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<td>MADCO</td>
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<td>Paradise Boat Sales</td>
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<tr>
<th>LOA in feet</th>
<th>Daily $/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 FISH THAT ROARED & OTHER HOLIDAY HAPPENINGS

December is here, the trade winds are blowing, the Caribbean sparkles and yachts are arriving in ever increasing numbers. Ocean wanderers are still living the dream, building or buying a boat to sail away into the sunset. A friend told me it was like following the yellow brick road, and he was right. The islands of the Caribbean are mythical and most of us were blown here on the wind – some, like Dorothy, even brought their dog. I used to subscribe to the argument that cruising has changed but I no longer agree, cruising hasn’t changed, the islands haven’t moved and the ocean remains the same. What has changed is the cost of cruising, so I was delighted to receive an article from writer and seasoned Caribbean cruiser Rosie Burr about the subject. Rosie reminds us that the rewards of throwing off the lines and sailing away can be had no matter what your budget. The upshot of the article is that whatever cash you have to support your cruising lifestyle; at day’s end we all sit in the same anchorages enjoying the beauty of our tropical surroundings. Yes, some sailors will be dining on foie gras (heaven forbid) and sipping champagne, but a bowl of rice and beans and a belt of local rum is certainly better than scraping the ice off the windshield in the morning and a two hour drive to the salt mines. Rosie’s article is on page 38.

Mythical the islands may be but the sea around them also contains mythical beasts, no more so than the Lionfish. Two of our contributors wrote articles about this invasive species, making it difficult for me to choose which one to publish. Both were well written and informative but after doing a little research, I rejected the one that promoted hunting and eating lionfish (and provided a recipe) as a means of control, in favor of the one that noted lionfish may, in some areas, carry the ciguatera toxin. Do be careful.

We continue our series on buying a center console powerboat with a look at what drives them. When we talk about advances in marine technology our thoughts fly to electronics, but huge advances have been made in the development and construction of outboard motors. Buying a boat is exciting but to get full enjoyment out of your investment, it’s critical that everything onboard works in harmony for maximum performance. On page 46, All At Sea’s Doug Simmons talks to the experts about how to select the best engines for your needs.

’Tis the time for good cheer, holiday season is here and we are ready to celebrate. I have never seen so many events taking place around Christmas and New Year as we now have in the Caribbean. Every island seems to be gearing up with parties and fireworks, making it difficult to choose a destination. That’s why we publish an annual guide to the Holiday Festivities and you can find it on page 52.

For the production team at All At Sea, a year means 12 deadlines and 12 magazines. In 2012, we published some wonderful articles and stories, stories that resonate far beyond the West Indies. We couldn’t have done it without our dedicated writers. Their skill and insight has made us the #1 waterfront magazine in the Caribbean, and I offer my sincere thanks to every single one of them.

All At Sea was saddened by news of the passing of Kenny Coombs. Kenny, the founder and driving force behind the Antigua Classic Yacht Regatta, was admired, respected and loved by sailors the world over. As someone posted on the social networking site, Facebook: ‘Classics has lost a true Classic’.

All At Sea will carry a tribute to Kenny Coombs in a future edition. Our sympathies go to Kenny’s family and friends.

See you on the water!

Gary E. Brown, Editor
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   Food to Give You Energy Through the Holidays

COVER SHOT: Gabrielle | Photo: Tom Wuckovich

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Greetings from the U.S. Coast Guard Academy in New London, Connecticut! This is me, Nikki Barnes from St. Thomas, on my Reporting-In Day. My mom, Carol Barreuther, writes for *All At Sea*, so she always has a copy of the magazine. I’m a Swab for six weeks, a cadet for four years, and a commissioned U.S. Coast Guard Officer with an engineering degree after that. I’m looking forward to competing on the Academy’s sailing team – and winning!

Send us a picture of you reading *All At Sea* and you may win a free subscription. We will select one winner a month. Please send images & your information to: subscribe@allatsea.net or mail to: 382 NE 191st Street #32381, Miami, Florida, 33179-3899.
Sailing in Saint Barth: An Active Nautical Calendar Adds to the Relaxed Charm of This Tiny French Island

St. Anne: Physical and French
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SCHEDULE

April 25  Guadeloupe to Antigua Race* and prize giving party
April 26  Yachting World Round Antigua Race*, prize giving and welcome party
April 27  Antigua Sailing Week day 1 of racing
April 28  Antigua Sailing Week day 2 of racing
April 29  Antigua Sailing Week day 3 of racing
April 30  Nonsuch Bay RS Elite Challenge and beach party
May 1    Antigua Sailing Week day 4 of racing
May 2    Antigua Sailing Week day 5 of racing and final awards party in historic Nelson's Dockyard

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CARIBBEAN NEWS
A BRIEF LOOK INTO THE HAPPENINGS OF OUR WORLD

Venus in Sint Maarten
The super yacht Venus, built by Feadship for late entrepreneur Steve Jobs, was a surprise visitor to Isle de Sol Marina, St. Maarten in October. Jobs died in October 2011, the yacht was unveiled a year later at a cost of more than €100 million. The two upper decks are the subject of much discussion as they bare a strong resemblance to the back of an Ipad and iPod.

Curacao – New Stimulating Immigration Rules
The Dutch ABC Islands are a viable hurricane season destination once more.
Changes to Curacao immigration laws mean visiting yacht owners may apply for a 180 day, (six months) visa per calendar year. The same rules apply to house or apartment owners and their relatives, however, certain rules apply. Applicants must have a minimum income of NAf. 36000 (approx USD 20000) per annum or prove possession of a house or apartment in Curacao or evidence of ownership of a pleasure yacht with a waterline length of at least 10m (33ft).
Yacht storage in Curacao has no time limit as long the yacht is stored at one of the three Customs recognized storage locations, which are: Curacao Marine, Royal Marine Curacao and Seru Boca Marina.

New Sailing School in Tortola
Tortola Sailing School has launched its new sail-training centre in the BVI. The school specializes in professional and recreational sailing courses for tourists and local residents alike.
Steve Varrow, the school’s chief instructor, said: “We feel there is a need for a broad based stand-alone training facility in the BVI to enable students from the BVI and other countries to get professional training to qualify themselves for a career in the maritime industry. Whether you go on to become a sailboat captain, chef, engineer or business owner in the marine industry you need to have a basic understanding of boats and sailing.
For more information, call: (284) 341 0785 or visit: http://tortolasailingschool.com

Cup Winner Ainslie Wows Kids at Royal Bermuda Yacht Club
Fifty-one kids and a score of adult guests cheered when Sir Ben Ainslie and his Argo Group crewman Matt Cornwall entered the Royal Bermuda YC (RBYC) dining room. The British America’s Cup and Olympic hero and his longtime Bowman were there to answer questions about sailing careers and experiences and to coach the kids on Hamilton Harbour in a RBYC Sailing Academy Optimist Dinghy clinic.
YACHTING CALENDAR FOR 2013/14 SEASON
Antigua and Barbuda...the Yachting Capital of the Caribbean

DECEMBER 6-12, 2013
Antigua Charter Yacht Show:
www.antiguayachtshow.com

DECEMBER 21, 26, 28, 2013
AYC High Tide Series:
www.antiguayachtclub.com

DECEMBER 31, 2013
Nelson’s Pursuit Race:
www.nelsonspursuit.com

JANUARY 18, 2014
AYC Round the Island Race:
www.antiguayachtclub.com

JANUARY 30 – FEBRUARY 2, 2014
Superyacht Challenge Antigua 2014:
www.superyachtchallengeantigua.blogspot.com

FEBRUARY 14-16, 2014
Jolly Harbour Valentine’s Regatta:
www.jollyharbourregatta.com

FEBRUARY 24, 2014
RORC Caribbean 600 Start:
www.caribbean600.rorc.org

FEBRUARY 28, 2014
RORC Caribbean 600 Prize-giving Party:
www.caribbean600.rorc.org

MARCH 8-9, 2014
AYC Annual Laser Open
www.antiguayachtclub.com

APRIL 17-22, 2014
Antigua Classic Yacht Regatta:
www.antiguaclassics.com

APRIL 25, 2014
Guadeloupe to Antigua Race:
www.sailingweek.com

APRIL 26, 2014
Yachting World Round Antigua Race:
www.sailingweek.com

APRIL 27 – MAY 2, 2014
Antigua Sailing Week:
www.sailingweek.com

JUNE 5-6, 2014
Antigua and Barbuda Marlin Classic:
www.antiguabarbudasportsfishing.com

JUNE 6-8, 2014
Antigua and Barbuda Sport Fishing Tournament:
www.antiguabarbudasportsfishing.com

EVERY SATURDAY ALL YEAR
Jolly Harbour Yacht Club Saturday Afternoon Racing Series:
www.jhycantigua.com
Ainslie represents the Andrew Simpson Sailing Foundation. Ainslie and his team were in Bermuda to race the Argo Group Gold Cup, the penultimate stage 5 of the Alpari World Match Racing Tour.

**The Royal Ocean Racing Club New Transatlantic Race**
The RORC have announced a new Transatlantic Race that will set off from Lanzarote, Canary Islands in November 2014 and finish in the Caribbean, at a destination to be confirmed. The 2,800nm east to west race will act as a feeder for yachts participating in the 2015 RORC Caribbean 600, held annually in February from Antigua. Run under OSR Category 1, the start date will allow time for the yachts to finish in the Caribbean before Christmas.

**Tobago’s Store Bay Marine Services Move to New Location**
Tobago’s only dedicated marine services provider has relocated. Store Bay Marine Services (SBMS) new premises, 200 yards from the original location on Pigeon Point Road, are larger and features brand new laundry facilities for customers.

The company continues to provide full services for yachts including engineers for repairs to diesel engines, outboards, marine electrics and electronics, refrigeration, air conditioning, woodwork, metalwork, GRP and more.

For information, Email John Stickland: john@sbms.co.tt or call: 868 390 5408

**Interlux Regatta 2013**
SINT MAARTEN – The 2013 Interlux Regatta, organized and presented by Lagoon Sailboat Rental, is set to take place February 8-9 2014.

Lagoon regattas have been active since 2002 and provide easy and competitive access to one design sailing in the ideal waters of the Simpson Bay Lagoon. The boats, Jeanneau Sunfast 20s, do not require specific technical skills and the result has been highly competitive racing between local and visiting sailors.

This is the third year that Interlux Paint has sponsored the event. For more information, Email: director@bigboatseries.com
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**

DECEMBER 21 – 26 – 28
AYC High Tide Series
Sailing Regatta
www.antiguayachtclub.com

DECEMBER 30 – 31
Nelson’s Pursuit Race
Sailing Regatta
www.antiguayachtclub.com
yachtclub@candw.ag

JANUARY 18
AYC Round the Island Race
Sailing Regatta
www.antiguayachtclub.com

JAN. 30 – FEB. 2
The Superyacht Challenge
Superyacht Regatta
www.thesuperyachtchallenge.com
ptdeeth@aol.com
268-464-7081

FEBRUARY 14 – 16
Jolly Harbour
Valentine’s Regatta
Sailing Regatta
www.jhycantigua.com
nickwhite55@hotmail.com

FEBRUARY 24 – 28
RORC Caribbean 600
Sailing Regatta
www.caribbean600.rorc.org
racing@rorc.org.uk
+44 (0) 207 518 3131

**BONAIRE**

JANUARY 23 – 25
Bonaire International & Local Fishing Tournament
Deep Sea Fishing
www.bonairefishingtournaments.com
Bonaire@budgetmarine.com

**GRENADA**

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

JAN. 30 – FEB. 4
Grenada Sailing Week
Sailing Regatta
www.grenadasailingweek.com
info@grenadasailingweek.com

FEBRUARY 2
PCYC Hobie Cat Match Races
Sailing Regatta
www.pycsgrenada.com

**KEY WEST, FL**

JANUARY 19 – 24
Quantum Key West 2014
Sailing Regatta
www.premiere-racing.com
Peter@premiere-racing.com
781-639-9545

**MIAMI, FL**

FEBRUARY 13 – 17
Miami International Boat Show
Boat Show
www.MiamiBoatShow.com
lberryman@nmma.org
954-441-3227

FEBRUARY 24 – 28
RORC Caribbean 600
Sailing Regatta
www.caribbean600.rorc.org
racing@rorc.org.uk
+44 (0) 207 518 3131

**PUERTO RICO**

JAN. 31 – FEB. 2
Club Nautico de San Juan International Regatta
Sailing Regatta
www.nauticodesanjuan.com
vela@nauticodesanjuan.com
787-722-0177
Once again, we are in the Southern Hemisphere—this isn’t so bad, except for having to stand on your head all day. And the fact that everything is back-asswards. For instance, the south wind is cold and the north wind is warm. This ain’t so bad either, except it throws a lot of old English poetry off—not that most people ‘down under’ have heard of Billy Shake-A-Spear anyway.

… you should see the goofy maps! They have the less important bits (like America and Europe) marginalized, literally.

You have to hold ‘em upside down—unless, of course, you are standing on your head.

Yes, many of these ‘southern hemi’ dudes are total health freaks—perhaps their square-ish heads are benefiting from all that extra blood-flow.

Think about it: how would you like to live in a country where everyone is pretending to be Russell Crowe?

… all those flying phones are dangerous!

The worst aspect is that—since most of the sensible people on this planet live in the Northern Hemisphere, the competition down here is rather sparse. Thus, a stinky sock in Holland is called a stinky sock … but south of the equator, this same sock is called The Stinkiest Sock in the Southern Hemisphere!

Perhaps this is why I like the Southern Hemi so much—they don’t just exaggerate, they exaggerate a billion times, plus!

While in Auckland, I keep my boat at Westhaven, which is the largest marina in the Southern Hemisphere. (But don’t tell that to the marinas I frequent in Sydney or Cape Town!)

Basically, if you are an English speaker and you meet another English speaker—you better have a few thousand (million?) derogatory jokes at the ready. In order to be well-liked, very respected, and to be considered a real raconteur … just ask the person whether they are a Kiwi or from Aus … and then rattle off the standard racist joke about the other. (Same jokes; different cultural label.)

Of course, all social interaction isn’t so simple. For instance, never ask a Kiwi anything concerning sh**p. In fact, it is best to shy away from all references to genetics, DNA, and/or any relative or family-tree member.

… otherwise, well, somebody might look sheepish—which is just a nano-second from having the Kiwi fists fly!

Oh, the Kiwi farmers, in particular, are touchy!

I was attempting to tell one particularly pugnacious fellow not to be BBBBAAAAAD … but he socked me before I could get to the ‘d’ sound!

When dealing with Kiwis, of course, it is best to stick to subjects they can warm to—for instance, the America’s Cup. Just recently, I said to an Auckland sailor, “Ah, it’s like… déjá vue! Yes, I feel like the Good Ole Days are back! Old Glory waves proud!”

“How so?” he asked, the bitterness obvious in his voice.

“Well,” I said, expansively, “It used to be—for a hundred years or so—that America would cheat and win the Cup … and then lately—despite how much we cheated, we couldn’t seem to win it—but thank God for Larry Ellison! Allegedly, he was able to cheat, cheat more, and blatantly cheat even more—and still win! America’s Back On Top! No other nation has learned to cheat/fudge/bamboozle as blatantly or consistently as we do! Gee, it makes me so proud—America Stands Tall Once Again!”
“Wait a minute,” said the Kiwi, “Didn’t Larry have some help with that?”

“Ah, yes,” I said magnanimously, “I suppose the cheating was a team effort! I tip my hat to the ‘other’ Russell as well.”

Another way to gain insight into a country is to look to its leaders. For instance, Sir Edmund Hillary, perhaps the South Pole’s most famous queue-jumper ever!

Actually, it was easy to get on Sir H’s good side—just carry his stuff. Once he perceived you as a Sherpa, you were golden.

Seriously, when we passed through New Zealand on our first circumnavigation in 2000, he sat on the TV censorship/rating board … giving a thumb’s up on any pro-Everest programming, and a thumb’s down to any programming mentioning Reinhold Messner.

Australia, of course, has Ned Kelly. He is their Billy the Kid, only Ned wore sheets of plate steel both fore-and-aft—this was before Kevlar vests, obviously.

Other famous Aussies are Rupert Murdoch—who is well known for allegedly tapping phones of murdered children.

The reverse can be embarrassing, too. Once we innocently invited a couple from Perth aboard our engine-less Corina, and then sat for hours nursing a warm beer and eating stale Ritz crackers.

But if you are a serious offshore cruiser and/or circumnavigator, you have to come-up-to-speed on the boats-and-booze etiquette.

When you invite anyone from Aus or New Zealand over to your boat, they bring everything. Ditto, in reverse. If you’re not expecting this, it can be confusing. The first time we were invited aboard for cocktails, we didn’t know we were required to bring said cocktails. Now, we do.

Before we go for sundowners with down-unders, we have a simple check list.

“Booze,” Carolyn says.

“Check!” I say.

“Pretzels.”

“Check!”

“Toilet paper.”

“Check!”

The reverse can be embarrassing, too. Once we innocently invited a couple from Perth aboard our engine-less Corina, and then sat for hours nursing a warm beer and eating stale Ritz crackers while they merrily said, “More Dom Perignon, my dear?”

“No, thank you, my captain,” said the wife, “I’m having too much fun munching on the pheasant, the foie gras, and the caviar.”

I was desperate to broach the subject of … well, sharing.
“Can I get you a paper towel,” I asked, pointing out to the male, “you have a drop of French cognac on your chin ...”

“No need,” he said as he whipped out a monogrammed linen napkin that matched his shirt. Then added, “isn’t this fun?”

“Yes,” my wife Carolyn sniffed, “We’re gaining weight just watching!”

The Kiwis also have a strange way of speaking—which is, if you listen carefully, based upon English! (I am NOT making this up, I swear!)

They toss in the word ‘yeah’ after every sentence. Here’s how it works, linguistically speaking. All Kiwis who aren’t drinking (say two people on the North Island and one person on the South Island) are naturally shy and, well, somewhat unsure of themselves. Thus, they say a sentence aloud, repeat the same sentence internally, and then asked themselves if they agree. Since they almost always still do, they say, aloud, ‘yeah,’ to confirm same.

So, if I was pretending to be a Kiwi, I’d say, “My name is Fatty. (Pause) Yeah. I live on a boat. (Pause) Yeah. I like to write, although columns like this just might shorten my journalistic career. (Pause). YEAH!”

You can learn a lot by studying the environmental track record of Australia. For instance, that clever dude who, in order to prevent some tiny creature or other from eating his veggie garden, imported two rabbits. He named them Percival and Sheila, and they immediately fell in love ... well, whatever! Regardless, they started doing ‘the nasty’ right in front of the startled farmer. Soon there were so many rabbits in his township that, if he wanted to kill one, he’d just fire a fixed shotgun bolted to his porch ... and go out to collect the dead ones.

They actually have a rabbit fence in Aus that runs for thousands of miles. Yes, it is a strange place ... where many vehicles (especially in the desert) have giant high heel shoes mounted atop them, go figure!

We won’t even talk about their Aborigines because when we Americans do, they just say smugly, “… well, we didn’t just murder all of ours!”

Touché! I always think it is a tad weak to come back with, “Well, we didn’t murder them all—we just subsidized the ‘fire water’ so the few semi-survivors drowned in a whiskey bottle!”

Strangely, as fierce as the rivalry between the people of New Zealand and the thugs of Aus are (my favorite sports t-shirt while in Auckland reads, “I’m for New Zealand and any team that plays Australia), they immediately bury the hatchet if they happen to be together in the Northern Hemi.

For instance, the Aussies will point to the above paragraph as evidence of my prejudice against them—and the Kiwis (when in the Northern Hemi) won’t slap me on the back heartily for my good sense. ... that’s remarkable restraint, Kiwi-style!

Actually, seriously, I’ve found both the Australians and the Kiwis to have remarkably sophisticated senses of humor—except when it comes to them, their country, or their… (I am NOT going to stupidity insert a five letter word here—it simply would not behoove me to!)

One Kiwi snapped at me, “… stupid, dumb jokes like that really get my goat,” and I thought, “… gee, that bloke needs a new animal identification guide!”

Seriously, the worst part of saying ‘seriously’ before you tell another silly joke is that, eventually, nobody believes you are serious about anything.

Which is good, because I am not.

But the real reason I spend so much time ‘down under’ is because of how much I admire both the ‘can-do’ Kiwis and the ‘can-do-better’ Aussies. They are, from my personal, private perspective, what Americans were like just post WWII—proud, confident, and eager to take their place on the world stage.

And, frankly, the average sailor from either country has already forgotten more about boats than most of us Yankees and Poms will ever know. Let’s face it, the last four or five America’s Cups has been won by Kiwis, regardless of the flag flying on the transom.

They continuously strive for excellence, and often achieve it. Even while, amazingly, attempting to stay within the rules. It is this ‘old fashioned’ thinking which makes them so respected throughout the world and on the race course—not ‘whose billionaire has the most trillions’ at any given moment.

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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It’s a funny thing about absolutes but people are always trying to quantify them. I mean if something is perfect, that should be it. But, of course, nothing in life is. The word is an enigma. ‘Almost perfect’ shouldn’t exist. It’s the same as ‘exactly.’ It can’t be almost exactly; it either is exact or it isn’t. Take being pregnant; you either are or you aren’t … not ‘very pregnant’… catch my drift? We often smile at the oxymorons all about us. Can a Caribbean ferry service really be called ‘Speedys’. I used to think the Jost van Dyke ferry When was appropriately named; more in line with laid-back island life. So when someone says, ‘I’m looking for the perfect boat’, you have to smile and say, “Sorry, but all boats are compromises.” This one may be beautiful; this one may be sexy; this one may outperform that one. In other words boats are rather like women; you’ve got to have one but none are perfect!

Whoops! Sorry ladies, same applies to men!

The other day Charlie had a group of fun-loving people aboard and they were on a fairly tight budget. They were also pretty green about the gills. They had chartered a well-used catamaran for a month – and they expected it to be perfect. The charterer had arranged several different couples to come down to the islands for a week each and sail with him to offset the expense. He had probably promised them an exhilarating, trouble-free sailing vacation. Charlie went through the inventory and operational equipment with meticulous care. He covered almost everything, (whoops, there it is again) but it’s impossible to cover everything in an hour or two. When the sails went up there were two small tears. When a tropical shower drenched the boat, a couple of leaks were found. When the engine room was checked the water separator on the primary filter was found to be dirty. It was cleaned right away but oh, what a calamity! The charterer was dismayed, “Everything’s supposed to be ready”.

A few days later, during an engine check, the float switch on the engine room bilge pump was found to be faulty – another calamity, “We’re going to be delayed for hours, we’ll be demanding money back.”

Charlie sighed inwardly and explained patiently that since there was no leak in the engine compartment, there was no immediate problem. Then he continued that if a serious leak developed he could disconnect the salt water engine cooling intake and use that as a temporary pump, “Problem solved!” said Charlie with a grin as he high fived the worried neophyte.

Next day Charlie left the boat after their five day initiation and explained, “Enjoy the sailing, snorkeling, the rum punch, the sunsets – don’t sweat the small stuff, the boat’s almost perfect!

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it’s only a boat?

We both know how passionate owners can be about their yachts. Together, we not only recognize that passion, we share it. And, let’s face it, we both know that paint is a critical part of new-build and yacht maintenance, and that it’s not just about aesthetics – it’s about protection, it’s about performance and it’s about reputation. At Interlux® we have spent over a century developing products, training programs and business partnerships with our professional customers, with their customers in mind. So, whether you are preparing a project quote with our technical service team or applying the latest from our range of advanced professional paint systems, you are working with a reliable partner, who cares about your business as much as you do.

Visit yachtpaint.com and let’s discuss our passion for your business.
The gals had a chance to get even, but the guys got further ahead by winning the St. Croix Golden Hook Fishing Club’s 14th Guy/Gal Tournament for the eighth time. This ‘reel’ battle of the sexes, held October 5 and 6 out of St. Croix Marine in Christiansted, attracted eight boats, nearly 50 anglers and many more spectators who came to watch the weigh-in.

The guys fished the first day and collectively caught a whopping 415.2lb of fish. It was the gals’ turn the second day and they put only 268.4lb of fish on the scales, or enough to give the guys the win by 146.8lb.

Meanwhile, the competition for the Overall Top Boat prize was much closer. Living the Dream, a Hatteras 65, won with 163.7lb caught over the two days, just 2.4lb greater than second place finisher, Turn & Burn, a Deep Impact 40, with 161.3lb.

“The first day we took a straight shot to the south shore and started working our way west,” explains Capt. Austin Schneider, at the helm of Living the Dream. “Within the first two hours we caught two wahoo. Adam Majchrzak caught the first, a 26.7-pounder, and AK Lovarco the second, a 19.1-pounder.”

The bites slowed down after that and Schneider cruised to the north side of the island off Salt River where angler Rodrigo Fass released the team’s third wahoo, an eight-pounder. Ironically, the anglers on Turn & Burn,
who shares the same owner as Living the Dream, pulled up right next to them and added another bigger catch to their score. Turn & Burn ultimately finished Top Boat for the guys’ day with nearly 20lb more fish than Living the Dream. The Turn & Burn guys didn’t get to savor their success for long.

On the second day, Schneider again headed to the south shore where the gals hooked up a triple-header right off the bat. Sara Ridgeway and Darby Kirby reeled in their 20-something-pound wahoo, while Chelsea Harris lost hers after a good fight. There were more barracuda than wahoo in the water, yet Ridgeway managed to catch a 22.7lb wahoo just after noon.

“I heard over the radio that Turn & Burn had a good morning out west,” Schneider explains, “so, I headed there and we were able to catch two more good sized wahoo.”

Kirby released a 21-pounder, followed by a 25-pounder caught by Robyn Finch. The gals’ total catch of 110.2lb earned Living the Dream the Best Boat on the Gals’ day, a feat now repeated two years in a row. Combined with the guys’ catch, Living the Dream also earned the Overall Top Boat prize.

“The girls especially had a blast and it was great to win too. We had a total of 17 people onboard, so our anglers had a big cheerleading section.”

“Persistence, patience and positivity, that’s what led to our success,” Schneider explains. “For us, it’s all about the fishing. The girls especially had a blast and it was great to win too. We had a total of 17 people onboard, so our anglers had a big cheerleading section.”

In biggest fish prizes, Steve Smith on the Topaz 26, Two Fer Sure, won with a 46.2lb wahoo.

“We fished the southwest corner off Sandy Point,” Smith tells. “I caught the big one around 8:30am. After that we had to move because it started raining and lightening, so we didn’t get to work that area as much as we would have liked.”

Sports fishermen and the public were treated to a Saturday night fish fry. Local charter captain Thomas Daley who recently starred on The Travel Channel’s Bizarre Foods show, cooked up his famous shellfish as well as other types of fish such as grunts and doctor fish.

The Golden Hook Fishing Club concluded its five tournament series in November with its Wahoo Tournament. For information on the 2014 series, visit: www.fishstx.com

Carol M. Bareuther, RD, is a St. Thomas, U.S. Virgin Islands based marine writer and registered dietitian.
PORT ANTONIO INTERNATIONAL MARLIN TOURNAMENT
KING FISHER II TAKES HOME TROPHY IN JAMAICA

BY CAROL M. BAREUTHER

There wasn’t the chaos of last year when Hurricane Sandy blew straight through the middle of the Port Antonio International Marlin Tournament (PAIMT). However, there was an exciting commotion to see who would ultimately win this year’s 50th Anniversary PAIMT, which was hosted by Jamaica’s Sir Henry Morgan Angling Association out of the Errol Flynn Marina, October 4 to 12. What’s more, the lay-day tournament for local fishermen in native canoes produced a whopper the likes not seen before in this event.

Thirty-one boats and 130 anglers from Jamaica, the U.S., Canada and the Netherlands caught 37 blue marlin over four days of fishing. Of these, 33 were released, four fish were brought to the scales and two were disqualified for weighing less than the 300-lb minimum.

Two boats each released the most or four blue marlin apiece. Yet it was King Fisher II that landed the Champi-
on Title when its anglers beat No Problem to the trophy on time limit.

“We’ve been in competition with Peter (McConnell, owner/angler aboard the Hatteras 55ft, No Problem) for the past four years,” explains Val Chung, owner/angler aboard the Bertram 38, King Fisher II. “It came down to the last day before we finally beat him.”

The second day more than made up for lost time when the fleet caught 16 blue marlin, followed by eight on day three and the final 11 on day four.

“Peter’s team and ours had both released three blue marlin at the end of the third day,” Chung explains. “However, Peter was ahead on time and in the lead as we went into the final day. This last day, I caught my fourth marlin at 8:00am and he caught his fourth at 8:30am. It was suspenseful seeing if he would catch another to beat us, especially after we lost one that would have been our fifth marlin. But, he lost two.”

King Fisher II’s success comes down to teamwork, Chung says. “I’m the owner, so I get to select where we go. Andy Chung, a friend from Miami, watches the baits swim and makes sure they don’t jump out of the water while we are trolling. Andy Campbell, a pilot friend for Air Jamaica, determines what speed we go for maximum fish catching efficiency. Finally, my friend Ernest Chang makes the call on what baits we use based on the water color. It’s definitely a team effort.”

The PAIMT is a qualifying event for the IGFA World Championships. King Fisher II’s win earned the team an invitation to compete in the prestigious Offshore World Championship, which will be held April 6 to 11, 2014, in Quepos, Costa Rica.

The PAIMT’s lay-day saw 45 native-style fishing canoes take to the water for a one-day tournament. These craft average 28ft in length with a 6 to 7ft beam and are powered by 50 or 80 HP outboards. Less than an hour after lines in, one of the two anglers aboard the See Mee hooked up huge blue marlin on a handline. He fought the monster marlin for over an hour before getting it to the boat. No amount of effort could budge the fish onboard, so the men tied it alongside. Shortly thereafter, another canoe with three anglers came over to help. It took the strength of all five men to wrestle the marlin aboard one of the canoes and in doing so nearly sunk the vessel to its waterline. Back ashore, the marlin weighed in at a whopping 510lb.

This golden anniversary edition of the PAIMT hosted awards in over 30 categories with total prizes valued at US $15,000. www.jamaicasportsfishing.com

Carol M. Bareuther, RD, is a St. Thomas, U.S. Virgin Islands based marine writer and registered dietitian.
THE SAVVY SKILL OF FINDING THE FISHING ‘HOT SPOTS’ EARNED VESPER THE CHAMPION BOAT TITLE AT THE 23RD ST. LUCIA INTERNATIONAL BILLFISH TOURNAMENT, HELD OCTOBER 1-4 OUT OF IGY’S RODNEY BAY MARINA. THE TRINIDADIAN TEAM ABOARD THE VIKING 50 RELEASED A TOTAL OF SIX BLUE MARLIN AND TWO SAILFISH TO WIN BY TWICE THE POINTS OF THE SECOND PLACE FINISHER AND SUCCESSFULLY DEFENDED THEIR TITLE FROM LAST YEAR.

“St. Lucia is a challenging fishing venue because there are so many productive areas of billfish, so it’s important to find a hot spot,” explains Vesper’s owner, Jerome McQuilkin, who has fished this tournament four years on his boat and for many more years on other boats. “This was our primary objective entering the tournament.”

Twenty boats and nearly 100 anglers from the Caribbean, U.S. and Europe launched off in parade-style on a Bimini Start the first day of competition. Vesper headed to the south side of the island and set their first spread after a 90-minute run. This initial spot yielded little, so after an hour of fishing without catching, the team travelled further south in the direction of an interesting sub-sea structure they had identified while preparing their fishing plan earlier in the day. The move proved fruitful as Vesper released its first blue marlin by 10:30am. They held steady in this area for the rest of the day where they released two more blue marlin and two sailfish to put Vesper at the top of the leader board on day one.

“Day two we headed back south and most of the fleet came with us,” McQuilkin explains. “The fishing was slower for us. We released one blue, but the area produced about seven billfish to various boats. It was still the most productive area so far.”
Vesper maintained its lead going into Day three with a total of four blue marlin and two sailfish releases. Their nearest competitor in second place was Crazy Horse Again from Grenada crewed by veteran anglers headed by Derrick Steel, and in third place Pair A Dice lead by the experienced sports fisherman George Bovel from Trinidad.

“George (Pair A Dice) was fishing in the south with us, however Derrick (Crazy Horse Again) was fishing in the north,” says McQuilkin. “Tactically, we wanted to be in the same area as our nearest competitor, but we had not fished in the north yet so after much discussion we decided to stay south. George (Pair A Dice) stayed with us. Our plan paid off. We released two blues and we estimate the last one to be the biggest for us in the region of 450 to 500lb. It fought hard and was released after about 45 minutes.”

Crazy Horse Again and Pair A Dice finished second and third respectively. Both boats caught three blue marlin and one sailfish in total, however Crazy Horse Again won on time by catching their four fish first.

“We released two blues and we estimate the last one to be the biggest for us in the region of 450 to 500lb. It fought hard and was released after about 45 minutes.”

The Champion Angler prize went to Clint Quong Singh aboard Vesper who released four blue marlin and two sailfish.

“Most of us are students of the great Capt. Gerard ‘Frothy’ Da Silva who has been and is still our great mentor,” McQuilkin explains. “Our crew worked well together. They remained calm and executed in a professional way. We were fortunate to find an area that was bountiful with billfish and we established a lead from day one that gave us confidence.”

The fleet released a total of 21 blue marlin and nine sailfish in the three-day competition.

New this year was a Fishing Exposition held in conjunction with the tournament, says tournament organizer, Annie Hamu. “Capt. Anthony DiGiulian of Saltwater Professional Consulting from Florida headed up a group of awesome organizations to assist and educate our region about the importance of ocean conservation as well as look into what assistance the region could use to improve the fishing industry. His group included IGFA, The Billfish Foundation, Tony Ludovico, Peter Agardy and Pelagic Gear.”

For full results, visit: www.billfishstlucia.com

Carol M. Bareuther, RD, is a St. Thomas, U.S. Virgin Islands based marine writer and registered dietitian.
“How much does it cost to cruise in the Caribbean?” is a question commonly asked by would-be cruisers. And trying to work out how much money you need is a difficult question to answer. It depends on many factors: What type of boat you have? What condition is it in? Is it going to need lots of maintenance or repairs? Can you do your own work? The more you can do yourself the better. Learning as much as you can before you set off is a big advantage. Buying the best quality equipment and gear that you can afford should save costly repairs later on. Do you like to eat out in fancy restaurants and stay long term in marinas or is hanging off the hook and eating in local establishments more your style? Do you plan to fly home on a regular basis? Will you buy yacht and medical insurance?

There are many sailors living on a shoestring budget, perhaps as little as US$500 per month per couple, that limit their annual extras by hauling out only when necessary and not carrying insurance. Marinas and fancy restaurants are probably out of the question.

A thousand dollars plus a month offers a little more wriggle room but extras will still be limited. However, dining ashore by taking advantage of happy hours and meal deals or eating locally will be more affordable.

Increasing your budget to $2000 plus will allow brief stays in marinas, occasional car hire and more shore-side activities. Perhaps you will carry insurance and haul out or visit home more regularly. Or your boat may have more complicated systems to maintain.

When deciding your budget or what your budget might allow, there are many things to consider.
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Customs and Immigration
Fees vary throughout the islands. Many French Islands are virtually free with little or no clearance fees. Other islands charge but their fees are not prohibitive, while a small few are exorbitant and can put a big dent in a small cruising budget.

Harbor and (Marine Park) Mooring Fees
While it is still possible to anchor somewhere off most islands for free, many now have areas that are designated marine parks where anchoring is prohibited and moorings must be used for a nightly fee. Also, harbor fees may be charged.

Marinas and Moorings
Marinas on average charge around one dollar per foot per day for boats up to 50ft. Catamarans and side-ties can be more. The rates usually reduce the longer you stay. Sometimes good deals can be found during special events and low season.

Mooring buoy prices vary greatly. A very few in marine parks are free. Otherwise prices are between $5US - $30US per night.

Having insurance not only covers you but if you are damaged by another vessel, having insurance helps with the claim.

Boatyards
Hauling out in the Caribbean is going to set you back whatever your budget. Some yards charge $6US/ft or less for haul and launch but their storage rates are often more than those charging in excess of $10/ft whose storage rates may be less. Some yards include a number of free lay-days with the initial haul and launch fee. You need to watch all the other charges too; they can add up. Water and electricity are often charged by the day; air conditioners cost more. There can be live-aboard charges, do-your-own-work charges, outside labor charges, environmental charges, rubbish charges, chock charges and pressure washing. Not to mention materials and labor. Antifouling paint ranges between $150US-$300US per gallon and that will add to an already hefty bill.

Boat and Health Insurance
Boat and health insurance costs are high. Many cruisers carry neither or carry liability insurance only. Trying to get hauled or find a place in a marina is tricky without yacht insurance these days. Having insurance not only covers you but if you are damaged by another vessel, having insurance helps with the claim. Whether to carry health insurance is another question you must ask yourself.

Fuel, Propane and Water
In most places diesel and gasoline are over $6US/gallon. Water is $0.10US/gallon or more. Propane can vary between $25US – US40 for a 20lb bottle.

Food
Local produce is very reasonable throughout the islands; imported goods are not; when you see something cheap – buy it. Alcohol varies but usually rum and beer are not over priced. Local establishments selling rotis or burgers, or bars with ‘happy hour’ prices can be very affordable.

Extra Activities
Car hire ranges throughout the islands between US$30-US$70 a day plus. Local buses are a great way to see the islands, especially on a budget. Sometimes good deals can be found on taxi tours and excursions. Diving ranges anywhere from US$55 upwards for a one tank dive.

Cruising can be a very inexpensive way to live, where the simple pleasures are the ones that count. At the end of the day, no matter what your budget, we all sit in the same beautiful anchorages, sipping the same rum and watching the same beautiful sunset.

Rosie and her husband Sim Hoggarth on yacht Wandering Star have cruised the Caribbean and North America full-time for nine years. Visit their blog: www.yachtwanderingstar.com
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CRUISING WITH CATS

STORY AND PHOTOS BY BIRGIT HACKL

When people hear we cruise with our cat they’re often astonished or appalled. ‘Cats are attached to the house, not to people’ and ‘not enough space’ they say. Our cat Leeloo is part of the family, not less clingy than a dog (just more obstinate) and she moved house with us seven times in four countries. Her reaction was always the same: The cat jumps out of the transport box, inspects the new premises. “Nice place, where’s the cat flap?” Clip clap, out into the garden, then back in. “Ok, we stay!”

Moving to the boat wasn’t much different, only the garden’s smaller—just a pot with grass. Leeloo was 11-years old when she became a ship’s cat; the stereotype that only kittens can adjust to boat life is not true.

Many cats have no more space in flats and are left alone all day. Usually Leeloo has ‘her people’ around her. She was even one of the reasons why we chose the cruising lifestyle: we love traveling but, whenever we left, finding cat sitters was problematic and we always felt bad about leaving her home alone.

Of course we had to make allowances for her in the preparations. Few people are cruising with cats and there’s
scarce information on the internet. That’s why we summarize our experiences here for those considering taking their little tiger cruising.

**Vaccinations and laws**

To get an international passport, cats, dogs and ferrets need to have a microchip implanted. Many countries require a complete history of rabies vaccinations, getting a titer certificate from an official lab helps (ask your local vet). We were never asked for one in southern Europe, the southern Caribbean or Central America, but some official might require one. Assuring the cat would stay on board, we never had problems, even in countries that officially require health certificates and vet inspections according to (often outdated) info on websites like www.noonsite.com or www.pettravel.com. Usually the officials were just amused when confronted with our cat’s passport.

Nevertheless, some destinations are a no-go with pets. While traveling to the UK is no longer a problem (given you have the aforementioned international passport), some former British colonies hold on to outmoded, strict rules. We will therefore skip New Zealand and Australia. Even though these countries have recently shortened the quarantine periods, we would not put Leeloo in jail.

**Health and food**

We topped up our boat pharmacy with some cat medication: general antibiotics, eye drops and an antibiotic cream. Most human medicine works for cats in a low dosage (ask your vet). For example, Leeloo gets two drops of the anti-seasickness medication Stugeron (later one drop every eight hours) before we lift anchor. Not all cats get seasick.
but Leeloo suffered badly before we found Stugeron. Cat food and litter is scarce in developing countries. Stock up whenever you find it!

**Making the boat cat-safe**

First thing after buying the boat, we put netting all around the lifelines, ignoring clever neighbors shouting, “Throw the beast into the water, it won’t jump next time!” The point is not to keep Leeloo from jumping, but to prevent her from slipping. Some cruisers toss their cats into the water to prepare them for a fall and to show them where to climb out. I wouldn’t recommend that, you’ll just lose your cat’s trust. Cats understand that the stuff around the boat is water and will be careful to avoid a bath. All animals instinctively know how to swim and a cat will find the security rope or net that should be hanging into the water as a ladder in case of emergency. We have seen boat cats on a leash, but that seems excessive. Cats have good sea legs due to their low center of gravity (a rounded belly helps) and a collar may turn into a noose when jumping from the boom. Leeloo would get a harness if she tried to venture on deck in rough seas, but she prefers the security of the cockpit.

We’ve made special companionway boards with a cat flap, so that she can walk in and out freely when we’re on land or during the night, when the boat is locked up. As our boat has a metal deck, we’ve put out some wooden boards, which are great to sharpen claws or to sleep on. Christian’s allowed to borrow them as a work bench when drilling holes or cutting something.

Below deck we have non-skid doormats, where she has more grip than on the wooden floor. There are several cardboard boxes around she uses as sea berths when the boat is rolling or pitching. The litter box stands on a non-skid mat, on passage it’s next to the mast where the boat’s movements are less pronounced to make doing her business easier.

After two years we know that a cat makes cruising more complicated. We face even more bureaucracy than others, have to skip destinations and cannot leave the boat for prolonged journeys inland. On the other hand our tiger enriches the boat routine every day and we certainly wouldn’t like to miss the joyful company of our little crew member during night watches.

Leeloo has grown with the challenges of life on a boat. She used to be scared of thunder; the neighbor’s lawn mower sent her scuffling under the couch. Now she growls back when waves grumble and sleeps peacefully under the sprayhood when the wind howls through the rig. Cats are curious by nature and together with her people she’s brave enough to sail towards the horizon.

*Birgit Hackl, Christian Feldbauer and their ship’s cat Leeloo set sail towards the horizon in June 2011 on their yacht Pitufa. Visit their blog: www.pitufa.at*
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To locate a local Mercury Inflatables dealer in your region, see the Mercury ad on pages 2 and 3.
In the third part of our series on what to look for in a center console boat, we talked with our panel of experts about selecting the right power package. Here are their recommendations.

David Meeler, Yamaha

“Outboards have really become the power option of choice for center consoles. The modern four-strokes provide all of the benefits of an inboard — they’re quiet, smokeless, reliable and strong. It’s the progression of technology in the past dozen years that has made this possible.

“You have to look at how you want to use the boat and what you want to do with it. If all you’re ever going to do is cocktail cruising, you don’t need the maximum horsepower, but if you’re going to be carrying a large load and going far offshore, then you’ll want more power.

“It used to be that people would say if you’re headed offshore then you want twin engines, but with the reliability of today’s four-strokes, that’s not necessarily the case anymore. It’s more a function of the boat and how it performs with a single or twins.

“Most boats will come with standard power and then a couple of options. That’s the range you want to stay in. From there, you need to match the engine with the boat. I recommend that, once people determine the size of boat they want, they check with various manufacturers and drive that size of boat with a single and twins to see how they like each option.

“I also recommend that people use the Internet for research before test driving a boat. These days, you can get a lot of performance data from manufacturers’ websites. Get that info, look for a boat that fits your needs in terms of performance and range, then get out and take some rides. That’s ultimately
where you’re going to find out if a boat works for you.

“Don’t get blinded by price. As the saying goes, ‘You can pay now or pay later’. Always consider the total value to you as the consumer. You want the whole boat, engine and prop package. Make sure the prop is matched correctly in order to give you the performance you’re seeking.

“Last but not least, consider the strength of the service network that supports the engine. You don’t always think of that when you buy a new boat and engine, but when it comes time for service or repair; you want it to be available easily and conveniently.”

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**Steve Miller, Mercury**

“Center console boats have evolved to the point where their utility extends far beyond tournament fishing. As a result, they’ve gotten longer and wider and often run with three or four outboards across the transom.

“What’s critical when selecting outboard power for these types of boats is the buyer’s understanding of how he will use his boat and what his performance goals are. With high fuel prices, many customers are trying to find that sweet spot at cruising speed where they’re maximizing fuel efficiency while maintaining a comfortable speed.

“If fuel efficiency is the first concern, next in line is handling. When you’re running the boat, make sure it planes quickly and feels smooth and responsive. Avoid any setup in which you feel like you have to work hard to accomplish basic tasks such as steering, manipulating the controls, etc.

“Make note of where the engines top out for RPM when properly trimmed. They should be within the manufacturer’s recommended operating range. If they’re not, or if the boat feels sluggish, check the propellers. Incorrectly
propped boats can make the entire package slower and less responsive, and can reduce fuel efficiency.

“Today’s center consoles can benefit from a number of new technologies. Perhaps most noteworthy is the advent of joystick docking systems. In years past, it took a reasonable amount of practice to maneuver larger center consoles in tight quarters. With today’s joysticks, most kids could spend about five minutes with the control and expertly dock a large center console. It’s that easy.

“Some systems, such as Mercury’s Joystick Piloting system, have a feature called SkyHook, which, when engaged, automatically holds the boat at a certain coordinate. This is especially handy if the operator is boating alone and needs to hold station while he readies lines and prepares to dock, or wants to fish a specific location.”

Jason Eckman, Evinrude

“The first thing prospective buyers should consider is how they plan on using the boat. If a buyer wants to run the boat offshore and longer distances, he or she will need an engine with more horsepower and torque than a buyer that wants to use the boat for leisurely activities.

“A customer should question if he or she will be satisfied with a boat’s performance if it is powered well below the maximum horsepower rating established by the manufacturer. Generally, consumers should not use a motor that is below 75 percent of a boat’s horsepower rating, because it may negatively impact the boat’s handling. Many consumers buying center consoles underestimate how much horsepower they need and end up having to trade up after only one year of use.

“Cost of ownership should also be a key consideration for prospective buyers. Outboard engines vary greatly when it comes to the cost and frequency of routine maintenance. All Evinrude E-TEC engines require no dealer-scheduled maintenance for three years or 300 hours, and no oil changes ever, which means consumers save time and money.

“Outboard engine technologies have come a long way over the last 15 years. If a customer hasn’t been in the market for an outboard recently, he or she may not be aware of the technology featured in Evinrude E-TEC engines. These engines give customers the power-to-weight and torque benefits of a two-stroke engine, along with the fuel efficiency and ease of ownership that comes with direct injection.”
David Greenwood, Suzuki

“Assuming a prospective buyer has already picked out a boat, the first thing to consider regarding the motor is horsepower, and a good place to start is with the manufacturer’s horsepower rating. Never exceed the manufacturer’s rating, no matter what the seller might say.

“While you don’t want too much horsepower, you don’t want too little either. Ninety percent of the manufacturer’s rating should provide acceptable performance, but to get maximum performance, go with fully recommended horsepower.

“Equally important is getting the right prop. This usually involves in-water testing, so make sure the dealer is willing to trade if you find that, after running your boat for a few hours, you need more or less prop. On the whole, it’s critical to make sure you have a good relationship with your dealer.

“Prospective owners should also consider the latest in technology. Suzuki’s new generation of four-stroke outboards all feature Lean Burn Control technology for improved fuel economy. Many newer outboards also feature electronic throttle and shift controls for smoother operation and easier rigging, especially when a second helm is involved.”

COMING UP: Look for our article on center console helm design in the next issue of All At Sea. To comment on this article, email editor@allatsea.net

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.
In the late 1990s research divers began observing an Indo-pacific species of lionfish near shipwrecks off the Carolina coast. Darryl and Trish Boyer saw a lionfish on the stern section of the wreck of the Naeco, 40 miles offshore. The two photographed the first lionfish on August 10, 2000.

After they surfaced from their first dive, they were given a camera to bring back proof of their sighting on the second dive. Later the photos were verified by Bob Jones of the North Carolina Aquarium at Pine Knoll Shores and the photo confirmed to be that of a lionfish. Divers have since observed lionfish at other near-shore sites. It is speculated that the root of the problem were six lionfish accidentally released from a private aquarium during Hurricane Andrew in 1992.

Officials are concerned because lionfish are not native to the southeastern United States and its venomous spines are dangerous to humans.

The native range of the lionfish is the Indo-Pacific region, including Western Australia and Malaysia, north to southern Japan.

The fish is distinctively red, marked by white stripes. Fleshy tentacles reach above the eyes and below the mouth.

The common name of these creatures is red lionfish; the scientific name is *Pterois volitans*.

Experts speculate that people have been dumping unwanted lionfish from home aquariums into the Atlantic Ocean for 25 years. However dire the outlook may be for local waters, it’s far worse in the Caribbean and the Bahamas, where cold-water restrictions on a variety of fish don’t apply. Those regions now face the prospect of losing entire reefs and possibly much of their tourism economy.

As much as 97% of the lionfish diet is composed of small fish. The impact has been nothing short of catastrophic since lionfish eliminate entire communities of marine life, an effect likened to the spread of kudzu. Lionfish are also breeding machines. One female lionfish can produce two million eggs in one year.

Invasive marine organisms enter new areas of the ocean. James Morris of the National Oceanic and Atmospheric Administration Labs has commented: “We live in a global marketplace. You look at the transport of goods all over the world, and there are plenty of pathways that can wreak havoc in many ways in terms of the transfer of organisms.”
In recent years, we have heard about the accidental introduction of zebra mussels into the Great Lakes; kudzu all over the countryside and the likes of leaping carp in our rivers.

A lionfish’s venom is used for defensive purposes only. Instead of using venom for prey, lionfish rely on camouflage, which they combine with exceptional speed.

Lionfish are highly adaptable to new marine environments. They compete for prey with commercially significant fish such as grouper.

The journey of lionfish into the Caribbean Basin has been the most impressive invasion anywhere of any marine creature. The reason for their success in the Caribbean is due to their omnivorous appetite and hunting strategies. Lionfish will eat anything up to half the size of their own body. At risk are sea urchins, crabs, shrimp, mollusks and all members of the conch family.

The deepest confirmed sighting of a lionfish was at 1,000ft in the Bahamas. Lionfish have similarities to the Burmese python; the ravenous snake that researchers say is decimating native mammal populations in the Everglades and Caribbean. Both are fast-breeding invasive species likely introduced through the pet trade.

Though it causes excruciating pain, the wound inflicted by a lionfish is seldom lethal to humans. The venom is a protein-based neurotoxin that can be broken down by immersing the wounded area in hot water (110-113 degrees Fahrenheit) for 40 minutes. Fortunately, it’s not nearly as potent as the venom of other members of the scorpion fish family. Its relative, the reef stonefish, is considered the deadliest fish in the sea; victims reportedly die within hours.

If there’s any check to the invasion, it may be that lionfish are sensitive to cold. Lionfish can’t survive at temperatures below 50F and many inshore waters typically drop below that in winter. They’re limited to depths of around 100 feet. That would place the northern limit of their survival range around Cape Hatteras.

One suggestion for dealing with the lionfish problem is to eat them. Why not? The flesh is firm and white. Once the venomous spines have been removed, you can, supposedly, treat a lionfish like any other good tasting fish. Lionfish are, it is said, excellent fried, blackened and sautéed.

But wait: efforts to market the fish face a significant hurdle. Recent tests have revealed that some lionfish samples tested positive for the toxin that causes ciguatera, a type of food poisoning often found in reef fish. For that reason, the FDA recommends against eating lionfish. Oh well, not all creatures have a silver lining.

Joe Zentner is a freelance writer.
In the Caribbean, Santa is more likely to cruise down the chimney in a dinghy than arrive on a sleigh. The region definitely doesn’t lack for festivities and a true seasonal spirit during the December holidays. Here’s a sampling of nautical celebrations throughout the islands.

**LIGHTED BOAT PARADES**

Deck your bows and enter your vessel in the **St. Thomas Lighted Boat Parade** on December 13. The procession starts at 6:00pm in Charlotte Amalie Harbor. First prize for best use of lights, holiday theme and originality is $500 cash. Entrants get a free slip the day and night of the event at Crown Bay Marina in order to better decorate. There’s an after party with live band hosted by Tickles Dockside Pub. The next day, December 14, cruise over to the Christmas
Boat Parade in Christiansted Harbor, **St. Croix**. The 6:00pm launch is preceded during the day by Christmas Carols, skits and sketches and dance routines from several church youth groups around the island. On this same date, the San Juan Christmas Boat Parade will take place out of **Puerto Rico**’s Club Nautico de San Juan. Over 30 festively bedecked boats are expected to line up in San Juan Bay at 5:30pm for the magically illuminated procession. Visiting yachts are welcome to join!

There’s a one-man parade featuring Santa himself sailing into the Marina at Casa de Campo in the **Dominican Republic** on December 22. From 6:00pm to 8:30pm, the red-suited jolly fellow will spread cheer from Barlovento Street ending with a holiday show in Plaza Portofino. On December 23, starting at 4:30pm, the Christmas Flotilla/Carols Afloat event casts off from IGY’s Rodney Bay Marina in **St. Lucia** with Santa in the lead boat for a cruise out past Pigeon Island and back. All classes including visiting and local sailing and motor yachts, Hobie cats, fishing boats, and more are welcome to participate. The next day, Christmas Eve, the BVI’s Bitter End Yacht Club in **Virgin Gorda** hosts its Holiday Lighted Boat Parade, which begins at 5:00pm. Santa leads the parade around the North Sound while later, back on shore, all are invited to tropical caroling poolside.

**HOLIDAY BAZAARS, FESTIVITIES & PARTIES**

Shop for presents and support over 50 local artisans at the Christmas Bazaar, which will be held at **Grenada**’s True Blue Bay Resort and Marina’s Dodgy Dock Restaurant from 10:00am to 5:00pm on December 15.

Over in northernmost **Belize**, a group of U.S. and European expat live-aboards in Consejo (pronounced Con-say-ho or Con-say-ho-ho-ho during the holidays), host a Christmas party in mid-December for the village’s children. Visiting cruisers are welcome to participate and donate items like crayons, coloring books or toys to stuff the Christmas stockings sewn up by the expats.

Visiting yachtsmen are welcome to purchase a temporary membership and tickets to attend the Christmas Party at the **St. Maarten** Yacht Club, set for December 15. The membership allows participation in the Club’s events and regattas, while the party ticket entitles cruisers to food and a present. Go along and meet the editor of *All At Sea*, the MC for the night.

There are several traditional island festivals that coincide with the Christmas holidays. For example, **Montserrat** Festival takes place from December 14 to January 1, while the **St. Kitts & Nevis** National Carnival runs from December 15 through January 2. One of the biggest this year will be **St. Vincent**’s Nine Mornings festivities or countdown to Christmas which celebrates its 100th year. From December 16 to 24 starting at 4:00am daily there will be a culmination of caroling contests, community tree lightings and special shows and concerts. On **Bequia**, lighting up under the ‘Almond Tree’ (actually more than one tree!) on the waterfront in Port Elizabeth is a community-organized event that kicks off December 15 to mark the start of Nine Mornings. It’s a real focal point for get-togethers, parties and fetes and features caroling, musical events and stalls of food and drink.

Cruisers docked in one of the 20 transient slips at **Puerto Rico**’s Ponce Yacht & Fishing Club are invited to White Christmas on December 21. This is the Club’s biggest party of the year, and even more so since this is the 75th annual, and features food, live bands and dancing.

**Antigua**’s Nelson’s Dockyard Christmas Party starts at noon on December 25. Everyone dresses up in red and white. Some don Santa hats, others antlers or ties that play Jingle Bells. The big attraction is a dinghy full of ice cold champagne. Party proceeds benefit local charities.
OLD YEAR’S EVE
Ring in the New Year on December 31 by watching fire dancers, fire balls and fireworks. At Foxy’s Tamarind Bar on the BVI of Jost Van Dyke, fire dancer Silver Raven will perform in the run up to midnight. Even more spectacular, Bunny Wailer, singer songwriter and original member of reggae group The Wailers along with Bob Marley and Peter Tosh, will headline the celebrations. Tickets are $45 when purchased prior to the event. Or for $400, enjoy a six-course seafood meal, open bar including champagne and noisemakers in the Upper Crust plus Bunny Wailer Concert in the Outback. Across the water in Beef Island’s Trellis Bay, where there is a large anchorage, an afternoon of arts and crafts demos, aerial acrobatic and juggling shows, and live music and food, builds up to a midnight spectacular where Fire Ball Sculptures are set aflame out in the water. South in Bequia, the harbor fills with visiting yachts to watch the amazing fireworks display at midnight. Some watch from their yachts while others from one of the many bars and restaurants located around Admiralty Bay. After the fireworks, the New Year’s partying really starts!

Carol M. Bareuther, RD, is a St. Thomas, U.S. Virgin Islands based marine writer and registered dietitian.
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Our business is not only about paint or boats. It’s about people. Our production engineers know great finishes require the finest product and preparation, and have mastered an efficient and orderly manufacturing process that provides uniform and consistent results. The first time you spray ALEXSEAL®, you will see that we have produced a finish system for the exact needs of the yacht builder. From the lab to the field, ALEXSEAL is genuinely invested in the success of your yacht’s finish.
Sailing vacations have been an integral part of my life for more than 30 years. I have been fortunate to share this experience with friends and family on almost every occasion. Most developed the same passion for charters as I did, but it is always rewarding to see someone embrace sailing as enthusiastically as my 10-year-old granddaughter Gabrielle, when she accompanied me for the first.

She could scarcely contain her enthusiasm when I first proposed the idea to my daughter Robin and her husband Sean, who sailed with me on two charters—but more than a dozen years had passed since our last outing together. The excitement of knowing they would come with me again, along with my wife Dene, also a first-time cruiser, made me all the more eager to get this trip underway.

Prior to the sail, which would be in the Leeward Islands of St. Maarten, St. Barth’s, St. Eustatius (Statia) and St. Kitts, I would tease Gabrielle with tall tales of pirates and treasure, unusual sea creatures and hidden island coves ripe for exploration. The stories kept her spellbound and our day of departure seemed much too far away to suit her.

It was a warm day in late October when our flight landed in Sint Maarten where we were greeted by
Captain Glenn Howell and Grassa Ramos, the crew and owners of the 55ft catamaran aptly named Rocketeer. I had found this boat through Nicholson Yacht Charters. After brief introductions, they informed us we could dinghy to the boat from a dock across the street from the airport parking lot. Gabrielle was simply ecstatic. What an incredible beginning to this new adventure.

The dinghy skimmed across the jade-colored waters of the bay for only a few minutes before we caught sight of the gleaming white cat that would be our home for seven days. Inside and out, it was roomier than a monohull, with a living room-sized salon and four comfortable cabins that were air-
conditioned if cruisers were so inclined. Also, Rocketeer’s speed and agility gave us the courage to sail downwind as far as St. Kitts, then return to St. Maarten — certainly an ambitious goal given our time constraints.

After our initial briefing and discussion about itinerary, we hauled anchor and left Simpson Bay on the Dutch side for an evening sail to Marigot, the capital of French St. Martin.

In St. Maarten/St. Martin yachtsmen can take pleasure in two cultures — Dutch and French. Marigot has a more defined European flavor, and most shops and stores sell French perfume, clothing and fine art, while local vendors offer handmade carvings, fresh fruit and Caribbean art. On the Dutch side, the myriad stores on Front Street feature merchants famous for their gold jewelry, watches and electronics.

This island welcomes yachtsmen and also provides enough activities, quaint bights and sights to fill a week’s charter without ever leaving its cruising grounds. But we had more ambitious plans, yearning to feel the salt spray and see what challenges the sea could offer. Before that, however, Gabrielle was intent on searching the island for memories as well as treasure.

We explored Ft. Louis above Marigot and then stopped for swimming and snorkeling at Il Pinel and Oyster Pond, before heading south for St. Barth’s, a favorite haunt of the rich and famous. I explained to Gabrielle the rumor that Jimmy Buffet wrote the song ‘Cheeseburger in Paradise’ after eating one at Le Select just off the waterfront. Her response? “Who is Jimmy Buffet?” I needed to rethink what information I wanted to emphasize. Gabrielle appreciated all the history of the islands and certainly what was happening above and below the water. I realized what I needed to focus on.

After snorkeling north of Gustavia, we began the long sail to Statia. Sean became a valued deck hand and relished the chance to crew the boat. We reached the island in just under seven hours, tacking several times along the way. Statia is notable for its nature and marine life and the capital of Oranjestad is worth a look-see. Sean, Robin, Gabrielle and Glenn hiked up to the inactive volcano for an in-depth look at the flora and fauna. The rest of us were content to take photos from the fort and swim in the harbor to cool off. After everyone returned and an evening of one of Grassa’s delicious Brazilian meals, we lifted anchor at first light and made for St. Kitts.

We were already into our fourth day and after St. Kitts, we would do nothing but sail back to St. Maarten in time for our return flight to the U.S. But on the way to St. Kitts, as if on cue, King Neptune sent waves and waves of dolphins to swim and cavort alongside the cat. Gabrielle was beside herself and we all reveled in this pleasant surprise, which lasted the better part of an hour. It was just one of many memorable happenings on this journey.

Tom Wuckovich is the former senior editor of AAA Going Places magazine and now freelances from his base in Tampa.
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Move over Aruba and the Dominican Republic, both named among ‘The World’s Top 10 Kiteboarding Spots’ by Discovery News in 2011. An ideal combination of wind conditions, full-service facilities and international events is giving Puerto Rico a reputation as the Kitesurfing Capital of the Caribbean.

“Kitesurfing has been a hit in Puerto Rico since the sport began,” explains Nick Leason, who owns MHL Custom, an Aguadilla-based shop that specializes in building high-performance boards. “We were among the first to receive the first two line kites from Naish Kiteboarding in Hawaii and have watched the sport steadily grow for over a decade. At first it was a core group of Puerto Rico’s windsurfers who pushed the limits with jumping and wave riding. Over the years, the equipment has become much more sophisticated and has opened up kitesurfing to novice riders. Today, you see many people around the island riding the wind on any given day.”

Conditions for kitesurfing in Puerto Rico are ‘world-class’, says Art Wible, owner of San Juan Paddleboarding, located in the Condado Lagoon, and part-time weather observer for the FAA (Federal Aviation Administration). “Winds typically blow 10 to 15 knots or more from east to west. So you get side-shore conditions along the southern coast, like in La Parguera, and the northern coast, especially around Ocean Park and Isla Verde.”

Puerto Rico also offers a wide variety of scenarios to match the skill level and personal taste of each type of
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kitesurfer, explains Olympic Windsurfer Karla Barrera who with husband Phil Morstad own Goodwinds, a company that teaches kitesurfing and other board sports on a watersports-only beach at the Dorado Beach Resort. "We have beautiful flat water spots that are great for freestyle tricks and cruising and we also have great wave riding in the north of the island, which is possible due to Puerto Rico's geographic position in the Caribbean and exposure to cold fronts that come down from North America."

There's a mix of local riders and people traveling to Puerto Rico to enjoy its excellent kitesurfing conditions.

"Kites are easy to carry on planes," explains Manuel 'Kiko' Dalmau, who plans to open a new kitefoiling school for non-novices this winter at Punta Las Marias Beach, located just outside of San Juan between the Condado and Isle Verde. "My recommendation would be to bring your kite and get at least a couple of kitefoil lessons and buy or rent a foil here."

Take lessons when you are ready to invest some time in the process, says Goodwinds' Barrera. "Kitesurfing isn’t difficult to learn, but it does take a few days to master the basics. I would recommend starting to learn from mid-November to the end of August when the winds are most consistent. Buy gear after you finish the lessons because the lessons provide you with an opportunity to try different types of equipment and really figure out what is best for you."

Those who want to immerse themselves in the sport can check out Sotavento Watersports at the Tres Almas Inn, in Ocean Park. Here, professional windsurfer Albir Agresar will be offering package deals this winter that include accommodations, equipment rentals and perhaps even meals.

Looking ahead, plans are underway to host an international hydrofoil race in the San Juan metro area in February. "The hydrofoil has become the fastest sailing craft in the world from small sailboats to the large catamarans seen in this year’s Americas Cup," says MHL Custom’s Leason. "The world’s best kitesurfing racers are making the switch and they saw it first with our local Puerto Rican riders. The event will attract the top athletes in the sport and will be one of the most colorful events that the public has ever seen on the island."

The Kite-Surfing North American Championships will be held in Puerto Rico July 7-13 2014.

"Puerto Rico is still, for the most part, a hidden gem for kitesurfing," says Goodwinds’ Barrera. "However, thanks to exposure by the international media, we expect 2014 to be a very big year for positioning Puerto Rico as one the world’s ultimate destinations for the sport."

Carol M. Bareuther, RD, is a St. Thomas, U.S. Virgin Islands based marine writer and registered dietitian.
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From a distance, from my perspective grinding winches during a Heineken Regatta years ago, Anguilla didn’t look like much. Quiet, gently sloping and lacking the drama of the hump-backed mountains of St. Martin off our starboard beam as we sliced the surface of the Anguilla Channel on a broad reach.

But then I got a break and took a closer look. Twenty shades of green punctuated by a rainbow of pastel-painted villas and small hotels. Alabaster beaches – snowy and incandescent, impossible aquamarine waters nuzzling the shore, a hue I’d never seen anywhere else in the Caribbean.

The view snuck into my psyche, an Antillean Shangri-La that haunted me come winter until I decided that next time, chartering a Moorings boat out of Orient Bay, I would plot Anguilla on my charts.

I would make it my first port of call.

In doing so, I discovered that Anguilla is as much an A-list port of call for sailors as it is a must-do for the A-list celebrities of the world.

And I made some indelible entries in my ship’s log.

ENTRY: North out of Oyster Pond, past Orient Bay. Beam reach up to the lee of Tintamarre. Crossing the channel – cutting closer to Anguilla, past Rendezvous Bay, past the voluptuous brown sugar sand dunes at Cove Bay; the neon lime waters of Maundays Bay, fronting the Greco-Moorish villas of Cap Juluca. Rounding Anguillita, pin-cushioned by cacti, clearing the point to the west where seas throw themselves fearlessly at pumpkin-coloured cliffs etched with old-man-wrinkles by the sun which disappears suddenly behind a line squall. But we fly close-hauled on flat waters toward our destination, the heights overlooking Road Bay, an an-
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chorage Chris Doyle calls “one of the most pleasant anchorages in the northern Leewards,” dead ahead.

Post-squall, a rainbow appears, an Anguillian welcome without parallel.

ENTRY: Perfect sunrise, peeping shyly over the heights just northeast. A lazy reach out to Prickly Pear Cays, limestone sculptures decorating the land beside our lunchtime stop. Ivory sands here, sloping gently to jade and sapphire seas.

Our boat swings at anchor in a somnolent samba just south of a pair of islands we share with but one other vessel.

Lunch is preceded by hors d’oeuvres preceded by a snorkel in crystal-clear waters calm as a Sunday morning. Crew member Jerry Gorman cracks open a sweating bottle of Pinot Grigio, his wife Claire sets the table in the cockpit.

“It doesn’t get any better than this,” says Claire, spreading foie gras on fresh-baked bread.

ENTRY: An early morning rainstorm—raindrops putting down a syncopated groove on the coach roof—then clear skies. An easy sail in the lee of Anguilla, perfect winds, flat water, a loop around Sandy Cay, a Gilligan’s Island of a sandbar. Dropping the hook in Crocus Bay and discovering, by dinghy, a tiny beach hunkered down at the base of a craggy, multi-coloured cliff, a beach we share with no one.

I remember Claire’s comment and silently agree.

Until I venture ashore.

I catch the green flash at the opulent Sunset Lounge at the new Viceroy Resort. I succumb to the rum punches at Elvis’s—a delightful establishment with a boat for a bar; I gaze out at St. Martin’s twinkling lights in the distance from my vantage point at Dune Reserve, now officially the best beach bar in the world. My foot taps in time to the rhythms of the Mayomba Folkloric Group as they present both local history and music, just before I fill up on the traditional weekly Caribbean buffet at Anacaona Boutique Hotel; I baste on the sizzling sand of Shoal Bay, rated one of the world’s best beaches. I discover Scilly Cay, my own little oasis, and nosh on lobster served by a guy who calls himself ‘Gorgeous’.

Early in the morning on our last day I sip coffee in the cockpit, watching pelicans dive-bombing for their breakfast.

I prepare my own breakfast, reflecting on our adventure, on the perspicacity that convinced me to move Anguilla from my bucket list to my A-list.

And I decide that I may never raise the hook again.

Mark Stevens is an award-winning travel writer whose specialties include Canada, the Caribbean and boating. Credits range from Sailing magazine and Canadian Yachting to the Washington Post.
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SAILING IN SAINT BARTH
AN ACTIVE NAUTICAL CALENDAR ADDS TO THE RELAXED CHARM OF THIS TINY FRENCH ISLAND

BY ELLEN LAMPERT-GREAUX

The French island of St Barthélemy (St. Barth) has many ingredients that make it the perfect port of call, from unspoiled beaches with soft white sand to luxurious villas and intimate hotels. The island’s steep, rugged terrain has winding mountain roads, where one still sees chickens and goats wandering about. The smallest of the French West Indies, St. Barth measures a mere eight square miles.

Today, with a resident population of over 9,000, the island has become a popular destination for sailboats as well as mega motor yachts, with sailors enjoying an enticing mix of cultures, languages, and lifestyles. The core of the island’s population is made up of descendents of a handful of French settlers that came to St. Barth in the late 17th century. Over the last 40 years the population has increased considerably, with an influx of people from mainland France, the United States, Europe, and neighboring islands. The island is truly polyglot, with French as the official language, and English, Creole, Portuguese, and an island Patois also spoken.

The Port of Gustavia
Sweden ruled St. Barth from 1784 to 1878, calling the settlement around the port after their king, Carl Gustav. Vestiges of the Swedish era can be found as one walks through town, including some period government buildings and a
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picturesque clock tower, as well as several private homes. An important economic resource for the island, the Port of Gustavia is extremely active with thousands of motor-yachts and sailboats visiting annually. Peak season, between Christmas and New Year, is when mega-yachts jockey for a place at the dock and hundreds of boats are anchored in the harbor. In fact, there is a ‘St. Barth size’, yachts built not to exceed the length limit of 198ft (60m) in order to be allowed on the dock. The yachts start to arrive in November and early December as places at the dock are assigned on a first-come-first-served basis.

The port hosts various sailing regattas throughout the year, the most prestigious being the invitational St. Barth Bucket, reserved for sailboats over 100ft (30.3m) in length, that takes place in April. Some of the world’s most magnificent vessels – including America’s Cup J-Class boats – unfurl their sails and show off their prowess in this annual event.

The streets around Gustavia are lined with luxury boutiques and colorful shops with facades of brightly painted clapboard or traditional cedar shakes offset by white shutters. Duty-free prices add to the allure of haute couture and jewelry. Brands such as Hermes, Ralph Lauren, Bulgari, Cartier, and Louis Vuitton have their own stores, while other boutiques blend the clothes, shoes, handbags, and jewelry of various international designers. Cuban cigars and duty-free liquor add to the mix, making Gustavia a good place for shopping and yacht provisioning.

Day Sails
From Gustavia, yachts can choose to sail clockwise or counterclockwise around the island. Pleasant anchorages can be found in the bays of Fourchue or Colombier, both are nice spots for snorkeling. Mega yachts often anchor off the more populated beaches, such as Saint Jean and Flamands, running guests ashore for lunch by dinghy, however, if the seas are rough this can be very dangerous and is discouraged.
Provisions
Saint Barth is one of the most sophisticated islands in the Caribbean, which makes it a pleasure to stock up on groceries. Just steps from the port, AMC’s Libre Service is a small yet well-stocked supermarket, while around the corner is American Gourmet, with a high-end range of products. At the far end of the port is Route des Boucaniers, a restaurant with a take-out service, while in St Jean, gourmet delis such as Kiki è Mo and Maya To Go provide picnics with everything from filet of beef to grilled shrimp, sandwiches, and yummy desserts.

As sailors have discovered for hundreds of years, there is something magical about St. Barth, a little island between the Atlantic Ocean and Caribbean Sea, where the simplicity of the West Indies blends with the sophistication of France, and life is just about as good as it gets.

Ellen Lampert-Gréaux lives in Saint Barthélemy where she is editor-in-chief of Harbour Magazine.

ST. BARTH REGATTA CALENDAR
DECEMBER 31 2013: New Year’s Eve Regatta
JANUARY 31 – FEBRUARY 2 2014: St. Barth Fun Cup (windsurfing)
MARCH 27-30 2014: St. Barth Bucket Regatta
APRIL 14 – 19 2104: Les Voiles de Saint-Barth
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Sailors in the northern Leewards are drawn to an island that climbs out of the sea 26-miles south of St. Maarten, however, few of them visit to explore. The island is Saba, the Unspoiled Queen, land of towering crags, rainforests and the famous ‘road that could not be built’.

Why few yachts stop at Saba is obvious; it’s an open roadstead that is only comfortable in settled weather. However, there are sturdy moorings available and procedures in place for yachts wishing to use them. The waters around Saba form a marine park and the moorings are monitored and maintained by the marine park authority.

The usual procedures apply for yachts visiting Saba. Skippers checking in are recommended to pick up the visitor’s mooring buoy outside the harbor and then go ashore to clear customs and immigration and visit the marine park office. Once you are granted clearance, you can proceed to the moorings in Ladder Bay. The yellow buoys are for yachts and the red and white buoys are for the dive boats.

Perhaps the easiest way to visit Saba is to take a day trip from St. Maarten, and I recommend cruisers add this to their
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itinerary. For those determined to get to Saba by sea, the high-speed ferry, The Edge, leaves from the Pelican Resort in Simpson Bay for the 90 minute crossing. This offers lovely views as the island rises out of the sea ahead. Flying from St. Maarten to Saba’s famous Juancho E. Yrausquin airport is another option. This is the quickest way and you will be able to tell your friends that you touched down on the shortest commercial landing strip in the world!

Saba offers a host of accommodations for those wishing to spend more than one day on the island. These include hotels, guest houses and self-catering cottages.

On a day trip, I recommend touring the island by taxi. We hired the services of Rodney Swanepoel, a driver for whom nothing was too much trouble. His encyclopedic knowledge enhanced our whole Saba experience.

Saba is a world-class diving location and all three dive operators, Saba Deep, Saba Divers, and Sea Saba Dive Center, are located along the waterfront in Fort Bay next to the ferry dock. A two-tank dive is possible on a day trip.

Saba is equally famous for its hiking and a walk through the rainforest, with its many species of tropical flowers and trees, is a must. Climbing Mount Scenery is listed as one of the island’s major attractions. The 877m (2,887ft) ascent is made by following a steep path and negotiating 1,064 rough-hewn stone steps. This is a strenuous climb and only those in good physical condition should attempt the hike. Those that make it to the top are rewarded with spectacular views of the distant islands of Saint Kitts and Saint Eustatius. Tour guides are available and add value to the many hikes.

The villages of Windwardside, Hell’s Gate and The Bottom, with their cottages painted white with red roofs and ‘Saba green’ shutters, are all of historical interest. Saba is famous for lace making (Spanish work), an industry that in the past helped sustain the island while the men folk, many of them famous captains, went to sea. Lace items can be purchased at various gift shops around the island and at the Saba Lace Boutique in Hell’s Gate, Saba Artisan Boutique in the Bottom and at Helen’s Fabric & Notions in Windwardside.

Sabans are amongst the friendliest people in the Caribbean. An island unlike any other, Saba, above water or below, is not to be missed.

For more info, visit: http://www.sabatourism.com

Gary E. Brown is the Editorial Director of All At Sea and the author of the thriller/sailing adventure Caribbean High. For more information visit: garyebrown.net
Hiking trails, endless walks on sandy beaches, quaint village life, French sensibilities and calm anchorages – mais oui, St. Anne is physical and oh so French!

Long time live aboard cruisers Phil Cook & Di Kilbrade of Matira, choose St. Anne. When Di worked for Island Water World in Rodney Bay, St. Lucia, their idea of a good but short get-away was to sail over to St. Anne for great food, music, hiking and relaxation. “We hike along with our hammock and picnic at one of the beaches. When we find the right shady spot for the hammock, we lounge, read, swim and nap.”

Located in southeastern Martinique, it is not exactly in line with island hopping down the leeward side of the Caribbean chain. From Anse de Meunier, adjacent to St. Anne, the current flows strongly northwestward toward Pointe du...
Diamant. Sailing south to St. Anne can be a trudge, but one that is worthwhile.

The 8-20ft deep anchorage sprawls. Covering an area nearly one mile wide and a half-mile out from shore, the protection here is particularly good from northerly winter swells. Holding in sandy bottom is good.

In the Village

Dinghying ashore, choose from public and private restaurant docks or beach your dinghy near Paille Coco restaurant. Paille Coco offers free, if unreliable, WiFi if you patronize them. Twist my arm – their bakery offers quiche, chaisson pomme (apple pastry), flan and baguettes or a thimble of café noir for two Euros.

More consistently reliable WiFi is found at La Dunette, a waterfront restaurant with dock. Use the dock or WiFi only if you patronize them … a five Euro fresh fruit salad will do it. Boubou Ice Cream Internet Café offers 15 minutes for one Euro for each computer, power included. Three Euros buys you one scoop of ice cream. Located one block east of the cathedral, Boubou’s background music plays softly. The café has great airflow, and is clean and cheerful though it borders a busy street.

Recommending a tiny and intimate restaurant with few but wonderful offerings, our favorite, Le Sud, is tucked away on the back street. For 28 Euros, my three course lobster dinner was magnifique!

Conveniently located, the Post Office and ATM can be found on the waterfront road east of the town center.

French Catholics have a great system of penance for Saturday night partiers. Shortly after day breaks each Sunday, percussive cathedral bells peel. Endlessly.

When the church service is over, worshipers pour into the main square of St. Anne, filing it with a cacophony of color and joy. Streets are narrow, sidewalks narrower and dockside dining abounds.

St. Anne is a resort community. Everything is priced accordingly. The shoreline is nicely kept. You pay for that. Hit nearby Le Marin for value-priced provisioning and services.

A few negatives dampen the St. Anne scene. The locals enjoy amplified music. No kidding. Not alone amidst West Indian anchorages for late night annoyance, if it has to be blaring! I’ll take cool French over Soca and Techno-Rap anytime. For those of us trying to stretch our U.S. cash, the Euro puts a squeeze on … think petite/quality versus quantity when in St. Anne. Lastly, depending on wind direction and currents, the water can get noisy.

Hoofing It

For a pleasant half-day get-away, take the following route which turns into a four-mile walking loop. Leaving the southeastern edge of the village on the road heading south, you experience French countryside. Beige droopy-eared cattle stand aimlessly in verdant pastures; that is, until they turn to glare at an infrequent passerby. After approximately a mile-and-a-half, take a right hand turn off the main road. It is still farmland until you reach the long dirt roads leading to Anse de Saline and Anse de Meunier. These beautiful white sand beaches meet crystal clear water. Enjoy panoramic views south to St. Lucia or north to the Dr. Suessian peaks of Martinique’s St. Pierre where its volcano sports a white cumulous cloud cap.

The single-track meanders the wooded coastline until it eventually loops back on a northerly approach into St. Anne. The trail is high enough to give you sweeping views over the bay to St. Luce. Benches located at scenic look-outs allow you to rest. The last half-mile back into town is on shaded dirt road where red land crabs and beefy snails amble across the path. Escargot anyone?

Leaving St. Anne in the opposite direction (east) leads to the long stretch of beach reaching towards Club Med. Like Grand Anse of Grenada, sections of the beach are buoyed for swimmer safety. Enjoy a long swim parallel to shore without fear of getting run over by motorized craft.

We’ve also ridden our folding bikes into Le Marin. A modern bike path for the first few miles disappears before reaching Le Marin. The rest of the ride is sketchy amidst fast moving cars, not recommended for the joy rider.

Physical and French. Muscle your way through music, crowds and cuisine then strike out for solitary time amidst green pastures and pastel beaches. This is St. Anne, Martinique.

Ellen Birrell and her partner Jim Hutchins live and cruise aboard their Sun Odyssey 40 Boldly Go. Visit: www.boldlygo.us

The author with Diamond Rock and St. Pierre’s cloud-topped volcano in the background
The Caribbean is a colourful and vibrant place. It’s therefore unsurprising that the islands’ inhabitants are no less extrovert and talented.

Ruben Petrisie is one of those individuals. A professional windsurfer, Ruben also spits riddims and flow with ease. Tez Plavenieks caught up with the Bonaire-born freestyler for the low down.

NAME: Ruben Petrisie
AGE: 30
WHERE’S HOME? My home is without a doubt Bonaire.

WHERE DID YOU LEARN TO WINDSURF? Bonaire, Sorobon Beach.
WHAT MADE YOU DECIDE TO TAKE IT UP? I was always involved in extreme sports – skateboarding, BMX, cliff jumping and surfing. I watched loads of windsurfing vids but never got a chance to go for it until one afternoon when Tonky Frans (Bonaire’s first pro freestyler) asked me to give it try.
HOW LONG DID IT TAKE YOU TO GET GOOD? It took me a few weeks to get over the beginner phase – after that I was hooked.
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<tr>
<th>GET A PERSONALIZED INSURANCE QUOTATION FOR</th>
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<td>Health Insurance - call for more info</td>
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<td>Watersports Operators - contact us</td>
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AT WHAT AGE DID YOU START COMPETING? I started competing at 14 – seven months after trying it for the first time.

HOW MANY YEARS DID YOU SPEND ON THE PWA AND EFPT TOURS? The PWA was 2001 – 2010. At the beginning I did more freestyle but I joined the slalom racers for a while. The EFPT was 2005 – 2010.

WHERE DO YOU WINDSURF NOW AND HOW OFTEN? At the moment most of my sessions are during free time at events I’m working on. There’s no actual spot I go back to just for training.

WOULD YOU EVER GO BACK TO COMPETING? I’m not sure about that. The windsurfing industry is a different game nowadays. I’m not a person that would want to compete in the same discipline for 20 years. I don’t know how some can do that. After a while it gets boring. And don’t forget not something you should try at home!
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contracts and finance aren’t what they should be at the moment. Life is short and our world is fantastic so in the end I want to do lots more awesome things than just competing.

WHERE’S YOUR FAVOURITE PLACE TO SAIL? Any spot can turn into a magical place.

YOU’RE KNOWN AS A FREESTYLER BUT DO YOU INDULGE IN ANY OTHER FORM OF WINDSURFING? I enjoy wave sailing and slalom racing. Years ago I was involved in Formula but didn’t like the huge gear.


WHY DID YOU DECIDE TO BECOME A RAP ARTIST? Haha! I didn’t decide anything it just happened. I tried it purely for fun and ended up getting addicted.

WHICH DO YOU PREFER – WINDSURFING OR MUSIC? I love both but lately the music has taken over.

DOES YOUR MUSIC CAREER INTERFERE WITH YOUR WINDSURFING? It does interfere with my time on the water but it’s all okay. I have loads of great sailing days and music is like a drug. As I said before I can’t do the same thing for too long.

HOW OFTEN ARE YOU AWAY FROM HOME? I’m always away from home. When I return, it’s pure family time.

WHERE HAVE YOU PLAYED YOUR BEST GIG? My best gig would be Austria, Podersdorf, at the Surf World Cup. I was amazed to see people up front singing along with some of my tracks. Too cool!

IF YOU HAD TO PICK EITHER WINDSURFING OR MUSIC WHICH ONE WOULD IT BE? If you had to pick only to eat or drink which one would it be? I need windsurfing and music to survive.

ARE YOU INVOLVED IN ANYTHING ELSE WE SHOULD BE AWARE OF? There’s quite a lot at the moment. I’m the Freestyle Windsurfing Class representative at the International Funboard Association and I organise freestyle events for young windsurfers. I’m behind new event concepts in windsurfing – if possible with the involvement of other sports industries. I’m involved in music projects such as soundtracks for movies and I do a lot of jam sessions at beach events. As I said, I’m extremely busy!

For more about Ruben, visit: www.rubenpetrisie.com

Tez Plavenieks is an experienced freelance writer who specialises in action sports and travel. Visit: http://tezplavenieks.com
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<th>Marina Name</th>
<th>Phone</th>
<th>Length</th>
<th>Beam</th>
<th>Draft</th>
<th>Power Supply</th>
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<tr>
<td>Panama</td>
<td>Red Frog Beach Marina</td>
<td>+507 757 8008</td>
<td>19’</td>
<td>220’</td>
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<td>50 Amp 110/220 60 Hz, 100 Amp 220V 60 Hz, 200 Amp 480V 60 Hz</td>
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<td>Puerto Rico</td>
<td>Club Nautico de San Juan</td>
<td>787-722-0177</td>
<td>31’</td>
<td>250’</td>
<td>121</td>
<td>120/240</td>
<td>16/10 68</td>
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<td>Marina Pescaderia</td>
<td>787-717-3638</td>
<td>8’</td>
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<td>97</td>
<td>110/220</td>
<td>16/68</td>
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<td>Palmas del Mar Yacht Club</td>
<td>787 656 7300</td>
<td>14’</td>
<td>175’</td>
<td>158</td>
<td>120/208/240/408V, 2 &amp; 3-phase 50, 100 and 200 amps</td>
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<td>260’</td>
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<td>120/208 Cable</td>
<td>16/71</td>
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<td>Sunbay Marina</td>
<td>787-863-0313</td>
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<td>75’</td>
<td>287</td>
<td>110/220 Cable</td>
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<td>285’</td>
<td>253</td>
<td>480V 3 phase 100 amps/leg, 220V 3 phase 100 amps/leg, 220V 50 amps, 110V 30 amps, 50 &amp; 60hz</td>
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<tr>
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<td>The Marina at Marigot Bay</td>
<td>758-451-4275</td>
<td>75'</td>
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<td>40</td>
<td>110/220/380 50/60 Hz</td>
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<td>Island Water World Marina</td>
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<td>8'</td>
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<td>Lagoon Marina Cole Bay Wtrf</td>
<td>599-544-2611</td>
<td>9'</td>
<td>100'</td>
<td>45</td>
<td>110/220</td>
<td>●</td>
<td>16</td>
<td>FREE</td>
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<td>480V 3-phase 100 amps/leg, 220V 3-phase 100 amps/leg, 220V 50 amps, 110V 30 amps 60Hz</td>
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<td>St. Maarten</td>
<td>The Yacht Club at Isle de Sol on IGY destination</td>
<td>721 544 2408</td>
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<td>377'</td>
<td>45</td>
<td>480V 3-phase 100 amps/leg, 380V 3-phase 100 amps/leg, 220V 3- &amp; single-phase, 100 amps/leg, 220V 50 amps 60Hz</td>
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<tr>
<td>St. Martin</td>
<td>Captain Oliver's</td>
<td>590-590-87-33-47</td>
<td>10'</td>
<td>150'</td>
<td>160</td>
<td>110/240</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>16/67</td>
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<tr>
<td>St. Thomas</td>
<td>American Yacht Harbor on IGY destination</td>
<td>340-775-6454</td>
<td>10'</td>
<td>110'</td>
<td>134</td>
<td>125/250V 50 amp; 125/250V 100 amp; 220V 3- &amp; single-phase, 100 amp/leg</td>
<td>Cable</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>16/6</td>
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<td>St. Thomas</td>
<td>Yacht Haven Grande on IGY destination</td>
<td>340-774-9500</td>
<td>18'</td>
<td>656'</td>
<td>46</td>
<td>120V 30 amps, 208V 100 amp, 240V 50, 100 amps, 480V 100 amp</td>
<td>Cable</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>16/10</td>
<td>FREE</td>
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<tr>
<td>Tortola, BVI</td>
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<td>12'</td>
<td>125'</td>
<td>200</td>
<td>110/220</td>
<td>●</td>
<td>●</td>
<td>●</td>
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<td>Tortola, BVI</td>
<td>Soper's Hole</td>
<td>284-495-4589</td>
<td>25'</td>
<td>170'</td>
<td>50</td>
<td>110/240</td>
<td>Cable</td>
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<td>●</td>
<td>●</td>
<td>16</td>
<td>Cafe</td>
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<td>Tortola, BVI</td>
<td>Village Cay Marina</td>
<td>284-494-2771</td>
<td>12'</td>
<td>200'</td>
<td>106</td>
<td>110/220/308</td>
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<td>Trinidad</td>
<td>Power Boats Ltd</td>
<td>686-634-4346</td>
<td>15'</td>
<td>65'</td>
<td>40</td>
<td>115/220</td>
<td>●</td>
<td>●</td>
<td>●</td>
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<tr>
<td>Turks &amp; Caicos</td>
<td>Blue Haven Marina on IGY destination</td>
<td>+649-946-9910</td>
<td>10'</td>
<td>220'</td>
<td>79</td>
<td>30/50/100 amp, 3 phase, up to 480V</td>
<td>Cable</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>16</td>
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<tr>
<td>Virgin Gorda</td>
<td>Virgin Gorda Yacht Harbour</td>
<td>284-495-550</td>
<td>10'</td>
<td>180'</td>
<td>94</td>
<td>110/220</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>16/11</td>
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**Outside of Caribbean:**

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<th>Max. Draft</th>
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<th>1-Phase</th>
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<th>FF</th>
<th>PK</th>
<th>WC</th>
<th>Wash</th>
<th>Gas</th>
<th>DM</th>
<th>LB</th>
<th>Sn</th>
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<tbody>
<tr>
<td>Boston, MA</td>
<td>Boston Yacht Haven</td>
<td>617-367-5050</td>
<td>22'</td>
<td>300'</td>
<td>100</td>
<td>480V 100 and 200 amps, 240V single-phase, 220V 3-phase, 100 amps, 240V 50 amps, 120V, 30 amps</td>
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<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>09/16</td>
<td>FREE</td>
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<tr>
<td>Deltaville, VA</td>
<td>Deltaville Marina</td>
<td>804-776-9812</td>
<td>10'</td>
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<td>80</td>
<td>30/50 Amp</td>
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<td>Cabo San Lucas, Mexico</td>
<td>Marina Cabo San Lucas on IGY destination</td>
<td>+52 624 173 9140</td>
<td>18'</td>
<td>200'</td>
<td>380</td>
<td>110V 30 amps, 220V 50 amp, 100 amp 3-phase</td>
<td>Cable</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>88A</td>
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<td>Colombia</td>
<td>Marina Santa Marta on IGY destination</td>
<td>+57 5 421 5037</td>
<td>11.5'</td>
<td>132'</td>
<td>256</td>
<td>110/220V 60Hz</td>
<td>●</td>
<td>●</td>
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<td>Montauk, NY</td>
<td>Montauk Yacht Club on IGY destination</td>
<td>631-648-3100/888-MYC-8668</td>
<td>12'</td>
<td>200'</td>
<td>232</td>
<td>110V, 220V, 480V 3-phase</td>
<td>Cable</td>
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<td>●</td>
<td>●</td>
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<td>NY Harbor - Jersey City</td>
<td>Newport Yacht Club/Marina on IGY destination</td>
<td>201-626-5550</td>
<td>8.25'</td>
<td>163'</td>
<td>154</td>
<td>110V, 220V, 30/50/100 amps</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>16/72</td>
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### CARIBBEAN BOATYARDS

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

<table>
<thead>
<tr>
<th>Jolly Harbour, Antigua</th>
<th>Jolly Harbour Marina / Boat Yard</th>
<th>17 04 46.4 N</th>
<th>61 54 37.0 W</th>
<th>(268) 462-6041</th>
<th>10' 80' 18'</th>
<th>no limit</th>
<th>110/220</th>
<th>8am-5pm</th>
<th>70</th>
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<tbody>
<tr>
<td>Aruba</td>
<td>Varadero Caribe</td>
<td>12 32 0 N</td>
<td>70 02 0 W</td>
<td>297-588-3850</td>
<td>7' 85' 23'</td>
<td>no limit</td>
<td>120/240</td>
<td>8am-4pm</td>
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<tr>
<td>Tortola, BVI</td>
<td>Nanny Cay Hotel &amp; Marina</td>
<td>18 25 0 N</td>
<td>64 37 0 W</td>
<td>(284) 494-2512</td>
<td>11' 160' 45'</td>
<td>no limit</td>
<td>110v 30amp/220v 50amp/3 phase100 amp</td>
<td>7am-6pm</td>
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<td>Tortola, BVI</td>
<td>Soper’s Hole</td>
<td>18° 23' 46' N</td>
<td>-64° 41' 53' W</td>
<td>(284) 495-3349</td>
<td>7' 65' 18' and 40'</td>
<td>no limit</td>
<td>110/220</td>
<td>8-5, Mon-Sat</td>
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<td>Tortola, BVI</td>
<td>Tortola Yacht Services</td>
<td>18 25 0 N</td>
<td>64 37 0 W</td>
<td>(284)-494-2124</td>
<td>10' 68' 20'</td>
<td>no limit</td>
<td>220V, 50A, 110V, 30A</td>
<td>7-4, 7days</td>
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<td>Virgin Gorda, BVI</td>
<td>Virgin Gorda Yacht Harbour</td>
<td>12° 01' 00'</td>
<td>61° 40' 05'</td>
<td>284-495-5318</td>
<td>10 150 34</td>
<td>no limit</td>
<td>110/120</td>
<td>6am-6pm</td>
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<tr>
<td>Curacao</td>
<td>Curacao Marine</td>
<td>12° 12' 0 N</td>
<td>68° 00 0 W</td>
<td>599 5 562-8000</td>
<td>9' 120' 33'</td>
<td>193</td>
<td>110/220</td>
<td>380</td>
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<td>Boca Chica, D.R.</td>
<td>Marina ZarPar</td>
<td>18° 26.4 N</td>
<td>69° 37.23 0 W</td>
<td>(809) 523-5858</td>
<td>7.5' 65' 28'</td>
<td>no limit</td>
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<td>9am-5pm</td>
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<tr>
<td>La Romana, D.R.</td>
<td>IBC Shipyard</td>
<td>18° 23' 55' N</td>
<td>68° 53' 55' W</td>
<td>(284)-499-3321/3323</td>
<td>12' 110' 26'</td>
<td>no limit</td>
<td>110/220</td>
<td>3 phase</td>
<td>100/50/30 amp</td>
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<td>Grenada</td>
<td>Grenada Marine</td>
<td>12° 01' 00'</td>
<td>61° 40' 42'</td>
<td>00-1-473-443-1667</td>
<td>12' 75' 31.5'</td>
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<td>8-5, M-F, 8-12, Sat</td>
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<td>Grenada</td>
<td>Spice Island Marine Center</td>
<td>12° 5 N</td>
<td>61° 43 0 W</td>
<td>473-444-4237</td>
<td>12' 70' 25.4'</td>
<td>0</td>
<td>110/230</td>
<td>8am-4:30 pm</td>
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<td>Puerto Rico</td>
<td>Varadero @ Palmas</td>
<td>18° 04' 37' N</td>
<td>65° 47' 57' W</td>
<td>787-656-9211</td>
<td>11' 110' 26'</td>
<td>no limit</td>
<td>50/30 amp</td>
<td>8-5, 7days</td>
<td>110</td>
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<td>Sint Maarten</td>
<td>Megayard</td>
<td>18°02' 13.24' N</td>
<td>63°05' 08.52' W</td>
<td>1-721-5444-060</td>
<td>12' 200' 33'</td>
<td>12'</td>
<td>110/220</td>
<td>8-5 M-F</td>
<td>150</td>
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<tr>
<td>St. Lucia</td>
<td>Rodney Bay Marina</td>
<td>14°04 '32.72' N</td>
<td>60°56' 55.63' W</td>
<td>758-452-0324</td>
<td>14' 275' 55'</td>
<td>no limit</td>
<td>110V/60, 220V/50, 480V 3 phase; 100 amps/leg; 220V 3 phase; 100 amps/leg; 220V/40 amps; 100V 3amps; 50 &amp; 60 hz</td>
<td>8am-5pm</td>
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<td>St. Croix, USVI</td>
<td>St. Croix Marine</td>
<td>17° 45' 45' N</td>
<td>64° 42' W</td>
<td>340-773-0289</td>
<td>11' 68' 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>
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<tr>
<td>St. Thomas, USVI</td>
<td>Subbase Drydock</td>
<td>18 N 65 W</td>
<td>340-776-2078</td>
<td>16.5' 190' 50'</td>
<td>no limit</td>
<td>440 three phase/220/110</td>
<td>8-5, Mon-Sat</td>
<td>1000</td>
<td></td>
</tr>
</tbody>
</table>

**OUTSIDE OF CARIBBEAN:**

| Deltaville, Va         | Deltaville Boatyard             | 37.54 36.64 N | 76.32 96.21 W | 804-776-8900 | 9' 80' 25' | no limit | 30/50 Amp | 7-5 M-F | 35/75 |

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$589,000

1997 52' Perry/Antirum
$485,000

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€495,000

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1999 52' Ron Givens
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1989 55' Lagoon
€475,000

2009 50' Catana
$899,000

2004 52' Catana
$950,000

2007 47' Shuttleworth
€495,000

2001 50' Horizon
€360,000

2006 46' Dolphin
$439,000

2008 48' FP Salina
€649,000

2008 Lagoon 500
$729,000

1990 49' Prout
€329,000

2008 Lagoon 440
$410,000

1995 45' Privilege
$279,000

2000 Catana 431
$399,000

2006 38' Lagoon
$259,000

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<table>
<thead>
<tr>
<th>Best Boats</th>
<th>Best Equipment</th>
<th>Best Locations</th>
<th>Best Service</th>
</tr>
</thead>
<tbody>
<tr>
<td>2007 LEOPARD 46</td>
<td>&quot;Natural Mystic&quot; 4 Cabins / 4 Heads Located Tortola, BVI Asking $389,000</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2006 BENETEAU 50</td>
<td>&quot;Changes&quot; 3 cabin-Owner’s Version - Cyclades Located Tortola, BVI Asking $189,000 Reduced Price</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2008 JEANNEAU 39I</td>
<td>&quot;Danica&quot; 3 Cabins / 2 Heads Located Tortola Asking $125,000</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2008 JEANNEAU 36I</td>
<td>&quot;Miss Keri&quot; 2 Cabins / 1 Heads Located Abaco, Bahamas Asking $89,000</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2012 BENETEAU FIRST 40</td>
<td>&quot;Sunsail 1001&quot; 3 Cabins / 2 Heads Located San Francisco, CA Asking $219,000 Reduced Price</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2006 BENETEAU 43</td>
<td>&quot;Premier Grand Cru&quot; 3 Cabins /3 Heads Located St. Martin FWI Asking $115,000</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2005 LAGOON 410</td>
<td>&quot;Jade Marie&quot; 4 Cabins / 4 Heads Located St. Martin Asking $199,000</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2007 LEOPARD 40</td>
<td>&quot;Luca&quot; 4 Cabins / 2 Heads Located Tortola, BVI Asking $239,000</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2004 LAGOON 380</td>
<td>&quot;Holly Molly&quot; 4 Cabin / 2 Heads Located Tortola, BVI Asking $185,000</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
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**65' MacGregor 1991**
High Performance Classic Cruiser. Asking $129K

**57' Perry 57 Passagemaker '06**
Loaded, Semi Custom World Cruising Cat. Asking $1.175MIL

**55' Tayana 55 1983**
Solid Quality Cruiser Asking $249K

**55' Beneteau Oceanis 55 2014**
Brand New! Amazing Price! Asking $639K

**54' Hylas Standard Deck 1999**
Quality & Fantastic Price! Asking $425K

**54' Hylas Standard Deck 2005**
Luxury. Super Price! Asking $515K

**53' Heleman Holland Trimaran**
93' Steel Ship. Custom Offshore Passagemaker. Asking $299K

**50' Beneteau 50 1999**
Well Equipped & Maintained. Asking $169K

**50' Beneteau Oceanis M500 '90**
Constantly Upgraded, Beautifully Maintained. Asking $119K

**48' Tayana 48 2000**
Clean and Well Maintained Asking $249K

**46' Beneteau Oceanis 46 2007**
Modern Efficient & Loaded With Gear. Asking $215K

**45' Catalina Morgan 45 CC '92**
Modern Center Cockpit Cruiser Asking $59K

**45' Lagoon 450 2011**
Immaculate, Fully Loaded Asking $645K

**44' C & C 1988**
Fully Equipped & Well Maintained. Asking $109K

**44' CSY Walkover 1977**
Amazing Refit! Gen & Air Asking $115K

**44' Endeavour Power Cat 2001**
Efficient Trawler Yacht with Solar & Wind. Asking $299K

**42' Hallberg Rassy 42 F 1996**
Fully Equipped Passagemaker Upcoming Listing

**42' Hunter Passage 1995**
Centerline Queen Bunk, New Rigging. Asking $107.5K

**42' Beneteau Oceanis 423 '05**
Fully Loaded, Aggressively Priced! Asking $159K

**41' Cuttyhunk 41 1979**
All Ocean Quality Ketch Asking $129K

**40' Jeanneau O'Day 1986**
Modern Racer Cruiser Asking $49K

**40' Beneteau Oceanis 40 CC '01**
Centerline Queen Aft Asking $69K

**39' Freedom, F-39 1984**
Clearance Price, Must Sell Asking $59K

**39' Tollycraft Fast Passage 39 '83**
Solid Budget Cruiser Asking $49K

**38' Freedom 1988**
Excellent Design and Value Asking $79K

**38' Ohlson 1977**
Stout Offshore Cruiser Asking $39K

**38' Dufour 385 Grand Large '05**
Never Chartered, Immaculate Asking $114K

**37' Beneteau 37 2009**
Turn Key, Super Price Asking $99K

**36'CS 36 Merlin Class 2004**
Clean Classic Racer/Cruiser Asking $50K

**34' Pacific Seacraft 2001**
Strong Safe Cruiser, Beautiful Asking $139K

**34' Beneteau 343 2005**
Spacious, Performance Pocket Cruiser. Asking $58K

**32' Beneteau Oceanis 321 1995**
Budget Cruiser Asking $29K

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---

### SAIL

<table>
<thead>
<tr>
<th>No.</th>
<th>Yacht Type</th>
<th>Year</th>
<th>Details</th>
<th>Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>50</td>
<td>Carver Cockpit Motor Yacht, 1996</td>
<td>1996</td>
<td>Twin Cats, Flybridge, fully equipped, Recent haulout &amp; upgrades</td>
<td>$130,000</td>
</tr>
<tr>
<td>38</td>
<td>Hans Christian MKII, 1983</td>
<td>1983</td>
<td>New Yanmar 2010, many recent upgrades, Fully equipped &amp; ready to cruise</td>
<td>$130,000</td>
</tr>
<tr>
<td>32</td>
<td>Irwin – CC ketch, man upgrades, well maintained, must see</td>
<td>1977</td>
<td></td>
<td>$75,000</td>
</tr>
<tr>
<td>34</td>
<td>Sea Ray Sundancer, 2000</td>
<td>2000</td>
<td>Twin Merc, inboards, gen, a/c, Perfect weekender, offers</td>
<td>$65,000</td>
</tr>
<tr>
<td>51</td>
<td>Hylas – Frers designed CC performance cruiser, 3/2 layout</td>
<td>1995</td>
<td></td>
<td>$275,000</td>
</tr>
<tr>
<td>49</td>
<td>Bavaria - One owner, never chartered, huge owners cabin</td>
<td>2003</td>
<td></td>
<td>$180,000</td>
</tr>
<tr>
<td>47</td>
<td>Beneteau 437 – Private yacht, never chartered, 3/2 layout</td>
<td>2004</td>
<td></td>
<td>$169,000</td>
</tr>
<tr>
<td>46</td>
<td>Moody – Vintage English built pocket cruiser, Volvo diesel</td>
<td>1977</td>
<td></td>
<td>$220,000</td>
</tr>
<tr>
<td>44</td>
<td>Morgan 416 Ketch – Many recent upgrades, 2006 engine</td>
<td>1981</td>
<td></td>
<td>$69,000</td>
</tr>
<tr>
<td>43</td>
<td>Hinckley, 1979</td>
<td>1979</td>
<td>New engine 2013, New Awlgrip 2012, New rig 2009, Great chance to own a classic</td>
<td>$145,000</td>
</tr>
<tr>
<td>42</td>
<td>Herbulot Schooner, 1979</td>
<td>1979</td>
<td>Fabulous flush deck center cockpit design, Twin Perkins, ideal charter yacht, 2012 refit</td>
<td>$295,000</td>
</tr>
</tbody>
</table>

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### POWER

<table>
<thead>
<tr>
<th>No.</th>
<th>Yacht Type</th>
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<th>Details</th>
<th>Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>65</td>
<td>Viking Motor Yacht – 4/3 layout, custom transom, flybridge</td>
<td>1989</td>
<td></td>
<td>$349,000</td>
</tr>
<tr>
<td>48</td>
<td>Sea Ray 480 Sundancer – Twin Cummins low hours, hardtop</td>
<td>2006</td>
<td></td>
<td>$399,000</td>
</tr>
<tr>
<td>47</td>
<td>Camargue Yachtfisher – 2/2, twin Perkins, cockpit, offers</td>
<td>1988</td>
<td></td>
<td>$89,500</td>
</tr>
<tr>
<td>46</td>
<td>Custom Powercat – Aluminum, twin Yanmars, rigged to fish</td>
<td>2000</td>
<td></td>
<td>$135,000</td>
</tr>
<tr>
<td>45</td>
<td>Camcraft – Aluminum crew boat, 13’ Rib w/40 hp OB included</td>
<td>1967</td>
<td></td>
<td>$45,000</td>
</tr>
<tr>
<td>44</td>
<td>Manship Pilot – Single Yanmar, bow thruster, full cabin, clean</td>
<td>2002</td>
<td></td>
<td>$89,000</td>
</tr>
<tr>
<td>43</td>
<td>CHB Trawler – Perfect live aboard, very good condition</td>
<td>1974</td>
<td></td>
<td>$59,000</td>
</tr>
<tr>
<td>42</td>
<td>Gulfstar Motor Sailor – Perfect live aboard, a/c, Perkins</td>
<td>1971</td>
<td></td>
<td>$33,000</td>
</tr>
<tr>
<td>41</td>
<td>Ericson Cutter – Well design cruiser priced for immediate sale</td>
<td>1976</td>
<td></td>
<td>$20,000</td>
</tr>
<tr>
<td>39</td>
<td>Island Packet Catamaran – Perfect live aboard cat, 15’ beam</td>
<td>1995</td>
<td></td>
<td>$75,000</td>
</tr>
<tr>
<td>38</td>
<td>O’Day – Very clean well equipped weekender, recent upgrades</td>
<td>1984</td>
<td></td>
<td>$29,000</td>
</tr>
</tbody>
</table>

---

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THE DISH
FOOD TO GIVE YOU ENERGY THROUGH THE HOLIDAYS

BY CAP’N JAN ROBINSON

Did you know that you can keep up your energy levels by eating foods high in iron? Good examples are kale and spinach, as well as foods that help you absorb iron, such as citrus and garlic. Iron deficiency can leave you feeling tired? Below is a great energy booster to keep you going through the holidays.

HOT & COOL HORS D’ŒUVRE
Prep time: 5 minutes. Serves: 12 - 24
1 lb sushi-grade yellow-fin tuna
1 or 2 English cucumbers
Wasabi
Pickled ginger
Soy Sauce
Slice tuna into 1/2-inch cubes. Slice the cucumbers diagonally, and top pieces with a small dollop of wasabi, pickled ginger, tuna, and soy sauce. Place decoratively on serving dish.

SALMON WITH GARLIC-LEMON KALE & SPINACH
Prep time: 10 minutes. Cooking time: 15 minutes. Serves: 2
1 Tbsp Extra Virgin Olive Oil
2 (6 oz) pieces of fresh, wild caught salmon
Salt and pepper, to taste
2 Tbsp Extra Virgin Olive Oil
1 medium onion
2 garlic cloves, minced
4 cups kale
2 Tbsp of water
4 cups spinach
Sea salt & freshly ground black pepper, to taste
Juice of 1 lemon
2 oz goat cheese, softened and warm
1/3 cup pine nuts, toasted
Heat olive oil in a medium skillet over medium-high heat. Sprinkle salmon with salt and pepper and add to skillet. Cook about 3 minutes, turn and cook about another 3 minutes. Move to a warmed serving dish.

For kale and spinach. Heat olive oil in a large skillet over medium heat. Add onions and cook until translucent. Add garlic, sauté a moment. Add kale and 2 Tbsp of water and cook for about three minutes. Add spinach. Cook, stirring often for about 3 minutes, until all leaves are wilted; season with salt and pepper. Pour in half of lemon juice and toss to coat evenly before spooning vegetables onto warmed dinner plates. Top each with a piece of salmon, squeeze other half of lemon juice over salmon, then spread with a little goat cheese and top with pine nuts.
Serve immediately.

CHIA PUDDING WITH BERRIES
Prep time: 5 minutes. Sitting time: 15 minutes
Chilling time: 6 hours or overnight. Serves: 4 (about a cup each)
2 cups unsweetened almond/coconut milk beverage
1 very ripe banana
1/4 cup chia seeds
1/2 cup each of fresh blueberries, blackberries and raspberries
In a blender, blend the almond milk and banana until smooth. Pour into a glass jar with lid. Add the chia seeds. Cover and shake well, set aside for 15 minutes. Give it another good shake then add berries, another shake; refrigerate overnight or at least 5-6 hours.

TO SERVE: Divide into 4 attractive wide top glasses, like red wine glasses. Top with a couple of extra berries. Enjoy!

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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