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<table>
<thead>
<tr>
<th>LOA in feet</th>
<th>Daily $/ft/day</th>
<th>Weekly $/ft/day</th>
<th>Monthly $/ft/day</th>
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<tr>
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<td>$0.85</td>
<td>$0.77</td>
<td>$0.72</td>
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<td>$1.30</td>
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<td>$1.45</td>
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<td>$1.53</td>
<td>$1.45</td>
</tr>
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Editor’s Log

YOU SAY GOODBYE
& I SAY HELLO

Being out on the water is one of life’s great pleasures. Boating offers a wealth of different experiences and, like much in life, we cherry pick the ones that suit us best. Many people enjoy powerboating, others prefer ‘wind and string’. Some folks like to sail long distances, and a growing number charter a boat for a vacation. Racers travel the world in search of exciting regattas, their yachts often arriving at an event having been transported there on a specially designed cargo ship. Although boats are as varied as the people that man them, sailors have one thing in common – they all say a lot of hellos and goodbyes. I doubt there is another occupation or pastime where this is such a factor. Cruisers sail to an anchorage, meet new people, strike up a friendship with other cruisers and then haul anchor and leave. Race boat crews are the same. You might crew on a boat, share the pain, drama and perhaps glory of a four day regatta, socialize like you are friends for life, and then sign off, never to sail with that crew again. Guests on charter boats come and go as do the crew. During my time on the water many people have sailed in and out of my life. Some made a lasting impression (not always for the right reasons) and some became friends. And it’s always rewarding – unless you owe them money – to bump into a stranger at the bar who, it turns out, isn’t a stranger at all but someone you crossed tacks with 20-years ago in another place, another ocean. On p46, Barbara Hart looks at one of the emotional certainties of the transient sailor’s life … constant goodbyes.

This month one of my favorite articles takes us to the hinterland of Trinidad and the Asa Wright Nature Center. In this special photo feature, beginning on p52, Charles ‘Chuck’ Shipley uses his skill with the camera to capture the stunning beauty of our Caribbean Birds.

Adventurers are alive and kicking and living in the British Virgin Islands! When this story appeared in my inbox it fired my imagination to the point I wanted to toss the computer out the door and set off on a quest. The story was that of MacKenzie Wasson and Chris Clarke and their nonstop sail around the BVI on a Hobie Cat. Unfortunately the story was far too long for publication in All At Sea and I had to reject it. But it was so beautifully written and dealt with much more than sailing, that I had to find a way to share it with our readers. To my delight, MacKenzie agreed to rewrite the story in short form. He describes their sailing adventure with the enthusiasm of a young writer embracing life and that of a man seeking a philosophy by which to live it.

Captain Fatty Goodlander holds strong opinions on most things and he is not afraid to speak his mind. Not everyone agrees with Fatty’s take on life and his opinions have been known to upset people. The comment that garners most vitriol is Fatty’s use of the term ‘Dirt Dwellers’ when referring to those who live and work ashore. This month we have taken the unusual step of publishing one of the letters we received on the subject, one fit for publication in a family magazine.

CORRECTION:
Christophe Harbour, St. Kitts
In January we published an article on the new marina and resort community in St. Kitts and throughout the article referred to it as St. Christophe Harbour. Although a wonderful new resort and yachting destination, the complex has not attained sainthood and its correct title is Christophe Harbour. We regret the error and any embarrassment this may have caused. www.christopheharbour.com

See you on the water!

Gary E. Brown
Editor
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COVER SHOT: Beating hard! | Photo by Bob Grieser
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When famous sailors Francois Corlieu and Benoit Meesemaker from St. Barths, Jorge Abreu and Omar Bros from the Dominican Republic and Frits Bus from St. Maarten represented the Caribbean at the Laser World Championships in Oman, they simply had to take a break to read their favorite magazine, All At Sea. This goes to show that you can take our sailors out of the Caribbean but you can’t take the Caribbean out of our sailors!

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St. Maarten/St. Martin

St. Kitts & Nevis

Antigua

Barbuda

St. Kitts & Nevis

St. Vincent & The Grenadines

U.S. Virgin Islands (U.S.V.I.)

St. Barts

Puerto Rico

St. Barts

Puerto Rico

Caribbean Sea

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St. Barth Cata Cup 2013: Franck Cammas and Matthieu Vandame Take Top Honors

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Antigua Charter Yacht Show Concours de Chef: And You Thought You Didn’t Like Veggies!
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MARINAS: SAFE HARBOR AT BARBARA BEACH MARINA

Located at the entrance to Spanish Water (and adjacent to the Santa Barbara Beach and Golf Resort) lies this compact super yacht marina offering 6 berths for large yachts up to 150ft in length. Marina facilities include electric power (127v 30A, 220v 50A, 380v 250A 50hz), water, Wi-Fi and 24hr security service. A bar/restaurant is on site. The marina is part of the Santa Barbara Plantation development which features the Santa Barbara Beach and Golf Resort (see RESORT section for details of facilities available). Complementary RESORT day passes are available at the marina office for owners and crew. A ‘second stage’ development plan includes a 400 berth marina facility (with 20-25 major Super yacht berths) and general boat repair and yard facilities in the protected waters of nearby Fuikbaai.

SERU BOCA MARINA

Located in the protected waters of Spanish Water bay, the marina consists of floating docks which can accommodate 120 yachts, with the largest berths able to accommodate yachts up to 80 ft long and 15ft draft. Marina facilities include electric power (127v and 220v 50hz), water, Wi-Fi and 24hr security service. The marina is adjacent to the Seru Boca Estate and located on the 2,000 acre Santa Barbara Plantation which includes The Santa Barbara Beach and Golf Resort (see RESORT section). Seru Boca Marina Manager, Cees De Jong welcomes all visiting yachts and simply requests that Captains contact the marina office well in advance to reserve a berth.

GOLF: OLD QUARRY GOLF COURSE

The Santa Barbara Beach and Golf Resort has an exciting 18 hole Pete Dye designed championship par 72 Golf Course. At just under 7,000 yards in length, the ‘Old Quarry’ Golf Course offers a visually stunning experience for the beginner, intermediate and advanced golfer alike. The course, which begins at the Resort, also features a full-service club house, a driving range, golf grill, pro shop, lockers and club storage facility. So whether you are looking for a phenomenal golfing getaway, or just a round or two for your clients or crew, this Curaçao facility is a perfect choice.

RESORT: THE SANTA BARBARA BEACH AND GOLF RESORT

Offering views that are ‘second-to-none’, the Santa Barbara Beach and Golf Resort is the island’s top luxury resort and perfectly situated on two bodies of water - the Caribbean Sea and the large inland bay known as Spanish Water. Located on one of the few remaining natural preserve peninsulas in the Caribbean, the hotel offers a choice of 350 deluxe rooms including luxury suites; 2 fine dining restaurants; the full-service Atabei spa and salon (with a 24-hour fitness centre); 4 clay tennis courts; 3 outdoor pools with poolside grill, lounge and cabana area; the 18-hole Pete Dye designed Old Quarry championship golf course; 18,500 square feet of indoor and outdoor meeting space and a compact dedicated Super yacht dock with 6 berths for vessels up to 150ft.
CARIBBEAN NEWS
A BRIEF LOOK INTO THE HAPPENINGS OF OUR WORLD

Canfield wins Alpari World Match Racing Tour 2013
Taylor Canfield rounded off a spectacular 2013 by lifting the Alpari World Match racing Tour trophy at the Monsoon Cup in Malaysia. It went down to the wire and the 24 year old rookie, originally from the US Virgin Islands and now living in Chicago, only finished 3rd in the Monsoon Cup and had to wait to the finals between Great Britain’s Ian Williams and New Zealand’s Phil Robertson. Canfield could only win the world title if Robertson beat Williams in the final, which he did by dominating from the start with a 3-0 win over the 2012 world champion Williams.

Beach cleanup in Sint Maarten
December saw the second annual beach cleanup run by the St. Maarten Heineken Regatta as part of their Clean Regatta Program and the Regatta Art Competition.

With the weather forecasters predicting doom and gloom the organizers were extremely pleased with the 40 children who showed up to help clean Kim Sha Beach, Simpson Bay, in between the rain showers.

The participating children came from different schools from all over St. Maarten including the Charlotte Brookson Academy, CIA, Sister Borgia and Milton Peters College. Children were given trash bags and gloves provided by the St. Maarten Nature Foundation and they certainly did a good job as two trucks were needed to get rid of the trash. The waste was taken to IGY Marina who allowed the team to use the garbage disposal facilities on site to get rid of all the bags.

Good Hope Country Day Wins Caribbean Qualifier
Saint Croix – The Good Hope Country Day School Varsity Sailing Team from St. Croix defeated Antilles School and Peter Gruber International Academy to win the 2013 Caribbean Qualifier for the Mallory Cup. Hosted by the St. Croix Yacht Club in December, the regatta was sailed in 18-20 knot winds, occasionally gusting into the low 20s. This marks the first time that any team has defeated St. Thomas’ Antilles School in this regatta!

By winning this event, GHCDS qualifies for a slot in the Southern District Qualifier for the National Doublehanded Championship (Mallory Cup), to be held March 29-30 in Sunbury, GA.

Simpson Bay Lagoon Causeway Bridge in operation
SINT MAARTEN – The new causeway bridge spanning the Simpson Bay Lagoon opened to vehicular and maritime
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traffic in late December. The 2508ft (760m) causeway supports two lanes of traffic and is accessed from roundabouts close to the end of the airport runway on its west side and the Dutch/French border to the east. A swing bridge at its center allows vessels access to all parts of the lagoon.

Volvo Penta Appoints New Dealers in Caribbean
Volvo Penta of the Americas has announced the appointment of Scotts Marine of Grand Cayman and Pirate Marine Hardware of Cozumel as full-line sales and service dealers.

Scotts Marine is a full-service marine center, offering a comprehensive range of boats, motors, trailers, batteries, gensets, parts, accessories and electronics, in addition to maintenance and service. The company will provide sales, service and parts for Volvo Penta engines throughout the Cayman Islands.

Pirate Marine Hardware, based in Cozumel on the ‘Mayan Riviera’, provides a full range of services for the commercial and pleasure boating market. The company has a fully stocked store with a wide selection of parts, supplies and equipment from over 40 major boating brands and will offer sales, service and parts for Volvo Penta engines in the Cozumel and Cancun area in the state of Quintana Roo, Mexico.

Ex-SBS Sergeant launches definitive anti-piracy guidebook
A former member of the UK’s Special Boat Service (SBS) and leading expert in marine security has launched a definitive anti-piracy guidebook that gives private and commercial mariners invaluable advice that should be used to protect against a pirate attack.

Written by Peter King, ‘Maritime Anti-Piracy, The Captain’s Guidebook’ addresses all aspects of global piracy and robbery at sea, at anchor and underway, including in-depth ship-hardening measures, identification systems and radar use, piracy prevention, citadel enhancement and safe areas, maritime law and even the use of tried and tested devices to guard against an illegal boarding. The book is not designed to compete with or replace BMP4 (Best Management Practice 4), but to follow on and expand upon all relevant subjects making the passage of the crew, vessel and cargo as safe as possible.

“There is no other book in print that contains so much security information that’s relevant to mariners on board commercial ships and private yachts alike that may be venturing into high-risk areas,” says King.

King, 46, has first hand experience of piracy and has led professional security teams that have successfully warded off two separate pirate attacks on vessels underway in the high-risk Gulf of Aden that flows to the north of Somalia.

For more info, or to order, visit: www imaag co uk

U.S. Virgin Islands Department of Tourism increase regatta sponsorship
Organizers of the St. Thomas International Regatta, formerly the International Rolex Regatta, are proud to announce that the U.S. Virgin Islands (USVI) Department of Tourism will step-up their long-time sponsorship support in 2014.

“We feel it’s important to both the sailing and marine industries for this regatta to continue so we decided to increase our support,” said Commissioner Beverly Nicholson Doty.

Over 1000 sailors plus families and friends attend the St. Thomas International Regatta annually. The three-day regatta adds around $1.1 million dollars to the territory’s treasury.

In addition to the St. Thomas International Regatta, the U.S.VI. Department of Tourism sponsors other high-profile events hosted by the St Thomas Yacht Club such as the International Optimist Regatta and Carlos Aguilar Match Race.

International Regatta, March 28-30. For more information, visit: www stthomasi nternational regatta 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
FEBRUARY 14 – 16
Jolly Harbour
Valentine’s Regatta
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Grenada’s PCYC hosts exciting Match Races on Rush 10 Catamarans

REPORT BY CONNIE MARTIN
The Petite Calivigny Yacht Club (PCYC) hosted another great day of match racing at the end of November but instead of their usual small and gentle Hobie 14s, this was a day of team match racing on fast and exciting 10 meter (33ft) Rush 10 Catamarans.

With a registration limit of eight teams and an abundance of sailors wanting to experience Rush 10 racing, the team roster filled up quickly and ranged from serious racers and cruisers, to island residents, visitors and even families with youngsters. The event, centered on the spectator/committee barge stationed in the middle of Clarkes Court Bay, was won by Team Sail Caribbean ahead of Team Staudt.

The PCYC thanked Chris Long of RUSH Chocolate Trading Ltd., who provided the Rush 10 catamarans, Le Phare Bleu Marina for providing both the race barge and shuttle services, and Palm Tree Marine for providing the fast and efficient boat that the Judges zipped around in all day.

For more information, visit: www.pcycgrenada.com

A LETTER TO CAP’N FATTY GOODLANDER:
FROM A DIRT DWELLER HARD AGROUND AT 38° 24’ 44” N 79° 34’ 55” W.

Well yes, at 65 miles west of the Blue Ridge Mountains, in the Blue Grass Valley, smack in the middle of the Allegheny Mountains … they call it Hightown because it is 3000ft above sea level.

Let’s start at the beginning. My dear friend, Capt. Fatty Goodlander, a consummate aquatic nomad recognized most waterborne souls as ‘Sea Dogs’, ‘Clowns’ or ‘Gypsies’. Only with a slight sneer would he ever mention the ‘other’ people, the ‘Dirt Dwellers’, you know, the less fortunate of the earth that are confined to living on the land. I was among the fortunate to have caught sea fever as a child. I logged over 60 years of living on or by the sea. My first boat was built from scrap lumber at age 14. How I loved the sea, its cold fog, flat calm, rolling swells, rocky shores and tropical beaches. The sea is a metaphor for life … you always keep learning but you never take it for granted! I have been the fortunate caretaker of several fine craft. To name a few: a Hinckley Pilot, a Concordia Yawl, and a Swan 41. I have had the opportunity to have joy, fear, and terror as my sailing companions. I have broached, been dismayed and had two boats washed ashore by a hurricane (I was not on board at the time).

For several years I logged more miles under the keel than over the road, (which is easy when you live on small islands). Imagine approaching Bermuda on a becalmed sea with a fiery sun sinking to the west as the full moon is rising in the east. Imagine sailing a Bermuda 40 down the backside of a hurricane-induced wave doing over twelve knots! Yeah … I really loved the sea.

Change happens. A woman in the western most mountains of Virginia caught my fancy via the internet. Her family has been farming the Blue Grass Valley since the 1780s. So Fatty, I now find myself hard aground without enough line to winch back off to the sea. As we know … life happens where you are and in the moment. So I am adapting. Dirt dwelling is far more complex than the view from the deck. Dirt consists of fine particles of sand, clay and organic matter in varying amounts. It is home to protozoa, bacteria and nematodes, just to name a few. It takes all of this to support plant life, amended with various amounts of NPK. Plant life supports our species, animals and humans as well as the life cycle. The bottom line, it produces oxygen for us to breath and food to eat. So, Fatty, next time you put in for provisions, be they dry, canned or fresh … give thanks to a dirt dweller. The dirt dweller is making it possible for sea gypsies to live on the back creeks or the bounding main.

And by the way, around here a plow is used to turn the soil, a tiller is used to cultivate your garden and a skiff is a small amount of snow. Write when you find work or is it the other way around.

Fair winds,
Capt. Billy Rich
(a longtime resident of St John VI)
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CHILLING OUT WITH ALVAH

BY CAP’N FATTY GOODLANDER

Okay, so I’m a weather-wimp. I whine and complain if the temperature falls below, say, 78 degrees. I’m not ashamed to admit this. My wife Carolyn is a weather-wimp too. We’ve even received scientific reinforcement: a doctor in the Virgins told us the specific gravity of our blood samples were the same as Cruzan rum!

Coincidence?
I doubt it.

Actually, the above doesn’t go quite far enough. I’m worse. I loudly complain even in 80 degree temperatures if there’s a strong wind-chill factor—or I’m in northern climes like, say, Jost Van Dyke.

I’m kinda latitude sensitive.

If I’m at a party in the tropics and some snowbird stares into the fridge too long … I’m gone!

Nor am I immune to reading about cold weather. Once, while perusing Jack London’s White Fang on a beach on St. John, I had to snuggle up in a fur-lined parka to reach the last chapter.

And when it is really, really cold my wife and I don’t say, “Gee, it is really, really cold!” Instead, we say, “It’s ALVAH cold!”

Our friend Alvah Simon is a bit of a macho man. He loves the cold, ice, and the Arctic. Loves it so much he once sailed northward (on the hottest summer day of June in the year 1994) until he couldn’t sail his modest, French-built 36ft steel sloop further towards the North Pole … then turned into Bylot island in upper Canada … and then headed up Tay Bay as far as possible to 73 degrees and 29 minutes until the bow of his Roger Henry could progress no further against the ice.

Then he allowed his vessel to be frozen in for the winter.
Why?
Well, for one thing …
(The writer pauses, scratches his beard, and grimaces …)
WAIT! I need to start this thought again: Alvah and I were both born in Chicago. We’re urban mid-western Americans. This scares you and scars you forever. You can take the street punk out of Chicago, educate him, teach him table manners, demonstrate to him how to wipe his butt, tell him not to shoot/knife/stab his neighbor, instruct him on how to say ‘please’ and ‘thank you’… but you never quite succeed.
There’s always a raw edge, a sliver of street punk left in a Chicago boy, just a slight tendency to get in one’s face, draw a line (in blood) on the sidewalk, take a noble-if-foolish stand … no matter how stupid that stand might be.
Some people never quite get over this youthful Dance With Death—gunslingers, for example. But it can take odd forms and morph into weird, modern day situations, like going mano-a-mano with a polar bear.
Alvah has some issues. His father made the Great Santini look like a soft-hearted, liberal-minded, push-over. Example: there was a sister. When a crowd of older teen-agers came over to hang outside the family home, the father told the 12-year old Alvah to ‘go outside and defend your sister’s honor’.
He did—and the ensuing beating was just the first of many. Who can say how we become the sum of our parts? Did the ‘other brother’s’ death at sea aboard a small boat affect Alvah? Or was it the close friend of the family who met Alvah at the door of their prim Midwestern house and whispered matter-of-factly, “… we don’t want you to be a role model for our children.”
I don’t know the exact mechanism which put the jagged stainless steel in Alvah’s soul—only that it is there. There’s granite inside.
Now—most men who have suffered so—suffer in silence. That is common. And, yeah, Alvah is a man of few spoken words. But perhaps the pressure built too high and he realized he’d have to vent or explode.
Who knows?
All I know is Alvah is a damn fine writer—and I like to breathe the air of damn fine writers. He’s the real-deal.
Yes, Alvah knows what every great writer knows—that bedrock honesty is at the core of all good writing.
So we hang out together whenever I’m in New Zealand. Occasionally we bump into each other while out cruising as well. Let’s see, the last time I met him and his wife Diana in ‘kick-back mode’ was in Kosrae, Micronesia.
But Alvah’s definition, both external and internal, will always be frozen in ice aboard Roger Henry in Tay Bay. Ice is Alvah’s defining characteristic. He is driven to seek out the least hospitable place of this watery planet to test his mettle. He shadow boxes in the dark. Which will break first? Mind? Body? Spirit?
“Sometimes at sea, you can feel like your mind is sort of ... trying to slip away,” he told me one night at dinner aboard Ganesh.

Alvah likes to speak of the Big Issues. He’s not a small-talk-kind-of-guy. Life’s important, damn it! There’s always a mysterious, flickering movie playing on the back of Alvah’s eyelids.

He’s all alone. Frozen in ice. In the dark. With wild creatures sitting in the cockpit waiting to eat him and, well, that ‘slipping away’ feeling is coming back again.

Isn’t the worst thing any man can wrestle with, his own demons?

Alvah began forgetting where he was during that long arctic night, what he was doing, where his calendar was located. When he’d talk to people on his SSB he’d begin arguing about the date. “I spoke with you yesterday,” he’d say into the frosty radio mic.

And the voice would say in concerned response, “… no, Alvah, that was last week!”

He’d badly miscalculated his heating fuel. His gallons-per-day were calculated with his boat floating (and, thus, surrounded by 32 degree warm water). But now he was encased in solid ice—and, so, his heating fuel ran out.

Now he was frozen in what might become a steel tomb. Did he hear something outside? Voices? Someone calling? Why was the light from the ports so grey and thin and mean? Was there enough fuel left to make tea? Should he? Or should he not? Why was he having trouble deciding? Why was he here? Who was he?

A trickle of water ran down the bulkhead. It froze. Another drop dropped. It, too, froze. Slowly, a glacier of hard blue ice started growing in the main cabin of his boat.

He had to, begrudgingly, move over.

There was frost in the air. He shivered, shook, and waved his arms. Sounds came out of his mouth—and nobody heard them.

He didn’t even hear them. Were they screams? … who was he really?

Strangely, his boat started to sink into the ice. It had no problem floating in water—but it started settling stern-first into the ice. Weird! If the boat’s rate of descend continued, he’d never make it until spring. He’d have to go outside and chop it, axe it, shovel it away.

… only one problem.

There were polar bears out there. Hungry polar bears. And they’d been smelling/sniffing/sensing him inside for months. And he smelled, well, tasty!

He was ripe.

Alvah forced himself to shove that thought aside. This was his moment—why he’d come so far. He tossed open the hatch. He scanned the horizon. Then he quickly scampered down onto the ice and began to swing his pick-ax, again and again.

It made a sound.

… thunk!

Polar bears have ears.

And so, it came to pass that on a crystal clear winter’s day, far, far from civilization and the mean streets of Chicago, that an adult Alvah stood on a lonely slab of ice with a gigantic polar bear towering above him.

He could have attempted to frantically leap back into the safety of his vessel but he did not.

Time slowed. There was no rush. It was silent. They looked at each other.

They sniffed each other.

Time ticked.

And tocked.

And then—because Alvah is Alvah, or because he’d watched too many Westerns, or because he finally wanted to show his father that he was a man, or because he could not admit his fear or was scared of his own cowardice or … whatever! … Alvah slowly took a resolute step forward while looking the bear directly in the eye.

And so, in a frozen wasteland far beyond the ken of human understanding and common sense, Alvah stood his ground as the hungry loping bear cautiously approached; two savage beasts coming together in an ancient game of threat, assessment, and survival.

Few men have ever been in such a situation. Fewer still have lived to tell the tale. Almost none of those could write. Alvah can write. The immediate result was his lyrical, thrilling North to the Night.

The more observable result is that Alvah squints. While he is talking to you, he is also keeping his eye on that bear over your shoulder, watching the water depth in that windy harbor near Cape Horn, and checking out that huge ‘berg in the moonlight of the windy, cold Southern Ocean.

There’s caution in his weary eyes—and respect, too. … no fear, but a hint of ancient sadness.

Yes, it is lucky for us readers that Alvah has demons. They chase him through both hellfire and ice. Occasionally he puts down his rifle but he never puts down his pen.

And I am proud to break bread with such a fine, fine writer.

EDITOR’S NOTE: Fatty is currently celebrating his 62nd birthday with his granddaughter Soku Orion in Singapore.

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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Ship/Yacht/Boat launchings are such fun. A launching is the birthing of a yacht that months or years before was a mere concept. After much work, trial and tribulation a vessel is born; it is a time for celebration. In big ship launchings, especially the royal navy, a female royal is usually invited to give a speech, swing a specially prepared bottle of Champagne onto the hull and, as it smashes, spray the (hopefully cheap) bubbly onto the crowd, the retaining blocks are removed and the vessel slides down a railway into the water to the cheers of workers and dignitaries. “I name this ship the Ark Royal and may God bless all those who sail in her,” may be her blessing.

Charlie has been to many launchings but the recent one in Jost van Dyke of the Preservation Society’s island sloop Endeavour II was a typical island event. The scheduled day didn’t happen; the barge that was to bring the flatbed across from Tortola had a lucrative concrete deal that took preference. The next day all looked set but then the weather was squally and rough so it wasn’t till the following day that she was eventually splashed. A lovely ‘christening party’ was planned for the following Saturday. A tent was set up for dignitaries to give speeches – but they didn’t turn up. The local children’s choir did a good job of singing God Save the Queen but the relevance of that anthem was somehow lost. ‘God bless those who sail in her’ didn’t get a mention. The dignitary stand-ins did a good job but they should learn the wisdom of a great speech: a good beginning, a good ending and as little as possible in between. Foxy, President of the Society, sang a couple of good songs. Charlie liked the one: ‘Gimme flowers when I livin,’ I don’t need ‘em when I dead’, or words to that effect. There was music planned – a steel band didn’t materialize – mocko jumbies, attired in brilliant costumes, looked a bit lost, a purported lunch didn’t happen. But in the end it didn’t really matter. The day belonged to all the old salts who had helped to bring the eight year project to fruition. It belonged to the children of Jost van Dyke who helped and learned about their heritage. They will be the ones to reap the benefits of learning the history of the islands as Endeavour sails the Caribbean. Towards the end of the proceedings Lorraine Callwood, Foxy’s grand-daughter, christened the boat with a splashing of fine (not too fine) rum.

For those who thought they might see the Endeavour sail away and out of the bay, there was one thing missing – a headstay. Apparently there had never been a definitive decision on either roller furling or hank on. The roller furling gear is now on its way. Don’t worry, be happy, it’s Jost van Dyke!

Susan Zaluski deserves a special mention. She joined the JVD Preservation Society as director in 2007 when the sloop project was well underway. She persevered through all the frustrations of raising funds, materials and man power on the tiny island of Jost van Dyke through to the launching in November 2013.

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Cheers from the spectator boat must have been heard in Martinique as Sugar Beach Attitude raced across the finish line of the final race in the 2013 Saint Lucia Mango Bowl Regatta. The local team, skippered by St Lucia Yacht Club Sailing Captain Fredric Sweeney, fought against stiff competition from veteran crews from Saint Lucia, Barbados and Martinique.

Out of nine races in the J24 Class, Sweeney and crew: Dylan Charles, Konstantin Tonkopi, Ryan Alexander and Ricardo Charmon took four first places and three second places to finish with a total of 14 points ahead of Unbridled skippered by Olympian and champion J24 match-racer Mike Green. Third place went to another local boat, Buffalo Soldier, which was raced by Martiniquan skipper Nicholas Gillet and his crew who flew into Saint Lucia especially for Mango Bowl.

The island’s premier competitive sailing event is in its second year, and organizers at the Saint Lucia Yacht Club (SLYC) are delighted with the response from participants, sponsors, spectators and media who supported the regatta and made it a success. Thirty-two boats took to the waters of Rodney Bay, an increase on last year’s fleet even after two boats had to retire from the 34 registered.

Conditions were blustery and overnight torrential rains caused a few worried faces at the welcome party on Friday, however, conditions improved to ensure a perfect day of spectacular sailing around two courses: J24s and the similarly sized Surprise Class, from Martinique, raced together on a short circuit, while Racing and Cruising Classes headed north off Pigeon Island on their longer race route.

Winner of the Cruising Class after five races was the Carriacou sloop Savvy from Grenada: Skipper Danny Donelan and his crew were ecstatic at the prize-giving, and vowed to return next year to defend the title. Second place in Cruising went to British yacht Happy Morning. A very enthusiastic Trini crew on Where the Wild Things Are finished third.

Although a smaller fleet, the three Racing Class yachts
fought a tough regatta, with Barbados’ Whistler taking the top spot from Martinique’s Fiser by one point. Third place went to returning competitor Open the Barre.

Six Martiniquan crews battled for glory in the Surprise Class but Clipper’s Ship blew away the competition by winning seven out of nine races, with second place Digilife matching their last year position and the all female crew of Denebola taking third.

But it was Sugar Beach Attitude’s weekend and the local lads were popular winners among the competitors and spectators alike. After winning the Southern Caribbean J24 Championship in Bequia at Easter, Fredric Sweeney and his team have competed in Barbados and spent many hours training in the waters off Rodney Bay, which was evident in the teamwork and tactics that took them to the end of the nine races in overall first place. The team also took the IGY Rodney Bay Marina J24/Surprise Class Combined Series prize of a haul out for the boat valued at EC$2500, which was presented by IGY General Manager Simon Bryan.

At the Mango Bowl Prize-giving at the Yacht Club on Sunday, Commodore Dr. Stephen King thanked all the visiting sailors that came from Martinique, Grenada, Barbados, Trinidad and England to make the regatta a bigger and better event in its second year. He had high praise for the social events hosted by the club and the Boardwalk Bar at Rodney Bay Marina during the regatta, and the crowd was in agreement that Saint Lucia’s new kid on the competitive sailing circuit is on the calendar to stay.

Winners in all four categories received a hand-painted ceramic Mango Bowl trophy, designed and created by local artist Michelle Ribot, as well as vouchers, useful gadgets, equipment and a sport-fishing tour for two.

Report submitted by Dee Lundy-Charles, Saint Lucia Yacht Club PRO
Windy weather proved advantageous to the winners of the Coral Bay Yacht Club’s Thanksgiving Regatta. The 32nd running of this traditional post-holiday regatta, held November 29 and 30 out of St. John’s easternmost settlement, saw blustery conditions ranging from 12 to 30 knots with five to six-foot seas and the occasional squall. Over 20 yachts competed, ranging from a couple of Lasers to nearly century old classic wooden Gaffers plus several makes, lengths and ages in between, which is a hallmark of this perennially-anticipated regatta.
St. Thomas’ Warren Stryker, helming his 54ft Hunter, Botox Barbie, capitalized on the conditions to win both first place and first overall in the first day’s singlehanded race as well as in the PHRF class on the second day’s pursuit-style race. “The first day we nailed the start and never looked back,” says Stryker. “With a 51 handicap, I really had no idea what was going on behind me and the sole strategy was to get around as fast as possible. Halfway to the weather mark (by the way I love islands as marks!) we were hit by a squall that knocked us down. I would have tucked in a fast reef if I had crew, but with the calmer weather that inevitably follows I decided to stick with it.”

The second day, Stryker continues, “was another fabulous sailing day once we got away from Johnson’s Bay. Our start was not near so clean when our high risk port tack strategy was hampered by some too-early balking at the line by starboard-tackers. With assistance at the helm by my able crew, Rebecca Rowe, I was able to reef repeatedly as needed when we hit the squalls on the outside. Botox Barbie shines in heavy chop and heavy air. She weighs 20,000 pounds (10 tons).”

“Our start was not near so clean when our high risk port tack strategy was hampered by some too-early balking at the line by starboard-tackers.”

Another double-day winner was St. John’s Colin Hanson. Hanson won the Gaffers class both days aboard his 1938-build custom wooden ketch, Buxom II. “We went back and forth for the lead with John Costanzo’s locally-built 32ft custom ketch, Calabreeze. Our secret to success was really having the right breeze for the boat. Buxom II is 33ft and weighs 12.5 tons. We had the rails in the water both days all day long.”

Saint John’s Pat Lococet, sailing aboard his 50ft Morgan, Kalina, winner of the over 40ft Pursuit class, enjoyed some sparring of his own. “We started behind some of the boats in our class but quickly passed them on the first windward leg,” Lococet explains. “Our next goal was to catch our friendly rival from Cruz Bay, Cloud 9 (Jason Beasley’s Beneteau 405SM). We caught them before the first mark. Kalina weighs 24 tons and needs a bit of wind to get going, but once she does, watch out! We had perfect winds for the old girl that day. Her best point of sail is to windward and this race had nice long beats to windward. My crew worked hard to keep the lead downwind.”

The Coral Bay Yacht Club’s Thanksgiving Regatta is one of the oldest in the Virgin Islands and benefits the St. John Kids and the Sea (KATS) program. “KATS has provided
many children of St. John with a basic understanding of seamanship, racing rules and practical hands on racing," explains Stephen Hendren, Coral Bay Yacht Club’s commodore. “Some of the kids such as Mimi Roller and Paige Clark have gone on to Olympic and other international racing. Program directors Jenn Robinson, Thatcher and Vickie Lord, Julie Fortunato and many, many others are the teachers who make this program so successful.”

Sponsors included Skinny Legs Bar & Restaurant, which also hosted the after-race party and awards ceremony, and Glazer’s Premier Distributors, LLC, which donated Cruzan Rum for prizes as well as skippers gift bags. The regatta was also supported by the St. John business community.

Next up is the Commodore’s Cup set for May 3 and 4. This regatta is sponsored by all three of St. John’s yacht clubs – the Coral Bay Yacht Club, the St. John Yacht Club and Nauti Yacht Club. There’ll be lots of fun and good prizes for all. For information, Email: henstjohn@yahoo.com

Carol M. Bareuther, RD, is a St. Thomas, U.S. Virgin Islands based marine writer and registered dietitian.
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Old-time black-and-white photos framed on the walls of fishing clubs throughout the Caribbean show anglers grinning broadly next to a huge dead marlin hung by its tail at a weigh-station. Today, this is a rare sight. Instead of boating big fish, sports fishing in the Caribbean and many other places in the world is now a game of numbers rather than weight. In other words, it’s how many billfish – blue marlin, white marlin and sailfish, for example – anglers can catch-and-release that determines their success during a fun day of fishing, or in a tournament, rather than who can boat the biggest fish.

Has the advent of catch-and-release over two decades ago helped to shore up billfish stocks in the Caribbean? “Yes,” answers Peter Chaibongsai, director of science and policy for the Ft. Lauderdale, Florida-headquartered The Billfish Foundation (TBF), “however, we have no hard data to show that the numbers are indeed up. There’s a lot of interest in the Caribbean, but it’s hard to get data. That’s because the region is made up of several nations all with different laws, management schemes and infrastructure.”

In spite of this great diversity, there has been a collective effort within the Caribbean’s sports fishing community to implement catch-and-release.

In the Turks and Caicos, Capt. Delphine Hartshorn of Panoply Sport Fishing & Charters, based at Turtle Cove Marina, explains, “We are very proud that our Caicos Classic IGFA Billfish Release Tournament, now in its 18th year, is a no kill tournament and has been for many years. Both Turtle Cove Marina and Blue Haven Marina advocate billfish release and all charter sport fishers follow suit. As a result, we enjoy a very productive blue marlin season in the summer months. It is not unlikely to hook up several blues in one day and to see more coming up on the spread as evidenced by Spellbound’s perfor-
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decline in sailfish numbers. “Fifteen years ago we could raise 20 or more sails in the winter season. That very rarely happens now. On the other side of the coin, blue marlin numbers actually increased quite significantly during this period. Tag and release must have helped to some degree but for the most part our efforts are overwhelmed by the by-catch from artisanal long lining. Billfish are a highly migratory population so we should not just consider the impact of efforts in any one location but rather the regional or perhaps even global effect.”

Mike Fuller, who has fished off his home island of St. Croix, in the U.S. Virgin Islands, as well as throughout the Caribbean, makes note of another oft-used billfish conservation technique. “Probably the most significant thing has been the worldwide use of circle hooks for all billfish.”

A study conducted in 2002 by Dr. Eric Prince at the Miami, Florida-headquartered NMFS showed that sailfish caught on traditional J hooks were 21 times more likely to suffer hook-related bleeding and potentially fatal injuries than those caught-and-released on circle hooks.

Today, Caribbean sports fishermen not only practice, but are at the forefront of billfish conservation. For example, Club Nautico de San Juan’s International Billfish Tournament has introduced high-tech Pop Off Archival Tags. One of these tags, placed in a 575lb blue marlin on September 7 2011, popped off and surfaced off the coast of Angola on January 5 2012. In 2012, the IBT partnered with the National Geographic Society to deploy the scientist’s Crittercam system using the tournament’s participating boats in order to take pictures of blue marlin in their natural environment.

“The future of sports fishing in Puerto Rico and the Caribbean looks very good,” says Capt. Juan Carlos Torruella, who operates Extreme Fishing Puerto Rico. “With more and more people practicing catch-and-release and other conservation techniques I think our marlin population might stand a chance after all.”

TBF has recently revamped its website and made it easier for sports fishermen to share their catch, tag and release data with scientists. For more information, visit: www.billfish.org

Carol M. Bareuther, RD, is a St. Thomas, U.S. Virgin Islands based marine writer and registered dietitian.
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In the fifth part of our series on what to look for in a center console boat, we asked our experts about considerations when it comes to features and amenities. Here are their recommendations.

David Glenn, Pursuit Boats

“At Pursuit, we think that all of the fishing-specific features in center consoles take precedence. The must-haves would be rod holders – gunwale and assorted mounting locations on T-tops and such to get rods out of the way when fighting fish – as well as tackle storage, a livewell and insulated fish boxes.

“But as more families are starting to fish together, husbands, wives and children of all ages have different needs when it comes to comfort. Additional seating in the bow, forward of the console, and foldaway-style seating in the transom and gunwale areas port and starboard are great ways to let everyone on the team find a comfortable place to sit and cruise back and forth to the fishing grounds.

“Pursuit has a tender line of center consoles aptly named Sport Tenders. First and foremost, a lot of seating is great to give clientele a comfortable platform to cruise, picnic, dive and fish from. The tender needs to have abundant storage spaces for all types of different stores, as a day’s activities can start with a little fishing, move towards an island picnic with some water sports activities, a snorkel, tube ride or some wakesurfing, or even a full tank dive, then back to the mothership.

“And of course, one of the most important things to keep in mind when it comes to features is a company’s reputation for building a quality product. Then, take a look at the features and see if they’re built into the original design with limited seams and heavy-duty hardware. The ability for the product to be durable, lasting and easy to maintain are as important has having the right features. The more systems and parts that are built in-house, the more the builder can control within its own doors.”
**Joan Maxwell, Regulator Marine**

“There are a number of must-haves: First, a boat capable of getting to the fishing grounds and home! If there isn’t enough V in the bottom and the boat isn’t heavy enough to ride well in rough seas, then all the other ‘haves’ are useless. Second, adequate electronic space and electrical systems that are robust enough to support them. Third, under-gunwale toe room. Basically, when a fisherman has his knees/thighs against the gunwale, his feet are under the gunwale, anchoring him in the boat. Fourth, rod holders and fishing tackle storage. Anglers must have a place to secure their gear for the ride offshore and back. Fifth, a livewell. Not all anglers live bait fish, but those who do consider it heresy if a boat doesn’t have at least a small live bait well. Sixth, fishboxes – preferably in the transom or in the floor and large enough to throw a tuna in.

“Cruisers will want seating, seating and did I say seating? Cruising is about comfort and entertaining. Another must-have: tunes! Look for a stereo with iPod/phone docking station and electronics that allow for changing songs right from the screen. Large, lighted head compartments let children and adults go to the bathroom without feeling like their climbing into an underground cave! Lastly, safe boarding ladders for returning to the boat after a swim.

“Those who plan to use their center console as a tender need to look for tow eyes that are placed on the hull in such a way as to allow the bow to ride up on the waves and surf down them while the boat is under tow. You’ll also need adequate and safe boarding from the larger vessel. Some boats use dive doors while others, like Regulator, use the engine bracket and transom walk-through door. Hawse pipes both stern and mid-ships allow you to easily secure bumpers.”

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**John Caballero, SeaVee Boats**

“Fishability is enhanced with a flush deck from transom to bow. This allows anglers to fight fish around the entire boat without the danger of stumbling over steps. A livewell in the transom makes it easy to monitor and access your bait. More hardcore fishermen might want a second livewell, particularly if they do lots of live chumming or carry more than one species of bait. Rod holders act as storage devices. You’ll need more than you think for fishability and convenience. Look for a well-insulated fish box, large enough to hold your catch. Choose your mission-critical electronics, like the fish finder and chart plotter, wisely, and make sure they’re installed properly.

“Comfortable seating becomes the central focus for cruising. Most center consoles have built-in seating in the forward
MEE THE MANUFACTURERS:

**GRADY-WHITE BOATS**
This North Carolina builder makes ten center console models ranging from 18 to 37 feet designed for inshore, coastal and offshore environments, including the brand-new 251 CE launched in January. www.gradywhite.com

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The eight center console models (18 to 31 feet) from Pursuit include boats in the fishing-heavy Inshore and Center Console series, as well as the Sport series, which incorporates high-end comfort features. www.pursuitboats.com

**REGULATOR MARINE**
Regulator manufacturers six ocean-ready, center console models from 24 to 34 feet. A new 25-foot model recently debuted at the Ft. Lauderdale Boat Show, and a new 23 is due in the spring. www.regulatormarine.com

**SCOUT BOATS**
An innovator in the industry, Scout builds 19 center console models from 17 to 35 feet for the bay and offshore environments. A new 420 LXF luxury sportfisher is scheduled to launch this spring. www.scoutboats.com

**SEAVEE BOATS**
This Miami-based manufacturer builds semi-custom center console models from 29 to 39 feet, and can configure and equip its boats to meet the specific needs of the customer. www.seaveeboats.com

**SPORTSMAN BOATS**
Started in 2012 by two boat-building veterans, Sportsman Boats makes center console boats from 21 to 25 feet in length, including the new Tournament 214, the first in series of low-profile bay boats. www.sportsmanboatsmfg.com

**Shelly Tubaugh,**
**Grady-White Boats**

“No matter what type of boating you’re doing, safety is always foremost in choosing a boat. Coast Guard-certified basic flotation is included in all Grady-White boats, even though it isn’t required in boats over 20ft. Consider this important factor in any boat brand you’re evaluating.

“Hull performance is also key for any type of boating. Having a continuously variable hull like Grady-White’s SeaV2 hull that can slice through any kind of difficult sea conditions guarantees you’ll have more days on the water when other hulls won’t be comfortable to take out, giving you more value for your boating investment.

“Quality materials and workmanship that mean a minimum of maintenance over time are important, too, so that your investment lasts and you have more time fishing than taking care of a boat. Built-in fishing features like toe rails, rod holders, raw-water livewells, washdowns and fish boxes all make fishing more fun and efficient. Check to see that these features are designed in a way that they are truly functional and fit your needs for the type of fishing you’ll be doing.

“After safety, hull performance and quality, cruisers will want to look for creature comforts that make their day more fun, like plenty of comfortable seating. Consider cushion thickness and placement around the boat when evaluating this aspect. Also, simple things like cup holders, storage for your sunscreen, sunglasses, etc., and a nice head compartment can make your day much more enjoyable.”
“For service as a tender, the first three count here again - safety, a great hull and high quality all combine to make a tough, sturdy boat that can withstand time at sea as a tender. The quality of materials and reliability of workmanship become even more important if the tender is going to be on deck on a larger vessel and left for long periods of time.”

Dale Martin, Sportsman Boats

“Some must-have features in a fishing boat would be a soft, dry ride to get you to the fish, a self-bailing cockpit that drains well and doesn’t let the water wash back into the boat, large livewells and, for the lucky angler, a fish box and room for a big cooler.

“Most center console buyers spend more time cruising with friends and family than fishing. Comfortable seating and lots of storage top the list of must-haves in any family fishing boat. When Momma is happy, we’re all happy.

“Quality stainless steel hardware, through-bolted with backing plates, are a must for the harsh saltwater environment. When considering a specific boat brand, talk to customers that own one, and if possible, take a plant tour of the facility that builds them.”

Alan Lang, Scout Boats

“As a buyer of a fishing boat, you’ll definitely want rod storage, livewells, a fish box and a comfortable platform to fish from. Other fishing features will depend on what type of fishing you do. You’ll also want a boat that provides safety and stability.

“For cruising boaters, look for things like drink holders, nice cushions and comfort areas in the vessel for entertaining. Also look for storage. Coolers and electric grills are very nice. Air conditioning, an enclosed head, good sound system and lighting are also important.

“If you plan to use the boat as a tender, you’ll need a nice stainless-steel tow eye. The placement of this eye on the bow is crucial, and so is the shape of the boat. Scout places its tow eye in a fashion that keeps the bow high to prevent it from getting ‘stuffed’ under water by oncoming waves. The tender should also have foam flotation in the event of taking a wave over the bow or gunnels in heavy seas.”

COMING UP: Look for the final article in center console, covering warranties, in the next issue of All At Sea. To comment on this article, email editor@allatsea.net.
During the 2011 hurricane season, Miss Kitty, from the sailboat Falcon, led the Grenada Cruiser’ Net every Saturday, beginning our day in her husky southern drawl with, “Wakey, wakey, eggs and bakey!” After the weather, she’d welcome new cruisers to the Net, introducing the topic by saying: “This cruising life is a life of howdies and goodbyes,” and then she’d invite first those who had just arrived, followed by those sailors who were leaving for other ports, to check into the Net. Often, that was how we found out that cruising friends had finally joined us for the season and, after Miss Kitty signed off, we’d excitedly hail the newly arrived boat and set up a time to get together. In this cruising life we meet lots of wonderful people—and then we part.

In real life, when we and all of our friends lived in a house, we never wondered if we’d see them again. Sure, people move, but you can prepare for that as it often takes months to sell one’s home, find a new one and pack everything up. When I was ten, my best friend’s family moved to New York. Kathy stayed at my house while her parents traveled to Long Island looking at homes, checking the schools, and getting things ready for their daughters. We were heartbroken to be separated, but we planned summer vacations, and promised to be best friends forever. We’ve kept that promise. Later, when my husband EW and I left to go cruising, leaving Kathy, our families, and so many other friends, was the hardest part. Knowing that we
were going to miss celebrations, funerals and births just about broke my heart. I never expected I’d feel that same pain and loss while cruising.

As cruisers, we don’t have the luxury of knowing when we may be seeing someone for the last time. Sure, people we love here and at home have died, but more often we are separated by the cruisers’ desire to seek the next adventure. We all have our own course to chart and that course can take us anywhere in the world. Each dinner, game of dominoes or music jam may be the last we enjoy with that couple, solo sailor, or group of musicians. We all wait for prime weather - windows, and that window can happen days earlier than expected. We all are subject to boat repairs, illness, necessary trips back home, or the call of a favorite anchorage. We aren’t expecting death any more than those who live on land, but we must learn to expect to be left and to leave others, and since our home ports are spread around the world, each goodbye may truly be our last.

At the end of this season, we are staying in St. Thomas, where we will work on the cruising kitty and prepare the boat for a cruise that will take us across the Atlantic twice in one year. Our new friends for life, Diana and Ross on One White Tree are sailing west to Panama, to be followed soon by Karel and Phil on Tehani Li. As I wrote this piece, Pam and Nick from Knot Yet motored past La Luna on their way to St. Martin. They, Peter and LeeAnn from Two Much Fun, and others will be back in Grenada for another hurricane season and keep telling us that the music jams and the net just won’t be the same without us. We know how they feel. Our lives won’t be the same without them, either.

Sailors from all of these boats—and many, many more—have touched our lives and become forever friends. We’ve helped each other with boat projects, snorkeled together, played rousing and loud games of dominoes, ate, drank, towed each other’s dinghy, played music, shared charts and tips, laughed, commiserated, dog sat, and exchanged recipes. We are neighbors in the truest sense of the word. But we are often just fleeting neighbors. Right now, we are scheduling ‘one last’ evening together with friends here in St. Thomas. Soon, we’ll all depart in different directions, but one day we may be back in Grenada, announce our arrival on the Cruisers’ Net, and connect with some of these forever friends. Maybe Miss Kitty will have returned by then. We haven’t heard her bright and cheery Texas voice in well over a year.

Barb Hart lives aboard La Luna, a 47-foot sailboat, with her husband Stew. They’re filling the cruising kitty in St. Thomas prior to a planned Atlantic crossing in 2014. Barb’s blog is www.HartsAtSea.com
last month we looked at solar panels as a potential energy source aboard. This month we compare wind generators to solar panels and see which system is a better choice for your vessel.

Just like with solar panels, if a boater is considering a wind generator there are some obvious and not so obvious decisions to be made in determining the best possible choice. Of course the first question is whether the turbine has the required output that will keep battery banks topped off. When looking at manufacturers’ specifications, it is important to note that most rate their generator’s output based on high wind speeds in the vicinity of 25-30 knots. I don’t know many boaters that enjoy being on the water in those kinds of winds for any length of time, especially while at anchor. Others rate their units based on steady, unwavering wind speeds, which usually don’t exist except in a test wind tunnel. So whatever the output at those speeds you can do some basic calculations and figure realistic output at lower, closer to real life.
conditions. You must also determine if there is an appropriate place where a generator can be mounted that will allow for clean wind to drive the rotor and keep its fast spinning blades away from the crew? What kind of wind is there typically in the waters that will be sailed? Is it gusty or will the boat be in protected marinas with little or no wind? Is there room for a larger rotor or is a compact size necessary? Will the unit need to be field serviced in remote locations and if so how difficult would repairs be?

As with solar panels, there are different wind generators or wind turbine designs found aboard vessels today, each with their own output capability, drawbacks and advantages. All are made up of similar components such as a rotor with three or multiple blades and a generator with some sort of internal or external regulator and overload cutoff. Regulators make sure batteries are not overcharged and turn off the generator once a predetermined level is reached and back on when levels drop. Some can be programmed for specific sizes and types of battery banks, such as AGM, gel or wet-cell batteries. The two most common varieties found aboard are smaller turbines that are made up of blades less than 48 inches in diameter and larger turbines that have blades in the five-foot range. Output from wind turbines can be either initially in AC power, which proves to be a better choice, where long wiring runs have to be made (but with a higher cost because more components are necessary), or direct DC output.

Turbines with smaller blades do not have the output power of their larger competitors but do have some advantages. Because the blades are smaller and lighter they require less wind to get them moving, which means they will start spinning at lower wind speeds and will start producing energy or ‘cut-in’ at lower speeds. These units typically perform better than larger models in moderate speeds such as 10-15mph, which is typical in many protected anchorages. So if you plan on spending the majority of your time

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Even powerboats can benefit from wind generators

PHOTO: GLENN HAYES

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in protected harbors and anchorages then a smaller wind generator may be your best choice. Test data on multiple small wind generators, completed recently by Practical Sailor, revealed that under the typical conditions found in an anchorage with winds at 10-15mph, an output of 1.3 amps could typically be produced. This falls into realistic output experienced by cruisers with generators of this size.

Larger wind generators with rotors of up to five-feet produce more power at higher speeds and can actually rate an impressive output if the wind is stronger. Their output can average around four amps in 10-15 knots with intermittent gusts. If the wind is consistently low, however, their cut-in speed is higher and their resulting output can be lower than that of a smaller turbine. If that low wind is punctuated with decent gusts, the power created by those gusts can make up for the lower output at lower wind speeds and the average can in fact result in more power generated. If higher output is required then one should consider the winds that will be encountered and, if gusty winds are prevalent, a larger rotor system may be just the ticket.

Unlike solar panels, wind generators are not silent. Some are considerably noisier than others. That noise can be bothersome for some, especially in a quiet anchorage. Smaller rotors with multiple blades tend to be quieter, with larger triple rotor wind generators typically being the noisiest. Manufacturers have diligently been working on getting their units quieter over time and for the most part newer units are quieter, but there is still a big disparity between models, so be aware.

If you are boating in an area with windy and gusty conditions and little sun with limited space aboard then a wind generator (and one with a larger rotor) is definitely your best choice, beating out its smaller competitors and most single solar panels. If conditions are going to consist mostly of fair winds and protected anchorages then a smaller wind generator might be your best choice. Even under ideal wind conditions, newer solar panels, configured and sized appropriately, will generally out-produce any of these wind generators ... but only in sunny or relatively bright conditions.

So which is better? I spoke recently with the dockmaster at a local marina who pointed to a boat that was totally off the grid and did not have a shore power cord plugged in, and I posed the question to him. Under ideal conditions and with all things being equal, the answer for him was this simple – a combination of both.
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Located south of latitude 10.5N, Trinidad has long been a favorite destination for cruisers wishing to hide below the hurricane zone. In addition to an excellent infrastructure for storing and repairing vessels, the island features a diverse and interesting set of activities for the entertainment of crewmembers weary of boat maintenance chores. One of our favorite diversions is to visit perhaps the best ecotourism destination in all of the Caribbean, the Asa Wright Nature Centre. Located at 1200 feet in the mountains of the Northern Range, some
seven miles north of the town Arima, the main facilities of the nearly 1500-acre preserve are on a former cocoa-coffee-citrus plantation previously known as Spring Hill Estate. Guided walks with professional naturalists are available for both day visitors and those who are staying in the Centre’s lodging on more extended visits. There are a number of trails through the rain forest as well as paths that take one past a spectacular array of blooming plants. But truth be told, most visitors spend most of their time observing from the commodious veranda of the Centre, from which can be seen many of the over 159 species of birds that have been sighted on the Centre’s grounds. Here are a few pictures I took on our last visit.

An avid amateur photographer, Charles Shipley was a Professor of Computer Science until his retirement in 2005, when he and his wife Barbara moved aboard their Kadey-Krogen 48 North Sea Tusen Takk II. They have been cruising the Caribbean since January 2007.
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I could tell you about my first afternoon in Bermuda and how my husband, artist Leif Nilsson, and I walked from our rented apartment to the Buzz bar at Tobacco Bay, a great snorkeling spot surrounding by an outcropping of jagged, lava rocks and a tiny beach. There we met Lee who was bartending, an incredibly friendly Bermudian who we learned, after being on the island for a while, was not the exception to the rule. He patiently answered all of the endless questions we had as travelers to a new country while serving us plenty of rum swizzles, Bermuda’s signature drink, and offering us Cuban cigars.

Or, I could tell you about the day Leif was painting by the Unfinished Church in the historic cobblestoned village of St. George, a UNESCO World Heritage site and Bermuda’s capital before Hamilton, and how all
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the locals stopped to inquire if he was the new artist-in-residence from their Master Works program, because this island reveres art and artists.

Or how Gillian Outerbridge, an artist in her own right, found Leif still painting by the same 1874 Gothic church and invited us to dinner at her cottage, with the pastor from St. Peter’s Chappell (the oldest Anglican church in continuous use outside the British Isles), and with Jerry Correia who runs Ocean Breeze Sail Charters out of St. George Harbour. Over lamb kebobs and Prosecco Gillian told us about her solo voyage in her 20ft sloop through the inland waterways of Canada and New York State, and the book she penned entitled: Going About! A Waterway Adventure, of which I now have a signed copy.

I could tell you about Suzanne and Steve Hollis, the sail makers / riggers we met in St. George who own and operate Ocean Sails, and how they too invited us for dinner at their house, which they restored and transformed into a three bedroom, seaside home from an old deteriorating warehouse. As we drank bottles of wine and ate spaghetti pie, Suzanne’s specialty, we learned about their sailing adventures and more about life in Bermuda. (It really is as good as it seems.)

As we traversed this island by bus and ferry (non-residents cannot rent cars, only scooters), we passed brightly colored homes and buildings, nature preserves, an arboretum, a botanical garden, lighthouses, a performing arts center, a sport complex, pristine golf courses, pink sand beaches, museums and an array of forts. As we listened to the polite exchanges between the passengers and the driver, who was greeted by everyone, we began to understand further what a special and rare place Bermuda is. As the locals say about their own country, “There are no strangers here. Only friends you haven’t made yet.”

On one particular jaunt we took the ferry from St. George harbour (home to the St. George Dinghy & Sports Club, and Captain Smokes Marina, which welcomes transients), to Royal Naval Dockyard, a 45-minute trip that hugs the island’s northern shore. We went to the National Museum of Bermuda, well worth a visit for those interested in Ber-
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Bermuda’s vast cultural, historical and nautical past. The collections are displayed in military buildings that were once used by the British Royal Navy, on a ten-acre Keep citadel. Don’t be put off by the towering cruise ships that berth there as most of their passengers scatter to other parts of the island during the day. For lunch, get the fish sandwich at Freeport Seafood, but get it to go and eat it on the dock near Pier 41, the only marina at Dockyard, and yes they take transients too. (However, St. George is the only port of entry in Bermuda for yachts, and all those coming in must clear customs and Bermuda immigration at Ordnance Island located in the harbour.)

On our way back to St. George we opted to take the bus to see the west and south side of the island. All buses stop in Hamilton, as does the ferry from Dockyard. Hamilton is a shopping Mecca with great restaurants and is the place for late night clubbing until 3:00 or 4:00am, if you are so inclined. We were told by a local, and I believe it, that after 3:00am taxi rides are free because the cab drivers do not want people driving drunk on their rented scooters. I relay all these stories to illustrate the level of hospitality ingrained in the Bermudian culture, for this is the friendliest island I have ever been to, and I have been to many throughout the Caribbean and West Indies.

I could go on and on but instead I will say this: If you haven’t been, go, and if you have been, go back.

Caryn B. Davis is a seasoned writer and photographer whose images and articles have appeared in over 60 publications. She is an avid boater and world traveler. www.cbdphotography.com
If your idea of paradise is a laidback destination where boats likely outnumber cars, street signs signaling a dip in the road are irreverently scribbled with ‘clam’ or ‘crab’, and formal attire means dressing up in flip flops and a T-shirt, then visit Coral Bay.

Located on the southeastern side of St. John, in the U.S. Virgin Islands, the sheltered harbor, protected hurricane hole and easy four-mile tack to the British Virgin Island of Tortola once made this settlement the busiest port on the island. That was in the 1700s and 1800s when Denmark owned what would become the U.S. Virgins and sugar ruled as king of the cash crops. Fast forward to the 1950s. An increase in tourism and regular ferry service between St. Thomas and St. John led Cruz Bay to the west to take over the busiest port status and for Coral Bay to settle into a slower pace of life. The draw to this type of lifestyle, a sailor’s nirvana, enticed a wave of U.S. expats to drop anchor—or in the case of the Cowhorn Project in the late 1970s—build their own boats here, and call Coral Bay home.
Today, the easy-going atmosphere endures. There are no traffic lights and a ‘traffic jam’ means a herd of goats or a couple of donkeys are crossing the road. It’s easy to skinny dip or sunbathe nude (although not officially legal) in complete privacy on many of the surrounding beaches. Perpetual ‘happy hours’ and live local music at Skinny Legs Bar & Grill or across the bay at Island Blues Seaside Bar & Grill means there is always somewhere to hang out with beer in hand, tap your toes and lime.

Yet while there are no marinas, many modern conveniences are here. There’s free WiFi at Island Blues, an ATM at Love City Mini Mart and cell phone service if you have AT&T. Coral Bay Marine is great for parts and repair. Love City Mini Mart, a convenience-size store by stateside standards, sells frozen poultry and meats, canned and boxed foods and a small assortment of refrigerated goods like milk, eggs, cheese and luncheon meats. There’s ice available here, beer and wine too. Lily’s Gourmet Market, in the Cocolobo Shopping Center, offers basic groceries, some fresh produce and a small deli. Sticker shock can be especially brutal. Consider that after a week-long voyage from Florida, food must be trucked across St. Thomas, ferried to St. John and then driven across island to Coral Bay. Coral Bay Garden Center is a real find and sells locally-grown organic produce. Depending on weather and season, greens such as kale, arugula, collards, tatsoi and bok choy may be available as well as eggplant, hot peppers, green beans and okra.

There are some great sights to explore in Coral Bay and its environs. The rich history of the area comes to life at the Emmaus Moravian Church. Built in 1782 and listed as a

Longtime cruisers at home in Coral Bay
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sory building with its picturesque Danish-style red roof
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ducted here each Sunday morning. One of the Virgin Is-
lands National Park hiking trails leads right past the church
and up over the hill to Waterlemon Cay and the historic
Annaberg Plantation. This is the Johnny Horn trail and it’s
a steep 1.8 mile rocky trek. There’s other nearby hiking
trails at Salt Pond Bay, about four miles south of Coral Bay.
One short trail leads to the beach, another is an easy jaunt
to Drunk Bay where locals use coral to create human-like
shapes during Full Moon parties, and a third is up to Ram’s
Head Point where the view west along the south shore of
St. John is spectacular.

Finally, Coral Bay is the destination for a couple of cool
annual events. Nearly 1000 runners dash 8.3 miles from
Cruz Bay to Coral Bay each February for 8 Tuff Miles, the
Coral Bay Festival takes place the first weekend in Septem-
ber, and the annual Coral Bay Thanksgiving Regatta hap-
pens in November. Sail in for a few days and you might find
you’ll be one of the many who’s stayed for a lifetime.

Carol M. Bareuther, RD, is a St. Thomas, U.S. Virgin Islands
based marine writer and registered dietitian.
I have to admit I’ve often been guilty of those alcohol-infused delusions of grandeur. It’s an occupational hazard. After all, down here talk is cheap and so is the rum. Yet strangely enough, the idea of circumnavigating the British Virgin Islands on a sixteen-foot Hobie was not one of them. The purpose of the sail was not to prove that it could be done, the purpose was to prove that anything could be done.

At twenty-four years old I think the biggest problem facing young people is that collectively we hold ourselves to other peoples’ expectations. When looking to chase our ambitions we are constantly being told, no, you’re not good enough, you’re not educated enough, you don’t have the experience; you cannot do this. And we hear that so often, so many times, that we believe it ourselves, and this self-doubt is poisonous. It rots our resolve from within.

Simply put, the failure of not attempting this sail would’ve been more catastrophic than attempting the sail and failing to reach the finish line. It had to be done and it started at midnight on Necker Island.

My mate Chris would be sailing with me and together we charted a course around the BVI of almost one hundred miles exactly. The main grouping of islands lies in a northeast – southwest orientation. With a southeast breeze of around 14 knots we had ideal conditions and a clear night as we set off on the clockwise route. We slugged our way down the backside of the islands under the low, rising moon. Navigation was a rather simple matter: we counted black lumps in the night. We had a mantra going – Ginger, Cooper, Salt, Peter, Norman.
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Ginger, Cooper, Salt, Peter, Norman – and after passing black lump number five, Norman Island, we banged a right and headed north for the Narrows, the tight passage between the USVI and the BVI.

It was somewhere in the Narrows, a stone’s throw from St. John to port and spitting distance from Tortola to starboard, where we were presented with a magnificent sunrise. The wind dropped and the sea turned glass as we sipped tea and watched the sky graduate through all the colors of the wheel before settling on a clear, pale blue. We drifted lazily towards Little Tobago, the top left corner of the route. We arrived around eight o’clock, just as a flock of boobies were dive-bombing breakfast. The sailing was peaceful and slow, but I was anxious to turn the corner and head for Anegada.

When the wind did fill, our Hobie turned into a rocket ship and though she was laden down with extra gear we leapt off the waves. It was the longest passage – over thirty miles from little Tobago to Anegada, an island we couldn’t even see because of its flat topography. Close hauled we smashed our way upwind, starboard hull skimming just off the water. Finally, just before noon, I spotted trees hovering over the ocean, a most bizarre mirage, but unmistakably the west end of Anegada. We hugged the coast and with flat water screamed along throwing in a few tacks as the 13-mile long island bore away to the southeast. Before we could make that last turn for home one final challenge awaited us: we needed to punch through Horseshoe Reef, a monster that extends off the east end. But since we were on a plastic boat that wasn’t ours we found a narrow gap and surfed a breaking wave through the reef, dodging coral heads at full speed. We tacked onto port, cleared the point and set our sights for Necker.

We closed the gap fast. After fifteen hours, forty-one islands and one hundred miles our epic journey was sliding quickly into our wake. It was hitting me that it was done. As we covered the last few miles I came to see that when you’re twenty-four you live in an in-between place. You live where two worlds overlap like a Venn diagram of your life. On one side are your dreams as a child, on the other, your decisions as an adult. For me these islands embody that in-between place called youth. But each day those two spheres drift further and further apart as youth is swallowed up by time and space.

It’s a hard time to be young, but an exciting one as well. I love these islands. I love the in-between place and I love what it has taught me: that no matter what I do in this life, every day I should hold myself to my own expectations. And above all I should cherish the present, because one day I may wake up and that in-between place won’t exist at all.

Clear of Sandy Spit I made one last gybe and headed for Necker.

MacKenzie Wasson, 24, is a watersports instructor at Necker Island. He is from Newburyport, Massachusetts and moved to the BVI two years ago after graduating college in Rhode Island.

Chris Clarke, 23, is a sailing instructor at the Bitter End Yacht Club. Originally from Dublin, Ireland, Chris moved to the BVI a year ago after completing college in Dublin.
Lorraine Callwood walked off the dock in Great Harbour, Jost Van Dyke with glass shards stuck in the palm of her hand. Moments earlier, she had smashed a bottle of rum — made by her family’s business — over the bow of *Endeavour II* during a christening ceremony on November 30.

“Being my grandfather’s oldest grandchild, it was really cool to christen the boat that was his idea and that he saw through to the very end,” Callwood said. “It definitely made it more memorable for me.”

The 32ft sloop was built by the Jost Van Dyke Preservation Society (JVDPS) and took about ten years to complete.

Throughout construction, several youth apprentices helped build *Endeavour II*, including Deshawn Donovan, Ruby Pickering, Jevon Reid and Flex Leonard.

In all, about 15 young apprentices worked on the boat. Dwayne Donovan was one of those youths. He was 15 years old when he first started working on *Endeavour II*. Now 25,
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  - Inbound: 0900 hours, 1730 hours

**Causeway Bridge:**
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  - Outbound: 0815 hours, 1015 hours, 1545 hours
  - Inbound: 0945 hours, 1145 hours, 1715 hours

*The above times are now in affect. After a period of three months, an assessment will follow to determine if changes need to be made or whether the bridge times will remain as published.*

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**Bobby’s Megayard**

**Bobby’s Megayard**

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he has logged more than 8,000 hours of work on the sloop.

“It started with me young, not barely knowing what the hell I was doing. Now, I could half build a boat on my own,” Donovan said. “Seeing that boat in the water is a plus.”

The wooden sloop was designed to replicate the same type of boat that was once used for fishing and for transporting livestock and people between the Virgin Islands.

However, the sloop does have some modern upgrades including a lead ballast keel and a 55hp Volvo engine. The deck is constructed of silver bali wood from South America and covered in two layers of fiberglass.

During the past year, shipwright Jim Rosenberry was brought onboard to finish the boat. His work includes the mast, the boom, the tiller, the cockpit and cabin.

“This is a traditional Tortola sloop — there hasn’t been one built here in quite a few years,” Rosenberry said. “It has been a good project to work on.”

During his career, the shipwright has been involved in about 30 boat builds, but this was his first sloop. He said the biggest challenge was building it on JVD.

“It is a little hard to get materials here sometimes,” Rosenberry said.

One of the boat’s unique features is the tiller handle, which is made from a twisted Lignum Vitae branch that “Foxy found on the west side of Jost,” according to Rosenberry, who carved a dolphin at the end of it. Island resident and artist Isha Chinney carved several other sea creatures on the handle as well.

Prior to the ceremony, Rosenberry was congratulated on several occasions as people admired the boat from the dock while taking pictures with their phones or iPads.

“I am extremely happy,” Rosenberry said. “I am glad to see it in the water.”

Despite scattered showers throughout the day, more than 100 people attended the launch, which was held under a white tent on the beach at Great Harbour. Colorful moko jumbies entertained the crowd, while live steel pan music was played. Several people made brief speeches during the ceremony, but Foxy opted to play the guitar and sing two songs instead.

Although the sloop is in the water, there is still more work to be done before the boat can be sailed.

Endeavour II will now have to pass sea trials and complete the shipping registry application, according to JVDPS Director Susan Zaluski.

Once it is fully rigged, the JVDPS will use it for educational programs and it will be available for eco-tours and day sail charters.

“Our goal is to have it up and running by summer,” Zaluski said.

She estimates that the boat cost more than $250,000 to build. “Every one gets sticker shock at that price but people don’t understand how expensive it is to do things in the Virgin Islands. When you have kids working on a boat — students are going to screw things up. And that is okay, because that is how you learn. The reality is that it adds time, but at the end of the day when the boat is created you can’t take away that value.”

She doesn’t see the JVDPS taking on another boat building project anytime soon.

She added that the downturn in the economy has hampered non-profits around the world, including the JVDPS.

“Non-profits have to be competitive now,” Zaluski said. “People want services; people want to see something for their donation. We will offer day sails to the public.”

The money earned from the sloop will be put back into the free educational programs offered by the JVDPS.

Foxy’s granddaughter Lorraine Callwood hasn’t had much involvement with the building of the boat, but is expected to be an integral in the sloop’s future. She is becoming a dive master and instructor to be able to teach kids about the surrounding marine habitat.

“We as a community have rallied together to put out something positive for our community,” Callwood said. © Todd VanSickle is a journalist living and working in the Virgin Islands.
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The roster filled up almost as soon as registration opened with top sailors from around the world anxiously awaiting the 6th edition of the Saint Barth Cata Cup, a regatta for F18 catamarans that has matured into one of the top nautical events in the Caribbean and on the F18 circuit. With races on November 21-24, the 2013 Cata Cup was one of the best yet.

One of highlights of this year’s event was the presence of Franck Cammas, a seasoned French sailing champion, and his teammate Matthieu Vandame (aboard Hotel Guanahani 2). They were the big winners while Darren Bundock and Jeroen Van Leeuwen (Hotel Guanahani 1) came in second, and brothers Emmanuel and Vincent Boulogne (Allianz Saint-Barth Assurances 1) took third place.

A total of 55 boats, each with two sailors, set out on day one with calm seas and 15 knots of wind. The duo of Bundock and Van Leeuwen, among the favorites in
the race, won the first day and took home the Design Affairs Prize.

On the second day Cammas, the official patron of the event, and Vandame found a steady rhythm that was the key to their final victory. This duo was on the winner’s podium every day of the four days of racing, coming in second place on Thursday and Sunday, and third on Saturday, plus winning the Allianz Saint-Barth Assurances Prize on Friday, after winning the first race of the day and finishing third in the second race.

On Saturday (November 23) the RE-MAX Prize went to the Boulogne brothers, also among the serious contenders and F18 world champions in 2004. Bundock and Van Leeuwen, a heavier team, made the best of the weather conditions, winning the Marché U Prize the following day. The stronger waves and winds over 17 knots at times caused various problems, with only 44 of the original 55 boats on the starting line for the second race.

Happy with his win in the Cata Cup, Cammas, skipper of the Groupama maxi trimaran in France, said: “This year I sailed a lot on a Nacra 17, a boat that is similar to the Formula 18. In addition, my teammate Matthieu Vandame is very good on this kind of boat. We were very steady and that helped ensure our victory. We did well with the wind behind us and didn’t do anything stupid … we didn’t break anything or capsize.”

Ellen Lampert-Gréaux lives in Saint Barthélemy where she is editor-in-chief of Harbour Magazine. She writes regularly about entertainment design and technology for Live Design magazine, and about Caribbean architecture for MACO, a Trinidad-based lifestyle magazine.
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The challenge for competitors taking part in the 2013 Concours de Chef Competition was to create a plant-based hauté cuisine Caribbean luncheon. And if you think the contest was about raw food – sushi and salads, it was far from it. The chefs embraced the challenge; studied and prepared some amazing dishes. So let's raise our glasses to another very successful Antigua Chef competition.

The event, held during the Antigua Charter Yacht Show in December, was hosted at the three marinas: Falmouth Harbour, Antigua Yacht Club, the Dockyard – and the beautiful Copper & Lumber Store Hotel. Coordinators were Sarah Sebastian, Afsaneh Franklin and team.

During the year chefs were given the criteria of the upcoming event, which was to be plant-based, meaning no animal or animal derived products (eggs, meat or seafood), and no dairy or dairy derived ingredients such as cheese, milk, cream or butter. Menus could highlight raw and cooked dishes. The chefs were offered a list of websites to peruse. Plant-based does not mean sacrifice in taste, nutri-

Winning Table Setting presented by S/Y Aleithia (yachts to 100ft)

Prize giving at the historic Admiral’s Inn (from left) Jan Robinson – Coordinator; Anders Pederson 1st place winner (yachts 160ft +), and judge and sponsor Wilbur Edwards, Executive Manager of LIAT Cargo & Quikpak.
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tion or lack of high-end presentation and this was proven as competitors showcased their best.

The prize-giving was held at the beautiful Admiral’s Inn in historic English Harbour, where thanks were offered to the sponsors: Boat International – Showboats, Dockwalk and Charterfleetc.com. LIAT Quikpak and Duval Leroy Champagne through Bryden & Sons.

The panel of judges included Chef Chad Sarno, VP of Culinary Wellness Cooking School at www.Rouxbe.com/plant-based; Mitchell Husbands, Executive Chef Nonsuch Bay; Wilbur Edwards, Executive Manager LIAT Cargo & Quikpak; Ann Vandromme-Hood – Author/Publisher Yacht Insider’s

Winning Chef Jacob ‘Jake’ Luke M/Y Crowned Eagle (100ft – 159ft) with ‘Under The Tree’ entrée

Wining Chef Jacob ‘Jake’ Luke M/Y Crowned Eagle (100ft – 159ft) with ‘Under The Tree’ entrée

“Even though I didn’t win I learned so much.”

“I really enjoyed the experience of participating in this year’s culinary competition.”

“I made up a menu and practiced on my Vegan friends.”

“This is the first time I have prepared food this way, but not my last.”
Antigua

Guide; Janine Ketterer of Dockwalk; Sue Wynn, judge for Table Setting; and myself, Coordinator of the 14th Culinary Contest and author & publisher of Ship to Shore Cookbooks.

The winners in the three categories:

YACHTS 160FT AND OVER:
1st place: Chef Anders Pedersen of M/Y Altitude; 2nd place: Chef David Hawkins of M/Y Sealyon; 3rd place: Chef Tammy Ayers of S/Y Marie.

YACHTS 100 TO 159FT:
1st place: Chef Jacob (Jake) Luke of M/Y Crowned Eagle; 2nd place: Chef Tracy Ireland of M/Y Safira; 3rd place: Chef Nathaniel Cox of M/Y Lady J.

YACHTS UP TO 100FT:
1st place: Chef Gisele Lannmann of S/Y Aurelius; 2nd place: Chef Caro Uy of S/Y Skylark; 3rd place: Chef Adrian Martin of S/Y Matau.

The stewards and stewardesses had their own competition: the Organic Table Setting Challenge. They were to include the Duval Leroy Champagne bottle in the table display with a setting to befit The Plant-Based Caribbean Hauté Luncheon.

The motor yacht Crowned Eagle grew wheat grass, sprouts, pea shoots and sunflower sprouts in the showers on the voyage to Antigua, and finished off with local organic plants and vines from the island!

The talent and creativity made it very interesting and difficult to judge. One winner was chosen from each category.

YACHTS 160FT AND OVER:
M/Y Teleost

YACHTS 100 TO 159FT:
M/Y Crowned Eagle

YACHTS UP TO 100FT:
S/Y Aleithia

Sponsors for the Culinary and Table Setting Contest included Nonsuch Bay Resort; Curtain Bluff; The Inn, Copper & Lumber Store Hotel; South Point at Falmouth Harbour; Antigua Yacht Club Marina; Flowers World, Good Moon Farm; Colesome Farmers Market; and Seen By Marina.

Capt. Jan Robinson’s Ship to Shore Cookbook Collection is available at your local marine or bookstore. Visit www.shiptosshoreINC.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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When people – cruisers and land tourists – talk about Bonaire, they most likely will talk about diving; how awesome and unique it is. They will talk about the clearness of the water, the healthy state of the coral and the abundance of fish and other marine life. Indeed, Bonaire’s underwater world is amazing, along the main island as well as off its sister island Klein Bonaire, but this most eastern ABC-island has more to offer than what is seen through a diver or snorkeler’s mask.

The first thing to do after picking up a mooring ball or arriving by plane, is have a look around Kralendijk, the pleasant capital of Bonaire. It is easy to navigate by foot and the town sports a plethora of restaurants, bars, shops, pretty sea views along the boardwalk, some museums, a cute church, Fort Oranje, which is now the courthouse, and, quite often, a cruise ship. After this initial meeting and greeting with the friendly town and its multi-cultural residents, the best way to see the island’s sights in one day is by renting a scooter and setting off on a tour.

The coastal road north of Kralendijk is a great starting point. The road is in good shape but narrows after a while and meanders through scrubs, cacti and rock formations. The views of the ocean are marvelous as you pass many dive sites. Before the ugly BOPEC oil terminal, turn inland and keep an eye out for big iguanas crossing the road. All of a sudden, picturesque Gotomeer (Goto Lake) appears. Flamingos sometimes rest here. After following the lake-shore, you end up in the small settlement of Rincon, with a church at its center. Exit the town on the north side and pass properties surrounded by ingenious and attractive cactus fences before arriving at Washington-Slagbaai National Park, one of Bonaire’s highlights.

This protected, rugged area covers the northeast part of the island and entrance is free with your dive or snorkel pass. With a car or motorcycle, one can spend a whole day in the park, driving, hiking, climbing the highest peak and stopping at all the viewpoints. When you visit by scooter, you are only allowed to enter by foot. From the visitor center you can take
an interesting – and hot – walk through the desert-like scenery with towering cacti, black coral patches and rocky cliffs. You will see green canaries in the sky, pink flamingoes in the big salt pond, and an endless ocean with crashing waves. A beautiful sandy beach, an old plantation wall, a spectacular blowhole and several wells can also be savored. Sturdy footwear and plenty of water are mandatory for this trek.

The ride goes back to Rincon and Kralendijk and on to Lac Bay, possibly passing wild donkeys and flamingos along the way. Flat water and steady easterlies turn Lac Bay into a popular windsurfing spot, equally you might just want to relax a while on the shady picnic benches. Continuing south, the ocean violently breaks ashore to your left and the extensive salt flats – with a pink ‘dot’ here and there – peacefully lay to your right. The Willemstoren (Willem’s Tower) is where you slowly turn north again, to arrive at a group of reconstructed slave huts. A peek inside one of these gives you an idea of the living conditions of the less fortunate islanders of the past. Just like in the beginning of the trip, there are a lot of marked areas to stop for a refreshing swim or snorkel along this coast. Before arriving back in Kralendijk, the colorful salt pans and bright white salt mountains next to the road beckon to be photographed.

If you are a ‘speedy’ sightseer and skipped the National Park for another day, but you’ve got the hang of scooter driving on this safe, easy-going island and would like to see more, the Butterfly Farm and the Donkey Sanctuary are other sights to be enjoyed. And, on the other days of your vacation or stop-over on your sail west, you can test your energy and fitness level on one of the cycling trails. Then again, you can always go diving!

Liesbet Collaert is a freelance writer. She and her husband Mark have been cruising on Irie for almost six years. They recently left the Caribbean and are heading west for new adventures in the South Pacific. Visit her blog at: www.itsirie.com
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<td>Tortola, BVI</td>
<td>Nanny Cay Marina</td>
<td>284-494-2512</td>
<td>12'</td>
<td>125'</td>
<td>200</td>
<td>●</td>
<td>Available</td>
<td>●</td>
<td>●</td>
<td>110/220</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>16</td>
</tr>
<tr>
<td>Tortola, BVI</td>
<td>Soper’s Hole</td>
<td>284-495-4589</td>
<td>25'</td>
<td>170'</td>
<td>50</td>
<td>●</td>
<td>Available</td>
<td>●</td>
<td>●</td>
<td>110/240</td>
<td>Cable</td>
<td>●</td>
<td>●</td>
<td>●</td>
</tr>
<tr>
<td>Tortola, BVI</td>
<td>Village Cay Marina</td>
<td>284-494-2771</td>
<td>12'</td>
<td>200'</td>
<td>106</td>
<td>●</td>
<td>Available</td>
<td>●</td>
<td>●</td>
<td>110/220/308</td>
<td>Cable</td>
<td>●</td>
<td>●</td>
<td>16/71</td>
</tr>
<tr>
<td>Trinidad</td>
<td>Power Boats Ltd</td>
<td>866-634-4346</td>
<td>13'</td>
<td>65'</td>
<td>40</td>
<td>●</td>
<td>Available</td>
<td>●</td>
<td>●</td>
<td>115/220</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>72</td>
</tr>
<tr>
<td>Turks &amp; Caicos</td>
<td>Blue Haven Marina</td>
<td>+649-946-9910</td>
<td>10'</td>
<td>220'</td>
<td>79</td>
<td>●</td>
<td>Available</td>
<td>●</td>
<td>●</td>
<td>30/50/100 amp, 3 phase, up to 480V</td>
<td>Cable</td>
<td>●</td>
<td>●</td>
<td>●</td>
</tr>
<tr>
<td>Virgin Gorda</td>
<td>Virgin Gorda Yacht Harbour</td>
<td>284-495-550</td>
<td>10'</td>
<td>180'</td>
<td>94</td>
<td>●</td>
<td>Available</td>
<td>●</td>
<td>●</td>
<td>110/220</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>16/11</td>
</tr>
<tr>
<td>Boston, MA</td>
<td>Boston Yacht Haven</td>
<td>617-367-5050</td>
<td>22'</td>
<td>300'</td>
<td>100</td>
<td>●</td>
<td>Available</td>
<td>●</td>
<td>●</td>
<td>480V 100 and 200 amp, 240V single-phase, 220V 3-phase, 100 amp, 240V 50 amp, 120V, 30 amp</td>
<td>Cable</td>
<td>●</td>
<td>●</td>
<td>09/16</td>
</tr>
<tr>
<td>Deltaville, VA</td>
<td>Deltaville Marina</td>
<td>804-776-9812</td>
<td>10'</td>
<td>110'</td>
<td>80</td>
<td>●</td>
<td>Available</td>
<td>●</td>
<td>●</td>
<td>30/50 Amp</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>16</td>
</tr>
<tr>
<td>Cabo San Lucas, Mexico</td>
<td>Marina Cabo San Lucas</td>
<td>+52 624 173 9140</td>
<td>18'</td>
<td>200'</td>
<td>380</td>
<td>●</td>
<td>Available</td>
<td>●</td>
<td>●</td>
<td>110V 30 amp, 220V 50 amp, 100 amp 3-phase</td>
<td>Cable</td>
<td>●</td>
<td>●</td>
<td>88A</td>
</tr>
<tr>
<td>Colombia</td>
<td>Marina Santa Marta</td>
<td>+57 5 421 5037</td>
<td>11.5'</td>
<td>132'</td>
<td>256</td>
<td>●</td>
<td>Available</td>
<td>●</td>
<td>●</td>
<td>110/220, 60Hz</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>16</td>
</tr>
<tr>
<td>Montauk, NY</td>
<td>Montauk Yacht Club</td>
<td>631-668-3100/888-8666</td>
<td>12'</td>
<td>200'</td>
<td>232</td>
<td>●</td>
<td>Available</td>
<td>●</td>
<td>●</td>
<td>110V, 220V, 480V 3-phase</td>
<td>Cable</td>
<td>●</td>
<td>●</td>
<td>09</td>
</tr>
<tr>
<td>NY Harbor - Jersey City</td>
<td>Newport Yacht Club/Marina</td>
<td>201-626-5550</td>
<td>8.25'</td>
<td>163'</td>
<td>154</td>
<td>●</td>
<td>Available</td>
<td>●</td>
<td>●</td>
<td>110V, 220V, 30/50/100 amp</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>16/72</td>
</tr>
</tbody>
</table>

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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 N</th>
<th>61 54 W</th>
<th>(268) 462-6041</th>
<th>10’</th>
<th>80’</th>
<th>18’</th>
<th>no limit</th>
<th>110/220</th>
<th>8am-5pm</th>
<th>70</th>
<th>•</th>
<th>•</th>
<th>•</th>
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</tr>
</thead>
<tbody>
<tr>
<td>Antigua</td>
<td>North Sound Marine</td>
<td>17.11°</td>
<td>-61. 75°</td>
<td>(268) 562-3099/268-764-2999</td>
<td>15’</td>
<td>no limit</td>
<td>31’</td>
<td>no limit</td>
<td>Anything</td>
<td>24x7</td>
<td>150</td>
<td>•</td>
<td>•</td>
<td>•</td>
<td>•</td>
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</tr>
<tr>
<td>Aruba</td>
<td>Varadero Caribe</td>
<td>12 32 N</td>
<td>70 02 W</td>
<td>297-588-3850</td>
<td>7’</td>
<td>85’</td>
<td>23’</td>
<td>no limit</td>
<td>120/240</td>
<td>8am-4pm</td>
<td>60</td>
<td>•</td>
<td>•</td>
<td>•</td>
<td>•</td>
<td>•</td>
</tr>
<tr>
<td>Tortola, BVI</td>
<td>Jolly Harbour Marina / Boat Yard</td>
<td>18 25 0 N</td>
<td>64 37 0 W</td>
<td>(284) 494-2512</td>
<td>11’</td>
<td>160’</td>
<td>45’</td>
<td>no limit</td>
<td>110v 30amp/220v</td>
<td>7am-6pm</td>
<td>70</td>
<td>•</td>
<td>•</td>
<td>•</td>
<td>•</td>
<td>•</td>
</tr>
<tr>
<td>Virgin Gorda, BVI</td>
<td>Nanny Cay Hotel &amp; Marina</td>
<td>18 25 0 N</td>
<td>64 37 0 W</td>
<td>(268) 462-6041</td>
<td>10’</td>
<td>80’</td>
<td>18’</td>
<td>no limit</td>
<td>110/220</td>
<td>8am-5pm</td>
<td>70</td>
<td>•</td>
<td>•</td>
<td>•</td>
<td>•</td>
<td>•</td>
</tr>
<tr>
<td>Curacao</td>
<td>Curacao Marine</td>
<td>12° N</td>
<td>68’ W</td>
<td>599 9, 562-8000</td>
<td>9’</td>
<td>120’</td>
<td>33’</td>
<td>193</td>
<td>110/220 3 phase</td>
<td>100/30 amp</td>
<td>8am-5pm</td>
<td>60</td>
<td>•</td>
<td>•</td>
<td>•</td>
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</tr>
<tr>
<td>Boca Chica, D.R.</td>
<td>Marina ZarPar</td>
<td>18 26 4 N</td>
<td>69 37 23 W</td>
<td>(809) 523-5858</td>
<td>75’</td>
<td>65’</td>
<td>28’</td>
<td>no limit</td>
<td>110/220 3 phase</td>
<td>100/30 amp</td>
<td>9am-5pm</td>
<td>70</td>
<td>•</td>
<td>•</td>
<td>•</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>+809 449 3321/3323</td>
<td>12’</td>
<td>110’</td>
<td>26’</td>
<td>no limit</td>
<td>110/220 3 phase</td>
<td>100/30 amp</td>
<td>8-5 M-F</td>
<td>120</td>
<td>•</td>
<td>•</td>
<td>•</td>
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</tr>
<tr>
<td>Grenada</td>
<td>Grenada Marine</td>
<td>12° 01’ 20”</td>
<td>61° 40’ 42”</td>
<td>00-1-473-443-1626</td>
<td>12’</td>
<td>75’</td>
<td>315’</td>
<td>0</td>
<td>110/220 3 phase</td>
<td>100/30 amp</td>
<td>8-5 M-F</td>
<td>120</td>
<td>•</td>
<td>•</td>
<td>•</td>
<td>•</td>
</tr>
<tr>
<td>Puerto Rico</td>
<td>Varadero &amp; Palmas</td>
<td>18 04’ 37” N</td>
<td>65 47’ 57” W</td>
<td>787-656-9211</td>
<td>11’</td>
<td>110’</td>
<td>26’</td>
<td>no limit</td>
<td>50/30 amp</td>
<td>110</td>
<td>•</td>
<td>•</td>
<td>•</td>
<td>•</td>
<td>•</td>
<td>•</td>
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<tr>
<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’</td>
<td>200’</td>
<td>33’</td>
<td>12’</td>
<td>110/220 3 phase</td>
<td>100/30 amp</td>
<td>8-5 M-F</td>
<td>150</td>
<td>•</td>
<td>•</td>
<td>•</td>
<td>•</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’</td>
<td>275’</td>
<td>55’</td>
<td>no limit</td>
<td>110/60, 220/50, 480V 3 phase</td>
<td>100 amp/leg</td>
<td>220V 3 phase</td>
<td>100 amp/leg</td>
<td>220V/40 amps</td>
<td>100V/30 amps</td>
<td>50 &amp; 60 Hz</td>
<td>8am-5pm</td>
</tr>
<tr>
<td>St. Croix, USVI</td>
<td>St. Croix Marine</td>
<td>17° 45’ N</td>
<td>64° 42’ W</td>
<td>340-773-0289</td>
<td>11’</td>
<td>68’</td>
<td>13”-8”</td>
<td>no limit</td>
<td>110v 30amp/220v</td>
<td>50amp/3 phase</td>
<td>100amp</td>
<td>8-5 M-F</td>
<td>60</td>
<td>•</td>
<td>•</td>
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</tr>
<tr>
<td>St. Thomas, USVI</td>
<td>Subbase Drydock</td>
<td>18 N</td>
<td>65 W</td>
<td>340-776-2078</td>
<td>165</td>
<td>190’</td>
<td>50’</td>
<td>no limit</td>
<td>440 three phase</td>
<td>220V/110</td>
<td>8-5 M-F</td>
<td>1000</td>
<td>•</td>
<td>•</td>
<td>•</td>
<td>•</td>
</tr>
</tbody>
</table>

**OUTSIDE OF CARIBBEAN:**

| Deltaville, Va | Deltaville Boatyard | 37.54 96.64 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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info@real-estate-jamaica.com  
www.real-estate-jamaica.com  
Office: (876) 364-6213 | Cell: (876) 390-0118

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GREGORY FINK, Island West Properties  
gfink5@gmail.com | www.islandwestsales.com  
Cell: (787) 823-2323 | Office: (787) 823-2323
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marynickbarg@gmail.com | www.americanparadise.com
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kd.burke@terracaribbean.com
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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><strong>2007 LEOPARD 46</strong>&lt;br&gt;“Natural Mystic”&lt;br&gt;4 Cabins / 4 Heads&lt;br&gt;Located Tortola, BVI&lt;br&gt;Asking $369,000 Reduced Price</td>
<td><strong>BENETEAU 50</strong>&lt;br&gt;Cyclades 3 &amp; 4 Cabin layouts available with additional crew cabin.&lt;br&gt;Located in BVI and St. Martin&lt;br&gt;Asking from $170,000</td>
<td><strong>2006 BENETEAU 43</strong>&lt;br&gt;“Premier Grand Cru”&lt;br&gt;3 Cabins / 3 Heads&lt;br&gt;Located St. Martin FWI&lt;br&gt;Asking $115,000</td>
<td></td>
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<tr>
<td><strong>2008 JEANNEAU 36i</strong>&lt;br&gt;“Miss Keri”&lt;br&gt;2 Cabins / 1 Heads&lt;br&gt;Located Abaco, Bahamas&lt;br&gt;Asking $89,000</td>
<td><strong>2012 BENETEAU FIRST 40</strong>&lt;br&gt;“Sunsail 1001” - Cruise &amp; Race Ready!&lt;br&gt;3 Cabins / 2 Heads&lt;br&gt;Located San Francisco, CA&lt;br&gt;Asking $209,000 Reduced Price</td>
<td><strong>2008 JEANNEAU 39i</strong>&lt;br&gt;“Danica”&lt;br&gt;3 Cabins / 2 Heads&lt;br&gt;Located Tortola&lt;br&gt;Asking $125,000</td>
<td></td>
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<tr>
<td><strong>2005 LAGOON 410</strong>&lt;br&gt;“Moabi”&lt;br&gt;4 Cabins / 4 Heads&lt;br&gt;Located St. Martin&lt;br&gt;Asking $199,000</td>
<td><strong>2007 LEOPARD 40</strong>&lt;br&gt;“Lairot”&lt;br&gt;4 Cabins / 2 Heads&lt;br&gt;Located Tortola, BVI&lt;br&gt;Asking $229,000 Reduced Price</td>
<td><strong>2004 LAGOON 410</strong>&lt;br&gt;“Island Girl”&lt;br&gt;4 Cabin / 4 Heads&lt;br&gt;Located Tortola, BVI&lt;br&gt;Asking $199,000</td>
<td></td>
</tr>
</tbody>
</table>
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PROTEIN POWER BREAKFAST
Prep time: 15 minutes. Cooking time: 20 minutes. Serves: 6

2 cups almond or oat milk
1 Tbsp lentils
2 Tbsp steel cut oats
2 Tbsp oat bran
1 Tbsp Kasha (buckwheat groats, toasted)
1 Tbsp flax seeds, ground
1 Tbsp chia seeds

Should you need a little sweetening use honey or maple syrup
Heat almond milk to a boil, add lentils, then add grains, seeds and oats. Stir, turn down the heat to simmer, stirring occasionally. Simmer for about 15 minutes until the lentils are tender. You may need to add more almond milk to keep the consistency creamy.
Add the nuts and dried fruit, stir and cover to simmer only until the dried fruits have warmed. Cut fresh fruit to add on top. Put in a bowl then drizzle a little honey over all, if needed.
NOTE: The almond milk and lentils give this breakfast a good protein boost and the nuts and seeds add Vitamin E and fiber.

RATATOUILLE
Prep time: 15 minutes. Standing time: 30 minutes
Cooking time: 50 minutes. Serves: 6

About 2 lbs. Eggplant, peeled and chopped.
About 2 lbs. zucchini & yellow squash or 3 small zucchini, 2 yellow squash, chopped.
1 large onion, chopped
5 fresh Roma tomatoes, parboiled for 30 seconds, peeled and chopped

Put the chopped eggplant into a bowl and add a generous sprinkling of salt. Let stand for 30 minutes. Then rinse well and drain all of the liquid.

Do the same salting and rinse for the squash.
Sauté the eggplant in a large frying pan with about 1/3 cup water, stirring frequently until softened. Watch it carefully and replace water if it gets too dry. Salt and pepper and then add to a large casserole dish.
Sauté the squash just like the eggplant, with a little water until almost soft. Salt and pepper and then add to the casserole dish.
Add the tomatoes to the pan and sauté with the onion and peppers for about 10 minutes.
Add the fresh herbs. If you want less water, sauté until most of the water is gone. Salt and pepper to taste.
Add the tomato mixture to the large casserole dish and mix together with the other vegetables. Cover and bake for 30 minutes.
Serve with cooked rice or quinoa.

LOBSTER WITH ASPARAGUS AND BASMATI RICE
Prep time: 15 minutes. Standing time: 10 minutes
Cooking time: 25 minutes. Serves: 2

2 (1 lb) lobsters
2 lemons, cut in half
1/2 lb asparagus
Good olive oil
Kosher salt

Preheat the oven to 400 degrees F. Spray a little oil in a roasting pan. Place lemons, cut side down and bake.

Place a little water in a large pot and bring to a boil.
Break off the tough ends of the asparagus and, if they’re thick, peel them. Place the asparagus on a baking sheet, drizzle with olive oil, then toss to coat the asparagus completely. Spread the asparagus in a single layer and sprinkle liberally with salt and pepper. Roast the asparagus for 25 minutes, until tender but still crisp.

Cut open the lobster by inserting your knife just underneath the head and the cutting down, splitting the belly (body and tail). Remove the “inners” (heart, guts, etc., but not meat). Steam the lobster for 7 to 10 minutes and then remove from the pot.

Place the lobster, belly-side-up in the roasting pan with the halved lemons. Add the lemon juice and a little water to the bottom of the pan to keep the lobster moist while cooking. Bake for 7 to 10 minutes, or just until the claws begin to split. Do not allow the lobster to dry out.

Place the lobster, belly-side-up in the roasting pan with the halved lemons. Add the lemon juice and a little water to the bottom of the pan to keep the lobster moist while cooking. Bake for 7 to 10 minutes, or just until the claws begin to split. Do not allow the lobster to dry out.

TO SERVE: Place lobster, hot rice, asparagus and lemons on warmed individual dinner plates. Serve with melted butter or (if cutting out dairy) just with the roasted lemons. Lay a spring of herbs across lemon.
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