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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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</thead>
<tbody>
<tr>
<td>up to 32</td>
<td>$0.85</td>
<td>$0.77</td>
<td>$0.39</td>
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<tr>
<td>up to 40</td>
<td>$1.10</td>
<td>$0.99</td>
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<td>up to 50</td>
<td>$1.20</td>
<td>$1.08</td>
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<td>up to 60</td>
<td>$1.30</td>
<td>$1.17</td>
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<td>up to 100</td>
<td>$1.70</td>
<td>$1.53</td>
<td>$0.85</td>
</tr>
</tbody>
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Sailing in the Caribbean we have grown to expect fair weather, calm seas and gentle trade winds and that if we have a problem with the boat, help is close at hand. As the editor of All At Sea I love to promote the Caribbean as a vacation destination and I know that articles in the magazine have brought people to the islands in search of idyllic conditions at sea and ashore. Thanks to the web, All At Sea reaches people beyond the Caribbean, some of whom are turning dreams into reality and setting sail for the islands. Because we have such a wide readership, we touch on subjects beyond the Caribbean dream and this month is no exception. Safety is number one priority at sea. Finding someone lost at sea is extremely difficult if that person isn’t equipped with an EPIRB. Having been in a situation that required activating an EPIRB, I feel I am qualified to comment. Since that day, when I pulled the tab and released the switch, I haven’t gone to sea without carrying something that will broadcast my position in an emergency. New developments in search and rescue techniques and equipment put my original EPIRB to shame, a bit like comparing a telegraph key to the iPhones of today. On page 40, Glenn Hayes explores the world of Search and Rescue and takes an in-depth look at the latest in manually deployed, automatic, personal and GPS assisted EPIRB technology and explains how spending a couple of hundred dollars on electronic wizardry could save your life.

I had a wonderful time at our local regatta this year having cut down my work load by not broadcasting the event on behalf of a local radio station. I’m lucky in that my local regatta, the St. Maarten Heineken Regatta, is also one of the largest in the Caribbean and attracts some of the world’s top sailors. With no microphone to drag around I was free to roam the race course with my camera and enjoy my time on the press boat, which is one of life’s great joys. From the press boat you are as close to the racing as it is possible get, sometimes too close, although I have heard it said that if irate sailors don’t scream and cuss at the press boat, the media are not doing their job.

The work that goes into organizing a large regatta never ceases to amaze me. They are complex in the extreme. Co-ordinating over two thousand sailors, in 20 different classes, while dealing with changing weather on an hourly basis is enough to test anyone’s metal. No wonder that after the event, organizers disappear for a few days to recuperate. My involvement this year included providing the commentary on the VIP boat during Saturday’s racing and hosting the awards ceremony at the final party held on the beach in St. Maarten’s Simpson Bay. I shared my hosting duties with well-know yachting journalist and All At Sea contributor Louay Habib. Hosting the awards was the easy bit; all we had to do was entertain (we hope) and keep things moving while an army of assistants and volunteers handed out at least 70 prizes and awards.

Commentating on the VIP boat is totally different, it’s fun but an open bar always throws up one wise guy. On the boat most people think that because you have the microphone you must be the captain. Here’s my favorite exchange while covering the start of a race:

“Hey, captain, why’s that boat going round in circles?”
“I’m not the captain.”
“What for?”
“I don’t know.”
“Whatever. Why’s it going round in circles?”
“It’s been penalized.”
“What for?”
“Hey, captain, why’s that boat going round in circles?”
“I don’t know.”
“Whatever. Why’s it going round in circles?”
“It’s been penalized.”
“What for?”
“Hey, I wasn’t watching, I was checking to see if the people being seasick over the stern were okay.”
“How about a commentary on the puking, seeing as you don’t know jack about sailing?”
“I do know about sailing!”
“Then why aren’t you the captain?”

See you on the water!

Gary E. Brown, Editor
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WHERE IN THE WORLD?

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Barbados

Grenada
Carriacou

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Yearwood Wins South Grenada Regatta
Caribbean News
A Brief Look into the Happenings of Our World

Colombia Calls Cruisers
Cartagena, Colombia has put out the welcome mat, ready to show the world their hospitality, beauty and plans for the future. *All at Sea* had a front row seat when ProExport Colombia presented the National Nautical Tourism Plan to select journalists. Enrique Stellabati, Tourism Vice President of ProExport Colombia, recognizes that cruisers are a key component to growing the marine market in Cartagena. “We have the Panama Canal here, and cruisers coming from the west coast to the east coast have to stop somewhere. We’re seizing that opportunity and saying, ‘Here’s Cartagena,’ ” Stellabati said.

Data collected in 2013 by the Vice-Ministry of Tourism showed that 60% of international transit boats arrived in Colombia from Panama while only 25% came from the ABC islands. Stellabati said it was time to change those percentages. “We are actively promoting the fact that Colombia is outside the hurricane zone. We invite cruisers from the Caribbean to come here during that season and experience our hospitality.”

The main obstacle international cruisers have experienced throughout Colombia is the lack of enough marinas. At Club de Pesca, in Cartagena, 200 slips are filled with local members, leaving only 20 slips available for transients. Marina owners are anxious to see the Nautical Tourism Plan implemented, bringing growth to their facility and the city they love.

Over the next several years marina capacity is set to increase with expansion of existing marinas in addition to the building of two additional facilities in downtown Cartagena. Cruisers are encouraged to anchor in the protected waters off Cartagena to enjoy the history, food and festivals of the region. – *Report by Terry Boram, Editor, All At Sea Southeast*

BVI sailor Sam Morrell qualifies for the Youth Olympics
With a resounding third overall finish in the 2014 Byte CII North American Championships Sam Morrell became the first British Virgin Island sailor to qualify for an Olympic yachting berth. Competing in Jensen Beach, Florida, Morrell easily secured one of the four spots available to sailors from the North American and Caribbean region.

Morrell will join sailors representing the USA, Canada, the USVI and the Bahamas at the event.

International Yachting Events at Port Louis Marina, Grenada
Camper & Nicholsons’ Port Louis Marina hosted many of the yachts taking part in the Oyster World Rally in March. This extraordinary odyssey started in Antigua in January 2013 and has seen two dozen of the finest yachts in the Oyster fleet cross the Pacific, Indian and Atlantic Oceans and visit countless countries and islands on their circumnavigation.

Danny Donelan of Port Louis Camper & Nicholsons’ Marina explained that Oyster owners have established a strong bond with the marina and with the delights that Grenada has to offer. “When we hosted the Oyster Caribbean Regatta last year it was clear that the owners and crew loved the island and were impressed with the facilities we provide for these special yachts. It’s great to see their World Rally fleet also choosing to make Grenada one of their stopovers, and I know they will enjoy their time here.”

This is one of a growing number of high profile international events that are being drawn to Grenada and to Camper & Nicholsons’ Port Louis Marina. The World ARC will be stopping here on their global rally for the next three years, and the Royal Ocean Racing Club (RORC) recently announced that their new Transatlantic Race will finish in Grenada this coming December.

*For more information, Email Danny Donelan: danny.donelan@cnportlouismarina.com or visit: www.cnmarinas.com/plm*
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Antigua Sailing Week and English Harbour 5 Year Old Rum

Antigua Sailing week say they are delighted that English Harbour 5 Year Old Rum, which has been a significant sponsor of the event for 20 years, is increasing its level of sponsorship to Diamond level for 2014.

Managing director, Anthony Bento comments on this major decision: “Antigua Sailing Week continues to be the major event that drives year round awareness of Antigua and Barbuda as the premier yachting destination in the Caribbean. For English Harbour 5 Year Old Rum, that makes the decision for us to increase our support to Diamond level an important one, as working together with Antigua Sailing Week will not only assist Antigua in its tourism marketing efforts, but also work to grow our export market, a combination that we continue to see positive results on.”

Commercial Director of Antigua Sailing Week, Alison Sly-Adams said she was delighted that English Harbour Rum had increased its support of Antigua Sailing Week. “Over the last few years we have worked together to develop the parties at Antigua Sailing Week and the vision of the management of Antigua Distillery Ltd., has continued to help shape our direction. We thank them for their huge support and look forward to making the Antigua Sailing Week 2014 parties the best yet.”

Volvo Penta Name New Dealer in Dominican Republic

Volvo Penta appoints Inversiones Bastilla de Caribe IBC Shipyard (IBC) as a full-service dealer for its marine gas and diesel engines and drive systems in the Dominican Republic.

Located in the Marina Chavon at Casa de Campo Resort on the south coast of the Dominican Republic, IBC, part of IB Nautica Group, is the exclusive dealer for Azimut and Benetti yachts, as well as Chris-Craft and other well-known brands. The company’s shipyard has 100,000 sq. ft. of work-
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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.

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Hair is a very useful thing for a sailor to have. It helps to keep your head warm during winter gales. It also helps to keep your brain cool in the tropics. While it is true that I have very little brain left after living through the ‘60s—all the more reason to preserve the few cells still lurking about.

Yes, hair is useful. Many animals have it. And it ably serves an Able Seaman as a constant warning device to his fragile, egg-shell skull—screaming warning during, say, an unexpected jibe—just nano-seconds before you’re dead.

Yeah, useful.

Strange women used to find it convenient to grab me by it—and smooch me up. No longer. I’ve shaved my head—which is a bit like yelling “I quit!” while getting fired. Actually, God removed my hair—and I pray He had His reasons. … woe is the poor seaman who is follically challenged!

What have I ever done to deserve such a fate … other than bilking that starving widow out of her lifesignings; the impulse-shoving of that wobbly drunk, and all those cuckolded husbands …

Actually, I don’t think this line of reasoning has any merit—next question, please!

It’s your mother, you know, from whom you inherit your head-hair-genes. That’s right, she’s the one responsible. It doesn’t matter if your grandfather on your father’s side has rich, luxuriant hair down to his arse IF your grandfather on your mother’s side was a cue ball.

“… argrrrrrrrrrr!”

Thus, my 95-year old blind mother was a bit taken aback recently when I called her up (while at sea, phone-patched through my SSB) and yelled, “… b@%#h!”

I know, I know, how crude and unfair.

My first thought while exploring my options was: transplant! I raced to my doctor. He told me—after sadly glancing at my shiny head—that you ‘can’t transplant what isn’t there.’

“What the hell does that mean,” I said, outraged. “I’m an American with money. You aren’t supposed to tell me “No!” Instead, you’re supposed to drain my bank account, then gently inform me … well, that you can’t help me without an additional 50,000 bucks … that’s the American way!”

“I’m sorry,” said the doctor, “but I can’t help you unless you’re willing to consider territory … well, further south.”

So there you have it—truly an awkward moment. As you consider, seriously consider, whether you want a head bristling with pubic hair.

I couldn’t help it. I cried. And screamed. And ranted. And said, “… I don’t want my pubic hair … well, public! Everyone calls me a dickhead already!”

Yes, going bald is ego-bruising. I am becoming a classic ‘baldy sour’!

Various men react in various ways to an emerging shiny pate.

Some ‘green’ oriented man claimed that his chrome-dome was a solar cell which powered his libido. Alas, the guy’s wife deflated this argument by asking, “What’s a libido … something to do with snoring?”

Humor is, alas, the only way to go. Crying and stamping your feet only works for so long. So I attempt to put my best, most comical foot forward by regularly saying, “I was
so scared of losing my teeth—my hair fell out!”

Okay, not my best joke. But it’s good for a groan, which, in this case, is the most you can hope for.

Discouraged by my doctor, I went to a hair weaver whose sign read, ‘If you’ve got the money, we’ve the time’.

He was an Italian fellow with a huge, full, rich mane of silver hair combed in a wave about two meters above his head. During the entire interview, he kept staring at himself in mirror while combing his hair and making little kissing sounds towards his reflection.

“Where you a good squirrel?” he asked me.

“Huh?” I said back.

“Did you save any nuts for winter?”

“It’s not those hairs I’m worried about,” I grimaced.

“Alas,” he sighed, “I’m a hair weaver, not a magician. Many of my customers begin, say, in middle age, to collect their, er, ‘future’ hair in shower drains, hatbands, and from combs. Thus, when they finally come into this office in hopes of using my professional services, they already have a few duffle bags of hair in readiness. Do you?”

“No,” I admitted. “I’m not that much of an advanced planner—and, besides, all my money goes into my boat, with a few pennies left over for the wifey, and nowhere aboard my modest vessel is there a place to stow a ton or two of once-proud-but-now-fallen-on-hard-times hair … which, truthfully, stinks to high heaven if it gets wet.”

“Well,” said the weaver, “in the interests of pure science and high profit, I’ll be happy to take a stab at weaving your nose-hairs, eyebrows, and beard into a flat, matted mess which can then be epoxied on top of your head … magic, eh!”

Yeeck!

Hats are not the answer. Hats have to be removed—often amid a gaggle of giggles and snickers.

I mean, if you’re a sailor you do have to wear a hat—so you don’t burn the thin epidermis atop your skull and boil your brains within—but this serves only to further whiten/ wrinkle/fold/wave/dent/bump, and deform your lily-white skull … did I mention the word ‘ego-bruising’ already?

Part of the problem is that the more you wear a hat, the greater the difference between what your ‘outside the hat’ skin tone and your ‘under the hat’ skin tone is.

That’s totally true—everything fabric sticks to your head, like Velcro.

My wife can’t take a flash picture of me anymore. “Bounce-back,” she sneers.

Forget all those ‘miracle growth’ products: I’ve tried every type of ‘follicle fertilizer’ under my hat, all to no avail.

No longer can I instinctively sense the slightest wind shift while in the cockpit—not sans my 10,000 head receptors!

Even lice don’t want to hang out with me anymore!

The first thing I noticed was that it was taking longer and longer to wash my face in the morning.

Damn it!

Of course, there are advantages. For instance, my wife just attempted to be kind to me by saying, “Well, if we ever have to get in the life raft, we won’t lack for a signaling mirror!”

EDITOR’S NOTE: Fatty and Carolyn are hatted … er, headed for New Caledonia next.

Cap’n Fatty Goodlander has lived aboard for 53 of his 60 years, and is currently on his third circumnavigation. He is the author of Chasing the Horizon and numerous other marine books. His latest, Buy, Outfit, and Sail is out now. Visit: fattygoodlander.com
The 2014 St. Maarten Heineken Regatta, the Caribbean's largest annual yacht-racing affair, was this year also one of the most competitive editions in the event's long, 34-year history. In roughly half of the fleet's 20 separate classes, nothing was decided until the last race on the regatta's final day, which was conducted in uncharacteristically light, shifty, maddening winds. When all was said and done, the boats and crews that mastered those fluky breezes were deserving champions.

The biggest winners in the 211-boat field couldn't have been more different. On one hand, there was the veteran team from Florida aboard Richard Wesslund's J/122, El Ocaso, which won the regatta's biggest division, the 18-boat CSA 4 class, and in so doing was also honored for the event's Most Worthy Performance Overall. For Wesslund, this was familiar territory, as El Ocaso received the same prize in the 2012 St. Maarten Heineken Regatta.

On the flip side, the other top boat was a huge surprise. In the last two Heinekens, thanks to the St. Maarten Sailing School and the St. Maarten Yacht Club, several crews of local youth sailors have participated in the event and proved to be skillful competitors. Even so, nobody expected them to threaten older, more experienced sailors. But in CSA 9, not only did the St. Maarten Yacht Club Youth Sailing Team, sailing a Beneteau First Class 10, challenge the status quo: They defeated it by winning their class.
It was a remarkable victory, and for their efforts, the team was presented with the St. Maarten Local Youth Challenge Cup, presented by the island’s Marine Trades Association, which aims to provide more opportunities in sailing for the local community. It’s a tremendous goal that, judging from the performance of the island kids, is clearly working.

As always, the three-day regatta was conducted over the first long weekend of March. On the Thursday before the main event began, as it has for the last several years, the festivities were kicked off by the Gill Commodore’s Cup, a tune-up practice series for flat-out spinnaker-division boats sponsored by Gill North America, the regatta’s official technical-gear supplier. A record fleet of 50 yachts took part in the day’s racing, and many crews took advantage of the steady easterly trade winds to shake off the rust after a season’s break away from the racecourse.

Then, on Friday March 7, the entire fleet convened on two racing circles south of Simpson Bay for the first official race of the St. Maarten Heineken Regatta, the traditional opening, clockwise round-the-island contest. In sweet 14-18 knot easterlies, conditions were perfect, and the yacht that made the most of them was the Volvo 70 Monster Project, a state-of-the-art round-the-world sled skippered by U.K. sailor Andy Budgen. Had Budgen’s team, at times topping boat speeds of over 20 knots, not missed a turning mark off Tintamarre, off the island’s northeast coast, and had to turn...
Simpson Bay. It was a squally, challenging day for all the sailors, with plenty of windless holes dotting the racecourse. However, as so often happens in yacht racing, the top boats found breeze when their competitors couldn’t and capitalized by making the most of the testing conditions.

The marquee classes, CSA 1 and CSA 2, put on grand shows. In CSA 1, for grand-prix racers, Irvine Laidlaw’s pretty blue *Highland Fling XII*, with legendary Virgin Islands sailor Peter Holmberg onboard and calling tactics, held off a late charge by William Coates’s Ker 43, *Otra Vez*, to win the class by a single point. CSA 2 was the most jaw-dropping division of them all, a class that included the regal Swan 100, *Varsovie*, and British industrialist Sir Frank Chapman’s stunning Oyster 885, *Clare*. But neither superyacht was a match for Youri Loof’s handsome Swan 82FD, *Alpina*.

For a complete list of results, visit: www.heinekenregatta.com

Herb McCormick is the senior editor of Cruising World magazine and has served as the press writer for the Heineken Regatta for six years.
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The sixth edition of the RORC Caribbean 600 had a record entry of 60 yachts with 682 sailors taking part. All At Sea’s Louay Habib looks at why the Royal Ocean Racing Club (RORC) Caribbean 600 is proving irresistible to a wide variety of yachts and sailors.

For over 50-years, the Caribbean has hosted inshore yachting regattas but it wasn’t until the late 1980s that sailing at night in the Caribbean was accepted as a safe practice, especially for sailors unfamiliar with the reefs surrounding many islands. In 2009, the RORC decided to start an offshore race in the Caribbean and in just six years, the RORC Caribbean 600 has become an internationally recognised offshore classic.

In February, the central Caribbean is undoubtedly one of...
the best places to sail, anywhere on the planet. Warm trade winds, ocean swell and stunning islands are complimented by fantastic sunrises and sunsets and enchanting night sailing. However, any 600 mile race is tough and the Caribbean 600 requires many sail changes. For the crew, sleep is a luxury and the demanding course, which uses various islands as turning marks, keeps tacticians and navigators on alert.

By far the most impressive class was IRC Zero, and what a race. George David’s RP90, Rambler was the favourite for Line Honours but Hap Fauth’s, JV72, Bella Mente was the first yacht home.

“Just looking at the hull shape on Bella Mente, you can see that the yacht is a reaching machine.” commented David
The big boat duel had played out to a fascinating finale but that was not the only battle on the course. Two magnificent schooners, *Adela* and *Athos*, fought each other mile after mile. "A 600 mile match race between two schooners, it doesn't get better than that," smiled *Adela*'s skipper Greg Perkins. "*Athos* has really upped their game since last year and they are quicker downwind, so the lead was swapping around a lot, maybe six times during the race. At Redonda we were level and we only pulled away on the beat to the finish. I am really proud of the boys on *Adela*, who put in something like 50 plus flawless sail changes."

Piet Vroon's Ker 46, *Tonnerre de Breskens*, won IRC One and the oldest skipper in the race recounted his close encounters with *Adela*. "For most of the first half of the race, we were in close contact with the schooners. I imagine we must have been a bit of a nuisance," smiled Piet.

IRC Two was won by Peter Sowery’s First 40, *Lancelot II*, with Vendee Globe sailor Alex Thomson on board. "That was far harder than racing an IMOCA 60," admitted Thomson after the race. "I really enjoyed the race, but not Guadeloupe. It is pretty tough in the little boats, as we tend to get there at night with no wind inshore and going offshore is a long detour, so the bigger, quicker yachts will always have the advantage. However, the 600 is a great event with a great party atmosphere before and after the race."

For full results and more, visit: www.caribbean600.rorc.org

Louay Habib is a freelance yachting journalist who writes for a variety of clients, including The Volvo Ocean Race and the Royal Ocean Racing Club.
The new 350 Outrage is designed for aggressive anglers who expect great things from their boat. Professional-grade amenities and options abound, like three insulated in-floor fishboxes, a deluxe bait-prep station, and a huge aft livewell right where you want it. Abundant rod storage keeps your arsenal at hand. An optional upper station provides superior visibility for tracking down big game. And legendary Boston Whaler construction means a smooth, dry ride even in rough conditions. So even the most hardcore fishing runs are seriously enjoyable.
The marlin played hard to get at the 21st Golden Hook Challenge, hosted by St. Croix’s Golden Hook Fishing Club on March 1 to 2. In the end, it was two decades of experience fishing in this tournament (including three past wins), persistence and flat calm seas that led the team aboard the Topaz 29 TwoFerSure to live up to the vessel’s name and take home the two top prizes with only one marlin release.

Four boats – Leisure Lady, Living the Dream, Turn and Burn and TwoFerSure – took to the seas on the first day of fishing. A three to five foot swell kept the fleet somewhat close to shore. TwoFerSure, with owner/captain Tom Sedgwick at the helm, left their homeport of Frederiksted and steamed eight miles to a point off the northwest corner of the island where there is a usually productive sea mount.

“We didn’t see a single marlin,” explains TwoFerSure angler, Ed Beach, “but we did hear on the radio that there were some bites out to the east.”

True to report, the team aboard David Johnson’s Hatteras 65 Living the Dream raised four blues and hooked up two over the two days of fishing, but didn’t get a single...
clean release. Living the Dream was the boat to beat, having won this event last year.

Seas laid down overnight to a flat calm. This enabled TwoFerSure to troll east for four hours to Lange Bank, located some ten miles northeast of Buck Island. This is where Beach struck it rich.

“It was about 11:30am when a lone blue marlin came up on the right rigger,” Beach explains. “It spit the hook, and then circled back around a second time and I hooked him. It was a 22-minute fight. The blue marlin was small, about 125lb. We tagged and released it healthy and it swam away. The catch was a real team effort.”

Radio silence prevailed for the rest of the day. No wonder. No one else caught and released a marlin so it didn’t take long to calculate the prize winners. TwoFerSure received its Top Boat trophy and Beach his Top Angler trophy at a BBQ awards ceremony held at the Golden Hook Fishing Club’s new clubhouse at Green Cay Marina.

Normally, the seas off St. Croix in January, February and March can be quite productive for marlin fishing. In fact, the Club’s fleet caught some 21 blues, whites and sailfish during these months a few years ago.

Seas laid down overnight to a flat calm. This enabled TwoFerSure to troll east for four hours to Lange Bank, located some ten miles northeast of Buck Island. This is where Beach struck it rich.

Pat Barsotti, tournament organizer, says, “The fish didn’t seem hungry this year. That could be because our dates were in the dark of the moon. We scheduled it this way in order to accommodate another big event on the island, Taste of St. Croix.”

Taste of St. Croix is part of the annual week-long St. Croix Food & Wine Festival. Taste is hosted at the Divi Carina Bay Resort and showcases dishes from over 20 of the islands best restaurants and caterers.

Next year, Barsotti not only plans to move the tournament dates to the April full moon, he hopes to offer visiting anglers a long-weekend of fun.

“April’s full moon rides on the coat tails of the Taste of St. Croix,” Barsotti explains. “This offers an opportunity for anglers and their families to come over on Thursday, attend this spectacular culinary event, and then fish the tournament over the weekend.”

For more information, visit www.fishstx.com

Carol M. Bareuther, RD, is a St. Thomas, U.S. Virgin Islands based marine writer and registered dietitian.
The Caribbean will be well represented at the 2014 Youth Olympic Games (YOG). At least six of the island’s junior sailors will compete in this multi-sport event of which the sailing portion will take place on Jinniu Lake in Nanjing, China, from August 18 to 23. This isn’t the first time the region’s sailors have taken part in these Games. In fact, the USVI’s Ian Barrows earned a Gold Medal sailing the Boy’s Byte CII in 2010. The 2014 YOG will feature four classes: Boys and Girls Byte CII and Techno 293 Windsurfers.

“The Byte CII is not sailed very much in the Caribbean, so this has been a challenge,” explains the USVI’s Scott McKenzie, who has wanted to defend the territory’s title at the YOG ever since Barrows brought home the Gold. “It was hard to learn an entirely new boat in a few months, but with the right training I was able to do it and to earn a berth to the Games at the North American Byte CII Championship in Florida in March.”

Trinidad & Tobago’s Abigail Affoo, who qualified for the YOG at the same event as McKenzie, says, “The Byte CII is very different from a Laser or Optimist because of the high performance sail and adjustments necessary to make it go fast.”

Celeste Lugtmeyer, who will represent the Dominican Republic at the YOG after qualifying at the 2013 Byte World Championships, agrees and adds, “Everything is different about Bytes and Optis; the shape of the sail, it’s material, the haul, the sailing technique, the traveler, the functioning of the controls. I mean some great Opti sailors are terrible Byte sailors and vice versa.”
The Byte CII may be perfect for the conditions expected at the YOG venue.

St. Lucia’s Luc Chevrier, who qualified for the YOG at the St. Lucian National Championship in Laser 4.7 last June, explains, “The Byte has tremendous acceleration, and although it is very tippy, it is very easy to steer. It is as if you are hovering over the water. It’s a perfect boat for light winds due to its full battened main sail and carbon fiber mast.”

These young sailors are employing a variety of training techniques to prepare them for the YOG.

The BVI’s Sam Morrell explains, “I will be trying to train in areas with light and shifty conditions like Long Island Sound or on a lake in Canada over the summer. The regatta venue is a lake three hours inland of Shanghai. By what I’ve heard the venue will be light and shifty.”

“The Byte has tremendous acceleration, and although it is very tippy, it is very easy to steer. It is as if you are hovering over the water.”

Working out on land is one way the USVI’s Paige Clarke, who like McKenzie, Affoo and Morrell qualified at the Byte CII North American Championships, will train. “I’m working out with a trainer one to two times per week and running to build strength and endurance so as to work the boat properly. I also plan to compete in some Laser and Byte regattas over the summer before the Games.”

The YOG are not the culmination of these sailors’ careers, but a stepping stone towards the future.

The BVI’s Morrell explains, “After I qualified, I sat down to decide what I wanted to do after the Youth Olympic Games. I talked with my Dad about buying a 29er and starting an ISAF Youth Sailing World Championships campaign, then hopefully start an Olympic campaign in the 49er with my crew.”

Puerto Rican Laser sailor Juan ‘Juanky’ Perdomo, who won a Gold medal at the ISAF Youth Sailing World Championships last year in Cyprus, has been named an Athlete Role Model for this summer’s YOG. Perdomo will play a key role in supporting, mentoring and offering advice to the 100 young sailors who will be competing.

In the meantime, the USVI’s Barrows offers some sage advice from his personal experience and success. “It is a very long regatta, so take it one race at a time,” Barrows recommends. “Be consistent, and remember it’s about having fun; but stay focused on your sailing.”

For more information, visit: www.nanjing2014.org/en/

Carol M. Bareuther, RD, is a St. Thomas, U.S. Virgin Islands based marine writer and registered dietitian.
Water is vital to life and a precious commodity these days. In the Caribbean – despite the vast amounts of rainfall we seem to experience – water supplies can often dwindle or even become contaminated after the passing of a hurricane, so it pays to have your own backup supply. Take a hike inland and you’ll see almost every dwelling has a huge water butt that fills through a pipe from the gutters. Despite being short in minerals and salts from mountain and river, rainwater, in its purest form, is the sweetest of them all. Humans need approximately half a liter of water per day to survive and two liters to avoid thirst.

Even today, when water-makers are the norm on many cruising boats, there are a lot of ingenious ways of collecting rainwater to supplement your supply. These include especially designed rain catchers, converted Biminis, sun covers, and awnings modified with through-hull fittings, gutters and hose pipes all adapted to catch water and channel it into tanks or jerry jugs. Some boats build dams around their on deck filling ports and scupper drains which divert rainwater to the tanks through Y-valves. I have even seen pieces of yarn pegged to Biminis and directed into a bucket. Whatever method you choose, it can be tailored to suit your boat.

Whether it is for convenience or cost, environmental reasons or the simple pleasure of getting it for free, collecting rainwater should be carefully considered especially in terms of drinking water.

Air pollution from industry or highly populated areas can be a cause for concern though this is less likely for most of us sailing in the Caribbean. Saharan dust blown across from Africa, may cause more of a problem although there seems to be little information on the effect this has on drinking water, you’ll want to avoid consuming it. The water catchment area is also where biological or chemical pollution can occur. Decks and rain catchers in the form of Biminis or other permanently-mounted outside fittings need to be free from salt, debris and other contaminants such as spilt diesel or oil, dirt from shore-side visits and bird poop. A first flush diverter or a way of letting these areas wash off is a necessary first step when collecting rainwater.

Once you have decided on your method of collection...
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and storage, the next job is to put the first filter in place. This can be as simple as a piece of mesh or gauze (or even coffee filters - not paper ones) secured over the scupper drain or tank filler. This is to stop any large particles like dead insects or grit from entering the tanks. Ideally, the water should then be held in an isolated tank incase it becomes polluted. The tank should be solid, sealed and safe from leaks and contaminants.

It is a good idea to have two water filters in place. Some recommend having two filters in tandem – a course one and a fine one. Others suggest placing a course filter before the pump to stop it from blocking and to protect it from damage, and another finer charcoal or ceramic filter before the tap/faucet to remove pathogens and finer particles. These are readily found on the market today. It is important to keep an eye on the filters and change when necessary. They can be a breeding ground for bacteria if not maintained.

If in any doubt about the purity of the water it can be disinfected either by boiling for five minutes, which is best if you don't want to add chemicals, or by treating with small quantities of chlorine, the cheapest method. Ideally five to eight drops of general unscented liquid household bleach containing 5.25 – 8.25 percent chlorine will treat one gallon of water, a little more if it is cloudy. That's approx ½ - 1 teaspoon per five gallons. It is best to let it stand for a couple of hours first before drinking. Chlorine will kill most common bacteria. Finally, periodically clean out your tanks thoroughly by scrubbing and washing out with chlorine.

Collecting rainwater for drinking purposes is a controversial subject. It is a matter of personal choice, taking into consideration the area you cruise, local air pollution, your lifestyle and your particular water catchment system.

Rosie and her husband Sim Hoggarth on yacht Wandering Star have cruised the Caribbean and North America fulltime for nine years. Visit their blog: www.yachtwanderingstar.com

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A TOUCH OF BLEACH
Treating water with household bleach containing 5.25-8.25 percent chlorine

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<tr>
<th>VOLUME OF WATER TO BE TREATED</th>
<th>BLEACH SOLUTION TO ADD</th>
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<tr>
<td>1 quart/1 liter</td>
<td>5 drops</td>
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<tr>
<td>1/2 gallon/2 quarts/2 liters</td>
<td>10 drops</td>
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<td>1 gallon</td>
<td>1/4 teaspoon</td>
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<td>10 gallons</td>
<td>2 teaspoons</td>
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CAUTION: Bleach will not kill some disease-causing organisms commonly found in surface water. Bleach will not remove chemical pollutants

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MERMAID’S TEARS

STORY AND PHOTOS BY ROSIE BURR
Sea glass are pieces of broken glass that have made their way into the waterways of the world. Sailors folklore tells the story that sea glass are the tears shed by mermaids caused by the jealous wrath of Neptune when they fall in love with a sailor, or else they are their tears shed when a sailor drowns. These broken pieces of frosted, weathered glass are found washed up on coastal shores or along river banks. There are two types – those that are created in a salty environment and those in a fresh. The ocean gems have been tossed and turned along the ocean floor, abrading themselves along the way over rocks and sand and tumbling in the waves, which help to create their polished appearance. A high pH balance of the sea also adds to the frostiness of the glass by a process called hydration which extracts lime and soda from its surface creating C shaped pits that can been seen on close inspection. pH balance or acidity varies in different coastal regions allowing for some sea glass to be more frosted than others. Fresh water sea glass (or beach glass as it is commonly called) is found by inland lakes and rivers. This glass has a more shiny patina compared to its salt water counterparts.

It can take between 20-50 years for a shard to become what enthusiasts would consider a well rounded specimen, where the sharp and shiny sides have been worn away to a smooth edge.

The colour, size and shape you find also add to its rarity and value. White, brown and green are fairly common colours because of mass production originating from windows, wine and beer bottles or soda bottles. Olive greens or soft blues are a little less common probably from old canning jars and liquor bottles. Pinks and yellows may well have come from clear glass that was clarified with magnesium or selenium as the sand that made the glass was amber in colour. Over time, the sun oxidizes the magnesium and selenium creating the lavender and pink colours. Cobalt blues, turquoise blues, amethyst, reds and yellows are all rare and considered prize pieces. They could be part of anything from antique medicine or poison bottles, from tableware to decorative art glass, from old Chinese fishing floats to mariners broken navigation lights. Designer glass from blown or stained glass is most prized especially as you might find a mixed coloured piece. Orange is perhaps the rarest colour you will find, originating during the art deco period in the form of various tableware and vases. Black glass is also considered to be fairly rare due in part to how hard it is to find amongst dark rocks and rubble, but also because it dates back to the old seafaring days when goods were transported across the seas in darkened glass containers as their contents were sensitive to light. Iron slag was added to the glass-making process to darken and fortify
Sea glass can be found anywhere there is a beach or rocky shoreline that is open to the ocean.

The bottles. It is in fact not black at all, but dark olive green or brown when held up to the light. It is referred to as black as that is how it appears in normal light.

Sea glass can be found anywhere there is a beach or rocky shoreline that is open to the ocean. Some glass gets washed ashore from old shipwrecks but mostly it is rubbish from the days when the oceans were used as a dumping ground. Anywhere that is close to a shipping lane can be rewarding. A smooth clean beach won’t produce good results but a rock-strewn beach with debris may well be fruitful. Low tide is the best time to hunt. Since the advent of plastic, the amount of sea glass in the oceans is on the decline.

The Caribbean is a great place to hunt for sea glass because of the old trading routes from seafaring days. Ships passed through from all over the world especially from Spain, England and the North Americas. Anywhere that used to be a major port will be a good hunting ground for glass treasures. So, next time you take a stroll down a beach, keep your eyes peeled for that special piece that might date back to the days of Columbus.

Rosie and her husband Sim Hoggarth on yacht Wandering Star have cruised the Caribbean and North America full-time for nine years. Visit their blog: www.yachtwanderingstar.com
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You are at sea and conditions have rapidly deteriorated. Your vessel is taking on water and the only option is to abandon ship. The radio equipment has been rendered useless and you are left floating or treading water in the blue abyss. This could spell the end for some – but it doesn’t have to. If there was an EPIRB, PLB or satellite messenger aboard then help could already be on the way.

As conscientious boaters we should all hope for the best and plan for the worst to ensure the safety of all onboard. Filing a float plan and having all the required safety equipment on board is a start, but if things were to go horribly wrong while at sea one of these emergency beacons could save your life. Despite this, many boaters don’t have this equipment. With advances in technology and lower prices, and even rentals available from organizations such as those offered by Boat US, there is little reason not to. With over 35,000 people rescued since the inception of the 406 beacon in the early 1980s, they are well proven. Whether you are a cruiser, fisherman, day sailor or paddle enthusiast there is a beacon to fit your needs. There are EPIRBs (Emergency Position Indicating Beacons), PLBs (Personal Locating Beacons) and personal satellite messengers. Each has its particular advantages and any of them can get help to you in a life-threatening situation when all other forms of communication are lost.

EPIRBs are the most commonly known variety of rescue beacons and can be found on vessels from ocean liners to cruising sailboats. Registered to the vessel they reside on, these emergency beacons (also known as 406 beacons) transmit an emergency signal when activated. A signal containing a unique identifier number is transmitted at approximately 5 watts on 406 MHz (as well as a homing signal on 121.5 MHz) and is broadcast to and received by...
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PHOTO: GLENN HAYES

one or several orbiting satellites. That signal is then sent on to a control center that determines which search and rescue organization should be contacted and dispatched (worldwide). If the EPIRB has a built-in GPS, the position information is also transmitted and can be received by receivers placed on GOES weather satellites that are part of the GEOSTAR system.

Mikele D’Arcangelo of ACR Electronics, a major manufacturer of emergency beacons explains why having a built-in GPS is so important.

“ACR has made a stand going forward that we will only manufacture GPS-enabled EPIRBs because the benefits GPS adds are truly life saving. Most people think that adding GPS coordinates only narrows down the search radius, and it does. But the other benefit that a lot of readers do not understand is the additional time saved to being rescued that GPS provides. A non-GPS EPIRB has to rely on the LEOSAR satellites to use Doppler shift principles to triangulate your position. These satellites go overhead typically once every 45 minutes."

You are at the mercy of timing, says D’Arcangelo. You could be lucky enough to set it off (the EPIRB) when a satellite is within transmit range, but if you’re not so lucky the wait for one to appear could be as long as an hour. “With GPS positions added to your distress message the EPIRB uses the GEOSAR satellites to instantly tell SAR forces within two minutes exactly where you are.” This time saving can be critical in a rescue scenario.

EPIRBs are available with and without built-in GPS but are becoming more common with GPS capabilities. Cost of these units has dropped considerably over the last few years and they can be found under the $500 mark. They are available in two categories. Category 1 units are auto-
models can be purchased for under $200. It is worth noting that all these units have to be manually deployed and need to be held above the water to transmit their signal. Some models float while others require the help of a buoyant case. It is recommended that all should be tethered to your person or life jacket when in the water. It should be noted that these beacons (along with EPIRBs) must be registered but do not require any kind of subscription. Some units now have the option of sending a test message that can be customized and sent via text or email, however, this service does require a subscription fee and there may be a limit to the number of test messages that can be sent. Check with the manufacturer for details but remember that if you do not require this service there are no additional costs other than the cost of the unit and that of battery replacement every few years.

There is a third option known as a satellite messenger but these are in a completely separate and growing category and will be addressed in a subsequent article.

No matter which you choose, when venturing out away from readily accessible help you should have some kind of beacon aboard. The cost is lower than ever to pur- chase and higher than ever if you need one and don’t have it to deploy.

Glenn Hayes is a freelance photographer and writer living in West Central Florida. His marine and boating background extends back over two decades. Specializing in marine and location photography his work covers commercial, editorial and fine art work. For details, visit: www.HayesStudios.com
SHARKS
MALIGNED, ABUSED AND ENDANGERED

BY JULIAN PUTLEY
One of the most common questions from tourists to the Caribbean, especially from boaters, is: “Are there any sharks in these waters?” It seems that the fictional film ‘Jaws’ from the mid 70s is still on everyone’s mind. Personally, I refused to watch such a misleading and sensational story that turned thousands away from the pleasures of seaside fun. Statistics show that you’re more likely to be struck by lightning than to suffer a shark attack. Every year up to 75 million sharks are killed by humans as opposed to about five persons killed by sharks. Staggering, isn’t it? And the main cause of such egregious slaughter is ‘finning’, the slicing off of shark fins for lucrative Oriental markets while simultaneously dumping the shark back into the sea to die.

For many, sharks are seen as the ogres of the sea; predatory monsters, the killing of which is doing the world a favor, but nothing could be further from the truth. Sharks play an important role in maintaining the function and balance of the marine ecosystem. One example is that the decline in large sharks off North Carolina caused a huge increase in the cownose ray population (a shark food source), which eat scallops, clams and oysters. In coral reef ecosystems, corals depend on herbivorous fish like the parrot fish to eat algae and thus promote the growth of new corals. When sharks are removed from the ecosystem large fish, which feed on the herbivores, increase, new coral growth is stymied and the reef is threatened.

Sharks are very susceptible to over fishing because of their life cycles; slow growth, late maturation and few offspring. The IUCN (International Union for Conservation of Nature) determined the status of 21 pelagic shark and ray species commonly caught in high seas fisheries. Sixteen of the 21 species were considered threatened or near threatened with extinction. Those common to the Caribbean include the manta ray, thresher shark, short fin and long fin mako shark and the hammerhead. If shark decimation is not curtailed now the world’s oceanic ecosystem and coral reefs will continue to suffer greatly.

Shark ‘finning’ is the most devastating form of shark slaughter and probably would have been banned years ago except for the public’s perception of the shark as being a dangerous and unpredictable predator. It is also extremely lucrative; shark fins can sell for as much as US$700 per kilo and a bowl of shark fin soup can sell for $100. As we have seen sharks are really disinterested in humans as a food. The other problem is that sharks are a serious bycatch issue in commercial long-line fishing often making up a quarter of the catch. Although some sharks caught as bycatch can be retained and landed for sale, often they are thrown overboard either dead or seriously injured. In short, sharks are threatened.

What can be done: Shark fin soup, as part of Chinese culture, is purported to enhance appetite, rejuvenate, restore vital energy, enhance sexual potency and improve skin quality. All of these claims have been found to be false and should be dumped into the dustbin of myth along with rhinoceros horn. In fact this tasteless soup is more likely to be dangerous to your health due to high levels of mercury. The myth needs to be exposed in a big way.

A representative of the PEW environment group was recently in the British Virgin Islands (BVI) to enlighten leaders on the plight of sharks worldwide. During a Caribbean summit of political and business leaders on Necker Island, Deputy Premier Dr. Kedrick Pickering announced government’s intention to protect sharks and rays in the territory. This is crucial because although sharks are only caught as bycatch at present who knows when international shark finners will appear on the horizon. Legislation is needed now. Kate Brunn, Founder of Reef Guardians BVI and part owner of UBS Dive Centre has been doing a stalwart job of protecting the reefs from the invasive lionfish. She will now act as spokesperson on shark protection initiatives in the BVI. Ms Brunn is interested in exploring the possibility of shark tourism as well. In the Bahamas shark diving generates millions in revenue every year, according to PEW.

Cashing in on watching these amazing creatures as well as protecting them from ruthless fishers would seem to be a win/win situation. The balance of our oceanic ecosystem needs to be protected.

Julian Putley is the author of 'The Drinking Man’s Guide to the BVI', ‘Sunfun Calypso’, and ‘Sunfun Gospel’.
A COCKPIT WITH A VIEW

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4. CHICHIME, SAN BLAS, PANAMA
   Heaps of palm trees, white sand and an indigenous culture: paradise found!
We asked long-time Caribbean cruiser and All At Sea contributor Liesbet Collaert to put together a photo-essay of the ten most scenic anchorages in the Caribbean. Liesbet says: “Prep your boat, lift anchor and sail to one of these Caribbean bays. There, from the comfort of your cockpit – cocktail in hand – you can enjoy a million dollar view without spending a dime.”

Liesbet Collaert is a freelance writer and photographer. She and her husband Mark have been cruising on Irie for seven years. They recently left the Caribbean and are heading west for new adventures in the South Pacific. Visit her blog at: www.itsirie.com
A Cockpit with a View

7 TOBAGO CAYS, SVG
Hello beaches, palm trees, clear water and emerging turtles!

8 MORNE ROUGE, GRENADA
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Fajardo has grown from a sleepy fishing village into one of the most full-service yacht-friendly destinations in the Caribbean. It’s no wonder. The city’s location on Puerto Rico’s east coast is particularly scenic plus it’s the perfect jumping-off point to explore the U.S. commonwealth’s off-shore islands of Culebra and Vieques as well as the nearby U.S. Virgin Islands and British Virgin Islands. What’s more, Fajardo is today the hub of the islands recreational boating sector and home to every service a cruiser could desire.

“Transients on everything from sailboats to large motor yachts are finding that Fajardo is a great destination,” says Carol Fernandez owner of Atlantic Canvas located at Puer-
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to del Rey, the Caribbean’s largest marina with 1,100-slips. “There are many marine services, haul-out facilities, a hurricane tie down yard, flight access to San Juan, major grocery stores, medical facilities, hotels that range from the high end El Conquistador to bed-and-breakfasts and lots of restaurants. San Juan is just a one-hour drive away where there is an international airport, major hotels, shopping and many visitor attractions.”

Drilling down to more detail on the marine scene, there is not one but over seven marinas in the Fajardo area and they collectively cater to all types of boats and boaters. One of these, the 282-slip Sunbay Marina, has been appointed as an official cruising station for the Seven Seas Cruising Association.

Olga Perez, Sunbay Marina owner, says, “Our friendly staff is trained to assist yachters and to provide any information that might be needed. We even welcome—and are more than pleased—to help sailors anchored at nearby Isleta Marina.”

Sailors can anchor their vessels in a very safe area on the west coast of Isleta Marina that is near the Custom and Immigration and Fajardo Port offices.

In addition to Puerto del Rey, Sunbay and Isleta Marinas, there is also Villa Marina Yacht Harbor, Puerto Chico Marina, Sea Lovers and the El Conquistador Marina. Chandlery abound in Fajardo and include Industrial Marine, Martinez Marine, the Skipper Shop and West Marine. The Fajardo West Marine is one of the largest chandlery in the Caribbean and, at 16,000-square-feet, is full of merchandise, parts and accessories for the yachting lifestyle.

Pedro Monge, West Marine store manager, says there are plenty of things to see and do offshore or onshore in Fajardo. “Icacos, Palominos, Palominitos and Medio Mundo are small uninhabited islands off the coast with clear calm waters excellent for snorkeling and any other watersport. Nearby on land, there is the Las Cabezas de San Juan Nature Reserve, the El Yunque rain forest and beautiful beaches like at Luquillo.”

Las Cabezas de San Juan is a 445-acre reserve that showcases incredibly diverse ecosystems. Take a guided tour over two-miles of trails and boardwalks through the mangrove forest. Kayak the bioluminescent bay at sunset or at night. Visit the historic El Faro de Fajardo, or Cape San Juan Lighthouse, Puerto Rico’s oldest lighthouse built in 1880. There’s an information center and observation deck with views that span to El Yunque. This is the only tropical rainforest in the National Forest System. There is a visitor’s center, nature and hiking trails, waterfalls and cool river pools and places to picnic. Luquillo Beach is located a half hour drive north from El Yunque. This is one of the prettiest beaches in all of Puerto Rico with a mile-plus of white sand bordered by rows of majestic coconut palms. Nearby, the Luquillo Kiosks are a great place to sample local fare on the weekends. Row after row of open-air huts offer delicacies such as conch salad, skirt steak topped mofongo (fried mashed green plantain), seafood paella, bacalaitos (salt cod fritters) and empanadillas (fried meat pies).

There is something else that boaters can find in Fajardo beyond the marine services and majestic sites, says West Marine’s Monge. “We have friendly people to make sure cruisers have a good time and enjoy their visit to our island.”

Carol M. Bareuther, RD, is a St. Thomas, U.S. Virgin Islands based marine writer and registered dietitian.
The U.S. Virgin Islands were represented at the 2014 ISAF Sailing World Cup in Miami, Florida, bringing together the world's top Olympic and Paralympic class competitors. Nine countries competed in the three Paralympic class events: 2.4mR (one person), SKUD 18 (two persons – one man, one woman) and the three-person Sonar. The latter being the boat sailed by the U.S. Virgin Islands’ team.

The new USVI Team comprised David Flaherty, Tony Sanpere and Bob Blackwell, along with their coach, six-time Olympian John Foster. From Puerto Rico, the ever-cheerful Julio ‘Papote’ Reguero was there in his 2.4mR. In 2008 Reguero qualified for the Paralympic Sailing Regatta in China.

A week with the Paralympic sailors is an interesting and uplifting experience.

All the sailors assembled at the Shake-A-Leg location in Coconut Grove; South Florida’s premier adaptive watersports community serving people of all abilities. Also located here is Team Paradise, founded by Olympic Gold Medalist Magnus Liljedahl. Team Paradise is a non-profit organization working to introduce people with disabilities to the sport of sailing and also to develop athletes for the Paralympic Summer Games.

The sailors at this year’s World Cup had a week of adapting to very light and variable winds on Biscayne Bay. Many mornings were spent sitting around, trying to make the most of it; chatting, laughing and playing pranks. On the final day, the race committee (and sailors) made a gallant attempt to get in some racing; but the hazy, humid day with light airs made it impossible and the honors were given based on the previous day’s performance. The 2014 2.4mR gold medal went to Megan Pascoe of Great Britain. Britain’s Alexandra Rickham and Niki Birrell captured gold in the SKUD 18, while Bruno Jourdren, Eric Flageul and Nicolas Vimont Vicary of France were victorious in the Sonar.

Paralympic Sailing made its official Paralympic debut at Sydney 2000 with two events; a one-person boat and a three-person boat. The events were open to both male and female competitors with the host nation’s Noel Robins, Jamie Dunross and Graeme Martin taking the first Sonar gold and Heiko Kroger winning the first 2.4mR gold medal for Germany. The 2.4mR and Sonar carried forward to Athens 2004. The two
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Fajardo, Puerto Rico
person SKUD 18 was introduced for the Beijing Paralympics in 2008. The first gold medal in this event went to the USA Team of Nick Scandone and Maureen McKinnon-Tucker.

The next Paralympic Regatta will take place at the C. Thomas Clagett, Jr. Memorial Clinic & Regatta in Newport, R.I., June 12-15 2014.

The International Federation of Disabled Sailors (IFDS) Worlds 2014, will take place at the Royal Nova Scotia Yacht Squadron from August 15 – 24 2014. This is the first of two qualifying events for the Rio 2016 Paralympic Sailing Competition … and we intend to be there!

Capt. Jan Robinson’s Ship to Shore Cookbook Collection is available at your local marine or bookstore. Visit www.shiptoshoreINC.com email CapJan@aol.com Tel: 704-277-6521. Don’t miss the new cookbook added to Jan’s collection: DINING ON DECK
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There were two facets to the St. Croix Yacht Club hosted 2nd Annual Bill Chandler Sunfish Regatta in February that few if any other sailing competitions in the Caribbean can claim: (1) the single-handed sailors ranged in age from 11 to 70-plus years, and (2) the only class featured the Sunfish dinghy.

Twelve sailors took to the seas for the two-day regatta, named in honor of the late Bill Chandler. Chandler spent countless volunteer hours teaching kids to sail and favored the Sunfish when he took to the seas himself. Peter Stanton, whom Chandler taught when he was a young sailor, finished first overall with all first place bullets except for one second place finish. This second place was handed to him by Lenn De Palma, Chandler’s nephew.

“Good solid tactics and great boat speed is what got it done,” says Stanton, who has won the Sunfish Worlds as a Junior, represented the US Virgin Islands in the Sunfish at a couple of Pan American Games and Caribbean & Central American Games, and is currently the Sunfish Class representative for the territory. “I looked up to Lenn when he was a teenager and I was a kid learning how to sail. It was great to sail with and against him again.”

The Grand Master Class, ages 60 and up, was the most competitive class. Only seven-points separated first and third place after 20 races and no throw outs. The overall
Grand Champion Tully Keith successfully defended his title in this class. Ned Jacobs was a close second with Charlie Fischer, SCYC’s commodore and oldest sailor, third.

Fischer says, “When you are 75-years-old the opportunity to sail in singlehanded competition, and be competitive, does not present itself very often. The Chandler Sunfish Regatta was perfect because it included all ages and skill levels. So I signed up, figured I could beat some of the kids and maybe get lucky. Two days later, with bloody hands, sore butt and busted dreams, I realized Chandler was right. He’d always said, ‘just blame the idiot at the end of the tiller!’ But, my eighth place overall out of fourteen must mean something, right?”

On the opposite end of the age spectrum, 11-year-old Lake Sanford and 13-year-old Taylor Hasson teamed up to double-hand since they both weigh only 80lb. The duo finished third overall and took the Youth Champion prize.

“The best part of the regatta was when we beat Beecher Higby (winner of the age 40 to 59-year-old Master Class and a great laser sailor) in four races!” says Sanford who took turns on the tiller with Hasson.

“When you are 75-years-old the opportunity to sail in singlehanded competition, and be competitive, does not present itself very often.”

Hasson credits their win “to great teamwork and practice.” Sanford and Hasson usually sail Optimists and Lasers respectively. These two dinghies are prevalent throughout the Caribbean, yet not so the Sunfish. In fact, Sunfish fleets in the islands have been up and down over the last several decades. This rise and fall in popularity has paralleled major events, such as when the Sunfish Worlds were held in Puerto Rico in 1999 and Curacao in 2011 and when sailors are preparing for the Pan Am and CAC Games since the Sunfish is one of the official classes. However, there are Sunfish Class Associations in Puerto Rico, Barbados, Aruba, Bonaire and Curacao.

Stanton explains, “The Sunfish is a relatively simple boat and can be adjusted so that older folks that’s don’t bend as easily can get under the boom and across the boat easier. It’s also good for younger kids because it is not as physically demanding as a Laser. The boat is also a blast to reach around in and isn’t too far off the pace of a Laser.”


For information on the International Sunfish Class, visit www.sunfishclass.org

Carol M. Bareuther, RD, is a St. Thomas, U.S. Virgin Islands based marine writer and registered dietitian.
Quantum Sails and Shadows Awnings have moved near Frenchtown. Please call (340) 777-LOFT (5638) www.sails.vi
After three days of picture-perfect sailing Nilaya (Class A), Freya (Class B) and Moonbird (Class C) were crowned winners in their respective divisions at the Loro Piana Caribbean Superyacht Regatta & Rendezvous 2014.

Hosted by the Yacht Club Costa Smeralda (YCCS) and sailed March 21-22 in Virgin Gorda, British Virgin Islands, the regatta brought together some of the world’s most spectacular superyachts.

Second place in Division A went to the J-Class Rainbow, on equal points with the 50m Fitzroy sloop Ohana in third. Division B runner up was the 57.5m ketch Twizzle ahead of the 55m Vitters ketch Marie. Division C silverware went to the 31m Dubois-designed sloop Sarafin, just one point behind the winner Moonbird, while the 27.4m Tempus Fugit, built by Arkin Pruva, took third place. The Boat International Media Trophy for the event went to the 34m Nilaya, designed by Reichel-Pugh and built by Baltic Yachts.

On the final day, the YCCS race committee set a custom course which took the fleet west from the start off Necker Island to round the Dog Islands to starboard before heading further westward and rounding back to Necker and the finish.

Rainbow, chartered by Pier Luigi Loro Piana and with Francesco de Angelis and Brad Butterworth on board, was victorious in Division A. Nilaya claimed second place leaving her with an impressive 1-1-2 scoreline and overall victory.

Filip Balcaen of Nilaya said he was pleased with the result despite some difficulties in the final race: “It is a fantastic place to race, good winds, nice competition and incredible boats so we really enjoyed it although today we had a bad race. We had a big problem at the upwind mark, so downwind we were not able to hoist our code zero. Anyway the good thing was we only lost three minutes and in the end we came second, which is not that bad and we won the whole regatta in our class.”

In Division B the Frers-designed Swan 90 Freya took her second bullet and notched up an equally impressive 1-2-1 scoreline. Meanwhile Twizzle claimed second place and second overall.

Owner Don Macpherson was thrilled with Freya’s win. “One year ago we were here and we came in last! Over
proceedings: “Each year we think this event simply cannot get any better, but I am happy to report that each year we are proved wrong! I feel honored to say that I have received a great number of compliments from owners and crew here on the docks. Excellent race organization, perfect sailing conditions and superb social events have made this an unforgettable week for everyone involved.”

Pier Luigi Loro Piana was equally happy: “We had a fantastic regatta, fantastic weather and great sea conditions, the best possible ones for racing. It’s a pleasure, as a sponsor, to see this event growing,” he said.

For full results, visit: www.yccsresults.com/lpcsr14/lpcsresults.htm
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Facing an international field of match racers hailing from Poland, the United Kingdom, France, Russia and the Caribbean, Rodion Luka from the Ukraine won the 6th edition of the Budget Marine Match Racing Cup with a 2-1 victory over Russian skipper Eugeny Nikiforov.

A silver medalist in the 49er Class at the 2004 Olympics, Luka was joined by fellow Ukraine Igor Matvienko, who won gold aboard a 470 in the 1996 Games. Dmitry Potosky rounded out Luka's winning three-man crew, who earned the $5,000 first-place check for their efforts.

"I have a really good team," said Luka. "We had a couple of lucky moments that really helped us. We didn't expect to win. We just did our best. Once we had the boat-handling down and that isn't a problem, you can begin to play chess, which is what match racing is."

Nikiforov and his team took home the $3,000 purse for winning skipper Rodion Luka accepts the winner's trophy from Chris Marshall (far right) of Budget Marine.

PHOTO: BOB GRIESER

Rodion Luka receives a congratulatory hug from one of the Russian crew.

PHOTO: GARY BROWN/OCEANMEDIA
Russian skipper Nikiforov sailed an outstanding series, tearing through the round-robin tournament with a perfect score.

But it turned out Luka still had some comeback magic of his own.

Race 2 was delayed after the pin-end buoy went adrift, but once it was reset, Luka took the start by six seconds and never looked back, leading Nikiforov around every mark of the three-lap course to register a wire-to-wire victory to knot the finals at 1-1. With solid breeze now providing ideal 10-12 knot wind conditions, the stage was set for a winner-take-all third and final race.

After such a dramatic day of yacht racing, it proved to be an anticlimactic finish. Luka and Nikiforov were in close quarters during the entire pre-start cat-and-mouse sequence, but with less than a minute before the start, the Russian blinked and Luka gained a slight advantage.

“They made a mistake and we got a half boat length ahead,” said Luka. “We were quite lucky. After that, it was quite easy. We got the first shift and took control.”

Luka had a solid lead at the start, extending a 19-second lead at the first weather mark to a dominating 39-second advantage at the second. From there, it was only a matter of covering Nikiforov to the finish line, which Luka did with poise and aplomb. When he crossed the line he shared high fives with his triumphant teammates.

“He (Nikiforov) dominated all the way through the round robin and got to the final race,” said Robbie Ferron, the founder of Budget Marine. “One silly mistake put him in second place. I really feel badly for him. All day he was so technically correct and disciplined.” He added, “But Luka is a worthy champion, and the Ukrainian’s name will now be etched on the Budget Marine Match Racing Cup trophy.

For full results and more, visit: www.heinekenregatta.com
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CAUSEWAY BRIDGE:
- Inbound & Outbound Traffic:
  - 0815 hours, 1015 hours, 1515 hours, 1715 hours

FRENCH SIDE – Bridge Operator VHF Ch. 16 / Tel: (590) 87 20 43
Outbound & Inbound (Outbound Traffic proceeds Inbound Traffic):
- 0900 hours, 1430 hours, 1730 hours

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

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Sailing into Carriacou’s Tyrell Bay is a refreshing tack back in time. The bay, nearly half-a-mile wide, meets the land in a gentle curve, attached by a ribbon of sand and road. The bay often accommodates over 100 vessels flying flags from all corners of the world.

From the anchorage there’s an obvious lack of amenities: no mega marinas or mooring field; dingy docks are sketchy and the shoreline is void of all things modern and manic. The simplicity continues ashore in the village of Harvey Vale where you’ll find some of the friendliest locals in the Windward Islands, especially if you remember to put salutations before business.

Tyrell Bay’s history is steeped in maritime tradition and commerce. Wooden cargo vessels, built on the beach, were routinely maintained by careening at anchor. Fishing was done under sail; lobsters collected by woven traps.

Working the sea continues to be both livelihood and tradition. Upon your arrival, you may be met by a small boat offering fresh catch and some wine with which to wash it down. Every menu ashore boasts lambi, lobster, and fish—stewed, fried, baked, curried or corned.

New services crop up periodically and existing ones segue to meet the demands of modern vessels and visitors.

Wi-Fi is abundant; there are two laundry facilities and buses run day and night.

Carriacou Marine, Ltd., which fills the southwest corner of the bay, is a full service boatyard with a 50 ton travel lift and ample space for yard work and repair. Snowbirds love it for off season storage. The tidy compound includes a mini market, cafe and Island Water World outlet. Recently an office for Customs and Immigration opened on site, eliminating
the need to anchor for clearance in nearby Hillsborough.

Next door is The Slipway, a marine railway built to haul and repair yachts, that was abandoned years ago but lives on today as one of the island’s premier restaurants. Owners Daniela Angelico Stewart and Kate Stroebel embraced the site’s artifacts, creating an elegant, yet nostalgic dining venue by turning table saws and band saws into dining tables and placing on display a collection of antique dinghies and boat blocks.

Down the beach is Lazy Turtle, now in the hands of Sue Hamelin and Shayne Wallis. They set out a year ago from England, in search of a restaurant and an island to love. Since opening in November, they haven’t looked back. Their pizza oven and skilled staff produce island inspired pies and there’s frequently live music to help dance it off. You might hear a string band or their own Brenden McKie, aka Kill A B, who recently placed first in the Soca contest.
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If steel pan is your music of choice, show up Friday night at Sherwin Noll’s Lambi Queen. It’s the most constant music tradition in Tyrell Bay and if you miss it ashore, no worries; you’ll hear it loud and clear on your boat.

Topping the list of popular night spots is Sundowners Beach Hangout, a tiny wooden structure clinging to the edge of the road. Painted turquoise and purple, it’ll grab your attention as you stroll by but if it’s dark, you’ll be lured, instead, by the amazing aroma of Jeanette Henderson and Frankie Collier’s local dishes and stunning breads. They switch it up, blackboard style, with palate pleasing specials like callaloo fritters or Carriacou style oil down.

The newest establishment in Tyrell Bay is the Gallery Cafe, serving hearty breakfasts and exotic lunches. The dining room triples as an art gallery showcasing wares from local and transient artisans. This is also the Budget Marine outpost office. Owners Sally and Paul O’Regan, who have called Carriacou their anchorage for eight years, know what cruisers want and need.

Provisioning in Tyrell Bay is simplistic. Alexis’ market, the largest of several stores, carries everything you need that comes in a can, bottle or package. If you want fresh, head across the street to one of two plywood-box buildings where you will find what’s ‘fresh today’ and leave without, ‘it finish’. Denise Mathew of Big Mama Market Yacht Provisioning has an interesting assortment of goods ranging from turmeric root to hair extensions. What else would you need?

At the northern corner of the bay, bordering the mangroves, sits ‘the elephant in the bay’ – a long running government/private project that is rumored to grow into a mega-marina/condo/village affair. Locals are excited and skeptical at the same time. “It could be a blessing or a thorn,” says Sue Hamelin. “Tyrell Bay has the potential to grow but it must be done organically. This just might be the last real West Indian island.”

No doubt about it, with change on the horizon, these are the good old days in Tyrell Bay and we’ll be talking about them for decades to come.

Jan Hein tacks with the seasons between the Caribbean and Seattle, usually aboard one of many wooden boats she owns with her husband, artist Bruce Smith.
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YEARWOOD WINS SOUTH GRENADA REGATTA

BY CAROL M. BAREUTHER

S

omthing for everyone sums up the fun at the South Grenada Regatta, hosted out of Le Phare Bleu Marina & Boutique Hotel from March 6 to 9. A ‘floating’ Dinghy Concert in the middle of Clarke’s Court Bay kicked-off the event, which also included a 15hp Dinghy Time Trial, Junior Sailing Regatta aboard Mosquito dinghies, and a Pirate’s Trail on shore where kids tested their skills in fun-filled activities like walking the plank. However, the real focus of the SGR centered on the more recently added match races as well as the traditional fleet races. The latter featured a David and Goliath battle for Overall Winner championed by Grenada’s Robbie Yearwood and crew aboard Yearwood’s J/24, Island Water World (IWW) Die Hard.

“We were by far the smallest boat in the regatta at 24-feet,” explains Yearwood. “Our challenge was to keep clear of the bigger boats and play to our strengths and their weaknesses. We did. IWW Die Hard’s strength lies in team work and boat preparation. The team members are very good friends and have raced together for as long as twelve years. My crew is smart enough to ignore my orders and instead do the right thing at the right time.”

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The first day, *IWW Die Hard* won the North South Wines ‘Veuve Cliquot’ Cup. Yearwood explains, “We positioned ourselves to start on starboard tack, with speed, close to the committee boat allowing us to tack out early rather than to continue, like the fleet, towards the left and shallow water, which would have meant coming back out against huge and short seas that would have stopped us in our tracks. It worked because we rounded the windward mark with the biggest boats of the fleet.”

During the second race for the Netherlands Insurance Cup, the *IWW Die Hard* team judged correctly that there was more wind on the right during the long downwind leg to Prickly Bay, which at the same time had larger waves due to shallower water. These two factors enabled them to find more surfing opportunities and make up for the J/24’s much shorter waterline compared to the rest of the fleet.

*IWW Die Hard* also triumphed in the race for the Westerhall Cup. However, the team lost the series fourth and final *IWW Cup* to the nearly twice as large Dufour 44 *Piccolo*, driven by Grenada’s Mike Bingley. Bingley accomplished this feat thanks to a quick learning curve on a boat new to him and with inexperienced crew.

“My boat had some rigging problems so Andrew Yates generously lent us *Piccolo* and some of my stuff at Palm Tree Marine, who had never raced in a regatta, joined us for a wonderful time,” Bingley explains. “When your team can gel together on a new boat as fast as the team I had, and cooperate for the common cause, that is a good recipe for winning.”

Ten teams, including two from yachts who recently participated in the Oyster World Rally, match raced on 33ft Rush 10 catamarans. The first round matches proved fast, exciting and extremely close. Unfortunately, at the beginning of the second round, one of the Rush 10s dismasted and racing stopped.

Bingley, who match and fleet raced, says, “I enjoy racing no matter the type of race. Since match racing uses two evenly matched boats, it leaves it down to the experience of the crew.”

Having fun is what this regatta is all about, says SGR chairman Jana Caniga. “Sailors enjoy our fleet, match, and junior racing programs. And our great parties, top notch musical entertainment, and wide range of other water and land-based activities makes it a fun regatta for all, sailors and non-sailors, Grenadians and visitors alike. We take great pride in that.”

The 2015 SGR is tentatively set for the second week in March. 

*For full results, visit: southgrenadaregatta.com*  

Carol M. Bareuther, RD, is a St. Thomas, U.S. Virgin Islands based marine writer and registered dietitian.
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## CARIBBEAN MARINAS

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

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<th>Maximum Length</th>
<th># of Slips</th>
<th>Fresh Water</th>
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<td>Antigua</td>
<td>Falmouth Harbour Marina</td>
<td><a href="http://www.antigua-marina.com">www.antigua-marina.com</a> 268-460-6054</td>
<td>20’</td>
<td>380’</td>
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<td>297-588-0260</td>
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<td>Bahamas</td>
<td>The Marina at Emerald Bay</td>
<td>242-336-6100</td>
<td>14’</td>
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<td>110/220 Cable</td>
<td>16/59</td>
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<td>30, 50, 100 &amp; 200 amp single phase; 100 &amp; 200 amp 3 phase, 60hz</td>
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<td>52</td>
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<td>590 990 36 620</td>
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<td>876-715-6044</td>
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<td>248-495-9930</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>480V 3 phase 100 amps/leg, 220V 3 phase 100 amps/leg, 220V 50 amps, 110V 30 amps, 50 &amp; 60hz</td>
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<td>340-775-6454</td>
<td>10’</td>
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<td>125/250V 50 amp; 125/250V 100 amp; 220V 3- &amp; single-phase; 100 amp; 220V 100 amp</td>
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<td>10 FREE</td>
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<td>Cable</td>
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<td>Turks &amp; Caicos</td>
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<td>78</td>
<td>30/50/100 amp, 3 phase, up to 480V</td>
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<td>16/11</td>
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<td>Marina Santa Marta</td>
<td>+57 5 421 5037</td>
<td>11.5’</td>
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<td>256</td>
<td>110/220, 60Hz</td>
<td>Cable</td>
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<th>VHF Channel</th>
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<th>Laundry</th>
<th>Gas</th>
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<th>Security</th>
<th>Fresh Water</th>
<th>Outlets</th>
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<tr>
<td>Boston, MA</td>
<td>Boston Yacht Haven</td>
<td>617-367-5050</td>
<td>22’</td>
<td>300’</td>
<td>100</td>
<td></td>
<td></td>
<td>480V, 100 and 200 amps; 240V single-phase; 208V 3-phase; 100 amps; 240V 50 amps; 120V, 30 amps</td>
<td>Cable</td>
<td>09/16</td>
<td>FREE</td>
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<tr>
<td>Deltaville, VA</td>
<td>Deltaville Marina</td>
<td>804-776-9812</td>
<td>10’</td>
<td>110’</td>
<td>80</td>
<td>30/50 Amp</td>
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<tr>
<td>Cabo San Lucas, Mexico</td>
<td>Marina Cabo San Lucas</td>
<td>+52 624 173 9140</td>
<td>18’</td>
<td>200’</td>
<td>380</td>
<td>110V 30 amps; 220V 50 amps; 100 amp 3-phase</td>
<td>Cable</td>
<td>88A</td>
<td>FREE</td>
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<tr>
<td>Montauk, NY</td>
<td>Montauk Yacht Club</td>
<td>631-668-3100/888-MYC-8668</td>
<td>12’</td>
<td>200’</td>
<td>232</td>
<td>110V, 220V, 480V 3-phase</td>
<td>Cable</td>
<td>09</td>
<td>FREE</td>
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<tr>
<td>NY Harbor - Jersey City</td>
<td>Newport Yacht Club/Marina</td>
<td>201-626-5550</td>
<td>8.25’</td>
<td>163’</td>
<td>154</td>
<td>110V, 220V 30/50/100 amp</td>
<td>Cable</td>
<td>16/72</td>
<td>FREE</td>
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### CARIBBEAN BOATYARDS

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

| Jolly Harbour, Antigua | Jolly Harbour Marina & Boat Yard | 17°04' 46.40" N | 61°54' 37.00" W | (268) 462-6041 | 15' | 80' | 18' | no limit | 110/220 | 8am-5pm | 70 • • • • • •
| Antigua | North Sound Marine | 17°11' 47.50" N | 61°50' 75.00" W | (268) 562-3569 | 15' | no limit | 31' | no limit | 110V, 30amp/220V, 50amp/3-phase | 24x7 | 150 • • • • • •
| Aruba | Varadero Caribe | 12°32' 00" N | 60°02' 00" W | 297-588-3850 | 7' | 85' | 23' | no limit | 120/240 | 8am-4pm | 60 • • • • • •
| Tortola, BVI | Nanny Cay Hotel & Marina | 18°25' 00" N | 64°37' 00" W | (284) 494-2124 | 10' | 68' | 20' | no limit | 220V, 50A, 110V, 30A | 7, 4 days | 70 • • • • • •
| Virgin Gorda, BVI | Virgin Gorda Yacht Harbour | 18°45'22" N | 64°37'50" W | 284-495-5318 | 10 | 150 | 34 | no limit | 110/120 | 7am-6pm | 70 • • • • • •
| Curaçao | Curacao Marine | 12°00' 00" N | 68°47' 00" W | 599 9 562-8000 | 9' | 120' | 33' | 193 | 110/220 | 8-5pm | 60 • • • • • •
| Boca Chica, D.R. | Marina ZarPar | 18°26.40" N | 69°37.23" W | (809) 523-5858 | 75' | 65' | 28' | no limit | 110/220, 3 phase | 9am-5pm | 70 • • • • • •
| La Romana, D.R. | IBC Shipyard | 23°23' 55" N | 58°52' 55" W | +809 449-3321/3323 | 12° | 110' | 26' | no limit | 110/220, 3 phase | 100/50/30 amp | 8-5 M-F | 120 • • • • • •
| Grenada | Grenada Marine | 12°01' 20" N | 60°14' 40.42" W | 00-1-473-444-1667 | 12° | 75' | 31.5' | 0 | 110/220 | 8-5, M-F | 70 • • • • • •
| Grenada | Spice Island Marine Center | 12°50' 00" N | 61°43' 00" W | 473-444-4257 | 12° | 70' | 25.4' | 0 | 110/220 | 8-5, M-F | 70 • • • • • •
| Puerto Rico | Varadero @ Palmas | 18°04' 37" N | 65°47' 57" W | 787-656-9211 | 11° | 110' | 26' | no limit | 50/3 amp | 8-5 M-F | 110 • • • • • •
| Sint Maarten | Megayard | 18°02' 13.24" N | 62°05' 08.52" W | 1-721-5444-060 | 12° | 200' | 33' | 12' | 110/220 | 8-5, M-F | 150 • • • • • •
| St. Lucia | Rodney Bay Marine | 14°04' 32.22" N | 60°56' 55.63" W | 758-452-0324 | 14° | 275' | 55' | no limit | 110/60, 220V/50, 480V/3 phase | 8am-5pm | 75 • • • • • •
| St. Lucia | St. Croix Marine | 17°00' 45" N | 64°42' 00" W | 340-773-0289 | 11° | 68' | 13' | 8' | 110V, 30amp/220V, 50amp/3-phase | 8-5, M-F | 60 • • • • • •
| St. Kitts | St. Kitts Marine Works | 17°30' 20.3" N | 62°50.1'W | 1-869-662-9130 | 12° | 120' | 35' | no limit | 110/220, 3 phase | 100amp | 7.4 M-F | 150 • • • • • •
| St. Thomas, USVI | Subbase Drydock | 18°00' 00" N | 65°00' 00" W | 340-776-2078 | 165' | 190' | 50' | 100amp | 1100 three phase/220/110 | 8-5, M-F | 1000 • • • • • •

**OUTSIDE OF CARIBBEAN:**

| Deltaville, Va | Deltaville Boatyard | 37°54' 96.64" N | 76°32' 96.21" W | 804-776-9900 | 9' | 80' | 25' | no limit | 30/50 Amp | 7.5 M-F | 35/75 • • • • • •

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3BR/3BA waterfront condo, excellent location and condition.
$499,000

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marynickbarg@gmail.com | www.americanparadise.com
Cell: (340) 513-2477

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<tr>
<th>Best Boats</th>
<th>Best Equipment</th>
<th>Best Locations</th>
<th>Best Service</th>
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<tr>
<td>2007 LEOPARD 46</td>
<td>&quot;Natural Mystic&quot; 4 Cabins / 4 Heads Located Tortola, BVI Asking $349,000</td>
<td>Cyclades 3 &amp; 4 Cabin layout with additional crew cabin and generator. Located in BVI and St. Martin Asking from $189,000 Reduced Price</td>
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<tr>
<td>2008 JEANNEAU 36i</td>
<td>&quot;Miss Keri&quot; 2 Cabins / 1 Heads Located Abaco, Bahamas Asking $79,000 Reduced Price</td>
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<tr>
<td>2005 LAGOON 410</td>
<td>&quot;Moabi&quot; 4 Cabins / 4 Heads Located St. Martin Asking $199,000</td>
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<tr>
<td>2012 BENETEAU FIRST 40</td>
<td>&quot;Sunsail 100i&quot; - Cruise &amp; Race Ready! 3 Cabins / 2 Heads - Demo Boat Located San Francisco, CA Asking Only $199,000 Reduced Price</td>
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<tr>
<td>2007 BENETEAU 39</td>
<td>&quot;Four Winds&quot; 3 Cabins / 2 Heads Located Tortola, BVI Asking $89,000</td>
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<tr>
<td>2008 JEANNEAU 39I</td>
<td>&quot;Danica&quot; 3 Cabins / 2 Heads Located Tortola Asking $95,000</td>
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<tr>
<td>2006 LAGOON 410</td>
<td>&quot;Amigo&quot; 4 Cabin / 4 Heads Located Tortola, BVI Asking $209,000</td>
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28' 02 Grady White, 200HP Yamahas ... $40K
30' 74 Faisel Trawler, pilot house ......... $31.8K
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PIQUILLO PEPPERS WITH GOAT CHEESE
Prep time: 15 minutes. Cooking time: 2 minutes. Serves: 4
2 tbsp finely diced shallots
1 scallion (white part only) thinly sliced
1-½ tsp aged Spanish sherry vinegar
Sea salt
Freshly ground black pepper

In a bowl mix together shallots, scallion and vinegar; season with salt and pepper. Slice open the top of each pepper to create a pocket. Spoon cheese into peppers, dividing it equally. Heat a large frying pan over medium heat; coat with cooking spray. Cook peppers, flipping once, until cheese begins to melt, about 30 seconds each side. Transfer to a platter. Sprinkle with parsley and thyme. Drizzle dressing over peppers and serve.

NOTE: Two peppers deliver a third of your daily vitamin C needs, and vitamin C has been shown to increase fat burning during exercise!

SALMON WITH MISO-DRESSING VEGETABLES
Prep time: 15 minutes. Cooking time: 15 minutes. Serves: 4
1/4 cup white miso
1/4 cup vegetable stock
3 tbsp mirin
2 tbsp unseasoned rice vinegar
1 tsp finely grated fresh ginger
½ tsp minced fresh garlic
2 tsp soy sauce
3 tbsp canola oil
4 x 6 oz skinless center cut salmon fillets, 1-inch thick

In a heavy bottom saucepan, heat together the miso, stock, mirin, vinegar, ginger and garlic over moderate heat. Whisk in soy sauce and remove saucepan from heat.

In another large skillet, heat the remaining 2 tbsp oil. Add the shitake and onion and cook over moderately high heat, tossing until browned and just starting to soften, about 3 minutes. Add the fennel and carrots and cook until crisp-tender, about 2 minutes. Add the radishes, cook another minute, then add spinach and cook until just wilted. Season with salt and pepper, add 1 tbsp miso dressing and toss well. Remove from heat.

Heat 1 tbsp oil in a large cast-iron skillet, over high heat. Season salmon with salt and pepper. Add to the skillet and cook over high heat, until lightly browned, about 2 minutes. Turn over and cook another 2 minutes, until cooked through. Do not overcook.

TO SERVE: Transfer vegetables to heated dinner plates and place salmon on top.

CANTALOUPE SORBET without Corn Syrup
Prep time: 5 minutes. Freezing time: 8 hours. Serves: 6
1/4 cup sugar
1/4 cup water
3 cups of ripe Cantaloupe, peeled and seeded and cut into 1-inch pieces (about ½ cantaloupe)

Squeeze of fresh lime juice

In a medium size saucepan, combine sugar add water. Stir over medium heat until sugar dissolves. Bring to boil. Transfer to 11x7x2-inch glass dish and chill until cold, about 2 hours. Meantime, purée cantaloupe in a blender until smooth, then add to sugar-syrup in dish. Stir until well blended. Freeze until almost firm, stirring occasionally, at least 3 hours. Then transfer cantaloupe mixture to large bowl of electric mixer, beat until fluffy. Return to freezer and freeze until firm (do NOT stir this time), at least 3 hours or overnight.

NOTE: Sorbet can be prepared 3 days ahead. Cover and keep frozen until ready to serve.

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