agents for your body. Refined food, including refined sugar, salt, and grains, contains little or no healthful nutrients. It may be a little more expensive and take a little longer to find fresh ingredients, but definitely worth it.

KALE, BLACK BEANS, RED PEPPERS & PINE NUTS

Prep time: 15 minutes. Cooking time: 15 minutes. Serves: 4

3 Tbsp organic, extra virgin olive oil
5 garlic cloves, minced
1 large red onion
1 red pepper, seeded and chopped
*4 Tbsp chia seeds
1 Tbsp oregano
½ cup pine nuts, roasted

Heat olive oil in large, heavy bottom frying pan over medium-high heat. Add garlic, onions, and red pepper; cook until softened and browned. Add chia seeds and toast about 30 seconds. Add oregano, salt and pepper. Add black beans and heat through. Add vegetable stock and bring mixture to a boil, then turn to low. Before serving, turn heat up and add kale; cook until kale has softened and turned bright green. Mix in roasted pine nuts or sprinkle on top.

*Chia Seeds, high in omega 3’s, calcium, and fiber

Serve alone or with salad, veggie burger, or baked organic chicken and quinoa.

TWO LAYER CHOCOLATE BLACK BEAN CAKE

Prep time: 15 minutes. Cooking time: 45 minutes. Serves: Many

12 tablespoons unsalted butter
OR unrefined coconut oil OR puree apples, bananas or dates
1-1/2 cups sugar OR 1 cup honey
+ 2 teaspoon pure stevia extract
10 large eggs
2 Tbsp pure vanilla extract
1 tsp sea salt

Preheat oven to 325ºF. Spray two 9-inch cake pans with extra virgin olive oil cooking spray, or just grease it with a thin layer of butter.

In a large bowl, beat butter with sugar, until light and fluffy. Add four of the eggs, one at a time, beating well after each addition. Shake off excess water from beans. Place beans, remaining 6 eggs, vanilla, and salt into blender or food processor. Blend on high, about one minute, until beans are completely liquefied. No lumps!

Pour bean batter into egg mixture and mix. In a small bowl mix together cocoa powder, baking soda, and baking powder and add to bean and egg mixture. Mix thoroughly.

Pour batter into prepared cake pans and smooth the top. Grip pan firmly by the edges and rap it on the counter a few times to pop any air bubbles.

Bake for 40-45 minutes. Cake is done when the top is rounded and firm to the touch. Or until a toothpick inserted comes out clean. Cool 10 minutes, turn out cakes from pans, and flip over again on to a cooling rack. Let cool until cake reaches room temperature, then cover in plastic wrap or with cake dome. For BEST flavor, let cake sit over night. (there is no bean taste!) If you are stacking this cake, level the top of one, with a long serrated knife, shaving off layers until it is flat and even. Frost just before serving.

NOTE: Instead of icing the cake, just dust with powdered sugar. Or, you can serve the cake as a dessert with a spoonful or two of unsweetened berries on the side; fresh or frozen (berries that have just thawed will have juice, that will soak into the chocolate sponge - yummy!).

CHOCOLATE BUTTER CREAM FROSTING (ENOUGH TO COVER A 9-INCH LAYER CAKE)

1 cup butter (no substitutes), softened (2 sticks)
1/2 tap vanilla extract
1/4 cup milk (or add a little more for consistency ... a little at a time)
4-1/2 cups confectioners’ sugar
1-1/4 cups baking cocoa

In a large mixing bowl, cream butter. Gradually beat in confectioners’ sugar, cocoa and vanilla.

NOTE: This recipe has enough milk to keep the frosting firm at room temperature.

NOTE: Double recipe if you would like the same filling in the middle of the two layers.
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- VIGFC Wahoo Windsup – VI
- GHSF Wahoo Tournament - VI
- TTGFA Wahoo - Trinidad & Tobago

January 2014
- Budget Marine Spice Island Billfish Tournament, Grenada
- Bonaire International Fishing Tournament
- GHFC Marlin Tournament - VI

March 2014
- TTGFA Marlin Madness - Trinidad
- GHFC (Jerkfish) Tournament - VI
- TBF (Tobago International Game Fishing Tournament)
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- Antigua & Barbuda Fishing Tournament
- TTGFA King Fish Tournament-Trinidad
- St. Martin Billfish Tournament
- The 3rd Antigua and Barbuda Marlin Classic
- The 47th Antigua and Barbuda Sport Fishing Tournament

June/July 2014
- Kingfish Tournament, Trinidad
- GHFC Jungle rules Sport Fish-VI
- Tobago House of Assembly Commercial Fishing Tournament
- St. Martin Billfish Tournament
- Junior Angler Tournament, Trinidad
- Trinidad Tarpon Thunder Tournament
- The 50th July Open Billfish Tournament

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- BVI Billfish Tournament
- Tarpon Tournament, Trinidad
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