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<tr>
<th>LOA in feet</th>
<th>Daily $/ft/day</th>
<th>Weekly $/ft/day</th>
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For yachts above 100 feet LOA, and for bookings of longer periods, please contact us for a personalised quote. Multihulls are charged at 1.5 times the standard rate. Weekly and monthly rates apply to yachts staying consecutively for 7 days or 30 days respectively.
THE ORACLE SAYS RALLY AROUND THE SHEARLEGS

The rallies are coming! Yes, it’s the time of year when fleets of boats from Europe and the US descend on the Caribbean. The ARC, the Caribbean 1500, the Salty Dawg and the new Christmas Caribbean Rally are all heading our way.

Having studied the rallies and what makes them tick, I have nothing bad to say about them. The oceans are there to be sailed on and not everyone wants to go it alone. The ARC was the first, they set the bar and they set it high. Any rally that doesn’t measure up to their standard would struggle to survive.

One thing I noted about this year’s rallies is the number of families taking part. It’s heartwarming to see youngsters crossing oceans with mum and dad. Just think about how everyone on board will benefit from the experience, even when the going gets tough. I’ve seen youngsters who have recently crossed an ocean swagger up the dock with the confidence of an old tar, and rightly so. And it sure gives the kids a leg up when the schoolteacher asks the class to write about what they did during the holidays.

The Christmas Caribbean Rally caught my attention for another reason. They have set the minimum boat length at 21.5ft (6.5m). That is a brave move and one to be admired. The trend is now for bigger, more expensive, and more complex yachts and it’s unfortunate that people with smaller boats and a limited budget are shunned by the established rallies. The argument that small boats have no place on a big ocean is one I have heard many times and one to which I do not subscribe.

In 2014 Stokey Woodall’s Atlantic Circuit (SWAC) International Sailing Rally will add to the numbers and All At Sea will bring you news of this new event in a future edition. Beginning on p50, you can read about the rallies that are happening now.

It’s not often that words escape me but the America’s Cup left me dumb. I was one of those who said it was nonsense and wouldn’t watch it, yet I was glued to the online stream for every race. For the reclusive, let me tell you about the AC 72 catamarans. They levitate, they fly, they soar and they should scare any normal sailor to death. This is maritime technology gone mad and not what the US Coast Guard had in mind when issuing a 100 ton captain’s license.

That billionaire Larry Ellison’s defenders, Oracle Team USA, had but one American onboard struck me as odd but it did add to the entertainment when the onboard microphones picked up what the crew were saying. On the final race, Ben Ainslie bellowing at the grinders to “work your arse off” (not ass) set him aside as a Brit, and so broad was skipper Jimmy Spithill’s Australian twang that I reached for my tucker bag. The highlight for Caribbean sailors was the presence onboard Oracle of Shannon Falcone (story p77) and it was terrific to see someone in the crowd at America’s Cup Park waving the Antiguan flag.

Larry Ellison’s ability to levitate would have come in handy in the boatyard when they told me their crane was broken and unable to lift out my dead engine. Lacking the resources of the Oracle design team, it was back to basics: Shearlegs and a block and tackle. I built the legs without difficulty from wood found in the boatyard, and the four part block and tackle I had already. Now all that was required was a drop of sweat and a bit of swearing.

I’m happy to report that the engine came out of the boat with ease and at the time of going to press was in the workshop being assessed by experts who will decide whether it should live again or best become an anchor.

One thing I do know, the engine didn’t levitate but my money is hovering and heading for the window.

Never mind a crane, pass the block and tackle

See you on the water!

Gary E. Brown, Editor
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Tasty Recipes for a Healthier Thanksgiving

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COVER SHOT: Rob Beams and daughter Hannah catch a mahi-mahi during the Caribbean 1500 | Photo courtesy of Rob Beams
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Shannon Falcone of Antigua takes time out from training as a grinder with Oracle Team USA, defenders of the America’s Cup, in San Francisco, California. “I grew up reading All At Sea. Everybody knows it.” he said.

Team All At Sea congratulates Shannon and Oracle Team USA on their spirited defense of America’s Cup. We also congratulate Team Emirates New Zealand on putting up one hell of a fight. Both teams are a credit to yachting – Ed.

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A BRIEF LOOK INTO THE HAPPENINGS OF OUR WORLD

Island Water World open new store in French St. Martin
Caribbean marine store, Island Water World, has opened a new branch in French St. Martin. Located in the former museum building between the St. Martin Tourism Office and Air Caraibes, the Marigot store is within easy walking distance of Marina Port Royale and local boatyards.

The new store will carry all the familiar products of their Flagship store in Dutch Sint Maarten, but with additional emphasis on French marine equipment. Prices at both stores are the same.

Speaking to the St. Maarten Daily Herald, Island Water World General Manager Birgit Röthel, said: “We hope to reinforce our branding on the French market; it is something we are working on. We believe with this store being close to the marine industry and French cruisers we can achieve this goal and bring more quality to the French side.”

The store is in the capable hands of manager Valerie Leroy. A business partner of longstanding, Ms Leroy ran an outlet for Island Water World at the nearby Fort Louis Marina, and has a loyal following of customers and understanding of the industry. www.islandwaterworld.com

Back to School Regatta 2013
NANNY CAY, BVI – Teddy Nicolosi of the USVI was the overall winner and Nathan Haycraft scored a victory in the Green Fleet when 21 optimist sailors gathered at Nanny Cay for the annual Back to School Regatta in September.

Sailed in near perfect weather conditions with an interesting southerly angle to the wind, the race committee chose to run windward/leeward courses with downwind finishes so that the line was right off the jetty, making it excellent for spectators.

Thad Lettsome led for most of the races however one bad score and a protest in race 5 cost him the overall win, but he still championed the Blue Fleet. Rayne Duff, in his last White Fleet regatta, took first in that age category and third overall. Mia Nicolosi from USVI was top girl.

Volunteers prepared an excellent BBQ lunch served on the deck at nanny cay with Ceres juice donated by Proudly African. Nanny Cay and Budget Marine donated inflatable markers for the regatta. Awards were made by Green VI glass blowing studio in Cane Garden Bay.
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<td>Best in the West Fishing Tournament</td>
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<td>December, 2013</td>
<td>Jolly Harbour Yacht Club Annual Regatta</td>
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<td>December 6-12, 2013</td>
<td>Antigua Charter Yacht Show</td>
<td><a href="http://www.antiguayachshow.com">www.antiguayachshow.com</a></td>
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<tr>
<td>December 21, 26, 28, 2013</td>
<td>Antigua Yacht Club High Tide Series</td>
<td><a href="http://www.antiguayachtclub.com">www.antiguayachtclub.com</a></td>
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<tr>
<td>January 18, 2014</td>
<td>Antigua Yacht Club Round the Island Race</td>
<td><a href="http://www.antiguayachtclub.com">www.antiguayachtclub.com</a></td>
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<tr>
<td>January 30 - February 2, 2014</td>
<td>Superyacht Challenge Antigua 2014</td>
<td><a href="http://www.superyachtchallengeantigua.blogspot.ca">www.superyachtchallengeantigua.blogspot.ca</a></td>
</tr>
<tr>
<td>February 13-16, 2014</td>
<td>Jolly Harbour Valentine’s Regatta</td>
<td><a href="http://www.jollyharbourregatta.com">www.jollyharbourregatta.com</a></td>
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<tr>
<td>February 24, 2014</td>
<td>RORC Caribbean 600 Start</td>
<td><a href="http://www.caribbean600.rorc.org">www.caribbean600.rorc.org</a></td>
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<tr>
<td>February 28, 2014</td>
<td>RORC Caribbean 600 Prize-giving Party</td>
<td><a href="http://www.caribbean600.rorc.org">www.caribbean600.rorc.org</a></td>
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<tr>
<td>March 8-9, 2014</td>
<td>Antigua Yacht Club Annual Laser Open</td>
<td><a href="http://www.antiguayachtclub.com">www.antiguayachtclub.com</a></td>
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<tr>
<td>April 17-22, 2014</td>
<td>Antigua Classic Yacht Regatta</td>
<td><a href="http://www.antiguaclassics.com">www.antiguaclassics.com</a></td>
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<tr>
<td>April 25, 2014</td>
<td>Guadeloupe to Antigua Race</td>
<td><a href="http://www.sailingweek.com">www.sailingweek.com</a></td>
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<tr>
<td>April 26, 2014</td>
<td>Yachting World Round Antigua Race</td>
<td><a href="http://www.sailingweek.com">www.sailingweek.com</a></td>
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<tr>
<td>April 27 – May 2, 2014</td>
<td>Antigua Sailing Week</td>
<td><a href="http://www.sailingweek.com">www.sailingweek.com</a></td>
</tr>
<tr>
<td>June 5-6, 2014</td>
<td>Antigua and Barbuda Marlin Classic</td>
<td><a href="http://www.antiguabarbadosportfishing.com">www.antiguabarbadosportfishing.com</a></td>
</tr>
<tr>
<td>June 6-8, 2014</td>
<td>Antigua and Barbuda Sport Fishing Tournament</td>
<td><a href="http://www.antiguabarbadosportfishing.com">www.antiguabarbadosportfishing.com</a></td>
</tr>
<tr>
<td>Every Saturday All Year</td>
<td>Jolly Harbour Yacht Club Saturday Afternoon Racing Series</td>
<td><a href="http://www.jhycantigua.com">www.jhycantigua.com</a></td>
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The Jost Van Dyke Preservation Society and Endeavour II

The Jost Van Dykes Preservation Society is proud to announce that it will launch Endeavour II, an original 32ft sailing vessel that is based on the traditional sailing sloops that once plied the waters of the BVI, in November. Once launched, the vessel will focus as a floating classroom offering environmental education, dive training and sail training activities for Virgin Islands’ youth.

The launch party and vessel christening ceremony is scheduled for November 30 on Jost Van Dyke.

For more information, visit: www.jvdps.org or www.facebook.com/JVDPS. Email: susanjvdps@gmail.com

New Budget Marine Chandlery in Jolly Harbour, Antigua

The doors are open on the new Budget Marine Chandlery in Jolly Harbour. The purpose build 5,000 sq foot facility will take over from the facility in which Budget Marine has been active for the past 20 years.

The building was constructed in a record seven months. The team of builders finished ahead of schedule, completing construction to a high standard and allowing Budget Marine to move in and settle down before the yachting season takes off.

The new facility already boasts the largest range of marine products in Antigua and will now make it possible to expand that range of products substantially thus increasing the stay periods of yachts in Antigua and boosting employment.

Budget Marine Antigua will also be opening a new location in English Harbour to serve the yachting sector there.

This facility will open in November and will ensure that the advanced stock management systems that Budget Marine operates will bring benefit to that major yachting centre of the Caribbean, a press release said. www.budgetmarine.com

Spectacular Sardinia win for St. Maarten sailor Bus

Island Water World-sponsored sailor Frits Bus of St. Maarten helmed the 49.80m (163.4ft) Perini Navi ketch, Silencio, to a second victory in the third and final race of the Super Yacht Regatta in Porto Cervo, Sardinia, in September. With a victory on day one Bus and crew took Overall Honors.

“It was light, shifty conditions in the strait between the Island of Sardinia and the French Island of Corsica,” said Bus. “The yachts where sent around an island and rocks. Light patches everywhere and some pressure areas made the yacht try different tactics.”
Silencio will return to the Caribbean in time for the St. Barths Bucket Regatta at the end of March when Bus will again take the helm.

Speaking to All At Sea, Bus played down his roll as winning helmsman and credited the crew with the victory. The crew included veterans of the America’s Cup, Volvo Ocean Race, Transat, and Olympic sailors.

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EVENT CALENDAR

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

- **ANTIGUA**
  - **NOVEMBER 15 – 17**
  - Caribbean Dinghy Championships
  - Sailing Regatta
    - www.caribbean-sailing.com

- **ARUBA**
  - **NOVEMBER 15 – 23**
  - Aruba Catamaran Regatta
  - Sailing Regatta
    - www.arubaregatta.com

- **GRENADE**
  - **JANUARY 27 – 31**
  - 45th Budget Marine Spice Island Billfish Tournament
  - Fishing Tournament
    - www.sibtgrenada.com
    - franciskira@gmail.com
    - 473-440-3753

- **GUADALOUPE**
  - **NOVEMBER 1 – 3**
  - Triskell Cup Sailing Regatta
    - www.triskellcup.com
    - organisation@triskellcup.com
    - 0690-49-57-57

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

- **ST. MAARTEN / ST. MARTIN**
  - **NOVEMBER 1 – 2**
  - Budget Marine Wahoo Tournament
  - Fishing Tournament
    - www.sxmsportfishing.com

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PETITE CALIVIGNY YACHT CLUB
ATTENDANCE SOARS AT HOBIE CAT MATCH RACES

BY CONNIE MARTIN

Starting out in 2011 with just one race a year and a handful of participants, it’s fair to say that the Petite Calivigny Yacht Club’s (PCYC) Hobie Cat Match Racing program came from humble beginnings. But with a record 32 race entries at their ‘Hobie Cat Challenge’ on September 8th – which was their third race already this year – it would seem that the PCYC has become the ‘go to’ place for Hobie cat match racing in Grenada.

The September roster included many return racers, but also a lot of new names. From first-timers to seasoned pros, singles, doubles, ladies, men and youths, there was a real mix of racers out on the course.

“We normally cap the races at 24 entries, but the races are always good fun and we hate to turn anyone away, so we managed to squeeze in another eight races,” said David Royce, PCYC’s Vice-Commodore and Race Committee Chairman.

“If attendance continues to grow, we might have to look at purchasing more Hobie cats!” he added.

Congratulations to race winners Kenzo Szyjan (1st) and Mike Bingley (2nd), both of whom went home with winner certificates at previous match races.

The PCYC would like to thank Le Phare Bleu Marina for providing the venue, and all the racers and spectators who came out for another great day of racing.

For more information about PCYC events and membership, visit: www.pcycgrenada.com

CORAL BAY YACHT CLUB
AND SKINNY LEGS

The 32nd annual Thanksgiving Regatta for Kids and the Sea will take place November 29 – 30th. Races held Friday for Gaffers & Single-handers. Saturday Races for Pursuit, PHRF & Multihulls. Single-handers and Gaffers skippers’ briefing at Skinny Legs, Friday 29th at 8:30am. Skippers in the Pursuit, PHRF and Multihull races meet at 5:30pm Friday at Skinny Legs for their briefing. Live music and awards ceremony Saturday night. For information, Email: Stephen Hendren: hensstjohn@yahoo.com or tel: 340 513 4955
Very once in a while some idiot that I’m not particularly fond of begins to like me, and so I sing for ‘em. That usually solves the ‘budding friendship’ problem right there. To put it another way, I have a talent for making Bob Dylan songs sound worse than even he does! All of which wouldn’t be bad if I could play guitar. I can’t, hardly. Lead guitar requires knowing some musical notes, whatever they are. Bass guitars are unfathomable—they don’t even have the correct number of strings. Playing rhythm guitar means keeping a beat, which is another total mystery to me.

“Don’t feel bad, Fatty,” the St. Thomian calypsonian Mighty Whitey once told me on a drunken, bar-crawling night in Brenner’s Bay, “you’re just tone-deaf. A lot of people are. It’s nothing to be ashamed of unless you play a musical instrument.”

Exactly.

I actually played my guitar for Mighty Whitey a couple of times and I’m here to tell you he was such a kind, empathetic, loving fellow that he never allowed it to affect our relationship.

Barefoot Davis, another St. Thomas guitar picker, also tried to ‘spin nice’ about my playing. “Don’t let the critics get you down, Fatty, no matter how accurate they may be!” I assume he was trying to cheer me up.

Yes, playing music is, for a guy like me, ego-bruising. When I announced to my wife Carolyn that I was going to start playing professionally, she went behind my back and secretly purchased stock in companies that manufacture ear plugs. Hardly a ringing endorsement.

Whenever I practice on my guitar in the cockpit, she sticks her head out from down below and says, “Maybe we should run the engine awhile to charge the batteries and bring down the refrigerator?”

Even my own brother, Morgoo the Magnificent, is a critic. When I told him I was gonna play in bars, he quipped, “You mean, like, just after they announce Last Call?”

Luckily, there’s something called ‘open mic’ night on almost all the islands of the Lesser Antilles.

Here’s how it works. Let’s say a bar has warm beer, watered down rum, flat champagne, dirty ice, stale rice, and rude staff. All of the above tends to ensure that bar is empty, right? But if the owners are smart, they realize they aimed too high for regular customers, not just losers. So they lower their sights and invite the local musicians.

Yes, alcoholic musicians are the last resort of the poorly managed liquor establishment.

The PR spin is, of course, both very cool and totally untrue. In theory, the musicians draw in the music lovers and it’s all one big love fest between artist and patron. Nothing
could be further from the truth. The sobering fact is that open mic nights are intended to bring in the musicians who, realizing how awful they sound, have worked up a powerful, suicidal thirst that needs immediate drowning.

Sure, there are a few non-players present, but those are just the ugliest of the self-loathing suicides who hate themselves so much they decide, ‘I think I’ll go and hear Cap’n Fatty warble the long version of Hey Jude that awkwardly morphs into Puff the Magic Dragon and then, even weirder, Mister Tambourine Man and that should gave me the courage to pull the trigger’.

You learn the darndest things if you play as badly as I do. For instance, one night in St. Croix about half the audience walked out in the middle of my first song. I noted those departing tended to be younger.

“I guess I’m not a hit with the younger generation,” I said weepily to the manager of The Creepy Cruzan as I emptied a nickel and two cents out of my Big Tip Jar.

“Naw, it ain’t that,” consoled the manager, “it’s just the older folks can turn down their hearing aids.”

“Boy, you really know how to nurture the talent,” I said glumly.

Dick Solberg of The Sun Mountain band can be diplomatic. Once, after jamming with him awhile, he noted that I had “enthusiastically played some of the right notes, even if, alas, they weren’t played at the correct time.”

St. John songbird Joe Colpitt is another local musician I rely on for advice. “Oh, I wouldn’t do that,” he said quickly in response to a query about what type of recording equipment I should buy.

Chris Carsell is yet another Love City musician who tries to put a good spin on my guitar picking. “Fatty and I have played together at a lot of bars which are now out of business,” he once said while introducing me.

Still, every dog has his day.

I was playing nightly at Amanda’s Coffee and Tea in Langkawi, Malaysia, when a tall, lanky cowboy strolled in. He looked totally out of place among the Muslims. I mean, it was as if he’d fallen out of a casting call for Deadwood. There was still hay in his hair, for gosh sakes. You could smell the campfire on him. He walked, well, saddle-sore. There was mud on his chaps. His boots were hand-tooled leather (later, I discover they had Topsider soles).

“Howdy, Pardna,” I said. “What’s your name, game, and where ‘bouts you from?” He was shy, and liked to put an hour or two between his softly uttered words.” Gene, “ he said, and grinned as if it was such a huge joke that it would make his horse belly-laugh aloud. Then, much later, “I play, too. Nashville,” he said.

Now, believe it or not, Malaysian Muslims are as much into American Country & Western as they are into hiding their body parts, and a number of Nashville escapees wander through in
heavenward, jerkily dance, and awkwardly ego-pose like, well, Mick Jagger on a double-dose of crack-laced Lipitor. I’d also windmill my arms, swivel my hips, and make horrible faces while pretending to pluck my guitar strings.

Gene, on the other hand, was immobile on stage as if I’d stolen a statuette from Madame Tussauds Museum.

Despite my singing, a growing crowd of C&W fans started showing up to see us and hear him.

It was the first time I’d ever been in front of a music audience that I didn’t feel sorry for. It was an odd, unaccustomed feeling.

Things went extremely well for a couple of months, and then I had to sail away. Gene half-heartedly played for a couple of more nights until he was told, “You’re good, but you’re no Cap’n Fatty!”

Gene then wandered away into the Malaysian night; to the sorrowful soundtrack of a lonesome cowboy’s harmonica, softly playing to the rhythm of a horse’s fading clip-clops.

Cap’n Fatty Goodlander has lived aboard for 53 of his 60 years, and is currently on his third circumnavigation. He is the author 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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**Grenada**
Grenada Sailing Week  
January 30th – February 4th, 2014

**BVI**
Sweethearts of the Caribbean Regatta  
February 14th – 16th, 2014

**Spring Regatta**
March 31st – April 6th, 2014

**Bitter End Pro-Am Regatta**
October 24th – November 1st, 2014

**Bermuda**
Bermuda Offshore Cruising Association  
April 1st, 2014

**Bequia**
Bequia Easter Regatta  
April 17th – 21st, 2014

**St. Barth**
Les Voiles de St. Barth  
April 14th – April 19th, 2014

**Antigua**
Antigua Classic Yacht Regatta  
April 17th – 22nd, 2014

**Antigua Sailing Week**
April 26th – May 2nd

**Bahamas**
Regatta Time in Abaco  
July, 2014

To find out more information visit facebook.com/MountGayRumCaribbean
Have you ever watched a TV show entitled ‘Kids Say the Darndest Things’? I remember getting a few chuckles from that one a few years ago. But nowadays humor has descended into the depths of vulgarity, which sometimes makes you cringe with embarrassment or shake your head in despair at how base we have become. It wasn’t long ago that a British TV presenter was suspended for relating the following relatively harmless verse of a limerick on air:

“Jack and Jill went up the hill to fetch a pail of water. Jill came down with half-a-crown after doing what she didn’t ought ta!”

Now, even kids of six or seven are coming out with surprisingly crude comments; nevertheless some of these will put a smile on your face.

A dolphin breathes through an asshole on the top of its head. (Billy, age 8)

My uncle goes out in his boat with two other men and a woman and pots and comes back with crabs. (Millie, age 6)

While on vacation my Mom went water skiing. She fell off when she was going very fast. She says she won’t do it again because water fired right up her fanny. (Julie, age 7)

My dad was a sailor on the ocean. He knows all about the ocean. What he doesn’t know is why he quit being a sailor and married my mom. (James, age 7)

For me, humor has to be subtle as well as clever. That’s why British humor is so good. Charlie remembered this story about two Irish crew members on a charter boat tied to the dock.

Paddy says to Murphy, “I’m sick of this working in the hot sun. I’m going to pretend I’m drunk and be sent home for the day.”

“That’ll never work says Murphy.”

So Paddy gets up on the boom and starts swinging upside down shouting, “I’m a light bulb, I’m a light bulb.”

The captain comes over, “Paddy! Go home you’re drunk again!”

Paddy climbs down and packs up his stuff.

Then Murphy starts to pack up his stuff too.

“And where the hell are you going?” says the captain “I’m going home, too,” says Murphy. “You don’t expect me to work in the dark, do you?”

The blue marlin certainly showed up en masse to celebrate Club Nautico de San Juan’s 60th International Billfish Tournament (IBT), fished September 17 to 20. The fleet of 46 boats, with nearly 200 anglers representing eight countries, released an incredible 145 blue marlin in four days of fishing.

“We had an excellent tournament and broke records this year,” says Chairman Miguel Donato. “For example, this is the first year in the last 10 to 15 that one boat has released 10 blue marlin.”

Puerto Rico’s Jaime Fullana’s Bolita, a 74ft Buddy Davis, was the winning boat. Not only did team Bolita release the most fish – 10 blue marlin (2,775 points), but Fullana also won Top Angler, both local and overall, for his four releases (1,110 points). What’s more, the team’s total of eight releases on the third day of tournament fishing earned Fullana the keys to a brand new Smart Car, courtesy of Garage Isla Verde.

“There isn’t anything better than winning this tournament,” says Fullana. “We released three blue marlin the first day and two the second. These we caught using 50lb test line. Then for the last two days we fished with 30lb test and released another five. I’d say our success was due to fishing the way we always do, catching just about every-
thing we saw, and luck. It’s the first time I’ve won this tournament and I have fished it every year but one since 1965."

Fullana also credits the use of a new satellite program using ‘Google Earth’ that has allowed organizers to show tournament anglers the potential fishing ‘hot spots’ with a high degree of accuracy. Dr. Ricky Jaen, who will be chairman of the 61st IBT, is credited with introducing this technology last year.

The angling team aboard Bolita included Fullana, his nephew Antonio, Miguel Munoz and international anglers Michael Kelly and famed marine artist, Carey Chen, both from the U.S., and Javier Pira from Guatemala.

The second and third top boats, Christina (2,275 points) and Anamarina (1,950 points), fished exclusively with 30lb test line and released seven and six blue marlin, respectively. The release of a blue marlin on 30lb test earned anglers 325 points each while a blue released on 50lb test counted for 230 points.

In the angler rankings, after Fullana, Carlos Luis Rodriguez earned second place with 1,015 points and Juan Quintero finished third with 975 points.

Elias Ignacio Cruz (975 points), from Ecuador, was named Top International Angler. Team Ecuador also won Top International Team with 1,800 points.

Finally, Puerto Rico’s Stephanie Lebron, fishing aboard Tati Way, successfully defended her Top Lady Angler title for three years in a row, releasing two blue marlin for 650 points. A total of four lady anglers fished this year’s IBT.

There’s a chance to relive all the fun and fantastic fishing in future months. The World Fishing Network, a recreational fishing TV station based in Canada, filmed two TV programs: ‘Nick and Mariko Adventures’ and ‘World Fishing Journal’, during the IBT as part of a sponsorship granted by digital cable company Liberty.

The IBT is the longest consecutively held big game fishing tournament in the world and attracts anglers from all over the world to fish in Marlin Alley, a natural geological trench about a mile and a half off the North coast of San Juan. This well-orchestrated fishing competition boasts nightly parties, a spectacular boat parade, special Ladies Program, a Shoot-Out start past the famous El Morro Castle, honorary jet fly-over welcoming the fleet back to shore and a tournament finale Gala Awards Banquet where over 30 prizes are presented.

The IBT also boasts a strong conservation ethic that promotes tag and release and this year a continued partnership with the National Geographic Society to deploy Crittercams in order for scientists to learn more about the magnificent marlin.

For full results, videos, photos, visit: www.sanjuaninternational.com

Report by Carol M. Bareuther. Photos by Mark Smestad
LAS PERLAS
UNSPOILED NATURE NEAR PANAMA CITY

STORY AND PHOTOS BY BIRGIT HACKL

Only 35 nautical miles from Panama City the archipelago of the Las Perlas lies in the Pacific. Despite their proximity to the metropolis the 15 islands and countless islets are a relatively untouched wilderness. Only Contadora has regular air and ferry connections and some tourism. Most of the other islands are uninhabited and entice visitors with powder-sugar beaches, protected anchorages, jungle vegetation and millions of seabirds.

While most yachts on the way to the Pacific transit the Panama Canal in March, we decided for an earlier date, to leave enough time for exploring the Pacific coast of Panama. The dry season starts in December and steady northerly trade winds make reaching the Perlas – and the hops between the islands – pleasant sailing. January and February are also good times to visit the Perlas. However, in March the fleet of yachts bound for the Galapagos crowd into the anchorages and, during the rainy season, from May to November, the weather becomes unstable with lots of thunderstorms, strong winds from different directions and humid calms in between.

We reached the Perlas from the northwest and anchored on the protected southern side of Contadora, off the airfield. Contadora used to be a US Army base and a lot of the infrastructure dates from that time. In the meantime it has been developed for tourism, ritzy villas, hotels and apartments dot the shore. There are several mini-markets, a gas station and some restaurants, everything within walking distance on paved roads where visitors can stroll unconcerned even at night as there’s very little crime. There are few cars around, but lots of golf buggies that can also be rented.

The tourist office boasts lots of activities: cycling, jet ski rental, kayak tours, snorkeling, diving, bird watching and whale watching. But even without joining a tour there are plenty of opportunities to watch wildlife. For instance, in December, each morning and evening, young stingrays made a spectacular show in the anchorage, jumping high into the air, doing back-flips and fluttering frantically with their little wings before splashing back into the water.
On the western side of the archipelago well protected anchorages can be found in the channel between Chapera and Mogo Mogo and between Bayoneta, Casaya and Viveros. The little islands are rather low, covered with lush vegetation and surrounded by white, golden and black beaches, just perfect for a beach BBQ. Rugged volcanic rocks that pierce the waves like sharp black teeth make for a perfect postcard motif, but also remind the sailor to navigate carefully.

When planning routes in the Perlas it’s wise to keep an eye on the tide tables, as the tidal range reaches more than five meters (17 feet) during spring tides. In anchorages off beaches the bottom is usually a mixture of sand and mud with excellent holding.

After cruising the Caribbean, tidal waters were a new but interesting experience for us. The fact that the landscape changes every few hours was fascinating: reefs turn into islands, beaches appear and rock bridges emerge between islands. We stayed for a week on our favorite islets: Isletas des Platanal. We hiked around the islets at low
tide watching herons and egrets hunting for trapped sea creatures in the tidal pools. Often the seas around Pitufa seemed to boil, when large predators drove shoals of tiny fish to the surface with pelicans, cormorants, frigate birds and seagulls all getting their share of the fish buffet. We were lucky a few times catching mackerel, mahi mahi and tuna with our trolling lure.

We skipped the islands of Pedro Gonzales (only anchorages open to the north) and San Jose (a private island with apparently good anchorages in the southeast) and concentrated on exploring the main island of the archipelago instead. Isla del Rey is 15 miles long and by far the largest of the Perlas. While the swell breaks violently on the rough western coast, the east coast offers nice anchorages. The cruising guides mention the possibility of provisioning in the village of Esmeralda in the south of the island and the chance to take the dinghy up a river in the nearby anchorage at Rio Cacique. We found the village La Ensenada much friendlier though. The local minimarket is as mini as it gets, but as soon as we started asking around for veggies the villagers brought us produce from their own gardens and we could buy fish on the beach. The nearby anchorage at Isla Caña in between black rock needles is the most spectacular in the Perlas. Five miles further north the anchorage between Espiritu Santo and Rey is calm enough to carry out work up the mast.

Circumnavigating Espiritu Santo by dinghy reveals beaches with white sand and picturesque rocky islets. Opposite the anchorage a river flows into the sea. We motored upriver by dinghy at high tide and then paddled on the outgoing current silently back through the rainforest. A magical experience: birds chirp and squeak unseen in the trees, then suddenly flutter into sight, wading birds sit on low-hanging branches and crabs shuffle over the roots of the mangroves.

Cruisers on the way to destinations in the Pacific should allow sufficient time for this fascinating archipelago.


Birgit Hackl, Christian Feldbauer and ship’s cat Leeloo have been exploring the world on their yacht Pitufa since 2011. Visit their blog: www.pitufa.at
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PROFESSIONALIZATION OF SAILING EVENTS IN THE CARIBBEAN

BY ROBBIE FERRON

Worldwide trends are now seeing major boating and sailboat racing events increasingly organized by professional, profit-driven organizations rather than volunteer nonprofits.

In the Caribbean of the 1980s, everything was run by volunteers: Antigua Sailing Week, Nicholson’s Boat Show, BVI Spring Regatta, Tobago Race Week, Bonaire Regatta, and the St Thomas Rolex Regatta, to name a few. Everywhere enthusiastic volunteers took the lead and imbued the events with passion driven by the superb boating conditions in the Caribbean. Given the newness and excitement, a special spirit and energy emanated from those events.

Today that has largely changed and most events have some degree of paid/professional involvement and, inevitably, a high percentage of their revenue comes from sponsorship. Recently we have seen the introduction of several professionally run, apparently for profit, events like the Loro Piana Regatta in Virgin Gorda, the RORC 600 and the Bucket Regattas. Increasingly they are owned by out-of-region entities with favorable connections and a good understanding of the source markets.

It is significant that most of the newer regattas are for profit and/or professionally run and it is not surprising that their focus has been the higher-end audience. The professional nature of these events is likely to remain with us. Increasingly they will become a clear and tested business model, built partly around entities with high-end sponsors that see value in linking their names to these events, and participants that represent the pinnacle of financial success in yachting.

Many of the smaller events remain largely volunteer-based and, when compared to the larger events, will suffer from less marketing dollars, less quality of organization and smaller numbers. Often they are based in territories where local government has aspirations for increasing their marine tourism and have an interest in raising the standards of local regattas. Events aimed at youth – and where the sport
of sailing is central – are going to be seeking sponsorship from a very different type of sponsor with very different dollar levels. Regional yachting organizations are more likely to be dominated by the well-funded regattas.

What will happen, and what is already happening, is that these low revenue (usually focused on local residents and youth) events will be left in the hands of volunteers and be neglected by those organizations driven by profit and other motives. They will be forced to find new formats.

Besides changes in organizational structure, events are remodeling as a result of technology and the type of participants. Events are now run more effectively, operated with sophisticated computer-driven results and other data along with higher quality marketing and communication skills. In early Caribbean regattas you were often pleased to get your results late in the evening and, because you expected to wait so long, you joined your competitors at a bar close to the results board and the consequent parties became legendary. Today you can receive all the results on your iPhone and professional sailors can go to bed early to satisfy the crew boss.

Inevitably, the essence of the party/regatta that the Caribbean is well known for is changing. The top racing sailors are paid and cannot afford to risk their positions with partying. Partiers who enjoy both sides of the race/party fence are present but they are less likely to have much chance of competing on the race course. Organizers now face the challenge of pulling participants away from their mother-ships and luxury hotels and getting them to mix socially and enjoy the parties that originally made Caribbean regattas famous and attractive.

Running regattas and boating events in the Caribbean will evolve into a business like any other, whether it is for profit or not. Like any business, success will depend on adapting to the market and the interest of participants, dealing with contradictions, and sparking the excitement that drives participation. The challenge to the sport of sailing in the Caribbean is to ensure that the big money events don’t suck the funds and organizational talent away from the basic level of the sport where Caribbean residents, of all ages, enjoy simple events on smaller boats at manageable costs. Successful events will be those that adapt to changing conditions and, by leveraging the advantages of their location, promote and enhance their destination as a whole.

Sir Robbie Ferron founded the Sint Maarten Heineken Regatta and served as Caribbean Sailing Association President for nine years.

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TO BUY A BOAT
NEVER GIVE UP ON YOUR DREAM

BY RANDY WEST

The 75ft Peter Spronk-designed catamaran *Ppalu* has, since her launching in 1978, been my favorite sailing yacht in the whole world. With her tiny transoms and ketch rig, clipper bows accented with lap-strake topsides, comfortable high speeds, large deckhouse and deck space, there could be no other.

I was at her launching in St. Maarten when, together with two hundred others, we carried the yacht from the boatyard and into the waters of Simpson Bay Lagoon. From that day on, I tried to buy that boat. But 20 years of serious negotiations failed until a miracle happened.

Negotiations were always my fear. Luckily, I found Chris Simpson. Well, I didn’t find him, my girlfriend, HQ, found him for me. She works in a lighthouse/museum in Ponce Inlet, Florida, and one day a very yachtie-looking chap came in to peruse the museum. HQ started up a conversation and he explained that yes, he owned a yacht and had just purchased it in Tortola. HQ told him how, for 20 years, I had been trying to buy a boat that was based there. He in turn said to contact Chris Simpson at BVI Yacht Sales as the man knew every boat that was for sale and each of their stories. He then produced a telephone number.

I called, and a warm and friendly English accent replied. I explained my quest. Chris said there should be no problem...
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and that he knew the nephew of one of the owners. Small world, I thought.

It took a year. In the scheme of things that was not a long time; after all, they had not even listed the boat for sale.

The owners agreed almost immediately. The price was right. The yacht’s Captain, Odell, recognized the dire need to save the boat through restoration. “She is a part of Caribbean history,” he would say.

The owners wanted to finish out the charter season and I agreed to fly down for an in-water survey. However, at the end of the season they balked and I was back to square one.

Chris Simpson continued on the job and the following season confirmed the go ahead for the sale. I arrived and surveyed the boat with Geoffe Cooke from the Work Bench at Virgin Gorda Yacht Services.

Ppalu was sound enough and forward went the sale.

I really didn’t think it would happen but Chris Simpson did. Contracts and extension, accompanied by signatures, went back and forth by email. I sent a 10% deposit just to show that I was serious.

After the third extension I was going to give up. With two days left, I knew nothing would transpire when low and behold an email from Chris Simpson’s wife Karen arrived stating that all the paperwork had come together. She had been unbelievable in her title search. Thirty years of West Indian paperwork is not that easy a trail to follow. Producing the documents is altogether another story. But the deal was a done!

HQ and I immediately changed plans and flew to the BVI where we found all the paperwork supplied by the buyer in order. I signed a one-page agreement and that was it. Game, set and match; the boat was mine.

It is never supposed to be that easy. I love BVI Yacht Sales!

Oh, I did have to pay a pittance to cancel the registration of the owning company but that was the only ‘extra’ of which I was so afraid. I must admit I had asked Chris Simpson if there would be any more details to take care off. He said probably not although he did warn me about a possible fee for the paper chase … It didn’t materialize. Having lived in the West Indies for 35 years, I had my doubts but Chris’ words were accurate. “Kudos to the honest broker,” is all I have to say.

There you have it. If you are a madman like me and find yourself enamored with a famous yacht, well, patience and perseverance is the key. Twenty years is a long time to chase, I must admit. Had it not been for Chris Simpson, I would still be chasing that dream.

The moral of the story: If you want to buy a boat … get a good broker.

Randy West is a professional yachtsman and the author of The Hurricane Book: A Sailing Captain’s Memoirs.
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WHAT TO LOOK FOR IN A CENTER CONSOLE:
CONSTRUCTION

BY DOUG SIMMONS

In the second part of our series on what to look for in a center console boat, we talked with our panel of experts about construction. Here’s what they had to say:

Joan Maxwell, Regulator Boats

“Weight, which to us is fiberglass content, is the most important thing. Heavier boats ride better in rough conditions. The downside to weight is that the boat typically will not be as fast in calm water, but let’s face it, there are more rough days offshore than slick-calm ones!

“Construction should include components that have been tested to hold up in the harsh marine environment: Duetsche wire connectors, so there isn’t corrosion and loss of electrical power; easy access to through-hull fittings, pumps and hoses, so they can periodically be inspected.

“Look out for wood in the transom, stringers and decks. Potential rot is the main culprit, leading to expensive repairs later on.”

Ken Clinton, Intrepid Boats

“It’s important to understand how the fiberglass parts are built. You don’t need to be a chemist to understand how they’re constructed and what materials they’re using. Have the manufacturer explain what they use, how they use it and why they use it.

“Is there any wood in the construction? Are they using pure vinyl ester resins? Are they infusing or hand-laying everything verses using a chopper gun?

“It’s also important to ask what they’re using to put their individual fiberglass parts together. You can build the strongest parts in the world, but if they aren’t put together prop-
erly, they’re useless. Are they prepping each part properly to be sure that what they’re using actually adheres? How all of the major fiberglass pieces come together determines if they stay together.”

Les Stewart, Jr., Contender
“We recommend you ask what kind of resins and fiberglass are used and educate yourself on that, so you understand the broad spectrum. Do they use balsa core or composite core? Wood is superior for hull sides, when things are done correctly. We find it decreases weight and increases the integrity of the hull. You have to use more composite to achieve the same strength.

“Is it a two-piece or three-piece construction? Three-piece construction is very sturdy. Also, ask about the transom and stringers. Composite transoms and stringers keep the weight down and are strong. Our stringer system is built for each boat, so we have the ability to move things around to add features and increase fuel capacity yet maintain an optimal center of gravity.”

Bryan Harris, Everglades
“Another question is do you want an unsinkable boat or not? There are probably only five manufacturers who make unsinkable center consoles. How important is that to you? Because that level of safety and peace of mind costs money.

“We build our boats around pre-molded foam. We take solid pieces of foam that we lay down in the hull bottom and lay the liner around that, then we vacuum it all together. This means our boats end up being solid, one-piece boats. Other boats remain different components, and things tend
to twist and flex and move around over time, which can possibly lead to structural problems later in the life of a boat.”

**Alan Lang, Scout Boats**

“Unsinkability and 100-percent hand-laid construction are important. Both are directly related to safety and reliability. Boats built with chopper guns are more resin-rich and don’t have quite the strength that a 100-percent hand-laid boat would.

“A boat not being NMMA (National Marine Manufacturers Association) certified would raise a red flag. There are several builders who do not build their boats to any ‘standards’. Ours are built to NMMA, Coast Guard, CE and ABYC (American Boat & Yacht Council) certifications.”

**John Caballero, SeaVee**

“It’s important that the manufacturer use the best materials possible. We use PVC core and urethane transoms, and everything is through-bolted. By doing so, you ensure the longevity of the product. Also, vacuum bagging the lamination can avoid cavities and ensure the proper ratio of resins.

“It’s always a good idea to ask about the engineering, especially these days. We spend a lot of time on the computer before a plug is ever built, seeing how far we can push the design. This makes for a more substantial and balanced finished product. We have some hardcore fishermen, and the boats are throttled up and launched, and they just keep on going.”

**Shelley Tubuagh, Grady-White**

“Having a completely sealed cockpit with overboard drains, self-draining by gravity, is a very nice feature. This means the whole boat can be evacuated of water without having a bilge pump or anything, which is important if you get caught in a storm offshore or take a wave over the side.”

As a travel and marine journalist, Doug Simmons has cruised all around the Northeast, Mid-Atlantic States and Florida, and has island hopped in the Bahamas and the Caribbean.
HOW THEY ARE BUILT

CONTENDER BOATS
These semi-custom boats are crafted with hand-laminated solid fiberglass, structural PVC core sandwich construction with balsa coring in the hull sides. Contender’s center console line runs from 21 to 39 feet in length. www.contenderoffshore.com

EVERGLADES BOATS
Everglades’ patented RAMCAP process uses pre-molded, high-density, closed-cell, structural foam flotation to produce unsinkable boats. The company currently has center console models ranging from 21 to 35 feet. www.evergladesboats.com

GRADY-WHITE BOATS
‘Grady-Built’ means 100-percent hand-laid boats with metered glass-to-resin ratios for precise results. Its nine center console models use no-rot plywood stringers and transoms that are glassed in and carry a limited lifetime warranty. www.gradywhite.com

INTREPID POWERBOATS
The Intrepid manufacturing process includes wood-free, vacuum-bagged PVC foam hulls that are crafted on a built-to-order basis. It offers six center console models, plus two tournament editions, ranging from 24 to 40 feet in length. www.intrepidboats.com

REGULATOR MARINE
At this builder’s North Carolina facility, laminates are hand-laid by professional craftsmen using high quality glass, resins and gelcoats. Regulator currently has six center console models from 24 to 34 feet. www.regulatormarine.com

SCOUT BOATS
Scout makes wood-free, hand-laid, unsinkable boats with composite stringers and transoms. Its center console models — from 17 to 35 feet — also feature a reverse-shoebox hull/deck design to ensure durability and prevent water intrusion. www.scoutboats.com

SEAVEE BOATS
These 29- to 39-foot center consoles are wood-free and made of hand-laid fiberglass, with a four-stringer structural system. Vacuum bagging ensures the resin and fiberglass bind correctly for a hull that performs as one unit. www.seaveeboats.com
There are two great ways to sail to the Caribbean this fall courtesy of the World Cruising Club (WCC). The newly re-branded ARC Caribbean 1500 sets sail with some 40 boats from a new start point, the Ocean Marine Yacht Center in Portsmouth, Virginia, en route to Nanny Cay Marina in Tortola, BVI, on November 3. The ARC (Atlantic Rally for Cruisers) begins in Las Palmas de Gran Canaria on November 24, where over 280 boats will finish at IGY’s Rodney Bay Marina in St. Lucia, in mid-December. This is the first time that ARC ralliers will have two routes from which to choose: 50 boats will sail via the Cape Verdes to Saint Lucia, setting off two weeks ahead of the main group taking the direct route.

What did you like best?
The camaraderie before, during and after the event was fantastic, says Great Britain’s Nick Mason-Jones, who sailed last year’s ARC for the first time on his own boat, the Moody 47, Johanem, along with his wife and four friends. “The info and briefings provided by WCC were relevant and helpful, ditto the safety checks.”

Great Britain’s Russell Hawkins who sailed the ARC aboard his Moody S38, Mad Fish, with his wife and sons, Ethan (10) and Oli (8), adds, “We met a good few friends on the way to the start. At the end, be sure to fly your WCC rally flag. We found there was pretty much an ARC boat in...
every anchorage we visited in the Caribbean so we had a great social network in place, ideal if you need help with a problem or company at sundowners.”

The principal reason why Australia’s Terry Steen and his wife joined the ARC aboard their Lagoon 560, Voahangy, was their two children, Marc (13) and Anne (8). “We liked the fact that it is very social and families get to meet other children,” says Steen. “ARC organizers set up a kids program that not only entertained them but also allowed the parents to concentrate on boat preparations.”

In addition to the camaraderie, Virginia’s Tim Szabo, owner and skipper of the Saga 43, Kinship, enjoys the services that come with sailing in a rally. “The infrastructure of the Caribbean 1500 really helps. You’ve got a slip already assigned when you arrive, fuel arranged, weather predictors there, and customs there to meet you on the other end in Tortola rather than having to take a taxi to the customs office.”

What did you like least?

“The anxiety of waiting for the best weather window prior to departure,” answers Florida’s Paul Geppert, who participated in the Caribbean 1500 with wife Monica and friends aboard the Tayana 42, Moonshadow. “Being delayed and then hoping that crew has enough time off to complete the voyage.”

Minnesota’s Scott Brigham, who, with wife Jennifer, sailed their Valiant 40, Pendragon, on last year’s Caribbean 1500, adds, “We had a very rough Gulf Stream crossing, so if pressed hard, I would say that the rally needs to really help people understand what they can expect with the weather
forecasts. I believe it’s about providing realistic expectations.”

The flip side to the benefits of cruising in a group are some strict rules you need to comply with (safety and otherwise), explains Voahangy’s Steen. “There are also massive crowds during social events (it can be fun at the start, but frustrating in the end, when realising that some of the crew behave fairly badly), and a lot of bureaucracy.”

Describe your most memorable moment of the rally?

“Excitement and a feeling of belonging to something big at the race start in Las Palmas is what I remember fondly,” notes Voahangy’s Steen. “We took off with 200-plus other boats. What a sight!”

Rob Beam, his wife Ginny and three daughters, Hannah (15), Mia (12) and Ellie (10), who sailed their Slocum 43 Pilothouse, Helia, in the Caribbean 1500, have vivid memories of crossing the Gulf Stream. “I have never been good at estimating wave height, but suffice it to say that you would look to starboard while steering and see waves next to you the size of a one story building.”

Mason-Jones aboard Johanem says one memory sticks in his mind - literally. “We had a problem mid-Atlantic when one of our crew members got a large rusty fish hook deeply embedded in his forearm. We could not remove it and were at least six days from land. We radioed nearby ARC boats and by chance found that Ostria, only 25 miles away, had a surgeon on board with his medical kit. We rendezvoused. I launched our dinghy and rowed over to collect him and he removed the fish hook. By the time we reached St. Lucia the scar had nearly healed so we did not get much of a sympathy vote for having lost half a day.”

For Switzerland’s Marina Passet, skipper of the Bavaria 39 Via Con Me, the first sight of St. Lucia’s lush green mountains is the most vivid memory. “We knew then that we had made it.”

What would you do differently next time?

Upgrade alternate power sources to keep batteries topped off, says Moonshadow’s Geppert. “We did not have enough alternate power sources and relied on running the main engine to charge batteries.”

Pendragon’s Brigham adds, “I would get my ham license earlier and practice more with the ham radio. Some folks had problems because they just didn’t know how to use it. The ham nets helped numerous boats communicate
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problems to others in the fleet. There was one major repair that a participant was able to complete that wouldn’t have been possible without the ham net.”

In addition, says Brigham, “We will have more easily prepared cold or hot meal options for the passage. We had two days where preparation of meals became a real safety issue. Making sandwiches was not possible. Hot coffee, forget it. Nuts, granola bars, and cheese sticks didn’t cut it.”

From your experience, what would you recommend to others who want to join the ARC or ARC Caribbean 1500?

“Plan out your boat for living aboard,” recommends Moonshadow’s Geppert. “Purchase any equipment needed for the voyage well ahead of time.”

Pendragon’s Brigham agrees and adds, “Get all your boat kinks, rigging, electronics and other issues worked out early. The people who had problems during the rally and after arrival in Tortola, were those that had installed new chart plotters, radios, generators, or water-makers right before leaving. Know how to use and repair the gear.”

Choose your crew with care, says Johanem’s Nick Mason-Jones. “Three weeks at sea in a hot rolling boat with little sleep means that tempers get shorter and one’s sense of perspective and humor can run low.”

Finally, arrive to the rally early, advises Via Con Me’s Passet. “This assures you and your crew has enough time for the shopping, events and courses. Also, if you are booking on a participant boat, be sure that the skipper is professional. If it is the first time for you, be aware the Atlantic is not the Med or the Baltic Sea. Skippers and owners: be sure, that you have enough experience and check your boat very well before you start. Once you are in the middle of the Atlantic there is no going back.”

Carol M. Bareuther, RD, is a St. Thomas, U.S. Virgin Islands based marine writer and registered dietitian.
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What could be more salty than the Salty Dawg Rally? The Dawg starts November 4th from the Blue Water Yachting Center in Hampton, Virginia, and finishes in the British Virgin Islands, or the Bahamas, or the destination of your choice! Is that salty or what?

Since the first event the Salty Dawg Rally (SDR) has prospered, going from 32 boats in 2011 to more than 100 in 2013. This is one of the most relaxed rallies on the calendar. For instance, there is no formal inspection of each boat, the organizers insisting it is the responsibility of each skipper to have proper safety equipment and to ensure that the vessel is prepared for the passage.

The rally does provide weather information and they run a week-long series of seminars in advance of the rally.

The SDR was the idea of Linda and Bill Knowles and their Jack Russell pup Brie, the original Salty Dawg. The Knowles work tirelessly to make the event a success and they have hit on a formula that is attractive to seasoned bluewater sailors and those going offshore for the first time.
time either on their own boats or as crew.

There is no entry fee for the SDR, which is obviously an added attraction. When All At Sea asked Linda Knowles if they would be introducing an entry fee for future rallies, now that the event is growing, she replied with an emphatic “NO!”

However, other things change from year to year, as can be seen by the introduction of the Spring Rally. This takes the boats back to the US and has already almost doubled in size since last year.

“We have had a great response in the Spring Rally with 25 boats returning with us this year,” Linda says. “We spend ten days at North Sound at the Bitter End Yacht Club, and Leverick Bay, before heading to Nanny Cay Marina for a few days prior to departure.”

There’s more for Salty Dawgs than a sail to the Caribbean, as Linda explains.

“We have added events in Hampton; North Sound, the Bitter End and Leverick Bay. We have an Annual Salty Dawg 4th of July celebration in Bristol, RI, with the longest running 4th of July Celebration in the country. We now have seminars in Annapolis and, of course, we will have our 2nd Annual Salty Dawg Annapolis Rendezvous at Mears Pavilion on October 9.

“And we have a Women’s Round Table in Hampton, to discuss provisioning,” Linda adds.

New sponsors are a sign of a healthy event and more sponsors support the SDR each year. Linda says they have also made changes to the Board of Directors.

“We have increased our Board of Directors to seven and are in the process of filing for tax exempt status as a 501c3 Corporation.”

More families are taking part in the rally and organizers hope this trend continues.

“This year we have started a group within the Salty Dawg Rally called the Salty Pups (children). We are planning activities and seminars for them in Hampton, such as knot tying, use of VHF radio, safety at sea, and a scavenger hunt. The list goes on and on!”

People who have taken part in the SDR have left glowing testimonials on the event’s website.

Iain and Fiona Lewis said: “Usually things that sound too good to be true are too good to be true. This is not the case with the SDR. It’s run by sailors for sailors giving you all the benefits of an organized rally but with none of the downsides such as fixed departure dates or even fixed start or end locations. Even with all this flexibility there is a great sense of community built within the SDRers and companionship from having the shared joy of sailing and completing the challenge of crossing oceans.”

Bill Danilczyk also praised the rally. “I have to say that the Salty Dawg rally is an incredible rally experience. From the pre-start staging, weather info, seminars and parties, the in transit weather briefings and check-ins, to the arrival parties and discounts. The Salty Dawg Rally has saved me well over $1000 while cruising in the BVI this winter.”

The Dawg wouldn’t be the Dawg without Dawgs of the genuine canine variety sailing along. This year at least five boats count pets as part of the crew!

For more information, visit: http://saltydawgrally.org
It seems not a year goes by without a new transatlantic rally is announced. This is hardly surprising when you look at the success of the Atlantic Rally for Cruisers (ARC).

To set up and run a major rally is no easy task. To attract sailors to your new event, you must offer something different. The Christmas Caribbean Rally (CCR), from Lanzarote to Antigua, does just that.

Mikaela Meik, events manager for Sailing Rallies, the company behind the CCR, told All At Sea why they created the new event.

“When we launched, the ARC was the only other transatlantic rally. We completed it ourselves (and also the ARC Europe) – and had a fantastic time! What became clear through was that it was oversubscribed and it is limited to people who can afford to take a large chunk of time off to take part in November and early December. Therefore, people who are working or have children in school or university will find it easier to take the time off over Christmas and do the transat.

“Going over the Christmas holiday period enables a wider selection of people to be involved and crucially means the trade winds are more likely to be fully established making for a better passage.

“There will be lots more music” adds Mikaela who, like her Sailing Rallies business partner, John Simpson, is an accomplished musician.
One difference between the Christmas Rally and the ARC is the lower, 21.5ft (6.5m) LOA size limit. This is the same length of boat as those that take part in the Mini Transat, which this year had 85 yachts racing across the Atlantic.

“It is perfectly acceptable for smaller boats to cross oceans. Sometimes it’s the smaller boats that are more likely to need the support that comes with sailing in a rally. Whether you’d want to cross an ocean in a 21ft boat is another question!” says Mikaela.

The decision to allow smaller, well-found boats to sail under the umbrella of a well-organized rally and not be excluded because the owner’s budget doesn’t run to a bigger vessel is welcome.

“You don’t need to be a millionaire and own an expensive boat to take part in one of our rallies,” Mikaela adds.

The rally say they chose Jolly Harbour, Antigua, as their finishing point because facilities there are perfect for boats finishing an ocean passage. “Flights are convenient for crew changes and the yachting infrastructure is all ready to cope with demand.”

Safety is on the minds of every would-be offshore sailor and the CCR are strict on this point.

“We take safety very seriously and our requirements are based on the ISAF special regulations.”

Boats will be subject to a safety inspection by the organizers before the start of the event and if an individual yacht fails to meet the basic safety level requirements, their place in the CCR is liable to be withdrawn without a refund.

Alan Ryall and his wife Terry – owners of the Island Packet 465, Seminole Wind – are taking part in the rally.

Posting on the Sailing Rallies’ website, Mr Ryall said: “We have been splitting our leisure time between the UK and USA for a while now and the Christmas Caribbean Rally seems a great opportunity to achieve an ambition of sailing across the Atlantic. We have chartered pretty much across the world, Caribbean, USA, Indian Ocean and Asia but we have never crossed an ocean on our own keel, so it is a really exciting adventure.”

No rally is complete without a list of social events.

“We think social events really compliment the sailing,” says Mikaela, “so a full social schedule takes place in the Canaries and the Caribbean. This is not just a load of beer and parties – we are musicians ourselves so a great emphasis will be placed on live music (anyone is welcome to bring an instrument), and also the different cultures on each island will be fully incorporated.”

In keeping with the ARC, the new rally has a racing division. Boats entered include the Volvo Ocean 60 Cuba Libre.

Sailing Rallies also run a rally around the southern Baltic – The Baltic 4 Nations Rally visits Denmark, Germany, Sweden and Poland. “It won’t be as warm as the Caribbean,” says Mikaela, “but it will be just as much fun and also have a great selection of music!”

For more information, visit: www.sailingrallies.com

Gary E. Brown is the Editorial Director of All At Sea. 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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As we left the waters of the US Virgin Islands the fishing line zinged. Fifteen minutes later we were cutting steaks off a 50-pound skipjack tuna, which would feed us for the next week. This was the amazing beginning of our sail to Haiti and the little island of Ile a Vache.

Three days later, after surfing the Mona Passage and hitting 15.2 knots, bursting a shaft seal and enduring some heavy weather south of the Dominican Republic, we finally sailed into Port Morgan with the customary warm welcome from the locals.

In 2011, Allard Stamm, the owner of Corina IV, and I visited Ile a Vache and had a great time getting to know the locals and observing their simple but effective methods of harvesting the fruits of the sea. Hand-built boats with sails made of any light material available at the time, sailed the coastal waters in search of fish. Divers used masks, and possibly fins, that were held together with tape and string. This was the inspira-
We loaded the dinghy with over 100 pairs of fins, 50 masks and snorkels, 14 sails, a solar panel, and a couple of oars.

Max takes equipment, donated in St. Maarten, to the beach.

We loaded the dinghy with over 100 pairs of fins, 50 masks and snorkels, 14 sails, a solar panel, and a couple of oars. We loaded the dinghy with over 100 pairs of fins, 50 masks and snorkels, 14 sails, a solar panel, and a couple of oars.

We loaded the dinghy with over 100 pairs of fins, 50 masks and snorkels, 14 sails, a solar panel, and a couple of oars. All this was donated by the generous people of St. Maarten and the Scuba Shop in Simpson Bay and Oyster Pond. As we started to carry the gear to the designated area, people began to gather. By the time everything was ready there was almost 100 people trying to burst into Henry’s yard and be a part of the action.
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The snorkel gear went first, and fast. Divers were in line for the prime pickings and children ran beneath them as townsfolk added to the fray. What started as a relatively orderly handout ended in a complete free for all. The excitement was contagious and soon we were passing fins over walls and under the fences. There was more than enough to go round. Immediately the beach had young boys and girls trying out their fins, some for the first time ever.

The sails came next once the commotion had died down. These were to be given to the fishermen who needed them the most. One of the sails; a Genoa for a 50-foot Beneteau, in good condition, was divided between five very happy men. Lastly, the solar panel was gratefully received by a couple building a community center who needed as much electricity as possible to run their television for village movie nights. After a few photos and exchanging Facebook details, everyone called it a day and had a local, cold, Prestige lager.

The community of Ile a Vache was very grateful for their new gear and equipment and sent warm regards and many thanks to the people and sponsors in St. Maarten who made this amazing event possible. We, the crew of the Corina IV, were also grateful for the opportunity and hope one day to return to assist further or simply spend time with our new friends; hopefully joining Felix for a dive when his shop is complete.

EDITOR’S NOTE – In June, Max Loubser (skipper) Laura Bijnsdorp, Kippy Gilders, Alex Nebe and Maria Merkens, young friends who grew up together on St. Maarten, boarded Corina IV, a Beneteau Oceanis 52 loaned to them by former St. Maarten businessman Allard Stamm, and set off to sail around the world. As we went to press, the young adventurers were crossing the Pacific. To learn more, visit: www.readysetsailnow.com, Facebook: Ready Set Sail
luck and talent has landed Mike Lemon coveted captain positions aboard some of the best sports fishing boats. As a result, it’s made for a career that’s defined by catches. In fact, you could say Lemon is one of the ‘catchingest’ captains in the Caribbean when it comes to blue marlin. “I’ve taken advantage of job opportunities and have been fortunate to be involved with good people for a long time,” says Lemon.

Raised on St. Thomas, Lemon admits to skipping school in order to fish. “I worked on charter boats out of Yacht Haven and from Frenchman’s Reef. I wasn’t into marlin fishing then, but we’d hear the stories from the Florida boats in Red Hook. It wasn’t until later, when I worked with Red [Capt. Red Bailey aboard Abigail III] that I started getting blue marlin experience.”

In 1983, Lemon got his first shot at the captain’s chair. Childhood friend Danny Boland was mate aboard Win Rockefeller’s Hatteras 50, The Shadow, when Rockefeller was in the market for a new captain. Boland recommended Lemon.

“It was a tremendous opportunity to work with someone with such a great reputation on the water,” says Lemon, of Rockefeller, who owned Allied Marine, the Hatteras deal-

PHOTO: JIMMY LOVELAND

Winners! (From left): Dean ‘Rasta’ Dunham, Ryan Mertens, Sam Jennings, Capt. Mike Lemon

PHOTO: DEAN BARNES

Captain Lemon (center on bridge) backing Revenge into its slip at American Yacht Harbor

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ership in Ft. Lauderdale; founded The Billfish Foundation in 1986 (which promotes conservation), and served as Lt. Governor of Arkansas.

Highlights of Lemon’s career with Rockefeller are many. He was at the helm when Rockefeller’s 12-year-old son released his first blue marlin. He took Rockefeller out for a half day of practice the day before the San Juan International when Rockefeller boated a 608lb blue marlin, a fish that would have won him the tournament if caught the next day. And, in 1992, he was an integral part of Rockefeller’s Team Alchemist that won the USVI Open/Atlantic Blue Marlin Tournament (ABMT).

“Win told me to invite some of Allied Marine’s better customers down to the Virgin Islands to fish,” Lemon says. “That’s how I met Sam Jennings. He came down to fish the July Moon.”

The two hit it off. When Rockefeller stopped fishing, Jennings hired Lemon to take the helm of his new 58ft Revenge yacht, hull number one and namesake Revenge. Their first summer fishing in the Virgin Islands was 1994.

“Sam and I sat down, looked at the calendar, and planned the fishing days,” Lemon explains. “That’s when I realized I had an opportunity to catch more fish that I ever had before.”

The Florida-based Revenge spent four to six months of the year, usually from May or June through October or November, fishing in Virgin Islands waters. Jennings, and often his son Jon, would fly down and fish over the full moon or typically 50 to 80 days in a season.

“We had some stretches that really stand out,” Lemon explains. “For example, right after Hurricane Marilyn in 1995, we released 26 blue marlin in four days and saw twice as many fish. It was unbelievable. In 1999, we had a spectacular run of 101 blue marlin in 30 days and in a four-day window released 27 in total with ten fish alone in one of those days. Then in 2008, Sam released his 1000th blue marlin from aboard Revenge.”

Revenge, with Lemon at the helm and Jennings in the fighting chair, has won the ABMT five times, a record that still stands.

After 19 seasons, and the release of over 1800 blue marlin, Jennings retired from fishing last year and put Revenge up for sale. Meanwhile, Lemon is enjoying some free time to visit friends, play tennis and spend time at home with his wife.

“I have no immediate plans other than to stick with Sam until the boat is sold,” says Lemon. “I can’t see myself committing to a full-time position, because you have to put your heart and soul into your career, but freelancing – yes, and blue marlin fishing – yes. Someday I’d like to fish Cape Verde. It’s the great sense of adventure that I love.”

Carol M. Bareuther, RD, is a St. Thomas, U.S. Virgin Islands based marine writer and registered dietitian.
New sails are on nearly everyone’s list at the start of each Caribbean regatta season. So, what do you do with your old sails? Donate them to Nutmeg Designs, a sustainable home-furnishings and eco-accessories business based in Road Town, Tortola, where owner Annie MacPhail makes them into fashionable travel and tote bags.

MacPhail, who hails from the U.S. state of Connecticut, studied design and marketing in college. In the early 1990s she accepted an offer to work at BVI Yacht Sales. The position and place offered her the best of both worlds: a chance to work in the yachting industry, which she loved, and to use her free time to paint, design and sail. Over the past several years, she developed a line of travel and tote bags made out of discarded cotton tarpaulin that she reconditioned, dyed and embroidered.

“The first fabric I used for upholstery came from Brazil,” she explains. “As I further developed this line, I looked for other sustainable materials that would work for our designs and also looked right in our own back yard rather than perpetuating the cycle of waste by importing. That’s when we considered the availability and viability of Dacron, nylon and polyester sailcloth. The BVI is one of the largest sailing charter destinations and certainly has its share of used sail cloth, much of which is discarded when it is old.”

MacPhail invested in tools and sewing machines and
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started creating products using the sailcloth. She called the island’s sail makers. Doyle and Quantum gave her discarded sails and continue to do so. She is also in contact with the Charter Yacht Society and other BVI-based charter companies who generally call to notify MacPhail when they have a disposed of sail. In addition, any sailor who is discarding a sail can give her a call. She’ll pick it up, use it and in return give the donator several bags.

Once MacPhail has the sails, she cuts and sorts them. The luff and leach lines are pulled and re-used in various ways. Any hardware that can be kept and re-used is also cut out and kept. Then, she cuts the sail into usable pieces, washes it and stores it by weight. She then is able to pick through her inventory for the exact pieces that will work best for a particular design.

MacPhail’s sailcloth line includes various types of totes, wine bags, clothing hamper, small buckets for things like towel storage and large buckets for clothing hamper or shoe baskets on yachts.

“Many companies the world over make these types of standard utilitarian bags,” MacPhail explains. “Where we are unique is that I try to think outside the box when using this fabric. I have several bag designs which are more stylish in terms of what women want for a more fashionable handbag. I have developed pendant lights, table lamps and lampshades, storage hangers, even Christmas ornaments and stockings. We try to use as much of the sail as we can. In addition, we are able to brand the products we make out of sailcloth. For example, we just completed 300 totes and wine bags for the BVI Wine and Food Festival in November.”

In addition to her sailcloth line, MacPhail’s Nutmeg Designs shop carries a line of rugged furniture made out of reclaimed wood from retired Indian Ocean sailing dhows. While she does import several brands of eco-friendly products, many of her custom one-off pieces are created from marine objects found in the BVI. She has converted authentic bronze port holes into mirrors, antique Victorian oar locks into curtain rod brackets and rowing oars into key and coat/hat racks. A particular customer favorite is mini decorative table size Christmas trees made out of collected beach rope. This is a great use for this colorful and highly hazardous free-floating rope that can cause damage to boats and maim and kill sea creatures.

“Our motto is: Doing good through our goods,” MacPhail says. “Whether one is donating a sail that might otherwise end up in a landfill or overburdened incinerator, or purchasing gifts at our shop, everything has a story and is helping a community become greener and healthier, either here or abroad.”

Carol M. Bareuther, RD, is a St. Thomas, U.S. Virgin Islands based marine writer and registered dietitian.
The Caribbean Sailing Association (CSA) is withdrawing from the business of running a regatta and taking the best of both worlds. They have done this by awarding the time-honored Caribbean Dinghy Championships (CDC) to the same island for three years while at the same time leaving the door open for the event to travel to other islands as it has in the past. This year’s CDC will be organized and hosted by the Antigua Yacht Club and Antigua’s National Sailing Academy on November 15 to 17 2013.

“We felt the event needed more continuity and set dates to enable people to schedule and plan in advance in an effort to encourage better participation,” explains Kathy Lammers, CSA board member. “The plan is to hold the CDC in Antigua (this makes Antigua’s third year having hosted the CDC in 2011 and 2012) and then look at other viable venues, including Antigua. Antigua is well equipped with a variety of different dinghies and it is centrally located in the Eastern Caribbean and relatively easy for everyone to get to.”

This change means the CDC is now CSA-sanctioned rather than a CSA-organized event. In addition to administering the CSA rating rule, one of the CSA’s goals is to promote and encourage dinghy sailing throughout the Caribbean. The CDC does this by bringing sailors together from around the Caribbean to compete in a variety of dinghies. This year’s event sees teams of mixed age groups from juniors to senior’s race in Laser Open, Laser Radial, Zoom 8, Optimist and Laser Pico classes.

While the CDC is raced in small boats, it has had a very large impact on launching the careers of Caribbean sailors. “Numerous sailors who teethed on the CDCs in their youth, have gone on to represent their respective countries at World Championships, at the Central American and Caribbean Games, Commonwealth and Pan Am Games, as
well as the pinnacle series – the Olympic campaigns,” explains CSA board member, Penny McIntyre from Barbados.

Barbados has a longstanding history – spanning upwards of 40 years – with the present day CDC, which had its beginning in the 1970s with Bajan and regional sailors competing in wooden Mirror dinghies in Jamaica and St. Vincent. Since 1985, seven islands have hosted the CDC including Barbados and St. Croix.

Karen Stanton, past commodore of the St. Croix Yacht Club, who has sent each of her three sons to other islands to compete in the CDC says, “The whole concept of the regatta moving from island to island is unique. Actually, it gives a chance to sailors who don’t have parents sending them all over the world. The sailors with limited resources get to go to an island as a team and hope to bring back a team trophy.”

“With the watery distance between the islands and the often exorbitant cost of inter-island transportation, it may be easier to keep the CDCs on one island such as Antigua, so that the costs of attending the regatta do not drastically change from year to year, along with the location,” Barbados’ McIntyre says. “This may better allow for more Caribbean nations to plan their fundraising. Hopefully, other nations will step forward in the coming years, as it is a great way for youth sailors to see more of the region, but if Antigua prove themselves yet again this November, there may be no need to change the venue each year.”

For more information and NOR, visit: www.caribbeansailing.com To enter a team, contact the Antigua Yacht Club: yachtclub@candw.ag Only one team per country is eligible for entry.

Carol M. Bareuther, RD, is a St. Thomas, U.S. Virgin Islands based marine writer and registered dietitian.
Crossing the Oakland Bay Bridge, one glance westward reveals a bay littered with white and multi-colored sails. Day sailors, cruisers, kids single-handing and the towering, 131-foot wing sails of the America’s Cup boats.

Vying for the 34th America’s Cup, first awarded to America in 1851, today’s boats are anything but classic. Each carbon-fiber yacht measures 72-feet long, 46-feet wide, weighs 13,000 pounds and is powered by a 13-story carbon-fiber-and-Kevlar wing sail. Suspended on foils made of engineered carbon-fiber, the AC72 flies over the water at speeds in excess of 50mph.
The AC72 is considered to be overpowered and short-handed. With an 11-man team, crew members are exceptional professional racers and multi-talented athletes. Meet Shannon Falcone, a Grinder with Oracle Team USA.

Falcone (see Where in the World, p16) grew up sailing and racing. At the age of three, he and his parents left Italy on a 44-foot sailboat, racing their way to the last event of the season, Antigua’s Sailing Week.

“We met a lot of people there,” said Falcone, “and we just stayed. I was lucky in Antigua. We had ex Cup sailors racing with us and my dad and mentor, Carlo, competed in the 1992 Olympics. I loved the competitive spirit.”

Seeing the America’s Cup trophy in Auckland, New Zealand during the family’s 1999 around-the-world sail piqued his interest and he wanted to be involved.

“Mike Toppa, my friend and America’s Cup veteran, told me to start with a small team, so I joined Mascal Vone Latino for my first campaign,” said Falcone. “I did every race and gained experience. It was the best advice.”

Falcone was noticed by the Italian Luna Rossa organization and raced with them for three years before moving to Larry Ellison’s Oracle team. At age 32, this is Falcone’s fourth America’s Cup campaign since 2003.

Oracle Team USA is headquartered in a state-of-the-art facility at Pier 80 in San Francisco, close to where Falcone moved three years ago so he could bicycle to work. “I love to eat and San Francisco is a cool city with great food,” he said. “But I don’t want to commute. There is too much traffic.”

It’s a good thing he loves food because Falcone and his teammates train six hours per day, burning as much as 9,000 calories. “There is food available to us at all times,” he said. “We eat all day long plus we carry high-energy drinks, gel caps and bars when we’re on the boat.” Bound by overall weight limitations, six-foot, five inch tall Falcone will weigh 225 pounds during the AC Finals. Average crew weight is 204 pounds.

Preparing for the America’s Cup is physically grueling; both on and off the water. According to Falcone, race days have shorter on-the-water time but are more mentally intense and pressured. Work days begin early in the morning and often end well into the evening hours. The two Oracle AC72s are assembled before each practice and race, then taken apart at the end of the day. Down from a crew of 17 in the 2007 monohull campaign, the current 11 team members multitask on board and as on-the-ground support. “Some work with electronic and electrical systems or boat designs,” said Falcone. “I work with our personal gear.” The skintight full-body suit needs to breathe and allow a great range of motion yet be lightweight and thin. Neoprene it is.

“The G-Forces are unbelievable on the turns around the marks,” said Falcone. “We have to hold on or get swept off.” But once they stop, the loss of body heat and the ability to stay warm is a challenge. “We have massive stay-warm jackets and huddle down in the cockpit, with only our heads in the wind.”

Falcone has the highest respect for the Oracle syndicate. “There are no rock stars,” he said. “We worked through a lot of trying times, stepped past the limit and became stronger as a team.”

Antigua

Five members of the New York Yacht Club built the state-of-the-art schooner America and sailed it across the Atlantic Ocean to compete against British ships in conjunction with England’s Great Exposition of 1851. America won the 53-mile regatta around the Isle of Wight by eighteen minutes on August 22. The prize was the Hundred Guinea Cup, a two-foot-high silver jug presented by the Royal Yacht Squadron. The trophy was later renamed The America’s Cup.

The legendary story of Queen Victoria can be overheard by racing enthusiasts around the Bay. Versions vary, but the essence is while watching America come over the horizon from her royal yacht, the Queen asked her attendant, “Who is second?” to which he reportedly replied, “Your Majesty, there is no second.”
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Every year – especially during hurricane season – cruisers flock to 12˚N and Grenada’s southern anchorages. Offering everything from sandy beaches and rum shacks to mangrove hurricane holes, there is something to suit everyone. The island is a heady mix of stunning tropical flora, quaint colourful houses and warm, welcoming people.

Saint George’s
Although not exactly the south coast, St. George’s, the island’s colorful capital, is worth mentioning. Days of anchoring inside the lagoon are long gone, the carenage is strictly for local boats and so the only anchorage is outside the lagoon. Holding is extremely variable but good sand can be found in deeper water. Moorings are also available. The water is normally very clear, unlike most of the south-
ern anchorages, and you are just a stone’s throw from the stunning Grande Anse Beach where anchoring is prohibited. Ashore you have both Port Louis Marina and Grenada Yacht Club with the usual amenities and of course all the shops and sundries that the capital has to offer, including marine stores.

**Morne Rouge Bay**
Also known as BBC beach, Morne Rouge Bay is an idyllic spot rarely visited by yachts because of its shoaling anchorage. Only very shallow draft vessels can get in close enough to anchor in good sand. Deeper draft vessels must anchor further out amongst the rubble and coral, making this a fair weather anchorage or day time stop only.

**True Blue Bay**
True Blue Bay Resort with boutique hotel, restaurant, marina, and dive shop can be found at the head of this small bay. Access to the main bus route into town is less than a ten minute walk. The bay can suffer in southerly swells. Moorings are available.

**Prickly Bay**
The notoriously rolly Prickly Bay is perhaps Grenada’s most popular anchorage and a hub of activity. Watch for the 5ft patch on your charts and a buoyed sunken wreck. Holding is usually very good although there are areas of weed and rubble. The bay is home to two good bars and restaurants. At the northern-most end you will find De Big Fish restaurant, Budget Marine, Spice Island Marine Boatyard and a sail loft. From here it is just a short walk to the main bus routes, shops and other amenities. On the eastern side you will find Prickly Bay Marina bar and restaurant with fuel dock and customs office. Moorings are offered throughout the bay. No anchoring is allowed off the pretty Lance Aux Epines beach where you will find a dive shop amongst the discreet hotels.

**AUTHOR’S NOTE** – The following bays are accessed through channels with reefs and shoals on either side. Caution must be exercised and care taken. Buoys are not always in place and sometimes charts are wrong.

**Mount Hartman**
Mount Hartman is home to Secret Harbour Marina and fuel dock. The bar and restaurant ashore and the pretty grounds make this mostly protected bay attractive when you want something a little more serene than the hustle and bustle of other bays. Holding is good but the currents can have you swinging in odd directions, so allow plenty of room.
Hog Island
Hog Island is another popular anchorage. The protected bay, the pretty beach and Roger’s rum shack have people gathering daily for parties, potlucks and endless games of Mexican train dominos. The island is full of trails and an adjoining bridge leads onto the mainland and Mount Hartman Dove Sanctuary. Holding is mostly good but this anchorage often gets busy during the summer months.

Clarkes Court Bay
Clarkes Court encompasses several different anchorages. Holding is excellent in depths that vary throughout the bay. Dinghy access is available inside the reefs all the way from Mount Hartman to Phare Bleu.

Calivigny Island is a private, exclusive holiday resort but beaches are public. Anchor in the cut between the island and the mainland. The water is deep but the holding is good. Here you can enjoy a cool unhindered breeze and a fast current to keep away the growth.

Saga Bay lies to your west and is actually part of Hog Island. Five or six boats can fit snuggly in this pretty anchorage.

Further in and on the east side you can anchor in Petit Calivigny, a small indentation in the mainland with a shoal at its mouth, or anchor a little further on by Whisper Cove marina bar and restaurant. At the north end of the bay is the small village of Woburn with a couple of bars, small shops and bus access. Clarkes Court Bay Marina is in the northwestern corner of the bay. Many boats like to anchor this side of Hog Island, which offers good protection from a southerly swell.

Phare Bleu Bay
Not many boats anchor in Phare Bleu Bay as it is very deep although an anchorage can be found by Adams Island on the
eastern shore. However, Phare Bleu Marina & Resort is a lovely spot at the north of the bay with its unique Lightship (fine-dining) Restaurant. Customs can also be found here along with minimarket, canvas shop, and other yacht services.

Port Egmont
Port Egmont is a landlocked, mangrove hurricane hole. This is a great place for some peace and quiet or to work aloft on your boat. The entrance is not as complicated as it looks but care should be taken as most of the channel is unmarked. Holding is good in mud. This bay can get busy, especially with charter fleets, if bad weather threatens.

Calivigny Harbour/Westerhall Bay/Little Bacaye
These anchorages are not frequented as much as the others. Tricky entrances keep cruisers away. Settled weather and good visibility are essential as well as good seamanship. Once inside Calivigny Harbour you will find excellent shelter if you can tear yourself away from the other bays.

Saint David’s
St David’s harbour is home to Grenada Marine boatyard. You can find ample room at the head of the bay as well as a few mooring buoys belonging to the yard. You’ll find the usual boatyard set up including a small restaurant right on the beach.

Rosie and her husband Sim Hoggarth on yacht Wandering Star have cruised the Caribbean and North America fulltime for nine years. Visit their blog: www.yachtwanderingstar.com
The Renaissance Marina, located in the heart of Oranjestad, is part of the Renaissance Aruba Resort and Casino and can accommodate more than 50 yachts.

Located at 12°31’ N and 70°02’ W, Renaissance Marina is the island’s most beautiful marina, part of the Renaissance Aruba Resort & Casino, it stretches over much of this picturesque waterfront.

The community combining the largest entertainment and shopping facility in Aruba with the natural beauty of the Marina. Renaissance Marina can accommodate yachts up to 200’.

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## CARIBBEAN MARINAS

### ALL AT SEA’S CARIBBEAN MARINA GUIDE

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<thead>
<tr>
<th>Location</th>
<th>Marina Name</th>
<th>Contact Information</th>
<th>Maximum Draft</th>
<th>Maximum Length</th>
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<th>Gas</th>
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<th>Laundry</th>
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</tr>
<tr>
<td>St. Maarten</td>
<td>Island Water World Marina</td>
<td>599-544-5310</td>
<td>8'</td>
<td>90'</td>
<td>54</td>
<td>•</td>
<td>Available</td>
<td>Cable</td>
<td>• • •</td>
<td>•</td>
<td>74</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>•</td>
<td>110/220</td>
<td>•</td>
<td>• • • • • •</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>114</td>
<td>•</td>
<td>480V 3-phase 100 amps/leg, 220V 3-phase 100 amps/leg, 220V 50 amps, 110V 30 amps 60Hz</td>
<td>• • • • • • •</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>•</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>• • • • • • •</td>
<td>16/76A</td>
<td>FREE</td>
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</tr>
<tr>
<td>St. Martin</td>
<td>Captain Oliver's</td>
<td>590-590-8733-47</td>
<td>10'</td>
<td>150'</td>
<td>160</td>
<td>•</td>
<td>110/240</td>
<td>• • • • • • •</td>
<td>16/67</td>
<td>•</td>
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</tr>
<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>•</td>
<td>125/250V 50 amp; 125/250V 100 amp; 220V 3- &amp; single-phase, 100 amps/leg</td>
<td>Cable</td>
<td>• • • • • •</td>
<td>16/6</td>
<td>FREE</td>
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</tr>
<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>•</td>
<td>120V 30 amps, 208V 100 amp, 240V 50, 100 amps, 480V 100 amp</td>
<td>Cable</td>
<td>• • • • • •</td>
<td>16/10</td>
<td>FREE</td>
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</tr>
<tr>
<td>Tortola, BVI</td>
<td>Nanny Cay Marina</td>
<td>284-494-2512</td>
<td>12'</td>
<td>125'</td>
<td>200</td>
<td>•</td>
<td>110/220</td>
<td>• • • • • • •</td>
<td>16</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>•</td>
<td>110/240</td>
<td>Cable</td>
<td>• • • • • • •</td>
<td>16</td>
<td>Cafe</td>
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</tr>
<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>•</td>
<td>110/220/308</td>
<td>Cable</td>
<td>• • • • • • •</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>•</td>
<td>110V, 220V; 480V 3-phase Cable</td>
<td>• • • • • • •</td>
<td>•</td>
<td>72</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>•</td>
<td>30/50/100 amp, 3 phase, up to 480V</td>
<td>Cable</td>
<td>• • • • • • •</td>
<td>16</td>
<td>FREE</td>
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</tr>
<tr>
<td>Virgin Gorda</td>
<td>Virgin Gorda Yacht Harbour</td>
<td>284-495-550</td>
<td>10'</td>
<td>180'</td>
<td>94</td>
<td>•</td>
<td>110/220</td>
<td>• • • • • • •</td>
<td>16/11</td>
<td>•</td>
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**OUTSIDE OF CARIBBEAN:**

<table>
<thead>
<tr>
<th>Location</th>
<th>Marina Name</th>
<th>Phone</th>
<th>Max Dovt</th>
<th>Max Lngth</th>
<th># Of Slps</th>
<th>Fresh.Water</th>
<th>Electrical Supply</th>
<th>Cable/ Satellite TV</th>
<th>VHF Channel</th>
<th>Provisioning</th>
<th>Shower/WC</th>
<th>Gas</th>
<th>Diesel</th>
<th>Laundry</th>
<th>Bar / Restaurant</th>
<th>Security</th>
<th>Wireless Internet</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>•</td>
<td>480V, 100 and 200 amps, 240V single-phase, 220V 3-phase, 100 amps, 240V, 50 amps, 120V, 30 amps</td>
<td>Cable</td>
<td>• • • • • • •</td>
<td>09/16</td>
<td>FREE</td>
<td></td>
<td></td>
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<td></td>
</tr>
<tr>
<td>Deltaville, VA</td>
<td>Deltaville Marina</td>
<td>804-776-9812</td>
<td>10'</td>
<td>110'</td>
<td>80</td>
<td>•</td>
<td>30/50 Amp</td>
<td>• • • • • • •</td>
<td>16</td>
<td>•</td>
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<td></td>
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</tr>
<tr>
<td>Cabo San Lucas, Mexico</td>
<td>Marina Cabo San Lucas</td>
<td>+52 624 173 9140</td>
<td>18'</td>
<td>200'</td>
<td>380</td>
<td>•</td>
<td>110V 30 amps, 220V 50 amp, 100 amp 3-phase</td>
<td>Cable</td>
<td>• • • • • • •</td>
<td>88A</td>
<td>FREE</td>
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<td></td>
</tr>
<tr>
<td>Colombia</td>
<td>Marina Santa Marta</td>
<td>+57 5 421 5037</td>
<td>11.5'</td>
<td>132'</td>
<td>256</td>
<td>•</td>
<td>110/220V, 60Hz</td>
<td>• • • • • • •</td>
<td>16</td>
<td>FREE</td>
<td></td>
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</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>•</td>
<td>110V, 220V, 480V 3-phase</td>
<td>Cable</td>
<td>• • • • • • •</td>
<td>09</td>
<td>FREE</td>
<td></td>
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</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>•</td>
<td>110V, 220V, 30/50/100 amps</td>
<td>• • • • • • •</td>
<td>16/72</td>
<td>FREE</td>
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**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>Location</th>
<th>Name</th>
<th>Latitude</th>
<th>Longitude</th>
<th>Phone</th>
<th>Length</th>
<th>Beam</th>
<th>Draft</th>
<th>Access</th>
<th>Power Supply</th>
<th>Hours</th>
<th>Additional Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Jolly Harbour, Antigua</strong></td>
<td>Jolly Harbour Marina / Boat Yard</td>
<td>17°04'46.4&quot;N</td>
<td>61°54'.30&quot;W</td>
<td>(268) 462-6041</td>
<td>10'</td>
<td>80'</td>
<td>18'</td>
<td>no limit</td>
<td>110/220</td>
<td>8am-5pm</td>
<td>70</td>
</tr>
<tr>
<td><strong>Aruba</strong></td>
<td>Varadero Caribe</td>
<td>12°32'N</td>
<td>70°02'W</td>
<td>297-588-3850</td>
<td>7'</td>
<td>85'</td>
<td>23'</td>
<td>no limit</td>
<td>120/240</td>
<td>8am-4pm</td>
<td>60</td>
</tr>
<tr>
<td><strong>Tortola, BVI</strong></td>
<td>Nanny Cay Hotel &amp; Marina</td>
<td>18°25'N</td>
<td>64°37'.37'W</td>
<td>(284) 494-2512</td>
<td>11'</td>
<td>160'</td>
<td>45'</td>
<td>no limit</td>
<td>110v 30amp/220v 50amp/3 phase100 amp</td>
<td>7am-6pm</td>
<td>70</td>
</tr>
<tr>
<td><strong>Tortola, BVI</strong></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'</td>
<td>65'</td>
<td>18' and 40'</td>
<td>no limit</td>
<td>110/220</td>
<td>8-5, Mon-Sat</td>
<td>45</td>
</tr>
<tr>
<td><strong>Tortola, BVI</strong></td>
<td>Tortola Yacht Services</td>
<td>18°25'N</td>
<td>64°37'.37'W</td>
<td>(284)-494-2124</td>
<td>10'</td>
<td>68'</td>
<td>20'</td>
<td>no limit</td>
<td>220V, 50A, 110V, 30A</td>
<td>7-4, 7days</td>
<td>70</td>
</tr>
<tr>
<td><strong>Virgin Gorda, BVI</strong></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</td>
<td>150'</td>
<td>34'</td>
<td>no limit</td>
<td>110/120</td>
<td>6am-6pm</td>
<td>70</td>
</tr>
<tr>
<td><strong>Curaçao</strong></td>
<td>Curacao Marine</td>
<td>12°N</td>
<td>68°W</td>
<td>599.9562-8000</td>
<td>9'</td>
<td>120'</td>
<td>33'</td>
<td>193</td>
<td>110/220</td>
<td>380</td>
<td>8-5pm</td>
</tr>
<tr>
<td><strong>Boca Chica, D.R.</strong></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'</td>
<td>65'</td>
<td>28'</td>
<td>no limit</td>
<td>110/220</td>
<td>380</td>
<td>9am-5pm</td>
</tr>
<tr>
<td><strong>La Romana, D.R.</strong></td>
<td>IBC Shipyard</td>
<td>18°23'.55&quot;N</td>
<td>66°53'.55&quot;W</td>
<td>(284)-495-321/323</td>
<td>12'</td>
<td>110'</td>
<td>26'</td>
<td>110/220 3 phase 100/50/30 amp</td>
<td>8-5</td>
<td>M-F</td>
<td>120</td>
</tr>
<tr>
<td><strong>Grenada</strong></td>
<td>Grenada Marine</td>
<td>12°N</td>
<td>61°40'.42&quot;W</td>
<td>001-473-443-1667</td>
<td>12'</td>
<td>75'</td>
<td>31.5'</td>
<td>0</td>
<td>110/220</td>
<td>8-5, M-F; 8-12, Sat</td>
<td>70</td>
</tr>
<tr>
<td><strong>Grenada</strong></td>
<td>Spice Island Marine Center</td>
<td>12°5'N</td>
<td>61°43'.37&quot;W</td>
<td>473-444-4257</td>
<td>12'</td>
<td>70'</td>
<td>25.4'</td>
<td>0</td>
<td>110/230</td>
<td>8am-4:30pm</td>
<td>70</td>
</tr>
<tr>
<td><strong>Puerto Rico</strong></td>
<td>Varadero @ Palmas</td>
<td>18°04'.37&quot;N</td>
<td>65°47'.57&quot;W</td>
<td>787-656-9211</td>
<td>11'</td>
<td>110'</td>
<td>26'</td>
<td>no limit</td>
<td>50/30 amp</td>
<td>8-5, 7days</td>
<td>110</td>
</tr>
<tr>
<td><strong>Sint Maarten</strong></td>
<td>Megayard</td>
<td>18°02'.13.24&quot;N</td>
<td>63°05'.08.52&quot;W</td>
<td>1-721-5446-060</td>
<td>12'</td>
<td>200'</td>
<td>33'</td>
<td>12'</td>
<td>110/220</td>
<td>8-5 M-F</td>
<td>150</td>
</tr>
<tr>
<td><strong>St. Lucia</strong></td>
<td>Rodney Bay Marina</td>
<td>14°04'.32.72&quot;N</td>
<td>60°56'.55.63&quot;W</td>
<td>758-452-0324</td>
<td>14'</td>
<td>275'</td>
<td>55'</td>
<td>no limit</td>
<td>110V/60, 220V/50, 480V 3 phase; 100amps/leg; 220V 3 phase; 100amps/leg; 220V 50amps/leg; 100V 30amps/leg; 50 &amp; 60 hz</td>
<td>8am-5pm</td>
<td>75</td>
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<tr>
<td><strong>St. Croix, USVI</strong></td>
<td>St. Croix Marine</td>
<td>17°45'.42&quot;W</td>
<td>340-773-0289</td>
<td>11'</td>
<td>68'</td>
<td>13-8'</td>
<td>no limit</td>
<td>110v 30amp/220v 50amp/3 phase100 amp</td>
<td>8-5, Mon-Sat</td>
<td>60</td>
<td></td>
</tr>
<tr>
<td><strong>St. Thomas, USVI</strong></td>
<td>Subbase Drydock</td>
<td>18°N</td>
<td>65°W</td>
<td>340-776-2078</td>
<td>16.5'</td>
<td>190'</td>
<td>50'</td>
<td>no limit</td>
<td>440 three phase/220/110</td>
<td>8-5, Mon-Sat</td>
<td>1000</td>
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**OUTSIDE OF CARIBBEAN:**

<table>
<thead>
<tr>
<th>Location</th>
<th>Name</th>
<th>Latitude</th>
<th>Longitude</th>
<th>Phone</th>
<th>Length</th>
<th>Beam</th>
<th>Draft</th>
<th>Access</th>
<th>Power Supply</th>
<th>Hours</th>
<th>Additional Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Delaware, Va</strong></td>
<td>Deltaville Boatyard</td>
<td>37°54'.96.64&quot;N</td>
<td>76°32'.96.21&quot;W</td>
<td>804-776-8900</td>
<td>9'</td>
<td>80'</td>
<td>25'</td>
<td>no limit</td>
<td>30/50 Amp</td>
<td>7-5 M-F</td>
<td>35/ 75</td>
</tr>
</tbody>
</table>

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**Rincon, Puerto Rico.** This magnificent and modern villa overlooks the west coast town of Rincon, home to some of the island’s best surfing beaches. Views stretch to the offshore islands of Desecheo and Mona. Sunsets are especially incredible from this 5,122-square-foot 4BR 3.5BA residence that boast balconies on every floor. Fully furnished with European-styling inside, and a saltwater infinity pool outside. Price: USD $899,000

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

**Water Point, St. Thomas.** Hear the surf while you sleep! This 7,000-square-foot 4BR 6BA waterfront villa, appropriately named Heaven on Earth, offers expansive views from all rooms, as well as a game room, mini theater, gym and central communications system servicing each room. There’s a large comfortable studio over the garage that provides for guest overflow or caretaker accommodations. Located in a gated community on the island’s eastern end, the architectural plan is designed to capture sun and breezes. There is direct access to both a pebble beach and to tranquil Cowpet Bay. Sale price includes full furnishings except for select pieces of art. Price: USD $4,900,000

NICK BAILEY, John Foster Real Estate  
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**MAHI MAHI WITH LEMON JUICE AND PARSLEY**

Prep time: 5 minutes. Cooking time: 6 minutes. Serves: 4

- 6 (4 oz) fillets mahi mahi
- 2 Tbsp extra virgin olive oil
- 2 Tbsp fresh lemon juice
- 2 cloves garlic, minced

Freshly ground black pepper
½ tsp sea salt
1 cup of chopped parsley

Garnish: Fresh slices of lemon

Rub or brush mahi mahi fillets with olive oil and lemon juice. Season each fillet with salt and pepper. Then spread over with garlic.

To grill: Arrange fish, topside down, on a grill rack or grill basket sprayed with olive oil cooking spray. Grill over medium-hot coals (or medium-high on gas) for 3 to 4 minutes. Flip each fillet and cook for an additional 2 to 3 minutes, or until the fish is just cooked through. Do not overcook.

Place one mahi mahi fillet on each plate (warmed) and divide the parsley evenly, on top. Serve immediately over brown rice with lemon slices.

**BRUSSELS SPROUTS WITH CHESTNUTS AND SAGE**

Prep time: 15 minutes. Cooking time: 15 minutes. Serves: 4 - 6

- 1 lb Brussels sprouts, trimmed and halved
- 1 Tbsp butter
- 1 Tbsp extra virgin olive oil
- 3 Tbsp vegetable broth
- ½ cup coarsely chopped chestnuts*
- 1 tsp chopped fresh sage
- 1 tsp chopped fresh rosemary

Bring a large saucepan of water to a boil. Add Brussels sprouts and cook until bright green and just tender, 6 to 8 minutes. Drain well.

Melt butter with oil and broth in a large skillet over medium heat. Add Brussels sprouts, chestnuts and sage and cook, stirring often, until heated through, 2 to 4 minutes; season with salt and pepper. Serve warm or at room temperature.

*Tip: Cooked and peeled chestnuts are usually available at this time of year. Look for them in the baking aisle or near other seasonal food items.

**BEETS WITH GOAT CHEESE AND CITRUS HONEY VINAIGRETTE**

Prep time: 10 minutes. Cooking time: 6 minutes. Serves: 4 - 6

- 4 Beets, 2 gold, 2 red
- 4 oz goat cheese
- ½ cups almonds or walnuts, halved
- Frisee or mâche leaves

DRESSING:
- Juice of 1 lemon
- Juice of 1 lime
- 1 tsp honey
- 1 tsp Dijon mustard
- 1 shallot finely diced

Salt and pepper

Preheat oven to 350 degrees. Cut off the top and bottom of the beets. Wrap the beets in foil. Make sure they are thoroughly wrapped. Place the foil packet of beets in a baking dish on the middle oven rack. Cook for 1-2 hours, depending on the size of the beets, until the tip of a knife inserts easily. Cool. Using a knife, remove the skin. Slice or cut as desired.

For the dressing, combine all ingredients. (You should have about 1/2 cup combined juice from the orange, lemon, and lime.) Whisk to combine. Season with salt and pepper; add additional olive oil, if desired.

Place the beets, one or two pieces of each color on a plate, spoon on goat cheese. Add almonds, and a few leaves of frisee and mâche, watercress or flat leaf parsley. Pour over dressing and serve.

Capt. Jan Robinson’s Ship to Shore Cookbook Collection is available at your local marine or bookstore. Visit www.shiptoshoreINC.com email CapJan@aol.com Tel: 704-277-6521. Don’t miss the new cookbook added to Jan’s collection: DINING ON DECK
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