Inside:
The Restoration of *El Zorro*

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**REGATTAS:** Charter to Race

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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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<td>$0.85</td>
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VOLUNTEERS DO IT BETTER

As this edition of All At Sea goes to press, St. Maarten is gearing up for the Heineken Regatta. The regatta, now in its 34th year, is a striking example of how Caribbean regattas have evolved. Big budgets, social media, television, international entertainers … and that's before we do any sailing. Watching a large sailing event being put together is like watching a volcano spring to life. First, you get a low rumbling, then a whiff of sulfur followed by a wisp of smoke. Eventually the pressure builds, the rumbling becomes a roar and, seeking relief, a mighty explosion puts all that effort on public display. Like a volcano, many things must come together at the same time if a regatta is to explode onto the scene with gusto. Although most large sailing events are now run by professional, year-round staff, all regattas rely heavily on volunteers without whom they would never fizzle. The St. Maarten Heineken Regatta relies on an army of 150 volunteers to make it work, and I'm certain that other large regattas have similar numbers. Rarely seen, and grossly under appreciated by the sailors, enthusiastic volunteers make the difference between a regatta going off with a spectacular bang or fizzling out with little more than a choking cough. When you meet a volunteer at a regatta, shake their hand and say thanks. It's such a simple thing to do and it goes a long way towards making a good regatta even better.

As a scuba diver, albeit a timid one, I welcome the news of the new hyperbaric treatment facility at the Discovery Bay Marine Lab in Jamaica (p30). The Caribbean offers some of the finest recreational diving in the world. If you think the islands are spectacular, you should see the stunning beauty beneath the waters around them. Recreational divers are usually well trained and cautious and although the chances of them getting the bends are slim, it does happen. Far more at risk are harvesting divers eking a dangerous living from the ocean without training and proper equipment.

On their website, the Divers Alert Network (DAN) say they maintain an up-to-date list of all functioning hyperbaric chambers in North America and the Caribbean. However, they do not publish this list, since at any one time a given chamber may be non-functioning, or its operator(s) may be away or otherwise unavailable. The website notes that current information is regularly phoned into DAN by chamber personnel. Through Duke Medical Centre, DAN operates a 24-hour emergency phone line for anyone to call and ask for diving accident assistance. Dive medicine physicians at Duke carry beepers, so someone is always on call to answer questions and, if necessary, make referral to the closest functioning hyperbaric chamber. The emergency HOT LINE phone number is: 919-684-8111.

Have you ever restored a yacht? I have, and it almost broke me financially and mentally. Time plays a major role and there can be nothing worse for a sailor, most of whom are dreamers, to see their boat falling apart at a speed greater than at which it is being restored. I know of boats that have been undergoing a major rebuild for the last 20-years, out of the water and looking more like a bomb-damaged barn than a salt-water vessel. The trouble is, you fall in love with a boat and want it at any cost, and the flaws, well, you'll fix 'em. But for some, like me, there comes a point when you know it's time to down tools, shed a tear and put the boat on the market. It's beaten you, time, cash, patience, blood … they've all run out. Your only hope is that someone with the wherewithal will pick up where you left off and restore your lover to her former glory. Anyone who takes on a major restoration and sees it through to the end has my respect and admiration. On page 80, there is one such success story. When Danielle and Didier Remacle found the famous commercial fishing boat, El Zorro, she was an abused mess. Now, once again, she is a thing of beauty.

Perhaps I won’t put my tools away after all.

See you on the water!

Gary E. Brown,  
Editor
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FEATURES
54 CARIBBEAN REGATTA PREVIEW: APRIL TO OCTOBER

DEPARTMENTS
8 EDITOR’S LOG
14 WHERE IN THE WORLD?
16 CARIBBEAN NEWS
19 EVENT CALENDAR
20 YACHT CLUB NEWS
22 SAILING HUMOR
28 FISHING
Budget Marine Spice Island Billfish Tournament
30 DIVING
Jamaica’s Updated Hyperbaric Chamber
32 RACING CIRCUIT
Antigua Superyacht Challenge
Island Water World Grenada Sailing Week
40 TECHNOLOGY
Chart Plotters
44 CHARTERING
No Boat, No Problem
48 CRUISING
Panama: Atlantic – Pacific
52 OUR NATURAL WORLD
Ciguatera in Reef Fish
88 ISLAND REAL ESTATE GUIDE
90 CARIBBEAN BROKERAGE
102 MARKETPLACE
110 SPONSOR DIRECTORY
112 CARIBBEAN DINING
Fool Your Friends and Family with Fun April Fool’s Day Recipes

Continued on page 12
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ISLAND EVENTS & INTERESTS

14 MAP

59 PUERTO RICO
Hurricane Tie-Down Storage at Puerto del Rey Marina

63 U.S. VIRGIN ISLANDS
America’s Cup Winners Offer Advice to Virgin Islands’ Junior Sailors

64 BRITISH VIRGIN ISLANDS
RC44 Racing Series Makes a Stop in Virgin Gorda

68 ST. MAARTEN / ST. MARTIN
Budget Marine Interlux One-Design Regatta

70 ST. BARTHÉLEMY
St. Barth Fun Cup

73 ANTIGUA
Profile: Antigua Sailor Bernie Evan-Wong
Antigua’s Valentine’s Regatta

80 TRINIDAD
El Zorro Comes Back to Life!

RESOURCES

84 CARIBBEAN MARINAS

86 CARIBBEAN BOATYARDS
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WHERE IN THE WORLD?

CONGRATULATIONS TO CHRIS AND THANKS FOR READING ALL AT SEA!

WHAT A LIFE!
The three day Mets show, the biggest marine trade show in the world, ended with four Budget Marine buyers ardently reviewing all the new and old offerings. Chris Marshall says he worked particularly hard but took a little time to relax and read All At Sea at the booth of one of Budget Marines new products—the Comfort Seat.

Send us a picture of you reading All At Sea and you may win a free subscription. We will select one winner a month. Please send images & your information to: subscribe@allatsea.net or mail to: 382 NE 191st Street #32381, Miami, Florida, 33179-3899.
Island Water World to co-sponsor Open Caribbean Laser Championships

The Open Caribbean Heineken Light Laser Championships (June 13-15), has a new format and co-sponsor. With Island Water World back on board after a break of many years, organizer Frits Bus says the championships, one of the oldest and largest one-design regattas in the Caribbean, will offer more than ever.

“This year will again feature a ‘training’ regatta in St. Barths in the weekend prior to the Championship,” said Bus. “This will make it more lucrative for the visiting sailors who can enjoy two regattas combined with three training days in St. Barth.”

According to Bus, participants will train with top Caribbean sailor Benoit Meesemacker, who ranked fourth in the Laser Master Worlds.

Bus said that with affordable accommodations in St. Barths, and in St. Martin courtesy of Club Orient at Baie Orientale, this is a must for any Laser sailor in the Caribbean or abroad.

Former Caribbean Champion Raoul Aguyo (from the Dominican Republic), along with many past winners have promised to take part in the regatta.

For more info, Email Frits Bus: fritsbus@caribserve.net

New boat show for Panama

The company known for its orchestration of the Fort Lauderdale and Palm Beach International Boat shows is adding another show to its roster. Fort Lauderdale-based Show Management said it is launching the inaugural Panama International Boat Show on June 20-22 at the Flamenco Marina on Flamenco Island in Panama.

“Central and South America are two of the fastest growing regions in the world, both in general economic growth and growth of the marine industry,” Show Management CEO Efrem ‘Skip’ Zimbalist III, said in a statement.

Flamenco Marina is located near downtown Panama City and features 238 boat slips, a fuel dock, nine restaurants, and a new dry stack storage facility that’s under construction.

Source: South Florida Business Journal

One-Design Race Area returns to BVI Spring Regatta

Back by popular request, the BVI Spring Regatta’s one-design race area will be part of the 2014 regatta (March 31- April 6). For years the BVI Spring Regatta and Sailing Festival had three separate race areas. It has been a signature of the Spring Regatta to give the classes more selection and the race officers more options. Having a race area specifically for one-design boats has worked to great advantage. The one-design was started for the IC24s, (converted J24) and now will include the fast growing J-70 fleet.

“With the one-design area, the race committee can set courses that allow these boats to have up to five races a day. The course they can set on the fly with existing wind conditions is fantastic. The sailors can maximize their time on the water and get plenty of tight racing among the one-design boats,” says Robert Phillips, Race Committee Chairman.
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West Marine opens new store in Puerto Rico
West Marine has opened a new store at the Eastern Shopping Plaza in Fajardo, Puerto Rico.

The expansive store will serve boaters and sailors who enjoy the waters in and around Culebra, Palomino and St. Thomas. At 16,000 square feet, this is the largest West Marine store in Puerto Rico and will serve an active coastal region. The new store has set aside a large area for fishing supplies and boasts a newly created engine parts section.

In a press release, West Marine said the 19-person West Marine crew has several hundred years of boating, fishing and sailing experience between them and collectively have cruised thousands of nautical miles.

“Puerto Ricans and visitors of the region appreciate the outdoors and enjoying life as much as possible,” said General Manager Pedro Monge, a Puerto Rican native and lifelong marine enthusiast who has been with West Marine for more than 13-years. “The Fajardo location in particular was designed to meet the needs of this community and we are excited to have the opportunity to serve them year-round.”

Seaborne Airlines increase services within Caribbean
Seaborne Airlines, the fastest growing airline in the Caribbean, announce the launch of service to its 18th airport, Las Américas International Airport in Santo Domingo, Dominican Republic, with non-stop service from Luis Munoz Marin International Airport in San Juan, effective April 15 2014. Santo Domingo will be Seaborne’s fourth destination within the Dominican Republic, the others being La Romana; Punta Cana and Santiago.

“San Juan to Santo Domingo provides another access point to the U.S. market and reinforces the importance of Puerto Rico as a connecting point in the Caribbean,” said Gary D. Foss, president and chief executive officer of SeaStar Holdings, parent company of Seaborne.

All markets are planned to have daily service and will no doubt benefit yachts wishing to pick up or drop off crew.

FKG Rigging and Horny Toad donate to St. Maarten Yacht Club Youth Program
FKG Rigging and the Horny Toad Guesthouse stepped up to the mark and shared the cost of a new RS Vision dinghy, which they then donated to the St. Maarten Yacht Club Youth Sailing Program.

Before ordering the new dinghy, the yacht club say they would like to raise enough money in order to purchase two and are seeking sponsors and running a donation drive. Each RS Vision costs $11,500.

For more information, visit: www.smyc.com/content/donation-plan
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**

**APRIL 17 – 22**
Antigua Classic Yacht Regatta | Sailing Regatta
www.antiguaclasics.com
info@antiguaclasics.com
268-460-1799

**APRIL 26**
Yachting World Round Antigua Race
Sailing Regatta
www.sailingweek.com

**APRIL 26 – MAY 2**
Antigua Sailing Week
Sailing Regatta
www.sailingweek.com
info@sailingweek.com
268-462-8872

**JUNE 5 – 6**
Antigua and Barbuda Marlin Classic Fishing Tournament
www.antiguabarbuda sportfishing.com

**JUNE 6 – 8**
Antigua and Barbuda Sport Fishing Tournament Fishing Tournament
www.antiguabarbuda sportfishing.com

**GUATEMALA**

**APRIL 25**
Guadeloupe to Antigua Race
Sailing Regatta
www.antiguayachtclub.com

**JUNE 5 – 10**
International Cap Cana Billfish Shootout Fishing Tournament
www.intlbillfishtours.com

**JUNE 26 – 28**
Big 5 International Cap Cana Billfish Tournament Deep Sea Fishing
www.intlbillfishtours.com
a.new@capcana.com
809-695-5539

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**APRIL 25**
Guadeloupe to Antigua Race
Sailing Regatta
www.antiguayachtclub.com

**MAY 7 – 11**
Triskell Guadeloupe Tour Sailing Regatta
www.triskellcup.com
organisation@triskellcup.com
0690-49-57-57

**ST. JOHN, USVI**

**MAY 3 – 4**
Budget Marine Commodore’s Cup Regatta Sailing Regatta
340-513-4955

**ST. MAARTEN / ST. MARTIN**

**APRIL 13**
Annual Island Water World Fishing Tournament Fishing Tournament
www.islandwaterworld.com
Richard@islandwaterworld.com

**TORTOLA, BVI**

**MAY 17 – 18**
BVI Dinghy Championships Sailing Regatta
www.royalbviyc.org
sailing@royalbviyc.org
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Club Nautico de San Juan
International Regatta

Gusts blowing 20-plus-knots and rolling seas created challenging yet exhilarating conditions for nearly 100 sailors from five islands that competed in the 13th Club Nautico de San Juan International Regatta (CNSJIR), held January 31-February 2.

The CNSJIR Race Committee reveled in the brisk conditions launching as many as 13 races in one of the six classes that sailed both on and outside San Juan Bay.

“We are very happy with the success of this year’s regatta,” explains Luis Fabre, chairman of the CNSJIR organizing committee. “We wondered a few years ago how the addition of the bigger boats would fit in with the dinghies, but it has worked well by giving us a good diversity of classes.”

In the seven-boat CSA Spinnaker class, which included three Melges 32s, it was Puerto Rico’s Jonathan Lipuscek’s J/105 Dark Star that won with a decisive five firsts in six races.

The Melges 32s weren’t far behind. Puerto Rico’s Luis Juarbe, on SOCA, finished second while fellow islander, Jaime Torres, driving Smile and Wave, was third.

The second keelboat class of the regatta, the seven-boat IC24s, saw Puerto Rico’s Fraito Lugo’s Orion take the lead and hold it until the end scoring eight firsts in 13 races.

“We are in the selection process to see what J24 team will represent Puerto Rico in the Central American-Caribbean Games in November in Mexico,” says Lugo. “The IC24 is excellent for practice for the J24 because the CAC Games format calls for a configuration of 105% jib, spinnaker and main with four crew.”

Puerto Rico’s Marco Teixidor driving his IC24, Cachondo, finished second, with Puerto Rico’s Carlos Sierra aboard Fuakata in third.

The dinghy classes have long been the foundation of CNSJIR. In fact, true to past years, the largest class was the Optimist Advanced with 13 boats. Antigua’s Daniel Smit, who finished first in this regatta last year in the Optimist Green Fleet, won the overall this year as well as the 11 to 12-year-old Blue Fleet.

“We’ve been practicing in heavy winds back home in Antigua these last few weeks. That really helped a lot in this regatta,” Smit tells.

Anguilla’s Huekeemi Hughes won the 13 to 15-year-old Optimist Red Fleet, while Puerto Rico’s Jose Mendez scored a win in the age ten and under Optimist White Fleet. This year’s Optimist Green fleet leader was Puerto Rico’s Marc Thys.

The Laser fleets were equally full of talent. Puerto Rico’s Agustin Lazaro-Lugo won the Laser Radial class with six first place finishes in 12 races.

Lazaro-Lugo is attempting to qualify to represent Puerto Rico in the Laser Radial class at the ISAF Youth Sailing World Championships, which will be held in Portugal in July.

Second place Laser Radial finisher, Rhône Findlay, will be representing his home island of St. Maarten in the ISAF Youth Sailing World Championships.

Rounding out third in this competitive class was Puerto Rico’s Pedro Fernandez Gamboa. Puerto Rico’s Ricardo Valenzuela led the Laser 4.7 class.

Full results are available at: www.nauticodesanjuan.com

Report by Carol M. Bareuther
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friend of mine recently purchased a vessel to sail around the world, went down below, flipped a switch on the panel marked running lights—and nothing happened.

He was dumbfounded. He did not know what to do next. So he called me up and asked, "WTF?"

It dawned on me that an increasing number of relatively intelligent owners, with very complex vessels, do not know the first thing about their electronics and electrical system.

Let’s see if we can remediate that—in a very practical, down-to-earth way. This will be a win-win, because the newbies will learn something and those who already know that Ohm’s Law and chanting ‘Om’ are different—will get a chuckle from me attempting to describe the complex as simplistically as possible.

First off, everything I am about to tell you concerns 12 volts only. Most vessels have a 12 volt system for use away from the dock, and a 110 or 220 volt system to use while tied up or when the gen/set is running.

These are different. 110 volts (and higher) can and will kill you—12 volts is much more benign. (You can think of voltage like the pressure in a hose—the higher the pressure, the more likely to cause damage.)

The simplest thing to do, if you are tied up, is to unplug your power cord and then put it somewhere where nobody ‘helpful’ can plug it back in. (Many a 110 volt electrician has died this way.)

Okay. We’re talking about 12 volts only (some bigger boats have 24 volts but we’re not going to get into that) and your shore cord is unplugged.

Let’s assume that most things are working on your boat—thus, you know that your electrical system is mostly okay and functioning as designed.

You just flipped on your running lights—and nothing happened. What to do?

First, rejoice! This is a simple problem, and we’re going to fix it within a couple of minutes … an hour, max.

If your circuit breaker is different than your switch, make sure both are on and conducting electricity. Ditto, if there’s a
fuse involved. The fuse or circuit breaker is often the cause—and you can save a lot of time by checking them first.

The cause of your problem is most likely saltwater corrosion. Something is preventing the electrons from flowing through the wire, the same as if you parked your car on the garden hose or it broke or became blocked.

I repeat—the electrical stuff you want to work ain’t working because it ain’t getting any juice—just like your car won’t run without gas.

Once you resupply your electric gizmo with electricity, it will work—presto!

First, some simple theory—fear not, we’re not going to dwell on it.

Everything electrical on your boat is connected to one side of your battery and the other. The electrons flow from the negative terminal on your battery, through the device (in this case, a running light or three) and then on to the positive terminal on the battery.

If the device isn’t working, there are only two reasons: (1) the device itself is defective, and (2) the wiring isn’t getting 12 volts to the device. Number Two is almost always it.

Trust me.

But, just to be sure, let’s start at the device. Take out the incandescent bulb—if it has one—and see if it has ‘continuity’. We use a volt/ohm meter to do this, widely available for ten to 20 bucks from Amazon, etc. Set the meter so it beeps when you touch the red lead to the black lead. Once you hear the beep, put one lead on one contact on the bulb and then the other lead on the other contact—and listen. If it beeps, the bulb is okay. If it does not, the bulb is burnt out and is not completing the circuit. Replace bulb.

Done.

But if three running lights are suppose to turn on and none do—chances are it ain’t three burnt bulbs, chances are almost 100% it is the wiring.

I repeat: the commonest electrical job aboard is corroded wiring either making no contact or a poor contact.

If you learn how to troubleshoot and fix this problem, 99% of your electrical woes will be a piece of cake. I actually look forward to fixing electrical stuff, because it is so easy, quick, and satisfying.

Okay! We now know the bulb works. Yippee! We are making real progress.

There are two terminals in the bulb socket. One is connected through your switch panel/circuit breaker to the positive side of the battery, and the other is (usually) connected directly to the negative side of your battery.

Let’s go to the battery—and test your test light. This is a tiny little thingy which looks like small screwdriver or ice pick … with a wire coming out the top of it. If it senses 12 volts, it lights up.
Put the alligator clip attached to the wire onto the negative post of your battery, and touch the positive post with the pointy part. The bulb will light. Excellent!

Now set your volt/ohm meter for voltage, 12 volts, and put the black wire on the negative terminal of your battery and the red one on the positive—and it should read 12+ volts.

Great. Now you have determined that your 12 volt test bulb is working, that your voltage meter is working, and that your battery has juice in it at a pressure of (usually) around between 12.5 and 12.7 volts. (Unless the battery is running something, then it will be lower—or higher if solar cells, etc, are hooked up.

Now take a long (preferably fused) test wire and test it for continuity—so you are absolutely sure this wire conducts electricity. Next, attach this test wire to the negative side of the battery and carefully (so it doesn’t touch anything metal and make a short circuit which will blow the fuse and/or make a spark) bring the other end to your bulb socket. Place the alligator clip of the circuit tester (the ice pick one with the tiny bulb) on the end of this wire, and then touch the ice pick end of the tester to the metal contacts in the light socket. If the switch is on, it should light.

If one of the terminals makes the test light turn on—your positive side is okay, and lacks a ground to your negative terminal. Mark the nub which lights up as positive. We know this because it completes the circuit with the negative. Confirm this by switching your volt ohm meter (set to continuity/beeping)... and touching your extension wire to the light socket nub which DID NOT light up, i.e., the negative side of the socket. It should not beep. This confirms you have no current flow through negative, and the positive side is fine.

Wow! You are almost done.

Replace the bulb, and (if possible; sometimes easy, sometimes not) touch your negative ground wire to the black wire negative ground going into the negative nub on the socket—and the light should light.

GREAT. You have now FIXED the problem— sloppy and temporarily, true—but the light didn’t work and now it does ... you are a freak’n electrical genius!

Pat yourself on the back. (Not time for drinks yet.)

Now physically follow the wire (usually black for negative) back to the negative post of the battery. Chances are you will find an area of greenish discoloration along the wire (water has leaked into it and corroded the wire) or discover it is loose by a terminal box, etc. Repair or replace using the same components (if its big wire, use the same size, etc).

Keep testing it as you go towards the battery—and at some point you will discover it is ‘live’ with electricity. Narrow it down to exactly where there is 12 volts and no 12 volts, and there’s your problem.

You have now trouble-shot and fixed your first major electrical problem.

Let’s say, however, it wasn’t the negative side which was faulty, but the positive. You would have known this because—when you first touched the test light from the negative side of the battery to the nubs of the light socket—neither of the nubs would have lit up the bulb—telling you that either both wires weren’t connected to the battery (unlikely but possible) or it was the positive side which wasn’t making contact.

To confirm, you’d take your long extension wire and now (being careful again) attach it to the positive (+) terminal on the battery—and use your bulb tester again.

When it lights up (the circuit is complete) that’s the negative side of the socket.

You can confirm this by testing continuity on the negative side. It should have it.

On the positive side, it should not.

Trace the positive (usually red) back to the battery. This is trickier as it will go through a switch and circuit breaker or fuse box—in addition to a terminal or two.

Is there more to it? Sure! A bulb has no polarity and can be wired up with either one of the other terminal wires leading to either battery terminal—it doesn’t matter. (Incandescent light bulbs are just small toasters; but optimized for light, not heat.) However, a radio, a motor, or some LED lights have polarity—meaning that the electricity must flow in a certain direction. Thus, the red wire must eventually go to the positive battery terminal and the black one to the negative.

Occasionally, a wire will make enough contact to allow a little bit of juice through it—but not the high load demanded. This is common with windlasses, etc.

This can be spotted with the volt ohm meter by measuring the wire’s resistance to current flow—but that’s another article.

But for the most part, all you need is a 12 volt bulb tester and Volt Ohm meter (both under $25) to get 99% percent of your stuff working together.

If you need to trace which particular wire is where at your switches, just shut off your main battery switch so there is no 12 volts in the circuit—and then put your continuity meter on one end of the wire (say, at the running lights, for instance)—and touch the other end of it to the individual wires at the terminal block leading to the switches. Bingo! The beeping one is it!

Remember—unplug your 110/220 volt before you begin if you’re not sure which wire is AC (shorepower) and DC (12 volt).

Good luck!

Cap’n Fatty Goodlander has lived afloat 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
The 2014 USVI poker run will take place in the beautiful harbor of Charlotte Amalie, St. Thomas. The poker run course will take boaters on a fast paced, scenic route around St. Thomas and into St. John, with the grand finale block party in the alluring downtown poker run village.

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For more information and registration: www.usvipokerrun.com
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The regatta season is here and in full swing. Shiny racing machines line the docks, the bars are full of crews, ranging from lusty deck apes, trim young men and women, hot babes and suavely attired owners. Charlie’s friend Bruce has been out training on a 56ft Swan tipped to do well in Main and Spinnaker Cruising Class in three Caribbean events. He is a much appreciated crew member being strong and thus a useful winch man, and large … Great rail meat. But Bruce has a problem; his lady, a yoga instructor, wants him to lose weight. He’s 5ft 10in and 220lb but she doesn’t know these statistics; still she’s insisting that he must lose 40lb. It’s a conundrum. Should he risk losing his place on the team or perhaps losing his lady?

Charlie’s always full of ideas so when he heard of his friend’s plight he took him aside and made the following suggestion: “Get 10lb of lead shot, put it in a sock and duct tape it to the inside of your thighs. Put your Boxers on and weigh yourself on your bathroom scale, making sure that Lucy (the rather skinny lady friend) is there to see. She’ll be suitably disgusted at your obesity. Then think of all the food that you don’t really like and in a heroic effort of anticipated painful discipline suggest that you cut those items from your diet.”

“Yes, yes, I get it,” Bruce was pretty sharp when it came to scamming. “I don’t really like pasta with white sauce. Whoever Alfredo was he must have been a blimp. Boiled potatoes, bananas; and I can happily live without sweets. I’ll cut out Absinthe and Jägermeister – always hated those, but that’ll be my total commitment from the booze menu. I’m only human, you know.”

Charlie nodded doubtfully, “Yep that should do just fine. And make sure Lucy knows that you’re making painful sacrifices. When you invite her round sit grumpily at the dining table with a plate of rabbit food and a glass of water.

And so it was. Bruce continued his gluttonous ways devouring 16oz sirloin steaks, racks of lamb, rib eyes and large greasy cheeseburgers always with chips and usually washed down with three or four Heinekens. After two weeks he was at home, and again Lucy was invited and immediately admonished her ample boyfriend. “Actually I’m starting to lose weight,” he replied, with a rather hungry and forlorn expression. She gave a doubtful ‘humph’ but sure enough the scales didn’t lie. He had lost almost 8lb.

“Oh Bruce,” she said rather guiltily, “I’m sorry I doubted you, I’m so proud of you. How did you do it? And he told her of his determination and painful sacrifices. That night her lovemaking was particularly intense.

Now Bruce is racing in the BVI Spring Regatta, his favorite. Tonight he’ll be at the awards party and intends to enjoy a full meat pizza and a couple of key lime pies. He also has a new girlfriend waiting in the wings in anticipation of his next weighing in ceremony.

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Careful preparation, life-saving camaraderie plus a little luck led the Trinidadian team aboard the 54ft Bertram, Abracadabra, to win the Top Boat prize in the 45th Budget Marine Spice Island Billfish Tournament (BMSIBT), held January 27 to 31 out of the Grenada Yacht Club (GYC).

“All crews that go to Grenada are always very prepared and perfectly capable of taking home the grand prize,” explains Capt. Gordon Dalgliesh, who won this tournament on Abracadabra in 2012. “So, at the start of the tournament it was basically anybody’s game.”

Fifty-one boats carrying 261 anglers from the Caribbean, U.S. and Europe created an impressive parade as they cruised through St. George’s Carenage for the tournament’s Bimini start. Abracadabra then throttled up and headed 20 to 25 miles east to an area known locally as the ‘hump’ where the ocean floor drops to a depth of around 5,000ft. The team set out their spread and started to fish. It wasn’t until 11.00am that they successfully tagged and released a blue marlin and landed themselves on the scoreboard. An hour or two later Abracadabra tagged and released a second blue followed by a sailfish in the last ten minutes of fishing for the day. This catch of two blues and a sailfish put Abracadabra in the lead, albeit with Ramajay from Trinidad & Tobago and Reel Extreme from St. Lucia in close pursuit.

Day two and the Abracadabra team left the dock full of anxious excitement because of the closeness in the scores. They headed to the same productive grounds and released a sailfish by mid-morning. An hour later they tagged a white and were hoping for more when they heard a distress call...
from a fellow Trinidad & Tobago team aboard the 42ft Bertram, Gud Tyme. A big blue marlin broke the swim platform while Gud Tyme was backing down and the vessel started taking on water. Abracadabra, along with Vesper and Reel Extreme, immediately stopped fishing and escorted Gud Tyme in a dramatic run through Prickly Bay to Spice Island Marine, where tournament organizers had arranged a haul for repairs. Abracadabra ran back out to the fishing grounds where the team released a sailfish and white marlin which put them comfortably in the lead – or so they thought.

Abracadabra immediately got to work on the third and final day of fishing by releasing a sailfish. However, Gud Tyme was not only back in the game after using the lay-day for repairs, but on a roll releasing a blue marlin, then a double-header sailfish and a white marlin. This catching streak ultimately tied Gud Tyme on points with Abracadabra.

**A big blue marlin broke the swim platform while Gud Tyme was backing down and the vessel started taking on water.**

“In the intervening time,” Dalgliesh tells, “we caught nothing. Not even any bites. It made us really nervous. Then at 12:30pm we finally hooked about a 450lb blue marlin. We fought it and fought it and lost it after two hours. Luckily, Gud Tyme had not caught anything in this time. The afternoon basically turned into a radio waiting game to find out who would hook the next fish and who would be the one to win. Thank goodness it was us!”

Gud Tyme, which won the BMSIBT in 2011, didn’t go home empty handed. In addition to the runner-up Top Boat prize, angler Michael De Freitas earned Top Angler with the release of six billfish. Three of these De Freitas caught on the last day and they gave him his personal first-ever Grand Slam (release of blue marlin, white marlin and sailfish all on the same day) and won the team the Grand Slam Trophy plus a dinghy and motor from sponsor, Budget Marine.

De Freitas describes his success as preparation meeting opportunity. He adds, “I enjoy the Grenada fishery because of the abundance of species and fish. This makes the tournament very exciting and competitive. The camaraderie on the jetty at GYC is great and the vibe is cool yet relaxed. This is actually my most anticipated tournament.”

Seventy-seven billfish were released during the tournament, a creditable tally considering the high winds and rough seas. For full results, visit: www.sibtgrenada.com

Carol M. Bareuther, RD, is a St. Thomas, U.S. Virgin Islands based marine writer and registered dietitian.
Jamaica’s new hyperbaric treatment facility at the Discovery Bay Marine Lab (DBML) has been in operation since March 2013. Though chambers typically last a long time, the old one had been in use since 1976, so the new chamber is a welcome replacement. While the old chamber was a one person chamber, the new one can hold up to eight people. According Peter Gayle, the hyperbaric safety director at the DBML, the new treatment facility was installed over a period of two years, while the old one was still in place. In total, 360 people used the old chamber over a period of more than 30 years. The Discovery Bay Marine Lab is one of two marine labs registered in Jamaica, and both labs are run by the University of the West Indies’ Department of Life Sciences. The facility in Discovery Bay is the only functional hyperbaric chamber in Jamaica.

The hyperbaric chamber treats a number of ailments, including all conditions that fall under decompression illness (also known as Divers' Disease, The Bends or Caisson Disease). The main conditions of decompression illness (DCI) are decompression sickness (DCS) and pulmonary barotrauma. Divers can develop decompression sickness when they dive too deep, too often, or for too long. Decompression sickness occurs when nitrogen forms bubbles in the blood,
which accumulates in large joints – like elbows and knees. The result is pain when bending the joints. The symptoms of pulmonary barotrauma are similar to those of a stroke. These symptoms are caused by a diver holding his or her breath as they come up to the surface for air. The stroke-like symptoms come on very quickly – typically on or before reaching the surface. Symptoms include a loss of vision, speech, hearing, unconsciousness, and the inability to control one side of the body. It is possible for a diver to experience both decompression sickness and pulmonary barotrauma at the same time. In some cases, decompression illness can be fatal.

Sometimes, when divers realize they are sick, they try to explain away their symptoms instead of immediately seeking treatment. According to Gayle, “the delay and the oxygen shortage makes the problem worse.” The hyperbaric chamber is the only thing that can fix the problem. The chamber gives the patient oxygen to breathe, and the pressure helps to shrink the bubbles in the bloodstream.

The diving population in Jamaica includes commercial divers, commercial fishermen, and tourist divers. Commercial divers don’t often require the use of a hyperbaric chamber. These divers are very well trained to be able to clean and inspect ship hulls, or perform underwater welding. Accidents are less likely. The divers that typically need the hyperbaric chamber are commercial fishermen and tourists. Commercial fishermen dive for lobster and conch with little or no training, and must dive down for long periods of time to catch enough to make a profit. Gayle says that the amount of people who come to the chamber varies. “Sometimes [we get] three or four people in a week, and then sometimes none for months.”

Since March 2013, about fourteen divers have used the hyperbaric chamber – most of them fishermen. There are currently no guidelines for what fishermen can and cannot do, so there is no training or management which can lead to the prevention of diving accidents. Gayle says that work is being done to set up a maritime authority to help train the fishermen.

It is possible that more people will come to use the chamber once they realize that one exists in Jamaica. Countries like Venezuela, for example, have a vibrant medical tourism industry, and people can go to use the chamber. Gayle believes that Jamaica could eventually get some of that market. Turks and Caicos, Bermuda, Barbados, and the Cayman Islands also have hyperbaric chambers, so divers who might not have access to treatment facilities could fly at sea level to one of the islands with a chamber.

Saba Igbe was born in Paris, France and raised in Lagos, Nigeria and Kingston, Jamaica. She now works as a writer in Kingston.
Hosted by the Admiral’s Inn, Nelson’s Dockyard, Antigua, the Superyacht Challenge Antigua is the epitome of superyacht racing and partying, where the sole aim is to create an event for the pleasure of the participants without the constraints of commercialism.

Louay Habib was the only reporter allowed at the event and gives an eye-witness account of the world’s most exclusive Superyacht Regatta.

Paul Deeth and Stan Pearson have been involved with sailing superyachts in Antigua for decades and have created the perfect event. The fourth edition of the Superyacht Challenge Antigua was a spectacular and very private success.

I have long-admired the magnificent 182ft Dykstra designed schooner, Adela, having watched her from afar but I finally got the chance to sail on this wondrous yacht and with the 29 strong crew driving it at full pelt, it was an unbelievable experience.

Getting Adela off the dock and 2000 square metres of sail aloft is a hefty task even with an army but when the mainsail halyard fails to lock into place, you realise it is a very dangerous environment to work in. First mate Will Miner went up the rig, climbing the towering main mast is an ordeal when Adela is stationary but pitching and rolling in three-meter seas, the top of the rig is whipping through the air and with just the luff to hang onto its a perilous venture. Lose your grip and the best outcome is serious injury. Will held on and fixed the issue but he took a big intake of breath and a slug of coca cola when his feet finally made the deck.

Adela came onto the breeze and accelerated into action. You might think that sailing a heavy schooner is a glide but not this monster. Adela lights up, fully putting the scuppers in the water. The boat is easily capable of ten knots upwind and it is a very wet ride as my phone can testify. After an exhilarating beat, ‘Big Red’ was hauled onto the foredeck by
Marie piles on the sails
a gang of muscular crew and the enormous spinnaker was deployed with a text book hoist. Hitting 17 knots of boat speed was an alarming thrill that just lights up your life. I was washed with emotion and this was only the practice day!

The Superyacht Challenge Antigua has a spectacular social programme and settings don’t come much better than the Welcome Cocktail Party at The Gunpowder House, Antigua’s new elite address with an infinity pool overlooking English Harbour.

Racing kicked off on the first day with a pursuit start and a 22-mile course along the southern coast. It was like visiting the land of the giants, only eight yachts but over 1000ft in total length. The course included a windward/leeward section along the edge of Cades Reef, which compressed the fleet in dramatic fashion. The 182ft ketch Marie and the Swan 90 Freya were virtually neck and neck the whole way around the course but the beautiful giant lost out to the elegant ‘little’ Swan by just four seconds. The 102ft ketch, Maramar, won the first race, which was to prove decisive.

The first day had been intense and the competition continued into the evening. Take eight superyacht chefs and challenge them to make the best fare they can come up with and you have a feast fit for a coronation. Adela won the cook off but I must admit to having two helpings of SY Marie’s succulent rib of beef and pulled pork, which was out of this world!

Day Two had two races planned and I jumped at the chance of sailing on the 126ft schooner, Gloria, owned and sailed by one of the ‘Who’s Who’ of guitar legends. What a blast! Twenty knots of wind and a hell of a lot of characters on board. There was some devastating repartee, especially from the foredeck crew. Most of the jokes are unrepeatable but safe to say the laughter turned to sheer joy as Gloria corrected out to win the last race of the day.

The final day of racing had three yachts vying for the overall win: Maramar, Adela and Unfurled as the breeze dropped slightly to produce tricky, shifty conditions. The powerful 120ft German Frers sloop, Unfurled, nailed the pin end of the start in hot pursuit of the fleet that had gone before them in the staggered start. The final race of the Superyacht Challenge Antigua was to produce the closest ever finish in superyacht racing history.

One by one, Unfurled caught and passed the fleet, grabbing the lead on the penultimate leg. Adela wasn’t far behind and launched their huge spinnaker to try to close the gap on the last leg. Unfurled took the win by two seconds on corrected time, which meant the ketch Maramar retained the overall lead and won the regatta by a single point.

At the prize giving, Maramar was roundly applauded as the winner but there was no cup, no speeches, just a barrel of rum that I am sure was bone-dry by the end of the evening.

The Superyacht Challenge Antigua in one word? Amazing.

Louay Habib is a freelance yachting journalist. He writes for a variety of clients including; the Volvo Ocean Race and the Royal Ocean Racing Club.
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If the smiles and laughter at the official prize giving is the measure of a successful regatta, then the 2014 edition of Grenada Sailing Week, sailed January 30 to February 4, was a massive success.

Sailors from the Caribbean and around the world enjoyed racing in a variety of conditions. Grenada Sailing Week is a blend of glorious Caribbean weather, race courses designed to show off the spectacular vistas of Grenada and great parties after sailing.

This year the regatta committee’s mantra was - Spice it Up! Diverse courses provided some high-octane racing action and every night was party night at some of Grenada’s best loved venues. Grenada Sailing Week was hosted by Port Louis Marina, Le Phare Bleu Marina and Prickly Bay Marina. On the water, 14 race courses, ranging from tight windward-leeward to stunning coastal navigations, tested the teams.

The Fun Class is designed for entries that don’t fly spinnakers, that need fewer crew and have a more relaxed approach to racing. Christian Nelias’ Baltic 42, Tropical, was the victor. With a clean sweep of eight straight wins the French team from St. Tropez had the best score of any boat.
competing at the regatta, but the boat of the week was awarded to Peter Morris’ Frers 43 Jaguar from Trinidad.

Jaguar was racing in an exceptionally competitive CSA Cruising 1 division and had an epic battle with Bluewater Sailing’s Chao Lay, skippered by Alex Johnstone, and Canadian entry, Scott Watson’s Boxer. The winner was decided in the very last race, which Jaguar won to take the title. Boxer and Chao Lay tied on points, but Chao Lay’s second in the last race gave the Grenadian team runner up in class.

“Grenada Sailing Week is a fabulous regatta,” commented Jaguar’s skipper Peter Morris. “It is the first event of the season for us and from here we head north to take part in more. The team are all good sailors, but we don’t have any professionals. We are good friends who love to sail and Grenada Sailing Week provides great racing and a fabulous atmosphere ashore. Winning the best performing yacht overall prize was a very special moment for all of us.”

The Blue Peter was the clear winner in the Classics division. The British cutter-rigged sloop was dismasted in Antigua last year and it was great to see this beautiful classic back on the race course and to see that skipper Mathew Barker has her going so well. With most days blessed with good winds, The Blue Peter went like a witch upwind. Stuart Armstrong’s vintage British ketch, Desiderata, was second with Grenadian Danny Donelan’s Carriacou sloop, Savvy, third.

In true Grenadian style, Danny invited many crew onto Savvy to enjoy the regatta, including Peter and Scott who had travelled from the remote Scottish, Shetland Islands. “We have had a fantastic time in Grenada,” smiled Peter, “many thanks to Danny for his hospitality. Like Grenadians, we also come from an island and although our weather can be rough at times, we have the same spirit in The Shetlands and that has been delightful to experience here in Grenada.”
In CSA Cruising 2, a battle developed between two Grenadian entries, Robbie Yearwood’s J/24, IWW Die Hard and Jason Fletcher’s Albin Stratus 36, Apero. IWW Die Hard was two points off the lead going into the last race, but Yearwood’s team sailed a cracking final race to take the title.

In CSA Racing division Mark Chapman’s RP37, Dingo, was unstoppable, winning the division with a race to spare. Richard Szyjan’s cool-looking, modified Hobie 33, Category 5 was second with Antigua’s Bernie Evan Wong, racing Hi Tension, in third.

Island Water World Grenada Sailing Week is dedicated to great racing but the event is also about having fun ashore. Port Louis Marina’s opening party was sensational; Le Phare Bleu Marina Pirate Party was a roaring success.

The prize giving ceremony at Prickly Bay Marina was attended by the Hon. Alexandra Otway-Noel, Minister for tourism, civil aviation & culture who said: "Sailing is a very important part of the culture of Grenada and we welcome visiting sailors with open arms."

After the ceremony a mass steel band, positioned all around the dance area, filled the dance floor with revelers, but there was even more to come. A breath-taking fire dance troop was followed by the full complement of the Tivoli Drummers. Sailors joined in with the group and limbo dancing and a conga really got the party going.

The skies above Prickly Bay lit up with a spectacular firework display and then Barracuda and his band turned up the volume with rock and roll and despite five days of intensive racing, the party went on until the small hours.

For more information and full results, visit: www.grenadasailingweek.com

Report by Louay Habib. Photography courtesy of Grenada Sailing Week/Derek Pickell
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Today’s onboard electronics can be a dizzying mix of useful and sophisticated technology with capabilities that boggle the mind. At the heart of any good system there should be a quality chart plotter that allows the navigator quick and easy access to charts, waypoints, routes and overall situational awareness. Fortunately, there are plenty of chart plotters available and selecting the right one for you is a matter of determining which features best fit your needs.

There are several factors to be taken into account when selecting a chart plotter including the size of the display along with how and where it will be mounted. Do you require multiple displays that interface with one another, or a stand-alone unit? In which area will you be boating and what charts do you require? What type of screen would you prefer and do you want other features on your chart plotter such as radar, sounder, video input or even engine data? One man’s bells and whistles can be another man’s necessity.

**Size Does Matter**

It is generally recommended that chart plotter consumers should select the largest screen size that helm real estate and the wallet will permit. If you take an average sized NOAA paper chart, reduce it and segment it to fit into a small screen size, you will quickly realize that bigger is better. The larger the screen the less zooming and panning will be necessary. And for those of us needing glasses, bigger screens are simply easier to see. Chart plotters are com-
monly available with screens as small as four inches to as large as the largest widescreen TV. The common and popular sizes for most craft are in the 4, 5, 9, 10, 12, 15 and 19 inch sizes, measured diagonally across the screen. Prices jump incrementally with every inch so a balance between size and cost is advised. Screens used in most marine chart plotters are high-grade displays, with high pixel counts and bright backlights, that allow easy viewing in bright sunlight and when wearing polarized sunglasses. Another factor to determine screen size is to remember that most chart plotters are now multi-function displays – meaning they will display a lot more than just charts and include things like depth, radar, weather or other information. This may result in using split screens to show different data.

What you want displayed on your plotter along with your charts will also help narrow down your choices. Some plotters are stand-alone, others may have a sounder built in (usually for not much more money than stand-alone units). They may also have the capability of plugging in radar, video and black box modules. Manufacturers such as Lowrance’s HDS Gen2 Touch series have chart plotters that have sophisticated sounders built in, with down and side sonar imaging along with radar plug-in capability, as does Garmin in its new line of 10, 8 and 7 inch GPSMap XS series chart plotters. Larger units such as Simrad’s NSS or NSE series displays; Raymarine’s E series, or Furuno’s Navnet TZ units, are available in screen sizes 12 inch or larger, give more sophisticated networking capability, with multiple display possibilities, repeating charts and information between them. Many of these larger plotters add features such as sounders by adding black box modules that tie into the network, increasing capability and cost.

Most manufacturers now offer some kind of wireless networking to a tablet or smartphone with their mid and high-end plotters. Some newer manufacturers’ applications will turn your tablet or phone into a full functioning remote rather than just a repeating monitor. This can be useful for trip planning while in your cabin or sitting comfortably in the salon or cockpit enjoying a sundowner. An example would be Simrad’s GoFree wireless system composed of a wireless transmitter that is connected to one of its chart plotters and a GoFree app that is downloaded from the Android Market or iTunes. The tablet can then, theoretically, act as a remote second station.

Many chart plotters are now being offered with touch screens along with software that replicates the tablets we are so familiar with. Not all touch screen units are the same, however, and it is recommended to get your hands on one (pun intended) and try it for yourself. With some plotters you may find icons are small and hard to hit in a rocking boat. Operating systems vary in logic and use, and features such as pinch to zoom may be available only on some models and not others. Definitely try before you buy to find the system that is the most fluid for you. Touch screens are proving to be pretty robust and are a quick and easy way to get around pages and functions on chart plotters. Doing away with many buttons, some of the new chart plotters with touch screens are now going with an all-glass look, lacking bezels, and can
be flush mounted, giving a sleek, uncluttered and futuristic look to your helm.

Probably one of the most important and most often overlooked features of a chart plotter is the cartography it is able to use. Some manufacturers use proprietary cartography based on their own surveys along with raster and vector charts from various sources. Garmin is one such manufacturer and offers Blue Chart g2 Vision cartography that allows for auto-routing capability (set up the plotter with your draft and overhead clearance and just move the cursor on the chart to where you want to go and it creates a safe route for you automatically), along with many other features. Manufacturers such as the Navico group utilize Navionics software. Some of their units are even able to record sounder information and manual entries to a storage card and then upload it to the Navionics website, creating detailed custom bathometric charts with user data filling in and adding detail. Other manufacturers such as Furuno, Standard Horizon and Hummingbird can utilize Jeppesen C-map cartography. Jeppesen is now offering C-Map 4D cartography. This cartography includes raster and vector chart capabilities with 3D charting, easy routing (Jeppesen’s routing capability is possible when boat parameters are entered), and satellite imagery. You can even add on by purchasing separately highly detailed bathometric and fishing charts. Before investing in a chart plotter, it is a good idea to research the cartography that is preloaded or the charts that can be purchased and added. Certain charts may be better for your proposed boating area than other manufacturers’ charts. This is especially true if boating internationally. Do your homework so you won’t be disappointed.

As time passes chart plotters are getting faster, more powerful with larger memories, processors and instruction manuals (or PDF files). By doing your homework and deciding what you want from your chart plotter and how it should perform, you will get the right one to help you navigate with confidence.

Glenn Hayes is a freelance photographer and writer living in West Central Florida. Specializing in marine and location photography, his work covers commercial, editorial and fine art work. www.HayesStudios.com
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You don’t need to BYOB (bring your own boat) or hope for an invite to crew in order to get a front row seat racing in the Caribbean’s biggest and most exciting regattas. There are several great opportunities to charter. These include everything from renting an entire boat to signing on for a crew slot.

Steven Landy, who crewed with fellow members of the Norwalk, CT-based Sound Sailing Center (SSC) on the Hanse 40, Bermuda High, in last year’s St. Thomas International Regatta, says, “A regatta charter is a great way to explore racing if you haven’t done it before.”

Regatta charters are gaining popularity each year, explains Brittany Weatherby, North American marketing manager for Clearwater, FL-headquartered Sunsail, the official yacht charter sponsor of Antigua Sailing Week. “We have had a number of our sponsored regatta’s sell our fleet out for their spring regattas. One of the greatest additions is the use of Sunsail as a cruising option for yacht clubs looking to give their members a winter cruising opportunity. Many of these groups will charter a number of Sunsail yachts to race in the larger Caribbean regattas.”

Most important is for potential racers to match their skills and experience with the type of regatta charter that best fits their needs, explains Peter Anthony, director of Ondeck Antigua. “Some individuals are very experienced while others are complete novices. Therefore, they need to be sure that the yacht they join has the same orientation and can offer training at the novice level and the right challenges for the seasoned racer. They also need to look at how serious the racing will be on that yacht. Most yachts are serious
about the racing and the partying!"

Ondeck Antigua offers a mix of racing yachts from company-owned Beneteau 40.7s, a Santa Cruz 37 and a Farr 65 to yachts they act as agent for such as a Beneteau First 50, a 77ft ocean racing yacht and a Grand Soleil 43.

Small yachts, in general, are usually chartered in their entirety.

“There’s been resurgence in small boat racing as compared to the 60 to 80-footers,” says Paul Stoeken, owner/operator of Island Sol in St. Thomas, which charters IC-24s for the St. Thomas International Regatta. “We’ve had people from on-island charter one of our ICs and bring their buddies down to race. We’ve also had teams from St. Maarten, Spain and Italy charter. Our boats are race ready.”

The price to charter an entire yacht that’s 40 to 60-plus-feet
Chartering in length ranges from US $12,000 to $25,000, says Ondeck’s Anthony. “Regattas do vary in price due partly to duration but mainly supply and demand with Antigua Sailing Week and the St. Maarten Heineken Regatta being the most expensive. We include race entry and berthing within our pricing and onboard accommodation. One or two practice days and delivery of the yacht to the regatta is also included.”

Prices range from US $1500 to $2400 for a crew spot on a yacht for a regatta, Anthony adds. “For individuals, we include food and drink whilst racing and accommodations on board.”

Performance Yacht Charters, based in the UK, offers both types of regatta charters. Their First 40, Southern Child, and J/120, Sunset Child, are chartered by the yacht and their Swan 51, Northern Child, is chartered by the crew slot.

“The individuals who charter individually as crew are usually a lot less experienced,” explains Christian Reynolds, who owns PYC with wife Lucy. Both hold RYA Yachtmaster Ocean licenses and serve as the professional crew on board Northern Child, with ten to 12 slots available for crew.

“Based on a person’s size and experience, we’ll put them in a sensible place or where they’d like to be and train them in that position. We teach a proper racing experience and frequently have podium finishes.”

Group charters where fees range from US $600 to $800 per person is what Martin Van Breems offers aboard his SSC’s Bermuda High. “I skipper at the starts and then hand the helm over. Everyone (who wants to) takes turns driving. We spend lots of time rotating through positions to help everyone learn and grow.”

Those who’d like the experience of racing aboard a multi-hull can sign up for a crew slot aboard Fast Cat Cruising’s Outremer 55, Teora. “No experience is required,” invites Maas Hanen, who is based in St. Maarten and owns the yacht with partner Cristina Figueira.

A big advantage of a race charter, by the yacht or by the slot, is the ease of logistics.

Sunsail’s Weatherby explains, “Participation in a regatta is structured the same ways as our charters. The charterers pick their boat up at the Sunsail base, go give it their all in the regatta and then drop the yacht back at the base upon their departure.”

Finally, there’s more to a regatta charter than just the racing. Landy, who crewed on the SSC’s Bermuda High, tells, “At the end of each day we all went swimming right off the boat in the cove we moored in, rum and coke in hand. We also attended great parties each evening sponsored by the regatta and met lots of new people from the other boats. It was a lot of fun.”

Carol M. Bareuther, RD, is a St. Thomas, U.S. Virgin Islands based marine writer and registered dietitian.
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Appoaching Panama, the winds tend to die and the sea becomes still, even glassy. This is what we experienced 60 miles off the Panamanian coast after three days close hauled from Jamaica. The winds had been south of east the whole way, turning this supposed ‘easy wind on the beam’ sail into a close reach with the winds just off the port bow. Even so, the crisp 20-25 knot winds kept us going at a steady eight knots and allowed us to make the 570 nautical mile transit in three days.

The coast was hidden in haze and the first things we saw were the huge silhouettes of ships from all over the world. Tankers littered the horizon and provided some fun as we maneuvered to avoid them as they held their course without a care in the world. When approaching the breakwaters of Colon, it is essential to not only follow the rules of the road and keep to starboard, but preempt the entry or exit of one of the many ships trying to make their way in and out of the harbor.
The anchorage for yachts at Colon is known as 'The Flats' and is marked by yellow buoys located just south of the large Cristobal Container Terminal. If you do not want to sit at anchor or need to get anything done without too much hassle, Shelter Bay Marina is your only option. In the past there were a few other docks available including the Panama Yacht Club, all have now been disbanded. Shelter Bay has everything a cruiser needs and at competitive rates. The pool and one dollar beers were a treat after being at sea! We decided to hold up here for a few days and sort out the canal paper work and get a few things done including picking up the last two members of our crew.

After securing to the very nice floating dock in Shelter Bay we were given the contact details of Erick Galvez, recommended as a trusted canal agent. Galvez was definitely on the ball. We met the next day, submitted our paperwork, and within two days had a spot in the canal. All customs and
immigration is done on site by an officer who comes to the marina in the morning and works from a small office behind the marina complex. All other documentation including cruising permit, zarpe, and possibly visas will be done through the agent. All of this is of course possible without an agent but if you are one who can’t stand the hassle or, like us, are tight for time, then I recommend you spend the $350 in agent fees.

As for Colon, this interesting hub of Central American commerce is a great experience but in small doses. Personally I would not want to spend days hunting down the official documents and signatures needed to obtain canal clearance. That said, the city offers almost everything one could want. You just have to find it! It is best to fill your propane tanks here as well. If you are in Panama City, you have to hire a taxi driver to take them and fill them for you. We made this mistake but luckily there were many other cruisers with the same problem, so together it was more than feasible.

If you are preparing for a long voyage, Panama is definitely the place to stock up. A wide range of foods can be found in Colon or Panama City. Alcohol is very cheap and, even with the tax, gives St. Maarten a run for its money. Diesel is best bought in Panama City. We paid $3.66 a gallon from a fuel dock, so no need to carry jerry cans to a fuel station. All this was accomplished at the Balboa Yacht Club in Panama City.

Directly before the first lock, on the Pacific side, lies Balboa. This is the only secure place for cruisers to leave their boats long or short term. They have moorings and a tender service to shore. These are paid by the day per foot. Apart from that there are two other anchorages available on either side of the Amador causeway. One is in the south cove, however, the swell and tides make it uncomfortable at times and one has to pay to use the dinghy dock. The other, more protected anchorage, lies on the north side past the fancy Flamenco Marina but this can be very hot and the dinghy dock is very sketchy. We tried both anchorages for a week and then decided to tie up at Balboa for peace of mind and to be closer to the city.

In terms of yacht repairs and spare parts, I was amazed at how little was on offer. We needed a new Volvo dripless shaft seal and after two weeks of hunting around, including visits to the Panama Volvo dealer, we had one sent from St. Maarten, which arrived in two days. There are many hardware and automotive stores where you can buy tools and general supplies but anything ‘boat’ specific is a problem. Ordering parts from the US (or St. Maarten, we use Budget Marine) and having them couriered is the best option for price and time. Do not expect local expertise unless you own a sport fishing boat.

EDITOR’S NOTE - In June 2013, Max Loubser, Laura Bijnsdorp, Kippy Gilders, Alex Nebe and Maria Merkens, young friends who grew up together on St. Maarten, boarded Corina IV, a Beneteau Oceanis 52 loaned to them by former St. Maarten businessman Allard Stamm, and set off to sail around the world. Currently they are heading for South East Asia. To learn more, visit: www.readysetsailnow.com
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Lionfish are selling like hotcakes in the fish market in Portsmouth, Dominica. The local divers have been killing this non-native and invasive species (AAS January 2009) and locals have taken up the cause by eating the delicious fish. I know that in some areas eating reef fish can put you at risk for contracting ciguatera. I also have heard that other areas are very low risk for ciguatera. Curiosity got the better of me and I fished around to find out some facts about ciguatera fish poisoning.

Ciguatera is a toxin that occurs in tiny marine organisms called dinoflagellates (Gambierdiscus toxicus). The dinoflagellates attach to marine algae, which is eaten by reef fish. Ciguatoxin is fat soluble and herbivorous fish consume this microalgae and the ciguatoxins are stored in the fat of fish and are bioaccumulated; the little fish eat the algae and get a dose of the ciguatoxin, then a larger fish eat many of the little fish and then a barracuda comes along and ingests the medium fish and the toxin is accumulated and passed through the food chain. To avoid ciguatera know what kind of fish you are buying and where it was caught.

**HAVE YOU SUFFERED FROM CIGUATERA POISONING?**

If so, *All At Sea* would like to hear from you. Please send details naming type of fish eaten and where caught or bought, to: editor@allatsea.net

EDITOR’S NOTE: Devi says she has eaten lionfish in Grenada and finds it delicious.
Ciguatera is also accumulated in our fat; so you might not get sick the first time you consume the toxin. A sub symptomatic load might go unnoticed and only come to your attention when you get another dose of ciguatera that triggers the symptoms. You do not become immune to ciguatoxins.

The symptoms of ciguatera poisoning can vary from person to person. The most common symptoms include: nausea, vomiting, diarrhea, dizziness, headache, and numbness and tingling of limbs. More acute symptoms include a feeling that your teeth are loose and confusing hot and cold temperatures. Death due to heart or respiratory failure occurs in rare cases. Symptoms may persist for months or years, or reoccur periodically. There is no antidote for ciguatera poisoning. A trained doctor can make you more comfortable and reduce the symptoms.

The symptoms are enough to scare anyone from eating fish, but not to worry, not all fish carry ciguatera. There are two things to consider: where the fish was caught and where the fish feeds.

Fish that feed on reefs—or fish that feed on those fish—are high risk. For example barracuda feed at the top of the food chain so it is best to avoid them. Other high-risk fish include some species of grouper, snapper, parrotfish, eels, king mackerel, big eyed jack, amberjack and probably lionfish. The question of ‘where’ is harder to address, but some areas in the Eastern Caribbean are hotspots for ciguatera and others seem to be immune. In a comprehensive review of ciguatera in the Eastern Caribbean (Ciguatera in the Eastern Caribbean by David A. Olsen, David W. Nel lis, and Richard S. Wood, National Marine Fisheries Review 1:13) the authors write that there are three primary centers of ciguatera concentration. The first is around Redonda between Antigua and Montserrat. The second area is between the eastern edge of the Saba Bank and along the southern edge of the Anguilla Bank. The third hot spot of ciguatera is along the narrow shelf south of Norman and Peter Islands in the British Virgin Islands. There are fewer cases of ciguatera reported south of Martinique.

Unfortunately, ciguatoxin is heat-stable, so cooking will not detoxify the fish. There are many folk methods to detect the toxin in a fish, but none have proven to be accurate. A test kit was developed in Hawaii, but is no longer available, so the best way to avoid ciguatera is to avoid eating reef fish and fish that are high order predators. Identify any fish you catch on your boat, even at sea and be very cautious of unknown fish in local markets. Mahi, tuna and other pelagic fish should be free of ciguatera.

Devi Sharp is a retired wildlife biologist and exploring the Caribbean with her husband, Hunter on their sailboat Arctic Tern.
Regatta season doesn’t stop when the winter finishes. The spring, summer and fall all feature racing events that offer a mix of competition, camaraderie and celebration.

April 7-12
OYSTER REGATTA – ANTIGUA 2014:
Scheduled to follow the celebrations marking the finale of the Oyster World Rally, this regatta will welcome over 35 yachts. Entries include five 80-footers, one 100ft superyacht and six triple award-winning 625s. “Oyster Regattas are run on a ‘hands on’ basis by our staff and, with the emphasis on fun, include parties and social functions every evening, not just for owners but also for their crew and friends,” explains UK-based communications manager, Samantha Kirk. www.oystermarine.com

April 14-19
LES VOILES DE ST. BARTH:
Over 60 yachts are expected including eight maxis, three IRC 52s, and today’s finest cruising racers such as Swans, Grand Soleil and X Yachts. New are lots of short courses for more tactical legs. “The racing is what any boat could ask for: varied courses, professional and competitive,” explains organizer Annalisa Gee. “Then, when the teams come to shore, we spoil them rotten with fun events and everything super Frenchy, sexy and high quality.” www.lesvoilesdesaintbarth.com

April 17-21
BEQUIA EASTER REGATTA:
“The usual mix of great racing, daily prize-giving and parties, plus plenty to entertain onshore organized by
the community is what makes this regatta so much fun,” says secretary of the host Bequia Sailing Club, Nicola Redway. “Many boats have raced here before, so it’s like a big reunion.” Racers, cruisers, J24 and Surprise classes as well as local fishing boats compete. www.begos.com/easterregatta

April 17-22
ANTIGUA CLASSIC YACHT REGATTA:
The 130ft J Class Rainbow, 60ft schooner Mistress and Spirit Yachts Dido, Happy Forever and Nazgul of Fordell are registered to race in this the largest classic yacht regatta in the region. “We are expecting around 60-plus entries,” says press officer, Ginny Field. The Parade of Classics on April 20th is not to miss! antiguaclasics.com

April 18-21
MONTEGO BAY YACHT CLUB EASTER REGATTA:
This regatta has come to be known in the sailing community, says MBYC vice commodore, Lynda Langford, “as a perfect weekend of fun-filled sailing, where, at our All Comers race, everyone, regardless of yacht size or class of boat, is equal at the line!” There’s also single-handed racing and fleet racing, plus a Pico race and Easter Egg Hunt ashore for juniors. www.montegobayyachtclub.com

April 27-May 2
ANTIGUA SAILING WEEK:
The Guadeloupe to Antigua Race on April 25th and Yachting World Round Antigua Race on April 26th, get sailors in the mood for the main event. Over 100 yachts, including a hoped-for Oyster class, are expected to race in ASW. New this year, says organizer Alison Sly-Adams, “the Tuesday night party will move back to Shirley Heights Lookout. There will also be a street party on Thursday night where the Wadadli Grill will come alive and ensure everyone enjoys a fantastic evening of authentic Antiguan food and culture.” www.sailingweek.com

May 1-4
WEST INDIES REGATTA:
Eight to ten entries from Carriacou, Grenada, Union Island, St. Lucia, Antigua, Nevis and Anguilla are expected to sail in this St. Barths-based event that celebrates the dying art of Caribbean boatbuilding. This year, the regatta coincides with the arrival of the Transat boats from France. “There will be an artisanal market again, live music and much more,” says organizer, Alexis Andrews. westindiesregatta.com

May 7-11
TRISKELL GUADELOUPE & DOMINICA TOUR:
Chartered and private yachts enjoy a five-day four-island hop that is a regatta for experienced sailors and a rally for those who want to sailing along and enjoy the parties. www.triskellcup.com

May 9-11 (Provisional Dates)
ANGUILLA REGATTA:
Locally-built and production boats compete in round the buoys and round the island races. Proceeds benefit the Anguilla Youth Sailing Club. www.anguillaregatta.com

May 15-18
BARBADOS MAY REGATTA:
Raced out of Carlisle Bay, classes open to competitors include spinnaker and non-spinnaker racing, cruising, multi-hull and one-design J/24. www.sailbarbados.com
Caribbean Regatta Preview

May 16-18 or May 23-25 (Provisional Dates)
CAPTAIN OLIVER’S REGATTA:
Over 30 boats are expected to race in several classes out of St. Martin’s Oyster Pond. regatta.yolasite.com

May 23-25
FOXY’S WOODEN BOAT REGATTA:
The 40th anniversary debuts the Jost Van Dyke Preservation Society’s sloop Endeavor. “We hope to have a full class of local Tortola sloops including Moonbeam, Youth Instructor, Seamoon and Intrepid, all racing with Endeavor,” explains commodore of the host West End Yacht Club, Martin van Houten. ‘Classic Plastic’ or production boats 30-plus years old are the majority of the entries. The relaxed venue with prizes for all makes for a fun weekend. martin@sailsistership.com

June 16-22
INTERNATIONAL OPTIMIST REGATTA:
A clinic, team race and three-day fleet race gives juniors a real Opti-tunity to win trophies and improve their sailing skills. Over 100 seven to 15-year-old sailors from the Caribbean, U.S. and Europe are expected. Charters are available from McLaughlin Boat Words. www.styc.net

August 1-4
CARRIACOU REGATTA:
Some 60 boats will race in this the biggest and oldest work boat regatta in the region. “The waters are ideal for sailing, the food is good, the people are friendly, the atmosphere is always festive, and it’s a safe and relaxing weekend for visitors,” says organizer, Leo Joseph. www.facebook.com/carriacou.regatta?hc_location=timeline

August 15-17
ARUBA REGATTA:
There will be some 80 sails on the water off the beach between the Airport and Oranjestad, including a fleet of beach cats. New this year, says Eric Mijts, president of the Aruba Regatta Foundation, “will be a self-built boat race, a Stand Up Paddleboard competition and micro-boat races.” Spectators can watch the action right from the beach. www.arubaregatta.com

October (TBD)
47TH BONAIRE INTERNATIONAL SAILING REGATTA:
Beach cats, Optimists, fishing boats, micro boats, CSA racing and CSA cruising yachts are invited to set sail. The regatta features just as many activities ashore including nightly parties, plus softball game and football games. www.bonaireregatta.org

Carol M. Bareuther, RD, is a St. Thomas, U.S. Virgin Islands based marine writer and registered dietitian.
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It only takes one hurricane in our vicinity to wreak havoc with our lives. Sustained winds at a hundred knots, mountainous seas, six inches of rain in an hour with an eight-foot storm-surge—combine these with flying debris and you have a terrifying scene. For those of us who play roulette with our yachts by keeping them in the hurricane zone during hurricane season (many of us do), this is a serious matter! Insurance aside, the main issue is to find a way to protect our yachts and find safety. If we actively sail our yacht during the Caribbean hurricane season, we run for the mangroves ahead of numbered and named storms to deal with the mania caused by our peers staking claim to contested mangrove habitat or, God-be-with-us, head to sea (as some have done) to navigate away from the path of a hurricane. Many times I’ve faced fatigue, stress and sickness while keeping my boat in the water all year—been there, done that. I know one guy who got dengue fever while tied to a mangrove in Vieques, trying to ride out squalls on the fringe of a Category 1 storm. If we care about the safety of our boat-neighbors and our vessels, we face some responsibilities of profound impact to ourselves and our community.

Several years ago I gave-up the freedom of having access to my boat during Hurricane Season and hauled-out at Puerto Del Rey Marina in Fajardo, Puerto Rico—lashing her to high-ground for peace of mind. This also gave me the opportunity to do other things like comb the Atlantic-side beaches of our Caribbean isles, which shoal-up when the prevailing summer winds veer south, and take advantage of great snorkeling spots inaccessible during the Caribbean winter. I even go ‘off island’ with my wife to visit the ‘real’ world again.

Now I relish my new-found freedom to safely leave the boat at Puerto Del Rey and take a break from the stress of dodging hurricanes!

Hurricane tie-down storage is the best option to protect our yachts and our sanity. However, there are very few marinas which offer tie-down facilities, and I doubt any would offer complete protection during a direct CAT 5 strike. The key components to look for in a highly-secure hurricane tie-down facility are: (1) boat yard regulations that encourage our storage neighbors to prep their yachts for extreme wind-speeds, (2) protection from hydraulic forces and erosion caused by storm surges that carry heavy surf ashore,
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also withstanding gushing rivers that swirl through the boat yard as they purge flood water, and (3) tie-down structures of heavy construction that remain un-earthed during periods of total saturation of the ground with sea and rain water.

Strap procedures for yachts in a tie-down facility are an important concern, too. Catamarans must use tie-down straps between the hulls, not just rely on straps extending outward, because these un-ballasted vessels become lift-generating aero-foils during a hurricane; they tend to break free, and may become airborne (see photo). This scenario is hard to imagine but really happens, and should certainly makes us think twice when talking about a good ole-fashioned ‘hull-flying contest’.

Puerto Del Rey Marina in Puerto Rico provides robust storage solutions for vessels seeking safety during hurricane season, and the recently expanded tie-down facility now offers more space for vessels seeking highly secure tie-down storage. PDR’s hurricane-proof steel and cement structure is buried in the earth, and the storage location is protected from the sea by 100,000 square meters of US NAVY controlled mangrove. The marina is committed to protecting vessels from hurricanes, and provides a block-and-jack-stand support system within a highly flexible network of strong tie-down points; they require adherence to prudent procedures which guard the community of boats against wind forces of exponential proportions. It’s well worth investigating the benefits that a quality tie-down facility like Puerto Del Rey Marina has to offer before a hurricane blows in!

Paul Exner is president of Modern Geographic. Paul provides sail training and consulting for the ocean-going sailor. Currently, Paul is a management consultant for Puerto Del Rey Marina, consulting on various development projects including hurricane tie-down storage.
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A desire to grow up and achieve great things on the world stage and actually doing it isn’t an impossible dream. This was the story told by three members of America’s Cup winning Oracle Team USA who spoke at the St. Thomas Yacht Club about their beginnings in the sport and their roles in the biggest come-from-behind victory in sporting history.

Skipper Jimmy Spithill, a native of Australia, made a name for himself on the junior match racing circuit and was tapped for his first America’s Cup back in 1999 as a 19-year-old. Grinder Shannon Falcone, from Antigua, got his start as an eight-year-old hanging on the backstay of his father’s boat while sailing in events like the St. Thomas International Regatta, BVI Spring Regatta and Antigua Sailing Week. Designer Kirst Feddersen, born and raised in St. Thomas, sailed small dinghies during his public and private school years on the island, then embarked on a nautical design career after graduation from Embry-Riddle Aeronautical University in Florida. Collectively, with the 147 other members of Oracle Team USA, Spithill, Falcone and Feddersen made history by winning the 34th America’s Cup – the oldest international sporting trophy dating back to a Deed of Gift given in 1851 – in a way that made sports history.

What was it that led Oracle Team USA, on the brink of defeat after losing eight to one to Emirates Team New Zealand, to come back and champion eight consecutive races to take home the trophy?

“It wasn’t so much one thing as lots of little things,” explains Spithill. “The boats were very technical. It was akin to driving a Formula 1 race car. It was good this wasn’t a weekend race but spanned a couple of weeks so we could have that learning curve take place. In the end we just kept chipping away until we won. After all, it’s not about how you start but how you finish.”

Falcone’s advice to young people who want to follow in these footsteps is this: “Be willing to put your head down and work hard, be a team player, and be able to learn from your mistakes. Your reputation is everything in the sailing world.”

Even those who aren’t actively sailing can be part of an America’s Cup team via other skill sets, says Feddersen. “There’s a need, for example, for electrical engineers, boat builders and riggers.”

Spithill, Falcone and Feddersen all agreed that the Caribbean was the ideal place to learn to sail given the year-round warm weather and constant tradewinds.

Sales of tickets and raffle prizes from the night’s talk benefited the St. Thomas Yacht Club Youth 420 sailing program. Youth interested in learning to sail can take lessons at the St. Thomas Yacht Club. Prospective sailors must be at least five-years-old and know how to swim to participate.

“Stopping by the Club on a Saturday morning is a great way for young, interested sailors to see what goes on and talk about signing up for the spring session that starts in April,” invites Margo Lynch, the Club’s head of junior sailing. “Currently, all learn to sail classes are scheduled for Saturdays. Financial aid is available.”

For more information about the Club’s sailing program or to make donations, call (340) 775-6320 or Email: stycsailing@gmail.com

Report by Carol M. Bareuther
Traveling to the Caribbean can be challenging, especially if you need to bring a 44ft boat with you to compete in a highly competitive regatta.

But if you have the money and some of the best sailors from around the world, things become a little easier.

For the first time since 2010, a leg of the RC44 Series was held in the Caribbean. During previous seasons, the closest it had come to the region was Key West, Florida. The Caribbean regatta was billed as the RC44 Virgin Gorda Cup hosted by Yacht Club Costa Smeralda in North Sound on February 12-16.

The defending champion was Team Aqua, which pulled off a come-from-behind victory to win the Virgin Gorda Cup.

“We won last season, so we set ourselves a pretty high bar,” Team Aqua grinder Ben Graham said.

Team Aqua was among the nine teams from around the
world who competed in the four-day regatta.

“The concept of this fleet is to move around,” said RC44 Class Manager Betrand Favre.

On average, a team spends about $700,000 to compete in the five-race series, while a new RC44 boat with sails costs about the same. The series started with the Virgin Gorda Cup.

Christian Kamp of Team Artemis sails more than 200 days a year. He considers himself lucky to compete for Torbjorn Tornqvist, the team’s owner and driver.

“It is a huge commitment,” Kamp said. “It is a lot of money and time out of his busy schedule. We are really fortunate to have an owner who is this keen and willing to spend money and go traveling on this great circuit.”

Mr. Kamp first visited the BVI when he competed in the Melges 32 Sailing Series last February, which was also hosted by YCCS.
“That is when we actually decided to have this class here,” Kamp said.

He sat down with the organizers and lobbied to have the event in the BVI.

“It hasn’t let us down,” Kamp said.

However, there were some challenges.

A few hundred yards away from YCCS, a barge with seven containers and a large crane was anchored and held in place by a tugboat. The containers were filled with workbenches, sail racks, splicing devices and enough tools to make a small chandlery envious.

“One once you go from a 30ft boat to a 40ft boat you need that kind of set up,” Kamp said. “They race boats; they need a lot of maintenance. They are made out of carbon. A lot of stuff breaks, they are made as light as possible. Obviously, when we push the boats, they start breaking down. It is like a race car.”

He estimates that the RC44s, designed by Russell Coutts, can reach speeds of about 25 knots.

The boat’s design allows it to be shipped easily from venue to venue.

“The RC44 actually removes a lot of the challenges from shipping from the normal boat. They are quite narrow,” Graham said. “The stern comes off and allows it to fit in an open 40ft container. They are relatively easy to ship.”

However, there were some logistics with getting the boats to the BVI.

“Bringing the fleet here was not easy,” Favre said.

He said the draft at Port Purcell on Tortola is very limited, so finding a container ship that was on its way to the territory with the proper draft was challenging.

The boats started arriving in early January and were set up at Nanny Cay Marina, just a few miles away from Port Purcell.

Three days after the regatta, the boats were disassembled and packed in containers to be shipped to the next venue — Cascais, Portugal.

The RC44 series has 12 to 13 teams, but the “trip to the BVI was a little bit expensive” so some teams opted not to compete in the Caribbean regatta, Favre said.

Currently, the organizer is working on next year’s schedule, which will be finalized in July.

“It is a great venue,” Favre said of the BVI. “We will for sure come back at some point.”

For results and information about the RC44 Circuit, visit:

www.rc44.com

Todd VanSickle is a journalist who lives and works in the Virgin Islands.
After watching the Budget Marine Interlux One-Design Regatta sailed on St. Maarten’s Simpson Bay Lagoon in February, there can be no doubt that one-design regattas are changing sailing for the better.

Organizing a regatta is no easy task but as the Interlux Regatta proves, if you provide the right incentive and make regattas accessible to a wide variety of sailors, competition will be of the highest quality. The Interlux Regatta brought together different levels of skill and expertise, was fun, and produced some surprising results.

With experienced racing sailors heading most of the 14 teams, the score sheet at the end of the two-day, 15 race regatta made interesting reading.

Overall winner Han de Bruyn Kops went into the regatta confident he would win.

“We should have won the first race but were late at the start, but sailed quickly to third,” he said. “Sunday’s first race we were first but made a wrong decision and...
ended the race in seventh place, which meant we had to win the last two races, which we did, under pressure.” De Bruyn Kops put the win down to 40 years of sailing and racing experience and lots of training and starts that gave him “a better knowledge of the rules than most others.”

Team Family Beckman, that is Carlos Beckman, his wife, and their two children age five and six, finished the regatta in seventh place. With a full wind, I assumed the young family would find the regatta challenging and perhaps even a little daunting especially when up against, and beating, more experienced sailors.

“Not so,” said Carlos, “my wife and kids like it very much and it seems to me it would be more challenging to find babysitters, etc., if we were not doing it together. After the initial reaction from some of the rival competitors, they all know us and have shown great appreciation and treat the kids very nicely. This is very refreshing as it can get pretty competitive out there.” He adds, “The kids love being part of it and getting recognition from the top sailors from the island.”

Frits Bus’ Team Island Water World One finished in sixth place overall. Bus is one of St. Maarten’s most successful sailors and races everything from superyachts to Lasers. A proponent of one-design racing, Bus says the Interlux is his favorite regatta.

“It was again challenging [the regatta] with very difficult wind shifts and a strong field of competitors. Team IWW One didn’t do as well as usual, having won this regatta five times, but it was as exciting as ever, well organized and well run,” Bus said.

Conditions on the Simpson Bay Lagoon test even the best sailors as Team Budget Marine/Gill confirmed. Skipper Andrea Scarabelli and crew Chris Marshal and Ryan Hope Ross went into Sunday at the head of the leader board. Within sight of victory, it all went wrong and they had to settle for second place overall behind Han de Bruyn Kops and Team Han.

“When the racing is so close, any small mistake can cost you the meter that you need to put your bow in front of the opponent at the finish line,” said Scarabelli. “In our case we lost it at the last tack of the last race 50 meters from the finish. We crossed on port just inches in front of Han but couldn’t tack back immediately because we were too close to him. When we did, he was already free from our coverage so he managed to cross the finish one meter in front of us. Winning the last race would have meant winning the regatta.”

Andy Budgen of Team Volvo 70 Charter Black, finished in third place. After the race, Budgen left for Antigua to take part in the Caribbean 600.

Gary E. Brown is the Editorial Director of All At Sea. He is and the author of the thriller/sailing adventure Caribbean High. For more information, visit: garyebrown.net
In the third edition of the annual Saint Barth Fun Cup, windsurfing champion Antoine Questel again used his home-court advantage to win the majority of the races and retain the winner’s mantle he donned last year. Taty Frans, from Bonaire, and Alexandre Cousin from France took second and third place, respectively, while the top women were Delphine Cousin, Maëlle Guilbaud and Héléne Puren.

The 2014 Fun Cup, organized by Antoine Questel and his colleague Arnaud Daniel, attracted 80 competitors for three days of racing over the weekend of January 30. The Fun Cup is now considered one of the major nautical events on the island.

“We are very pleased with the results. It takes eight months to organize the Saint-Barth Fun Cup, starting in April,” says Daniel. “Antoine was able to help a little earlier this year, but we really depend on the support of about 40 volunteers who invest in the success of the event.”

Changing hats from co-organizer to top competitor, Questel was one of the favorites this year. Although not successful on the first day, he won five of the six races on Saturday and Sunday, for a total of six wins out of eight races, beating Frans and Cousin, as well as Pierre Mortefon and world champion Björn Dunkerbeck, who has 41 titles under his belt.

“It’s a great way to start the season,” said Questel, the double French slalom champion, who was born in Saint Barth.

Race director Anthony Rigaut devised a 15-miles itinerary from Pointe Milou to the Bay of St. Jean by way of the islet of Fregate, Lorient and Bonhomme, with three buoys to round.

On the first day large waves made racing quite difficult. Despite the conditions, Questel finished the day with a hair’s-breadth lead over Mortefon. But the next day, with better conditions and winds of 14 to 18 knots, Questel secured the lead and Dunkerbeck, who took a spill, did not finish among the winners. On Sunday the winds died and the last race was cancelled, leaving competitors planning their attack for the Fun Cup in 2015!
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LOVE ALL AT SEA?
Few sailors have raced in and reached the podium in as many Caribbean regattas as Antigua’s Bernie Evan-Wong. A dentist by profession and sailor by recreation, Evan-Wong shows no signs of slowing down. In fact, he’s speeding up by trying to break his own personal record for the greatest number of Caribbean regattas raced in one season. Why? “To me, racing is just pure excitement and thrills,” Evan-Wong explains. “I live on adrenaline for the whole regatta; don’t even feel hungry most of the time, and when you find other people that love the fun and excitement it just adds to the natural high! And as James Dobbs (Lost Horizon) always says ‘it’s more fun when you win.’”

Evan-Wong started sailing in his native British Guiana, now Guyana, at the age of two. This early start came thanks to his father Leslie, a keen racer himself who represented the country at the Chicago Pan American Games in 1957 in Snipes. Snipe dinghies were built locally and raced regularly out of the Demarara Rowing and Sailing Club, where Evan-Wong and his father would go most evenings and weekends. This is the routine he followed until age six when the family moved to the UK. Evan-Wong also followed in his father’s footsteps and earned his dentistry degree, but it wasn’t until he moved back to the Caribbean, specifically Trinidad, in 1976 that he began racing sailboats again.

“I started with a Kingfish dinghy, followed by a Laser and then began crewing on keelboats,” Evan-Wong tells. “The first boat I bought was a Spanish-built 31-footer. When I saw the Cal 40 Huey Too sail past at speed coming home from the Grenadines, I knew I had to have that boat, so I bought her in 1982 and still have her. I’ve also owned a series of boats in parallel, including an Evelyn 32, Beneteau 8M, a Humphries 30 one-off, Melges 24, a 27ft catamaran, and Mumm 36. There are also the boats I’ve chartered to race including a Beneteau 40.7, Carriacou sloop, Bavaria 46, RS Elites, Jeanneau Sunfast 20s and IC 24s.”

Over the past three decades, Evan-Wong has achieved podium finishes in regattas held in Tobago, Grenada, Petit St. Vincent, Bequia, Guadeloupe, Culebra and St Barths.
Antigua

He’s sailed in the St. Maarten Heineken Regatta posting multiple class wins aboard different boats including achieving the ‘Most Worthy Performance Overall’ in 2007 aboard Huey Too. Evan-Wong, who now lives in Antigua, has sailed in Antigua Sailing Week for 32 years and won many times in a variety of boats. Most recently, he’s been called to the stage twice to receive trophies in the RORC Caribbean 600 after sailing his Mumm 36 High Tension around the challenging 11 island, 600nm course.

“One really memorable moment happened in an RORC Caribbean 600. We were planing, down between Nevis and Saba, at around 14 to 15 knots at night when someone shouted ‘Dolphins.’ Looking over the port side we could see the outline of dolphins swimming around the boat outlined by their phosphorescence and on looking up to the sky there was a moonbow. A truly magic moment!”

Evan-Wong’s passion for sailboat racing is so strong that he hopes to encourage greater involvement. That is, he’d like to see a website or Facebook page where yacht owners or regatta organizers and crews could coordinate for keen sailors to come from other islands to race and the local yacht owners or organizers could help with accommodation. After all, it’s universal that yacht owners nearly always need extra crew to race and, because of time constraints, flying between islands is more practical.

“Hopefully,” says Evan-Wong, “the end result would be more participation of yachts and crew, a reciprocal arrangement, and better relations between the islands and yachting community.”

Carol M. Bareuther, RD, is a St. Thomas, U.S. Virgin Islands based marine writer and registered dietitian.
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On the Lagoon between Budget Marine & FKG • 29 Wellington Road • Cole Bay • St. Maarten • N.A.
Twenty-four entries in this popular regatta made for exciting racing in perfect conditions off Jolly Harbour and Five Islands Harbour. As the name suggests, the regatta was sailed over the Valentine’s Day Weekend February 14-16. Included in the fleet was Scarlet Oyster, a highly successful 48-footer raced by Englishman, Ross Applebey. Scarlet Oyster was to have a dramatic end to the regatta.

The fleet was split into three classes for Saturday and Sunday’s racing: Cruising, Racing-Cruising and Racing. Scarlet Oyster, the light wave Oyster, scored bullets in all four of Saturday’s racing class races, as did the Swedish Yachts 42 Ocean Harmony in Cruising class. However, it was a different story in the Racing-Cruising class where Blue Peter, a modified J30 and Frolic, an ex USA Coast-guard Yawl, battled for honors. The result at the end of Saturday’s racing was two wins and two seconds for Frolic and two wins and two seconds for Blue Peter. These boats
Antigua

were built in the 1960s and 70s respectively but are raced very competitively against more modern boats.

Sunday saw slightly lighter winds but with some heavy squalls gusting through Five Islands Harbour. This created some interesting sights with the smaller boats heeling further and further as the squalls roared through. Ocean Harmony had little success in the lower winds in the Sunday races but did sufficiently well to guarantee the overall regatta honours in her class.

The battle continued between Blue Peter and Frolic in the Racing-Cruising Class, the latter placing second twice and third once and Blue Peter gaining regatta honors with a third, a first and a second.

In the Racing Class, Scarlet Oyster continued to dominate while the J105, No Face to Face, sailed by Robbie Ferron and the J102, Sunset Child, raced by Christian Reynolds, battled it out for the minor placings.

Then came the drama! In the very last race a heavy squall saw Scarlet Oyster dismasted whilst flying her spinnaker. The bang, as the rigging snapped, was heard all over Five Islands Harbour. One crew member was swept into the sea by the boom but suffered only minor injuries to her hand. Fortunately, because the rules of the regatta allowed each boat to discard its worst result, it was some small comfort to Scarlet Oyster’s crew that they still won the Racing Class.

The regatta was followed by a lively prize-giving at the Westpoint Bar, Jolly Harbour.

Report by Lawrence May. Photography by Jody Sallons-Day

RESULTS

BEST BOAT IN REGATTA:
Scarlet Oyster

RACING/CRUISING CLASS:
1st: Blue Peter
2nd: Frolic
3rd: Chardonnay

RACING CLASS:
1st: Scarlet Oyster
2nd: No Face to Face
3rd: Sunset Child

CRUISING CLASS:
1st: Ocean Harmony
2nd: Cydia
3rd: Spring Tide

The regatta was organized by Jolly Harbour Yacht Club. For full results and photographs, visit: JHY Cantigua.com. Any proceeds from the photographs taken by Jody Sallons-Day have been generously donated to the Antigua Sailing Academy.
27th Antigua Classic Yacht Regatta
17th-22nd April 2014

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The famous El Zorro – the mothership on which the late St. Thomas-based sports fisherman Jim Edmiston traveled around the world in search of a 2000lb blue marlin – has come back to life thanks to a loving restoration by Trinidad & Tobago’s Didier Remacle and his wife Danielle.

“My wife and I were looking to purchase property here in Trinidad,” explains Remacle, who has enjoyed yachting for the past 30-years out of Cape Town, completed two transatlantic voyages and has restored 11 yachts during his career. “Instead, we opted to buy El Zorro, which was lying at Coral Cove Marina here in Trinidad, as our home.”

El Zorro started life as a long-range vessel used for commercial fishing in the Pacific Ocean. Edmiston, then living in California, purchased the 160 ton (100ft LOA, 28ft beam) vessel and spent two years converting her into a comfortable floating fishing lodge. Most notably he added a 31ft sports fisherman named El Zorro II on the back deck papoose-style along with a crane to launch her to fish. Edmiston cast off in 1986 on what turned out to be a four-year, 70,000-mile, 40-country trip. He didn’t catch a double grander but he did land enough incredible fishing stories that many of these tales are still talked about around the waterfronts.

Today, El Zorro II is also enjoying a second life as the beautifully-maintained Yes Aye. She’s owned and chartered by Capt. Gary Clifford, who runs True Blue Sportfishing out of Grenada. The years since Edmiston’s big trip, however, weren’t as kind to the mothership.

“We purchased El Zorro in January 2006,” tells Remacle. “She was in very bad shape and in need of a lot of TLC. Restoring her was a true labor of love.”

Remacle hauled the yacht at Peake Yachting Services
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in Chaguaramas, Trinidad, and immediately set to work. He stripped off all the fiberglass from the hull and reglassed it with epoxy. Inside, he gutted the interior, which originally consisted of six cabins with four bunks each, and rebuilt it with four en-suite cabins and six additional port holes. The master cabin and bathroom were totally restored. He also added a beautifully rounded interior staircase that leads from the saloon to the bridge thus eliminating the need to access the bridge from the outside only. One crew cabin on the bridge was converted into a second galley, which makes the bridge area pretty much self-contained for two persons.

In terms of operation, Remacle gutted the engine room and installed two new 825hp Iveco engines along with new gear boxes, two brand new 48kw Norpro generators, 1500-gallon per day water maker, brand new fuel polisher, and three new diesel tanks with a capacity of 10,000 gallons. To facilitate the maneuverability of El Zorro, Remacle installed a twin prop 49hp Side-Power bow thruster. He also added a brand new Maxwell windlass and new fly bridge with better visibility.

“I personally redid all the plumbing and waste and til-
The Renaissance Marina, located in the heart of Oranjestad, is part of the Renaissance Aruba Resort and Casino and can accommodate more than 50 yachts.

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## CARIBBEAN MARINAS
### ALL AT SEA’S CARIBBEAN MARINA GUIDE

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<thead>
<tr>
<th>Country</th>
<th>Marina Name</th>
<th>Phone</th>
<th>Minimum Draft</th>
<th>Maximum Length</th>
<th># of Slips</th>
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<th>Electrical Supply</th>
<th>Cable/ Sat TV</th>
<th>Gases</th>
<th>Security</th>
<th>VHF Channel</th>
<th>Provisioning</th>
<th>Shower/WC</th>
<th>Gas/Diesel</th>
<th>Fresh Water</th>
<th>Laundry</th>
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<th>Bar/Restaurant</th>
<th>Shop/Convenience</th>
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<td>Casa de Campo Marina</td>
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<td>590 936 620</td>
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<td>Jamaica</td>
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<td>876-715-6044</td>
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<td>Jost Van Dyke</td>
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<td>Panama</td>
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<td>+507 757 8008</td>
<td>19'</td>
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<td>50 Amp 110/220V 60 Hz, 100 Amp 220V 60 Hz, 200 Amp 480V 60 Hz</td>
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<td>Puerto Rico</td>
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<td>787 656 7300</td>
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<td>10' 110' 134 125/250V 50 amp; 125/250V 100 amp; 220V 3- &amp; single-phase, 100 amps/leg Cable</td>
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<td>Blue Haven Marina &amp; Resort</td>
<td>8.5' 220' 78 30/50/100 amp, 3 phase, up to 480V Cable</td>
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<td>10' 180' 94 110/220</td>
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<td>Colombia</td>
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<td>11.5' 132' 256 110/220/60Hz</td>
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<td>22' 300' 100 110/200/240V 100 amp, 208V 30 amp, 240V 50 amp, 120V 30 amp Cable</td>
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<td>10' 110' 80 30/50 Amp</td>
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<td>Cabo San Lucas, Mexico</td>
<td>Cabo San Lucas</td>
<td>18' 200' 380 110V 30 amp; 220V 50 amp; 100 amp 3-phase</td>
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<td>Montauk, NY</td>
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<td>12' 200' 232 110V, 220V, 480V 3-phase</td>
<td>631-668-3100/888-MYC-8668</td>
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<td>8.25' 163' 154 110V, 220V 30/50/100 amp</td>
<td>201-626-5550</td>
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<td>110'</td>
<td>80</td>
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<td>201-626-5550</td>
<td>8.25'</td>
<td>163'</td>
<td>154</td>
<td>110V, 220V 30/50/100 amp</td>
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**ASK ABOUT ADDING YOUR MARINA TO THE ALL AT SEA MARINA GUIDE**

CONTACT ADVERTISING@ALLATSEA.NET

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**APRIL 2014 ALLATSEA.NET 85**
### CARIBBEAN BOATYARDS
#### ALL AT SEA’S CARIBBEAN BOATYARD GUIDE

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<th>Rate</th>
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<td>Jolly Harbour, Antigua</td>
<td>Jolly Harbour Marina /</td>
<td>17° 04' 46.4&quot; N, 61° 54' 37.0&quot; W</td>
<td><em>(268) 462-6041</em></td>
<td>15' 80' no limit 110/220 8am-5pm</td>
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<td>allatsea.net</td>
<td>Boat Yard</td>
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<tr>
<td>Antigua</td>
<td>North Sound Marine</td>
<td>17° 11' 6.3&quot; N, 61° 76' 50.0&quot; W</td>
<td><em>(248) 562-3099 (248) 764-2599</em></td>
<td>15' no limit Anything 24x7 150</td>
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<tr>
<td>Aruba</td>
<td>Varadero Caribe</td>
<td>12° 32' 00.0&quot; W</td>
<td>297-588-3850</td>
<td>7' 85' 23' no limit 120/240 8am-4pm</td>
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<td>Tortola, BVI</td>
<td>Soper’s Hole</td>
<td>18° 25' 00.0&quot; N</td>
<td><em>(284) 494-2512</em></td>
<td>11' 160' 45' no limit 110v 30amp/220v 50amp/3 phase100 amp 7am-6pm</td>
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<td>Tortola Yacht Services</td>
<td>18° 25' 00.0&quot; W</td>
<td><em>(284) 494-2124</em></td>
<td>10' 68' 20' no limit 22V0, 50A, 110V, 30A 7-4, 7days</td>
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<td>Curacao</td>
<td>Curacao Yacht Marina</td>
<td>12° 01' 00.0&quot; N</td>
<td>284-495-5318</td>
<td>10 150 34 no limit 110/120 6am-6pm</td>
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<tr>
<td>Boca Chica, D.R.</td>
<td>Marina ZarPar</td>
<td>18° 25' 00.0&quot; N</td>
<td><em>(809) 523-5685</em></td>
<td>75' 65' 28' no limit 110/220 380 9am-5pm</td>
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<td>La Romana, D.R.</td>
<td>IBC Shipyard</td>
<td>12° 01' 00.0&quot; N</td>
<td>600-1-473-443-1647</td>
<td>12' 110' 26' no limit 110/220 3 phase 100/50/30 amp</td>
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<td>Grenada</td>
<td>Grenada Marine</td>
<td>12° 01' 00.0&quot; N</td>
<td>600-1-473-443-1647</td>
<td>12' 110' 26' no limit 110/220 3 phase 100/50/30 amp</td>
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<td>Grenada</td>
<td>Spice Island Marine</td>
<td>12° 01' 00.0&quot; N</td>
<td>478-444-4257</td>
<td>12' 70' 254' 0 110/230 8am-4:30 pm</td>
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<td>Puerto Rico</td>
<td>Varadero Yacht Marina</td>
<td>18° 04' 37' N</td>
<td>787-656-9211</td>
<td>11' 110' 26' no limit 50/30 amp 8-5, 7days</td>
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<td>Sint Maarten</td>
<td>Megayard</td>
<td>18° 02' 13.4' N</td>
<td>1-721-5444-060</td>
<td>12' 200' 33' 12' 110/220 8-5 M-F &amp; F</td>
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<td>St. Lucia</td>
<td>Rodney Bay Marina</td>
<td>14° 04' 32.2' N</td>
<td>6056-555.63</td>
<td>758-452-0324 110/220/110 8-5, Mon-Sat</td>
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<td>60° 46' 55.42</td>
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<td>St. Thomas, USVI</td>
<td>Subbase Drydock</td>
<td>18° 01' 00.0&quot; N</td>
<td>340-776-2078</td>
<td>165' 190' 50' 440 three phase220/110</td>
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### OUTSIDE OF CARIBBEAN:

<table>
<thead>
<tr>
<th>Name</th>
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<th>Services</th>
<th>Rate</th>
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<td>Delville, Va</td>
<td>Delville Boatyard</td>
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THE DISH

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BY CAP’N JAN ROBINSON

THE MEATLOAF CAKE
Preparation time: 20 minutes.
Cooking time for meatloaf: about 45 minutes. Serves: many

Two round cake pans
Your favorite meatloaf recipe
Mashed potatoes
Ketchup
Cherry Tomatoes

Prepare your favorite meatloaf recipe, but, before baking, divide the mixture into the two round cake pans and pat the meatloaves flat. Bake as usual, but shorten the cooking time (these thinner meatloaves won’t take nearly as long to cook). While the meatloaf is in the oven, make a batch of mashed potatoes; add a little extra milk and whip with an electric beater until they are fluffy and spreadable.

When the meatloaves are done, invert one of them onto a round plate. Cover the meat with a thick, even layer of mashed potatoes. Place the other meatloaf on top of the potato layer, and finish frosting the “cake” with the remaining potatoes. Garnish with halved cherry tomatoes to look like cherries. Just before serving, decorate the top of your cake with ketchup. Write a personalized message or just a simple ‘Happy April Fools’ Day!’

SPAGHETTI TORTE
Preparation time: 20 minutes. Cooking time: about 30 minutes
Resting time: 15 minutes. Serves: 4 - 6

Springform pan, generously greased
Your favorite pasta sauce
1lb of your favorite pasta
Mozzarella or provolone cheese
Ricotta cheese or more pasta sauce for ‘frosting’

Toss your favorite pasta sauce with about a pound of cooked pasta. Gently fold a couple of beaten eggs into the pasta mixture, and then spread half of this mixture into the well-greased springform pan.

Sprinkle the pasta with shredded provolone or mozzarella cheese, and then cover the cheese with the remaining pasta mixture. Bake in a preheated oven at 350°F oven for 30 minutes.

Allow your spaghetti ‘cake’ to rest for about 15 minutes before unmolding it from the springform pan. ‘Frost’ this tasty cake with ricotta cheese or drizzle it with more pasta sauce just before serving.

HUMMUS WITH WALNUTS AND ORANGE
Preparation time: 15 minutes. Cooking time: 8 minutes
Cooling time: 15 minutes. Serves: about 8

½ cup California walnuts
3 tablespoons walnut oil
1 garlic clove, quartered
1 (14 oz.) can chickpeas or garbanzo beans, drained and rinsed
½ teaspoon orange zest
1/3 cup orange juice
1tsp salt
1/2 tsp black pepper

Preheat oven to 350°F. Toast walnuts for 8 minutes or until golden brown. Cool to room temperature. Combine toasted walnuts with oil and garlic and puree in food processor or blender until smooth.

Add chickpeas, orange zest, orange juice, salt and pepper and continue to blend to an even, smooth consistency. Adjust seasoning if necessary.

Serve hummus on a flat dish or bowl and serve with a variety of colorful raw vegetables and a bowl of toasted pita bread.

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

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