

ALL AT SEA CARIBBEAN

Inside:
Charter
Boat Trends

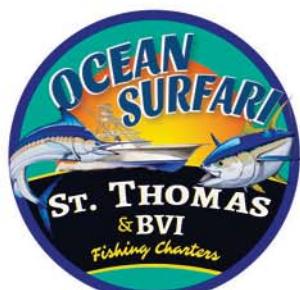
CRUISING: Caribbean vs Pacific

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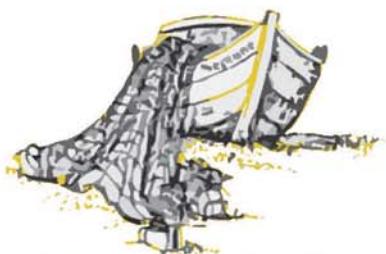
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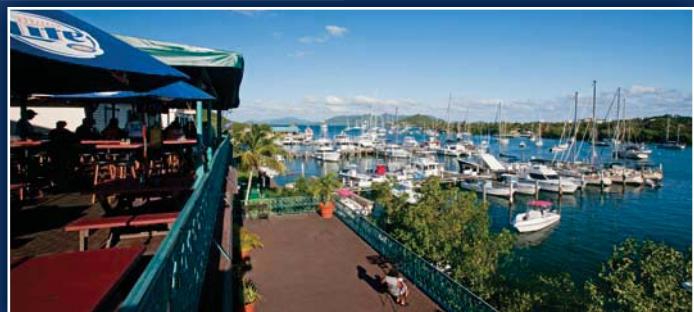
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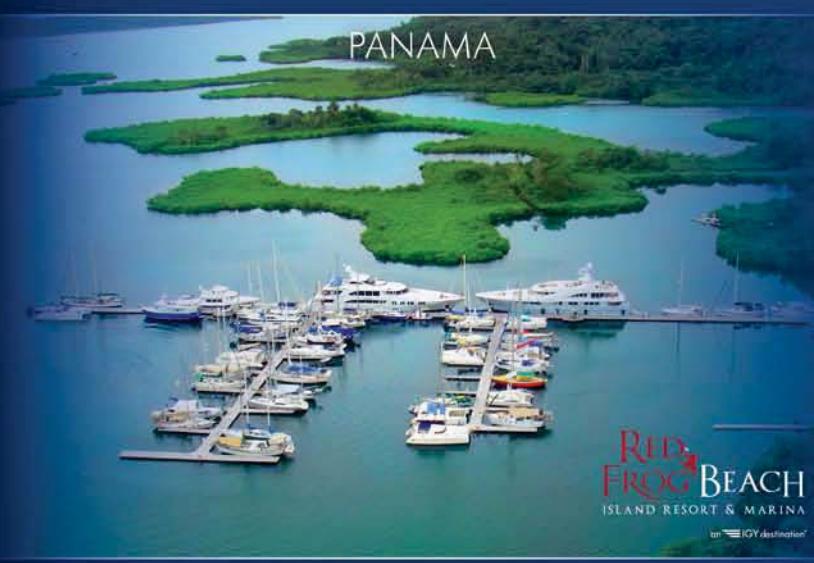
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SLOW DOWN, YOU MOVE TOO FAST ...

Autumn is in the air and in parts of the world the trees are glorious in colors of russet and gold. Beneath the fallen leaves, animals prepare for their winter hibernation, a long rest after a hectic summer. Meanwhile, in the Caribbean, the somnambulant days are over and things are coming to life. Around the waterfront marinas are checking their docks, and marine stores are restocking warehouses and filling their shelves. Excitement is in the air for the annual migration is about to begin. Soon the first charter boats will arrive at their winter cruising grounds bringing hopes of a successful charter season that will, in turn, boost the economy of various Caribbean islands. Having crewed on charter boats, I delight in following the changes within the industry, one which continues to evolve at a rapid pace. In this month's *All At Sea* we take our yearly look at charter trends and talk to those who are on the front line, the booking agents, whose job it is to match their clients with a suitable boat and crew. Brokers are under pressure to get it right. Get it wrong and an expensive, perhaps once in a lifetime experience can turn into heartache for both guests and crew. In this highly competitive industry, one bad experience can have far reaching effects. That things have changed since I walked the deck of a charter boat is an understatement. You can read about charter trends on page 64.

Going hand-in-hand with our feature on charter trends is a preview of Caribbean boat shows. Boat shows are fun to attend but incredibly hard work for those whose boats are on display. At one show a stewardess told me how she was lambasted for not folding the first sheet of toilet paper off the roll in the correct way. At another, a huge glass table, a feature of the saloon, went overboard while the hapless crewman who brought it on deck to be worked on broke down in tears. You can glean from these anecdotes that preparations for a boat show are very intense and that perfection in the form of a gleaming yacht and smartly turned out crew is the result of thousands of hours of hard work. Caribbean boat shows play a vital role in our yachting industry and showcase the region to the rest of the world. On page 72, we take a look at this year's crop of Caribbean boat shows and dedicate the feature to event organizers, captains and crews.

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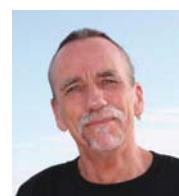
You no longer have to stuff your face with carrots to see in the dark! That's the message from our technical writer Glenn Hayes who has been peering through the latest in night vision technology. On page 50, Glenn compares image intensifiers and thermal imaging and the difference is as clear as, well, night and day.

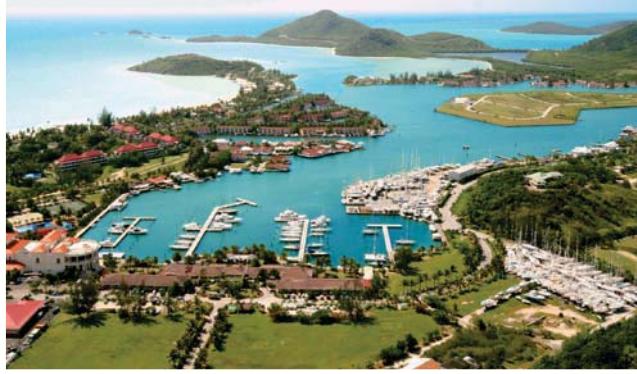
Our cruising feature this month seeks to answer the question: Which is best, the Caribbean or the Pacific? Until now I have never given this much thought and looked on both regions as part of the whole when it comes to blue water voyaging. Granted, I have never sailed the Pacific but I have always had it in mind to do so. Now I'm no longer sure. In his article Todd Duff champions traveling slowly instead of galloping through an area without taking time to sip the 'ti punch and notes that once you enter the last lock on the Panama Canal, it's pretty hard to turn back. When I look at my own island of St. Maarten, I realize how much of its 37 square miles I haven't seen. The same goes when I edit stories about other islands; they open my eyes and I think, well, I was there, three times, and never saw that. Perhaps my old T-shirt had it wrong and Live Fast – Sail Slow would be a more suitable choice of words.



See you on the water!

Gary E. Brown,
Editor





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Seasons of Change

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COVER SHOT: A family enjoys all the water toys aboard the Irwin 68 ketch, *Lazybones*
Photo by Anthony 'Bones' Blake. Courtesy of CharterPort BVI

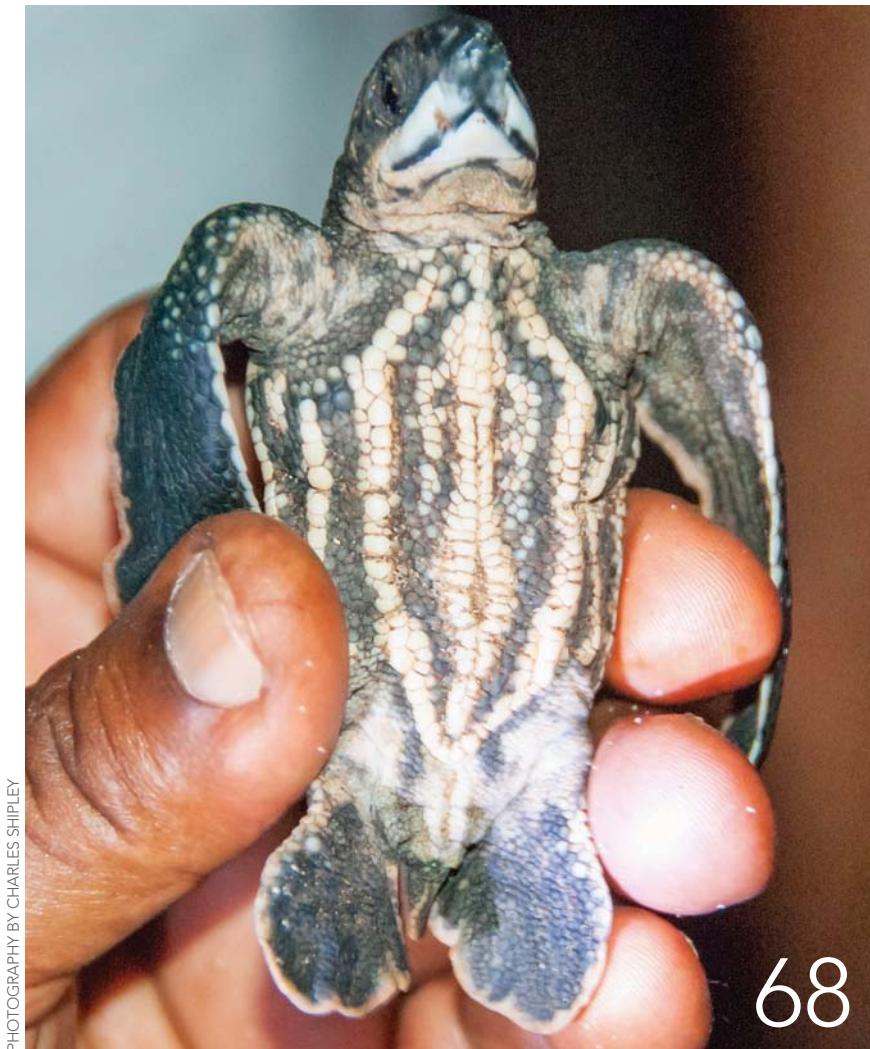


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| Faith, Hope & a Strong Arm | 120 CARIBBEAN BOATYARDS |



PHOTOGRAPH BY CHARLES SHIPLEY

NEXT MONTH IN ALL AT SEA:
Rallies to the Caribbean and Atlantic Salvage

ALL AT SEA

CARIBBEAN

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WHERE IN THE WORLD?

CONGRATULATIONS TO DAVID & TRISH AND THANKS FOR READING ALL AT SEA!



ESCAPING THE HEAT OF A CARIBBEAN SUMMER TAKEN TO THE EXTREME! BVI residents David Hildred and his wife Trish Baily sent us this 'cool' photo and I admit I'm rather envious. The intrepid couple joined adventurers Tom and Nancy Zydler on their 44ft Mason, *Frances B*, in Gloucester, Massachusetts, and set off north to the ice. Their cruise took them as far as 70° 59.3'N 52° 17.0'W to a place on the Greenland coast called Qeqertat, where David says sadly the ice prevented them from anchoring. As conditions deteriorated, *Frances B* headed south, to Resolution Island, and then onward to the east coast of Labrador. "It was one hell of a trip," says David. "We saw polar bears, black bears, whales by the score and caribou ... though no sign of Santa!" Of course, they couldn't leave the Caribbean behind completely and took their favorite waterfront magazine with them.

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 EVENTS & INTERESTS

ALL AT SEA'S CARIBBEAN COVERAGE



PAGE 94
The Best of ...
Five Top Beach Bars
in the British Virgin Islands



Puerto Rico

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

British Virgin
Islands
(B.V.I.)

Anguilla

St. Maarten/St. Martin

St. Barthelemy

Barbuda

Saba

St. Eustatius

St. Kitts & Nevis

Antigua

Montserrat

Guadeloupe

Marie-Galante

Dominica

Martinique

St. Lucia

St. Vincent &
The Grenadines

Barbados

Bequia

Carriacou

Grenada

Bonaire

Tobago

Trinidad



PAGE 106
Shots to Yachts
in Antigua



PAGE 112
Endless Summer
Sports Festival 2014

CARIBBEAN NEWS

A BRIEF LOOK INTO THE HAPPENINGS OF OUR WORLD



Wounded Warriors in Bonaire

Wounded Warriors return to Bonaire

For the ninth consecutive year, Tourism Corporation Bonaire (TCB), industry partners, and the entire island of Bonaire welcomed members of the U.S. military and their families to their *home away from home* in August, to enjoy scuba diving for recreation and rehabilitation.

During the week, wounded troops and their significant others completed the final steps in the scuba diving certification process. Representatives of the Diving Equipment & Marketing Association's (DEMA) Be A Diver Program, the Handicapped Scuba Association, Oceanic and the North American office of the TCB were on-site to work with the group. All accommodations and diving was complimentary and generously provided by Captain Don's Habitat. Each year the people of Bonaire warmly welcome this group and show them their greatest assets; the renowned marine park with its pristine waters and genuine Bonairean hospitality.

"We are excited to again welcome these veterans, who have risked their lives for their country, to Bonaire," said Ehsel Piaternella, Director of Tourism Corporation Bonaire. "Bonaire has always had a close relationship with the U.S., and hosting

their veterans for a week of rest, relaxation and scuba diving is one way of giving back to those who have given so much."

The 'carte blanche' style vacation that is offered to the warriors is made possible by the generosity of industry partners and others. Blue Water Divers, BonaireTalk, Caradonna Dive Adventures, Inc., Dive Training Magazine, Henderson, Oceanic, OmniCom Media Group, Rum Runners, Scuba Pro and the Wounded Warrior Project to name a few.

Offshore Marine now Volvo Penta dealer

Offshore Marine of Subbase, St. Thomas, is now an official Volvo Penta dealer. Harold Tapp, of Offshore Marine, said he is delighted to add Volvo Penta to the company's already impressive lineup of sales and service. "With our latest addition to our line of quality products – Volvo Penta – we are happy to supply our customers with much needed parts, sales and service for VP in the US Virgin Islands."

Serving the marine community since 1980, Offshore Marine are dealers and agents for a wide range of products including Yamaha Outboards, Yanmar diesels, and a number



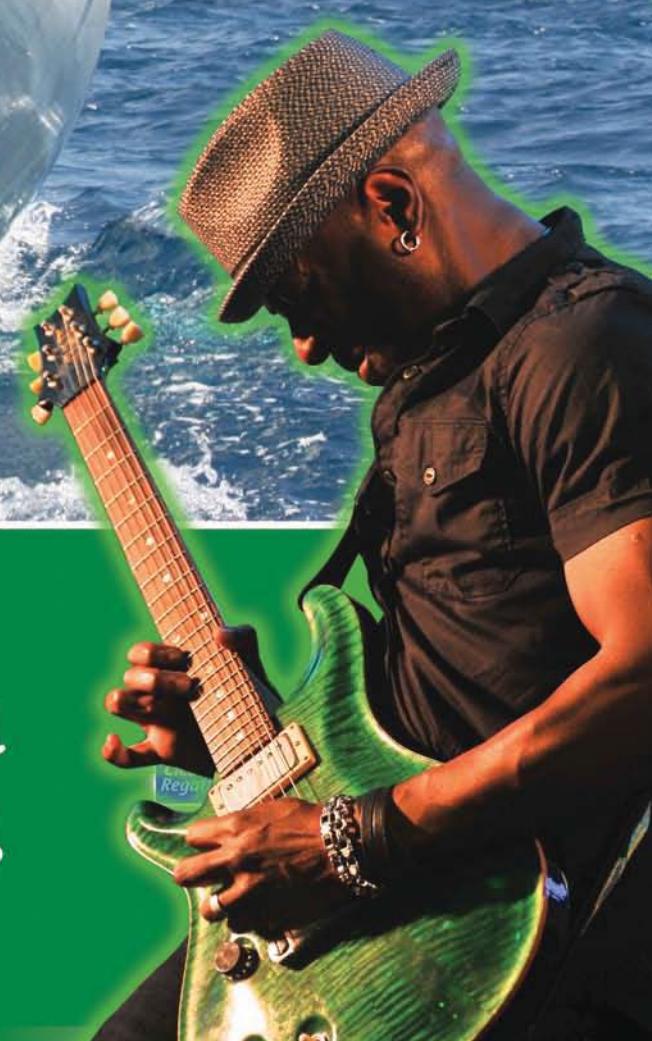
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35th St. Maarten Heineken Regatta



March 5 - 8, 2015



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.

BOAT SHOW:

 **ANNAPOLIS, MD**
OCTOBER 9 – 13
 US Sailboat Show
 Boat Show
www.USBoat.com
 410-268-8828

OCTOBER 16 – 19
 US Powerboat Show
 Boat Show
www.USBoat.com
 410-268-8828

 **ANTIGUA**
DECEMBER 5 – 11
 Antigua Charter
 Yacht Show
 Boat Show
www.antiguayachtshow.com
 acym@candw.ag
 268-460-1059

 **FORT LAUDERDALE, FL**
OCT. 30 – NOV. 3
 55th Annual Fort Lauderdale Boat Show
 Boat Show
www.ShowManagement.com
 800-940-7642

SAILING:

 **GUADELOUPE**
NOVEMBER 8 – 10
 Triskell Cup | Sailing Regatta
www.triskellcup.com
 organisation@triskellcup.com
 0690-49-57-57

 **ST. JOHN, USVI**
NOVEMBER 28 – 29
 Coral Bay Yacht Club
 Annual Thanksgiving
 Regatta
 Sailing Regatta
 henstjohn@yahoo.com

 **ST. MAARTEN / ST. MARTIN**
NOVEMBER 28 – 30
 Course de L'Alliance
 Sailing Regatta
www.coursedelalliance.com
 0590 51 11 11

FISHING:

 **ST. THOMAS, USVI**
NOVEMBER 2
 VIGFC Wahoo Wind-Up
 Fishing Tournament
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Salty Dawg Rally Attains 501(c)(3) U.S. Tax Exempt Status

The Salty Dawg Rally (SDR), has achieved U.S. tax-exempt nonprofit organization 501(c)(3) status.

Making the announcement, Bill Knowles, Co-founder of the SDR, said, "Achieving this designation is a major milestone in the growth of the Salty Dawg Rally. It opens doors to us, and will enable us to provide an even wider spectrum of benefits and educational programs to our members and to interested blue water sailors around the world."

The Salty Dawg Rally was founded by cruising enthusiasts Bill & Linda Knowles of Bristol, Rhode Island, for sailors who have completed at least one blue water passage. The rally leaves Hampton, Virginia and other U.S. East Coast ports in the fall, headed for the British Virgin Islands (BVI) and other ports in the Caribbean, and returns in the spring. For more information, visit: www.saltydawgrally.org

Budget Marine Receive Partnership Excellence Award from Sea Hawk Paints

In July, Chris Marshall, Budget Marine's Group General Manager, visited the Sea Hawk Paints manufacturing facility in Clearwater, Florida, where Erik Norrie, CEO of Sea Hawk Paints, presented him with a 'Partnership Excellence Award' commemorating the outstanding relationship of their two companies.

Sea Hawk say the two companies share many core values: respect for colleagues and associates, highly capable and educated personnel, aggressive marketing, impressive growth in sales and strong business relationships across the board. In a word, Sea Hawk Paints and Budget Marine,



are 'friends' and share an immense passion for excellence within the marine industry.

"This strong mutual respect and a shared positive business ethic blossomed into friendship many years ago. The award was Sea Hawk Paints' way of saying 'Thank you, friend, for all you've done with us over the years,'" Sea Hawk said.



PCYC Hobie Challenge race winners
(from left): Stuart Broom (2nd);
Commodore John Whitsett; Dave Royce
(3rd) and Mike Bingley (1st)

PHOTO: CONNIE MARTIN

Petite Calivigny Yacht Club Mott Memorial Hobie Cat Challenge

Rain showers at dawn gave way to blue skies and strong winds, producing fast races and exciting finishes at the Petite Calivigny Yacht Club's 2nd Annual Mott Memorial Hobie Cat Challenge held in Grenada in July.

The Mott Memorial Challenge was introduced last year when the club purchased the hobie cat previously owned by Mott Green, one of the original founders of the Grenada Chocolate Company who sadly passed away last June. The PCYC plans to dedicate this race to Mott each year to honor his memory, with bars of Grenada Chocolate Company's organic dark chocolate given as race prizes.

Congratulations to race winners Mike Bingley (1st), Stuart Broom (2nd), and Dave Royce (3rd). Bingley also took 1st place in last year's Mott Memorial Challenge. The PCYC would like to thank all racers and spectators who came out for a fun and exciting day of match racing and Le Phare Bleu Marina for providing the venue.

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



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REGATTA SEASON IS BACK! (WELL, ALMOST)

LA COURSE DE L'ALLIANCE: SINT MAARTEN – ST BARTH – ANGUILLA



PHOTO: OCEANMEDIA

La Course de L'Alliance

takes great pleasure in hosting this event, which is supported by local companies such as IGY Marinas, FKG Rigging, Budget Marine, ILTT, MP Yachting and St. Martin Yacht Charters. On average 20 boats participate, ranging from Melges 24s, Multihulls, Cruisers and Bareboats. This event has earned a reputation for friendliness and everyone is guaranteed a warm welcome. The races are competitive and onshore the teams come together over ice-cold beers to swap stories ... some more truthful than others. Dinners are fun and often drinks flow until the early morning. Clear signals that La Course de L'Alliance brings about true comradery. Newcomers are more than welcome as the regulars are anxious to brag their stories to those who haven't heard them yet!

The 2014 La Course de L'Alliance November 28th – 30th. For details or to enter now online, visit: <http://regattaguru.com/cdla>

25TH ANNIVERSARY DISCOVER THE CARIBBEAN SERIES OCTOBER 31ST - NOVEMBER 2ND

Hurricane Hugo in 1989 nearly put competitive sailing to an end in Puerto Rico, for a long time, due to the mass destruction of yachts and docks in the east end yachting hub of Fajardo. Five members of the Ponce Yacht & Fishing Club, located in a part of the island which Hugo left relatively unscathed, wanted to keep the sport alive and initiated Discover the Caribbean – the longest running regatta in Puerto Rico. What started as a two weekend event that included a feeder race from Fajardo to Ponce will, for its 25th anniversary, be a three-day regatta hosted October 31 to November 2. Sailors from throughout Puerto Rico and the Caribbean are invited!

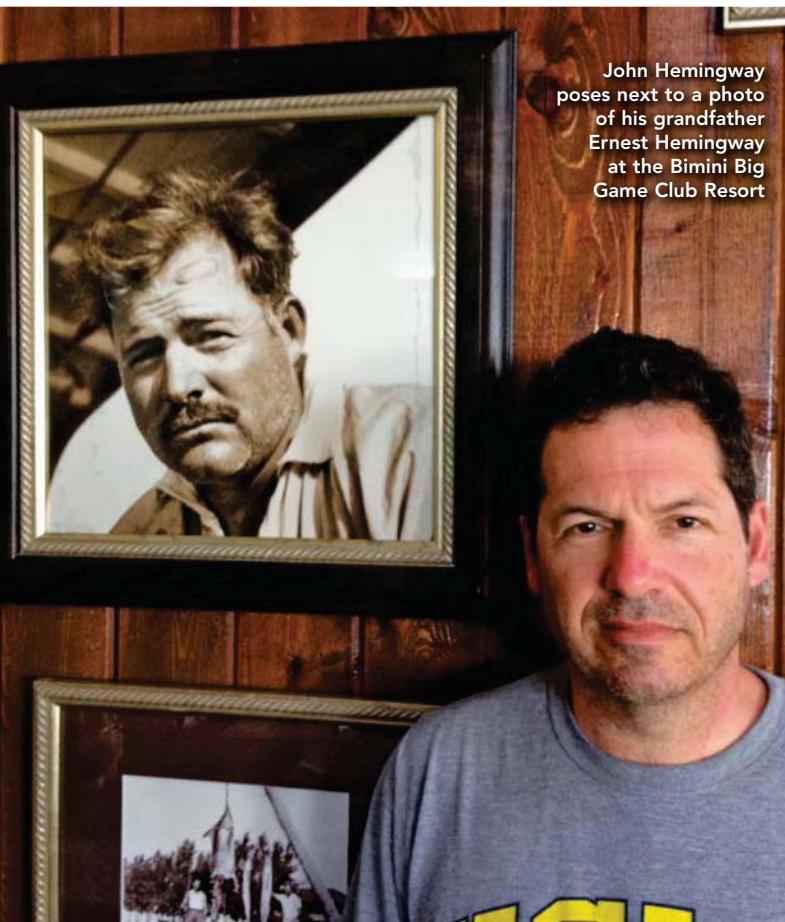
"The Ponce Yacht & Fishing Club is organizing a good show, not only on land but also on the water," says organizer, David Kerr. "Sailors can expect good parties starting with Halloween. This will be the last time our team, headed to the Central American-Caribbean Games, in Veracruz in November, will compete and practice here at home so there will be some great competition."

Discover the Caribbean will feature four simultaneous race areas. One for Optimist Green fleet, a second for dinghies, third for cruisers and fourth for one-design and racers. Register at: www.yachtscoring.com



Discover the Caribbean Regatta

PHOTO: CARLOS G. LEE / MAJADERS.COM



John Hemingway poses next to a photo of his grandfather Ernest Hemingway at the Bimini Big Game Club Resort

John Hemingway Joins Anglers for Upcoming Wahoo Smackdown V

Following in the footsteps of his famous grandfather, author John Hemingway will be soon fishing the big game grounds off Bimini, the same tiny Bahamas out island where Papa Hemingway chased marlin and tuna aboard his beloved *Pilar* in the 1930s.

In November, John Hemingway will return to Bimini, this time chasing speedy Wahoo as Grand Marshal of the popular Wahoo Smackdown V series, hosted by the historic Bimini Big Game Club Resort and Marina in Alice Town.

"My family has been coming to Bimini since the 1930s," said Hemingway. "My father (Gregory Hemingway) came with my grandfather as a young boy on his boat *Pilar* and I was first brought to the island in 1960 as a newborn with my mother and my father. We have always fished here, for tuna, marlin, sailfish and grouper and it's a great pleasure for me to help officiate as Grand Marshal of this Wahoo Smackdown Tournament."

Hemingway (54) will be fishing with Tournament Director Captain Chase Camacho aboard Miss *Kethleen II*.

The tournament is scheduled for November 13-14. 

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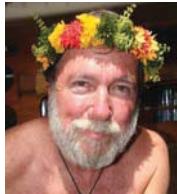


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RALLYING FOR AND AGAINST RALLIES

BY CAP'N FATTY GOODLANDER



"I've got a great idea," I said excitedly to my long-suffering wife, Carolyn, "I'm going to start a Fat Rally!"

She grimaced. She hates it when I think, and, of course, she hates it when I don't. Basically, yeah, she hates it. Unfortunately, she has a realistic view of my talents. It's true. All of my entrepreneurial ideas eventually turn to, as the French say, *merde!*

"Why call it a Fat Rally," she mused. "I don't like the name, the idea, or, frankly, you!"

"Don't get personal, I said. "Remember what our marriage counselor said? And, besides, you know we can't afford a divorce!"

"Sadly, true," she agreed glumly.

"Anyway, I'm going to call it a Fat Rally because that is what it's going to make my wallet," I giggled greedily.

I adore counting chickens before they're hatched!

"Do you have a business plan?" Carolyn queried. "Have you identified your potential customers?"

"Absolutely!" I said. "I'm going to aim exclusively at cruisers who think they don't know what they are doing or aren't sure."

"Are there a lot of those?"

"Evidently. The Rally Industry for Timid Greenhorns Desiring Handholding is experiencing rapid growth across the board. So, yeah, there must be oodles of 'em!"

"How do you attract them?"

"Hype the fear! Tell 'em that Paradise is filled with murderers, rapists, and other bad-tempered bureaucrats. If you don't fly a FAT RALLY flag, the locals will kill and eat you with hot sauce and conch fritters!"

"How will you afford the start-up costs?" Carolyn asked. She was doing her toenails, an occupation she has, pretty much, devoted her life to.

"Sponsors," I chortled. "They will see those very same flags and know they mean suckers! That's why the marine industry price-standard for ARCH flag-fliers is list price

times two, plus whatever, minus five percent!"

"It's not gonna work," Carolyn mused. "You can't attract rally participants by informing them you're going make 'em fly a flag that says GULLIBLE!"

"Of course not," I agreed. "You've got to sell it on a social and comfort level as well."

"... which means," she asked lazily while taking another sip of her nearly-eternal Pina Colada.

"These are socially inept people. They're awkward. They fear rejection. Thus, they prefer to hang around with ... similar folk. Thus, I'm going to advertise the wild parties ... where everyone gets a complimentary marine lampshade to wear ..."

"You're losing me," she said.

I don't know how to break this to you, fatty, but ... your behavior over the course of the last five decades or so has been ... well, rather erratic.

"It's like the modern boat builders do these days," I lectured. "In yesteryear, if you wanted your boat to be known as a fast, strong racer, you built a fast strong racer. And, like Swan, you then had a certain international panache. Nowadays, it's different. Take that British builder of over-priced half-tide rocks; damn, I'm having a Senior Moment – it's named after a shellfish ... oh, yeah! Scallop Yachts! Anyway, these water pigs are so slow you can't even tell if they're aground or have their anchors down because neither affects their boat speed to a noticeable degree. And, so, of course, they get lots of complaints from owners who are wondering why they have to factor in continental drift on passage ..."

"Get to the point, Fatty," Carolyn scolded.

"The point is, if your boat is embarrassingly slow, you go to Antigua Race Week and set up an 'exclusive Scallop Cup' class within the larger regatta to convince people your boats are super fast!"

"Wait a minute," Carolyn said. "To prove your slow boats are fast, you race 'em really slowly?"

"Exactly!" I clapped my hands with glee. "Ain't corporate logic and the Big Lie a beautiful ting? There are no other boats to compare 'em with! Only rocks and islands, which they are noticeably faster than! Plus, you can film 'em at one speed, and play the TV footage back at another! Cool, eh?"

"What's this got to do with Yacht Rallies?"

"Don't you get it," I asked. "It's the same thing. The too wealthy folks who are buying a Scallop Yacht to race in Antigua don't, of course, realize their 'special' course is half the distance and their 'special' race duration time twice as long, they think it's like, sort-of, real yacht racing! Ditto, the rally goers. They fly the flag proudly."



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"Naw," yawned Carolyn, "You'll have to offer more than that."

"Okay," I said, "I'll also include a KLACKER-WACKER device."

"Which is ...?"

"A button you push if you're bored on passage and want to see in the inside of a real SAR 'copter."

"How does it work?"

"It doesn't," I scream, and laugh maniacally some more. "But the greenhorns won't know that! They have vague fears. Why not offer only vaguely plausible solutions? And, also, I'll tell them we'll have an SSB net. They won't know that everyone has a net and you don't have to pay \$5,000 to tell everyone how scared you are on a daily basis!"

"That's your whole marketing plan?"

"Of course not," I say. "You have to demonize the competition. For instance, I'll label the other people using oceans at the same time (no matter how experienced) as 'tag-alongs' and 'wanna-bees' and 'free-loaders', etc. It will slowly evolve in the media and the publics' consciousness that there are two types of sailors in this world, safe sailors who give me money and 'dare-devil, risk-taking' sailors who don't. PATI did this with sport diving, why shouldn't I do this with offshore sailing? Why shouldn't people have to buy a Fat License to sail offshore? A Fat Certification? Earn a Fat Diploma?"

"... a fat LIP," she muttered.

"What?"

"Never mind, dear," she said, "Interesting!"

"Yes," I said happily, "it is. For instance, certain Gulf of Aden rally organizers don't come right out and say the mighty U.S. Navy will escort their convoy through the Somali pirates. They just wink and infer that 'the fix is in'. They hint that, because of their (nonexistent) contacts within the military and the fact that U.S. vessels are involved ... that their 'exclusive' rally will be protected by the Western Powers lurking just over the horizon but that other, lesser (meaning free) convoys won't. This is totally untrue and demonstrably false, but many scared cruisers want to believe it as they sign their large 'convoy fee' checks in Thailand."

"You're giving me a head-ache," my wife complained.

"Fear is a funny thing," I continued. "It's a powerful motivator, a known leveler. There was one mega yacht on its way to the Red Sea that hired its own private Navy-type escort vessel, manned by ex-Green Beret types, to accompany it. To make sure the guys on the private vessel were truly motivated, the mega skipper agreed to a sizable 'bonus' if the mega yacht was attacked and successfully defended. Guess what? Yep! Off the coast of Yemen, they were approached! Even worse, the approaching vessel was manned by men-of-color! Oh, no! Shots were heard. The local boat fled. And,

of course, the grinning mercenaries collected the bonus for 'services rendered' despite the growing suspicion that something was a bit too fishy and a little too convenient."

"The world is a wicked place," said Carolyn.

"Exactly," I agreed. "And I am a child of the 1960s. I didn't want to sell out for a long time. Now, frankly, we need-the-freak'n money! I could be the next Blackwater of Yachting!"

"Boy, Fatty," Carolyn said, "you are really full of it today. Did you find a gram or two left over from the '80s in the bilge or something?"

"Insurance!" I cackled, surfing the intoxicating waters of modern merchandising. "Why not offer Offshore Storm Insurance to guarantee, for instance, that if you're vessel is lost and you are drowned in a storm with winds gusting over 50 knots ... that, well, I'll keep your money safe and dry!"

"I don't know how to break this to you, Fatty, but ... your behavior over the course of the last five decades or so has been ... well, rather erratic. Perhaps you aren't the best person to head up a Rally for Sane Sailors."

Success is the one thing I've never experienced and, perhaps, I am a bit long in the tooth for such new tricks. Besides, I don't want to be 'morally tempted' by large sums of money ...

"You mean that time in the chicken coup in South Africa? When the FBI knocked in Chicago? That time I was kidnapped in the desert somewhere in South America?"

"Now, now," she mewed sympathetically, "don't upset yourself reliving the specifics, okay? Just relax. Social Security is just over the horizon. Your books are selling well despite their content. Perhaps now is a good time to rest on your laurels. Lots of people who have never met you like you. Why blow a good thing?"

"I guess you're right," I said. "Success is the one thing I've never experienced and, perhaps, I am a bit long in the tooth for such new tricks. Besides, I don't want to be 'morally tempted' by large sums of money ..."

"... not to worry," Carolyn said while patting my bald head, "not to worry!"

Fatty and Carolyn Goodlander are currently in Indonesia, the world's largest Islamic country, warning them against the Jehovah's Witnesses.



Cap'n Fatty Goodlander has lived aboard for 53 of his 60 years, and is currently on his third circumnavigation. He is the author of Chasing the Horizon and numerous other marine books. His latest, Buy, Outfit, and Sail is out now. Visit: fattygoodlander.com



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SAILING WITH CHARLIE

THE HELP

BY JULIAN PUTLEY
GRAPHICS BY HANNAH WELCH

Charlie's boat was in the yard for annual maintenance and this time he'd planned a major overhaul. He'd be pulling all the through hulls for maintenance and replacement if necessary. The prop shaft would be removed for inspection and the cutlass bearing changed. The rudder had to be checked for undue play. All new zincs were to be installed and two coats of anti-fouling would be applied. Sounds expensive, doesn't it?

But the boatyard foreman was there to help.

Charlie made arrangements to do the work himself. The yard charged \$50 an hour for menial labor and \$75 for mildly skilled labor such as painting. Poor Charlie almost had a bowel movement when he looked at the price list. The foreman informed Charlie that he had four helpers who would make the work easy: Anybody, Somebody, Nobody and Everybody. Charlie nodded, said nothing and started the work. Removing the through hulls needed a helper so Charlie asked if Anybody was available. The foreman told him that not Anybody could do it but recommended Somebody who was experienced. Next day Nobody turned up – Charlie was pissed – he needed Somebody. Charlie went to see the foreman and asked where Everybody was only to be told that Nobody was off sick and that he'd just have to wait, "Dis de Caribbean, mon, be patient, Somebody be there shortly."

It took three days to complete all twelve through hull fittings and Charlie was pleased. But there was a nagging feeling of a rising bill; Somebody had told him how expensive skilled labor was. Charlie set about removing the propeller and uncoupling the shaft from the engine. He got the shaft out but the cutlass bearing was another matter. He asked the foreman if Anybody could help. Eventually Somebody turned up but Charlie was worried about his bill, "Is Anybody available?" asked Charlie. "I sent Somebody



over" said the rather irritated foreman. Charlie could just see his bill mounting but had to admit that Somebody was better than Nobody.

Finally all work was done and the boat was splashed. Charlie went to the office to pay the bill – it was heart attack huge! The office secretary who dealt with invoices kinda fancied Charlie and was sympathetic, "Nobody could be expected to pay this amount," she said. Charlie wondered at the kindness of Caribbean people. Nobody must have known that Charlie was broke. He guessed that Everybody would chip in.

Charlie sailed away and two days later, in a quiet anchorage, while he was having his way with the buxom secretary, the police launch came alongside. "Anybody aboard," shouted an officer. Charlie emerged from the cabin. "You have a problem back at the boatyard," shouted the officer.

"What problem," responded Charlie.

"Nobody paid the bill," replied the officer. "I know," said Charlie, "so what's the problem?"

Charlie was escorted into the police launch and is awaiting his day in court. ☺

Julian Putley is the author of 'The Drinking Man's Guide to the BVI', 'Sunfun Calypso', and 'Sunfun Gospel'.

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Winners from all classes celebrate at the awards ceremony

Veteran Sunbelt Realty Dash skippered by Remco van Dortmondt stormed to victory taking the the coveted Budget Marine Cup in a thrilling sixth edition of the Aruba International Regatta sailed August 16th – 17th. Twenty eight teams competed in the sixth edition of the regatta hosted at Surfside Beach in Oranjestad harbor.

Strong winds tested many of the crews but all participants reported enjoying the best Aruba Regatta ever. Challenging sailing conditions along with great ambiance ashore and a display of beautiful home-built boat exposition kept hundreds of sailing enthusiasts happy. "A weekend I'll never forget," remarked one participant from Curaçao.

A hundred and twenty-four sailors registered ranging from young optimist sailors to sunfish, beach cats, yachts, kitesurfers and windsurfers. A micro boat competition attracted some of the more senior participants in the regatta. This competition is new to the regatta, but not to the island of Aruba and, following tradition, skippers carefully trimmed sails on their 30, 35 and 40-inch boats for races that added color to the event. Fourteen micro boat captains participated with several boats each. With more than 100 sailors in other classes, this put over100 sails on the water.

Winds of 20 knots on Saturday morning built to 28 knots with gusts up to 38 knots by Sunday afternoon. The yacht

Chipi, skippered by Javier Galdo, was dismasted. No one was hurt during the incident and thanks to good seamanship on the part of race director Capt. Anthony Hagedoorn and Capt. Galdo, the yacht was safely towed back to the regatta beach.

A series of mishaps overtook the beach cat class. Due to a navigation error in the lead boat, the entire class overshot a buoy and hit shallows, four boats damaged their rudders and another lost its rudder later in the races.

Windward/leeward courses of six miles, designed by race director Anthony Hagedoorn, ensured fast tactical racing with crews negotiating currents, changing wave patterns and shifting, variable winds.

Overall cup winner *Sunbelt Realty Dash*, from Curaçao, beat the competition in racing class, whille *Nawati* with Captain Werner Haan finished second. The Aruban team of *Ocean 505*, skippered by Maurice Hagedoorn, finished third. In the open class *Eva Luna*, sailed by regatta founders Eric and Anita Mijts and crew, took first place and finished second overall. The strongest competition in open class came from Curaçao with Captain Hans van der Straaten's *Venus Callipyge*, and *Melody*, skippered by Winfried Merkies who finished in second and third place respectively.

First place in beach cat class went to the father and



son team of Rob and Sil Grijpma, they outwitted second place finishers Francis Grijpma (yep, the mother) and Henk Steenbergen, and Patrick Melchiors and Frank van Kan who finished third.

In Sunfish class, Richard van der Wal (Aruban champion) won ahead of Robbie Ferron (Sint Maarten) and Randy Brown.

Optimist II class saw Alexander van der Velde finished ahead of Vivian Hankart and Tijn Hartmans. The win in Optimist I class went to Jort Hartmans with Luna Upegui and Enric Braamskamp finishing second and third respectively. The youngest Optimist sailing class was won by Feike Benenga who beat Lucas van Hest and Sophie Dings.

Following the event, the organizing committee, comprised Eric Mijts, Joost Horward and Anthony Hagedoorn, received positive feedback from participants.

"More and more sailors recognize the goal of the Aruba International Regatta. It's all about sailing," the committee said.

For more information and dates of the next regatta, visit www.aruba-regatta.com or check their page on facebook. ☺

* Report submitted by Eric Mijts. Photos by Joost Horward for Aruba International Regatta.

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USVI OPEN / ATLANTIC BLUE MARLIN TOURNAMENT

REEL AFFAIR TOP BOAT – WAVE PAVER'S DAVIS TOP ANGLER



The number 13 proved lucky for the San Juan, Puerto Rico-based anglers and crew aboard the 56ft *Viking*, *Reel Affair*. This was the number of blue marlin caught over four days of fishing that earned owner/angler Carlos Ramirez and his team the Top Boat title in the 42nd USVI Open/Atlantic Blue Marlin Tournament (ABMT).

"We were focused on winning the tournament right from the start," says *Reel Affair* angler, Wilson Colberg, who released two of the team's blues.

Reel Affair started strong when angler Michael Laporte caught the first blue marlin of the tournament. The team released three more blues bringing their total to four on day one. This landed them a second place on the scoreboard right behind the Florida-based team on the 68ft Paul Mann, *Jichi*, who released seven blue marlin.

On day two, *Jichi* went fishless yet held the lead while *Reel Affair*'s anglers keep the pressure on by releasing two more blues for six total. Meanwhile, Florida's Jr. Davis and

his team on his 61ft *Garlington* jumped into third place with three releases or four overall.

Reel Affair took over the lead from *Jichi* by noon on the third day and one-upped its main competitor by releasing a last minute fourth blue marlin to score ten blues total. The *Jichi* team rebounded with the release of two blue marlin, bringing their total to nine and a second place. *Wave Paver* kept up its pursuit with another two blues for six overall and a firm footing on third place.

On the final day, *Reel Affair*'s Colberg kicked off a successful home stretch by releasing a blue marlin one minute before *Jichi*'s anglers. Two more releases by *Reel Affair*, the last in the final 30 minutes of the tournament, secured the Puerto Rican team's win with 13 blue marlin. *Jichi* finished second with 11 blue marlin and *Wave Paver* third with ten releases.

The Top Local Boat title went to *Mixed Bag*, Capt. Rob Richard's *Luhrs 40 Open Express*, with five blue marlin.

In angler awards, *Wave Paver*'s Steve Davis earned the

\$10,000 top prize by catching five blue marlin.

"I was unable to make the tournament last year, this year was such a cool experience," says Davis, whose father Jr Davis, finished second scoring five blue marlin releases right after his son. "Stay focused, not miss a bite and work as a team. That was the plan today and it worked, but I was on the seat of my chair all afternoon listening to see if another angler would catch their sixth marlin and take the lead away from me."

The Top Female Angler prize went to Florida's Jody Lewis, who fished aboard her and husband Steve's Viking 64, *Freebie*.

"I caught what I saw," says Lewis, who has fished the ABMT many times, yet wins this title for the first time.

Rounding out the awards was Top Junior, won by 17-year-old Tristan Lambert, of Hillsboro Inlet, Florida, with the release of two blue marlin aboard his family's 80ft Merritt, *Reel Tight*.

A total of 99 blue marlin were released by the 22 boat fleet in four days of fishing.

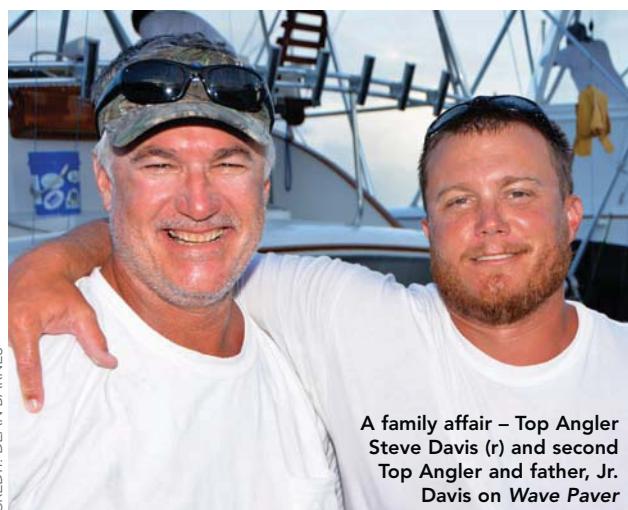
ABMT tournament benefits the U.S. Virgin Islands Field Service Area, part of the National Capital Area Council of the Boy Scouts of America (BSA) and it helps to fund the Marine Vocational Program (MVP), which is operated and funded under the BSA by the organizers of the ABMT. The MVP program teaches local scouts to swim, scuba dive, sail and more in an effort to interest them to pursue a career in the marine industry.

The 2nd Annual MarlinFest, a week of activities planned around the ABMT, saw the participation of hundreds of fishermen and spectators alike. A BVI day trip, Arts & Crafts Fair, Chowder Challenge, Caribbean Show and Golf Tournament were all part of the fun.

For more information, Email: lovetoo@islands.vi



Report by Carol M. Bareuther



CREDIT: DEAN BARNES

A family affair – Top Angler Steve Davis (r) and second Top Angler and father, Jr. Davis on Wave Paver

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INAUGURAL ISAF YOUTH MATCH RACING WORLDS

TEAM USVI FINISHES 8TH AT CHAMPIONSHIPS

BY CAROL M. BAREUTHER



Team USVI (from left): William Bailey, Max Nickbarg and Tyler Rice practice in Newport before the regatta with match racing champion Taylor Canfield

The USVI's next generation of sailors have made their mark on the global world of match racing. Team USVI finished an impressive 8th out of 15 teams competing in the inaugural ISAF Youth Match Racing World Championships, held July 23 to 27, in Helsinki, Finland. The event was a Grade W, meaning it was a world championship attracting top talent age 23 and under.

"I heard about the Championships while home at Christmas, then Henry Menin (long-time St. Thomas resident and past chairman of the ISAF Match Racing Committee) called me in February and asked if I would put a team together," explains skipper, Tyler Rice, who graduated from Brown University in May and has sailed with the likes of fellow Virgin Islands and top-ranked match racers, Taylor Canfield and Peter Holmberg.

Rice assembled a top Virgin Islands team. William Bailey called tactics, Max Nickbarg trimmed jib and spinnaker, Serena Capulo worked the pit, and Olin Davis was on bow.

In the wake of two practice days and three days of round robin racing in the relatively calm waters, light breeze and high temperatures off Finland's Lauttasaari Island, Team ISV (USVI) made the top eight team cut into the semi-finals along with Denmark, Australia, Great Britain, France, the USA, New Zealand and Italy.

"We moved into the quarter finals to face Joachim

Aschenbrenner from Denmark, the number one seed of the regatta (and 12th ranked skipper in the World)," says Rice. "The combination of a few of our own mistakes on the starting line as well as incredibly strong boat control and maneuvers by the Danish team, led to our elimination from the quarter-finals in three quick races. As tough as it was to be knocked out in such a prompt fashion, it truly was a great experience to sail against this top-notch team. In fact, following our quarter-finals round, the Danish team went undefeated in both the semis and finals to win the entire regatta!"

The goal of this championship was to bring together the best youth match racers from around the world, acknowledge their skills and offer a pathway to senior match racing competition. The 2015 competition will be held in Swinoujscie, Poland.

"With solid conditions, incredible competition, and so many cool youth sailors from around the World, we couldn't have asked for a better event," says Rice, who, with fellow team members plans to continue match racing in the future.

For full results, go to: www.matchracingresults.com/2014/isaf-youth-world-championship/



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



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TEAM BVI 1 WINS PREMIER'S CUP INTERNATIONAL YOUTH REGATTA

BY CAROL M. BAREUTHER



PHOTO: PIER PARKINS

The Winning Team, BVI 1: Jason Putley on tiller; Kyle Roose (green boardshorts and red life jacket), James Dawson (mirrored sunglasses), Karie'Jai 'KJ' Rhymers (with hand up), Jonathan Woods (yellow life jacket), and Daniel Petrovic (back to camera).

The BVI won the 16th annual Premier's Cup International Youth Regatta. This is the first time since 2008 and second time in the history of this event that a BVI team has kept the trophy at home. The secret? A strong team of talented young sailors.

"The winning team were all members of the Royal British Virgin Islands Yacht Club (RBVIYC) skippered by Jason Putley," says Brian Dobson, the director of sailing and organizer of the July 18th to 20th regatta hosted out of Tortola's Nanny Cay Marina. "Both Jason and Daniel Petrovic are excellent sailors who know the local waters well, which was a great factor in them winning nine out of the 12 races and finishing 2nd in the other three."

In addition to Putley and Petrovic, BVI 1 team included Jonathan Wood, Karie'Jai 'KJ' Rhymers, Kyle Roose and James Dawson.

Six teams competed in the regatta. Team BVI 1 handily led the pack with 15 points, followed by Cayman Islands



PHOTO: PIER PARKINS

Dr. the Honourable Daniel Orlando Smith OBE, Premier of the British Virgin Islands, presents the trophies to the winning team

second (33 points) and winner of the Sportsmanship Award; Anguilla third (36 points); Antigua fourth (38 points); USA fifth (63 points) and BVI sixth (65 points).

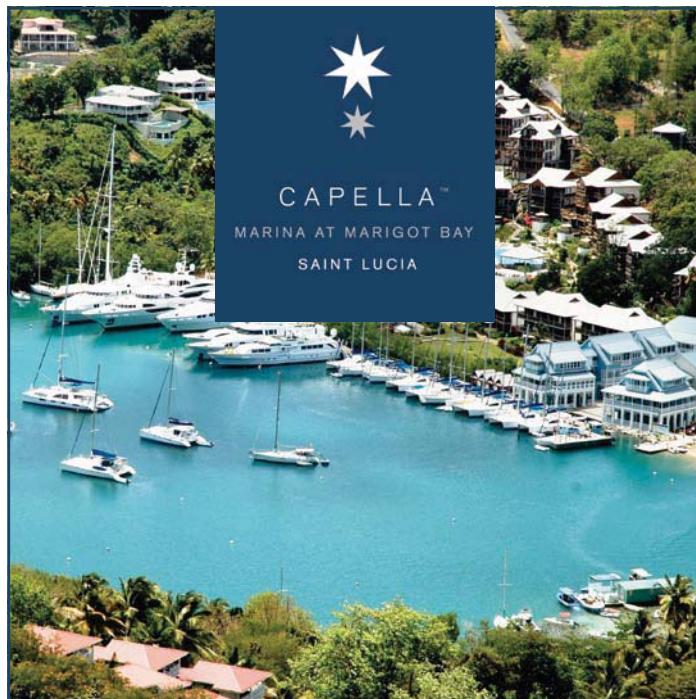
Sailors raced a total of 12 races over two days in six identical IC-24s, switching boats throughout the event so that every team had an equal chance. This is one, if not the only, youth regatta in the Caribbean sailed 100 percent by sailors under the age of 18 in keelboats rather than dinghies.

The BVI premier's Cup International Youth Regatta is hosted by the Rotary Clubs of the BVI and benefits Kids and the Sea BVI.

Islands whose names start with A have dominated this event for the past three years. Members of the Anguilla National Sailing Team and Anguilla Youth Sailing Club accomplished back-to-back wins in 2011 and 2012. Last year, it was sailors from the Antigua Yacht Club and Antigua's National Sailing Academy that earned the coveted win.

The BVI Premier's Cup International Youth Regatta is hosted by the Rotary Clubs of the BVI and benefits Kids and The Sea BVI. In addition to competition at sea, sailors had a chance to make friends at group meals and at the tent village erected on the Nanny Cay grounds where teams and their coaches stayed. Members of the RBVIYC officiated at the racing. Platinum sponsors include Nanny Cay Marina & Resort, Nagico Insurances and Digicel.

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



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CARIBBEAN VS PACIFIC SAILING

STORY BY TODD DUFF
PHOTOS BY GAYLE SUHICH



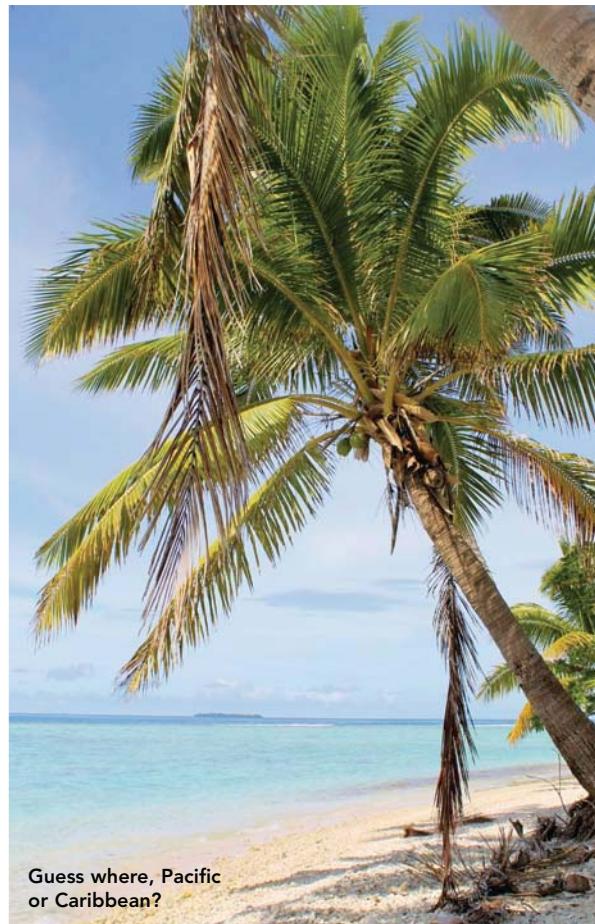
A Pacific atoll? No, the Turks and Caicos

From what I have observed, Caribbean sailors have no idea how lucky they are. The Caribbean Sea, which measures roughly 1400 miles long by 450 miles wide offers some of the most diverse and interesting cruising grounds on earth. But like so many cruisers who have spent many years sailing these historic waters, after seeing all corners of the Caribbean we wanted to see the bigger picture and that meant the Pacific Ocean.

The most immediate difference between sailing in the Caribbean and in the Pacific is the distances involved. Although you can visit 27 countries in the Caribbean basin under sail, it is difficult to do much more than an eight day run

as many of the great destinations are just a day sail away, or closer. We have made daylight runs from the BVI to St Martin, and from there it is possible to sail all the way to Grenada without ever standing a night watch.

Here, in the Pacific, things are different. Covering close to one third of the planet, the size of the Pacific is mind boggling. From mainland South America to the Galapagos is a thousand miles, and after that, the distances really open up. Three thousand miles brings you to the Marquesas; four thousand take you to the Hawaiian Islands, and from there it is many hundreds or thousands of miles to other destinations. If you are going to the Pacific then you had better enjoy long passages!



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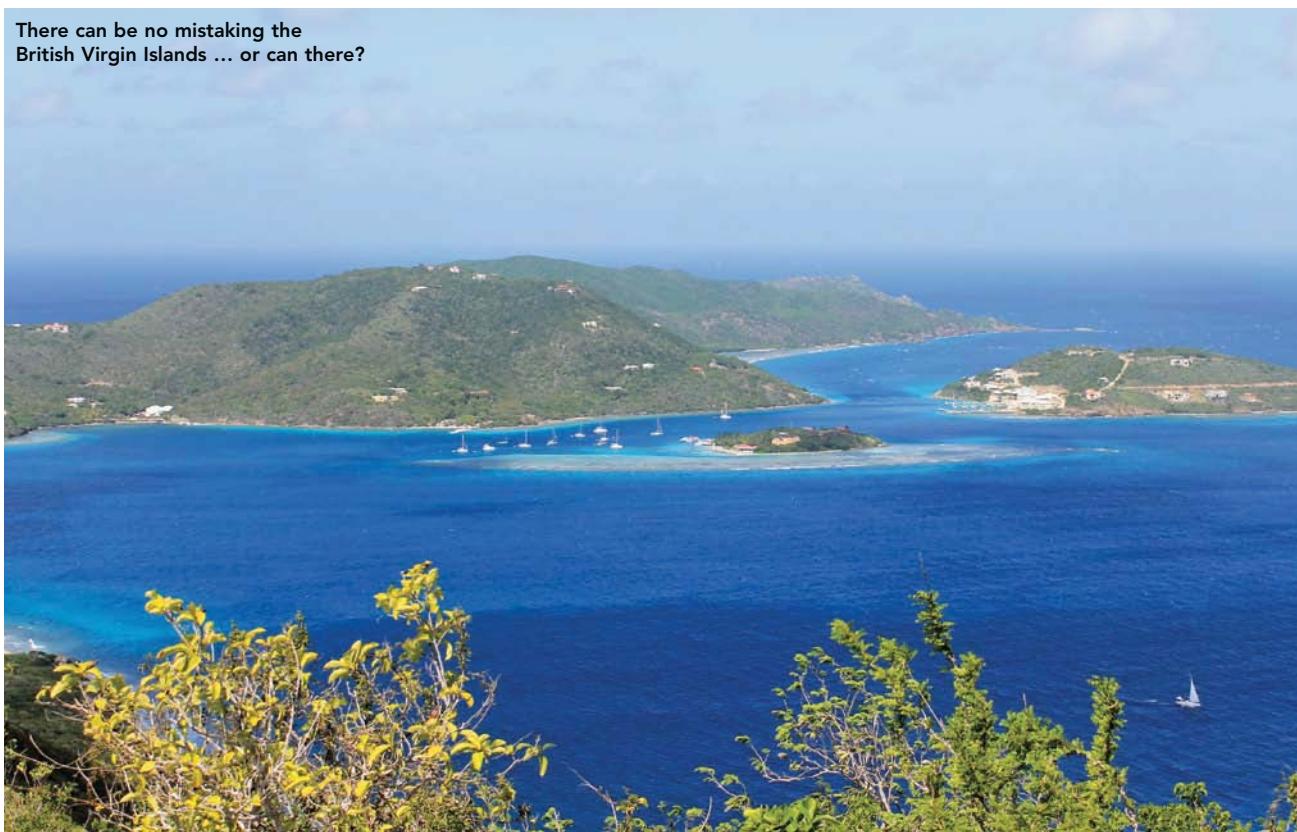
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There can be no mistaking the British Virgin Islands ... or can there?



In places like the Cook Islands, which consist of 15 small islands scattered over a vast area of ocean, it is a major undertaking to see more than one or two while on your way west. American Samoa and the independent nation of Samoa to the west are more 'Caribbean distance' friendly, but then it is hundreds of miles to the next groups of islands. For example, the sail to Tonga is 400 miles with over a hundred miles between island groups, and Fiji is another 450 miles from there. And these island groups are considered close to each other.

While it's true that the distances between islands perhaps makes them more enchanting, if you have problems and get into difficulties, lack of facilities bring about a completely different mindset in these vast waters. For example, I have met cruisers with what would have been a simple problem, had repair facilities been available, having to face an 800 mile thrash to windward, without use of their engine, to get help. Issues with a rig left one cruiser sailing nearly 1,000 miles to the next island, and then another 1,000 miles to an island where parts could be shipped in. In the wide Pacific, you have to be very self sufficient.

Compare that to the Caribbean. I remember in the early nineties when finding boat parts was becoming easier on many Eastern Caribbean islands and haulout facilities were springing up throughout the region. By contrast, when you leave French Polynesia, the next haulout facility is in Tonga



or Fiji, or Hawaii; 2400 miles away! In the Caribbean, you can stop at any many of the islands and find a chandlery, or, at the very least, parts can be shipped in quickly and easily, even in places like Panama or the Cayman Islands. In the vast Pacific, if you didn't bring it with you and another cruising boat (should you chance on one) doesn't have it, well, you had better be prepared to do without.

Do I sound homesick? Well, maybe I am, but it took spending a couple of years sailing in the Pacific to realize just how lucky Caribbean sailors are. Just think of the incredible cultural heritage easily accessible within a few days voyaging,



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and of all the beauty and wild places you can visit.

We still think that the Out Islands of the Bahamas (technically outside of the Caribbean, but culturally associated) is one of the best cruising grounds on earth. You can be alone—or hang out with a hundred other boats—all within one or two days' sailing. And cruising along Venezuela's offshore islands, or inside the myriad islands of the San Blas, is as wild as anyone could wish for. Anchor in Portobello and imagine what it was like 400 years ago, or sail into San Juan Harbor past menacing El Morro Castle and history comes alive. Climb the Pitons in St Lucia or hike the wild interior of Dominica and it will match anywhere in the immense Pacific you can find.

Don't misunderstand; the geographic diversity and sheer magnitude of Pacific cruising is wonderful in that it really stretches perception of the size of our world. But if you are rushing though the Caribbean before seeing all of it, or believe that in some way the Caribbean doesn't offer as grand an adventure as the Pacific might provide, then think again. Enjoy the Caribbean's diverse and interesting cultures and geography a bit longer. The easy sailing and short distances make exploring a joy that the Pacific passages lack.

Weather is much easier to predict in the Caribbean than in the Pacific as well. Aside from the generally consistent trade winds that one might experience between the Ameri-

cas and Polynesia, weather patterns become more complicated the further west you go. Things like the ITCZ and SPCZ accompanied by rapidly deepening lows in the tropical Western Pacific and their effects on the highs that build to their south, can create conditions to challenge any crew. Winds from all points of the compass are not unknown, even during the so called sailing season.

By contrast, in the Caribbean the weather picture, especially in the Eastern Caribbean, is so consistent during the sailing season that at one point back in the day, famous Caribbean sailing personality Joel Byerly, from Antigua, had a tape recording he would play every morning in English Harbour. It basically said: "Hello yachties and welcome to Paradise. Today the winds will be 15-25 knots from the northeast, east or southeast. Have a nice day."

The Caribbean offers much to see and the sailing is probably the best and most consistent anywhere on earth. Don't be in a hurry to leave until you are completely satisfied and have seen all you wanted to see.

The Pacific will always be there.



Long time Caribbean sailors Todd Duff and Gayle Suhich are currently cruising in the South Pacific aboard their Flying Dutchman 50, Small World II.



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WHEN CRUISERS CHARTER

BARBARA HART TAKES A TONGUE-IN-CHEEK LOOK AT CRUISING FRIENDS WHO CHARTER THEIR BOATS



Peter and LeeAnn of *Two Much Fun*
with crew, Mimi, aboard *La Luna*

Some of our best cruising friends run charter boats. All of those best cruising friends are better cooks than me, and all seemed to enjoy shopping for and acquiring a variety of serving and dining dishes so they can better present their culinary specialties. They also like shopping for special soaps, coffee mugs, water bottles, cute towels, and good wine. (Okay, I could go with the wine.)

Some of our best cruising friends keep their boat in pristine condition. They scrub the decks every few days, clean the dinghy weekly, keep the ports and windows spotless, sweep the galley four times a day, and wash all dishes immediately. If Good Housekeeping had a Good Seal of Approval for Cruising Sailboats, some of our best cruising friends would win it.

It's great to have best cruising friends who charter because we get to be menu guinea pigs, and have been invited for tasting dinners featuring Italian, Asian, and Caribbean fare—sometimes all at the same sitting. Each course

is always artfully presented on the appropriate dish: Long rectangular dishes for the Asian treats, a square dish for the Caribbean morsels, and a round shallow bowl for the pasta. (Who has room to store all of that?)

All of these great cruising friends are experts at provisioning, and can plan four meals a day for two, four, or six guests (at least one of whom will have a food allergy or intolerance), enjoy the challenge, not forget anything on the list ... ever, and find room to store it so that their guests' experience isn't ruined by having boxes of vermicelli fall on their heads.

If we were to start offering charters, we wouldn't be much competition, as we are not like some of our best cruising friends. My husband EW considers himself blessed if I actually prepare two meals a day. On hot, lazy days in Grenada, when I hadn't trekked to town from Whisper Cove, he cheerfully ate popcorn for supper. My serving dishes consist of one tray that came from my mom's kitchen and my regular dishes repurpose as small platters. My soup bowls

hold crackers and cheese; my cereal bowls hold nuts and olives. What more does one need?

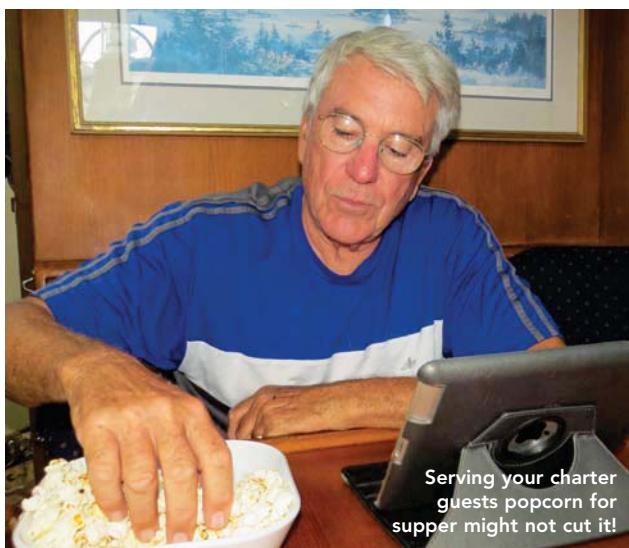
I plan meals at least one or two days in advance. Since that popcorn summer in Grenada, I've compiled a list of ten quick, delicious, and nutritious suppers and make sure that I have provisions aboard for at least three of them at any one time. Usually that works, we rarely have popcorn for supper any more, and I can almost always come up with an appetizer to share at an impromptu cockpit party. That's as good as it gets. I clean weekly ... whether needed or not (It's always needed). My boat won't win any awards; I like to think that it has that cared for, lived-in look. (That means we need new slipcovers in the main salon.)

Some cruisers who charter operate the business for the boat's owner; others bought their boat planning to charter in the season and leave the boat on the hard for the winter. Some of our best cruising friends set sail for the Caribbean to cruise and, somewhere along the way, decided that chartering would help fund their lifestyle. As one of the first mates said, "We had so much company, I decided we should get paid for doing the same thing." Now their friends are welcome in the off season, and they take paying guests during the winter.

Some of our best cruising friends charter, and they all provide excellent meals, great sailing, safe harbors, and an insight into this amazing cruising lifestyle. I applaud them. We share recipes – and yes, I have recipes to offer. I love listening to their stories, but we won't be competing. I've heard that charter guests never want just popcorn for supper—ever.



This year, Barbara and EW sailed east across the Atlantic. To follow their adventures, visit: www.HartsAtSea.com



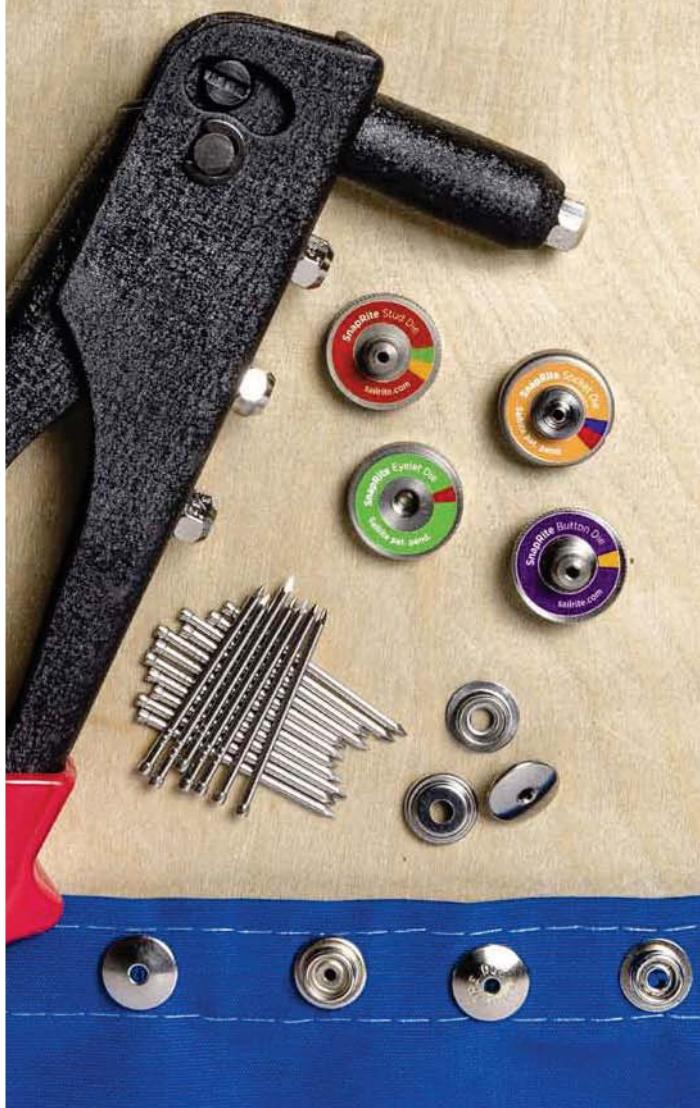
Serving your charter guests popcorn for supper might not cut it!



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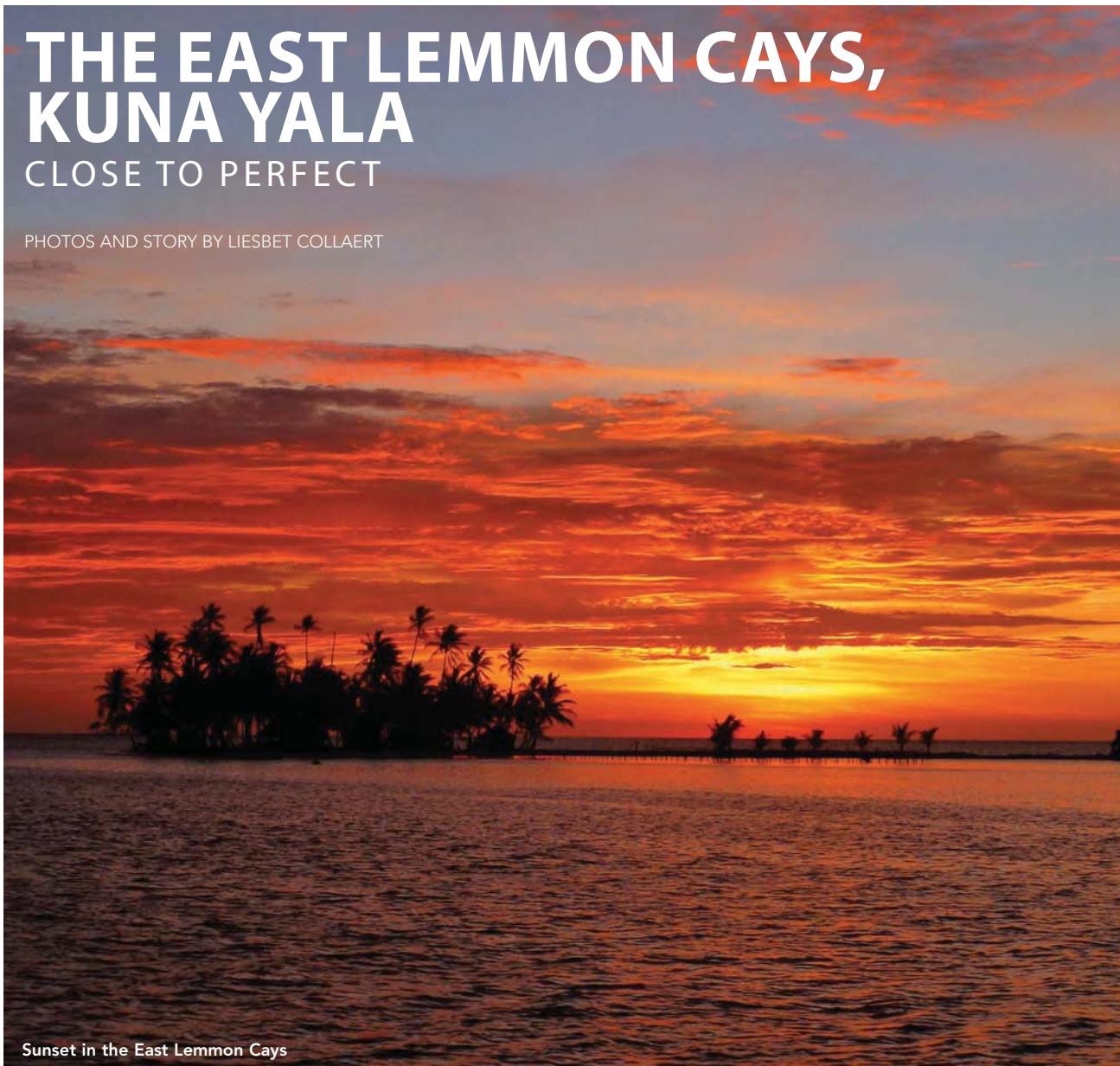
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THE EAST LEMMON CAYS, KUNA YALA CLOSE TO PERFECT

PHOTOS AND STORY BY LIESBET COLLAERT



Sunset in the East Lemmon Cays

What's your favorite anchorage in the Caribbean? This is a question that's as difficult to answer as: What's your favorite country in the world? The Caribbean has a lot of anchorages we love, and they all stand out for different reasons: picture perfect beaches, clarity of the water, colors of the reef, abundance of underwater life, friendliness of the people, interesting culture, awesome scenery, exciting sights, or amazing hikes. None of these anchorages come as a perfect package, and perhaps that is fortunate or they would be mighty crowded! Even if you find your own idyllic, remote and comfortable Caribbean piece of heaven, you will soon run out of something you need and have to leave.

When we look deep inside our hearts, we can probably all

Taking in the views of a tropical paradise from the cockpit during the day, a starry sky from our catamaran's trampoline at night, and a marvelous sunset in between, provides endless joy.

admit to having a favorite anchorage; a place where we don't mind spending weeks at a time or returning to whenever we can. A place where we know it is easy to drop our hook and that puts a smile on our face from the moment we are comfortably settled in. For my husband Mark and me, this magical place is called the East Lemmon Cays, which are located in Kuna Yala, also known as the San Blas islands, a unique and beautiful archipelago along Panama's northeastern shore.

On approach, all you see are small islands, filled to the brim with palm trees, bordered by white sandy beaches and surrounded by dark reefs and turquoise water. We like to sneak in towards the front of 'the pack' (during the winter months), or end up by ourselves in the northern corner of the anchorage (during the summer), where it is a bit shallower. There is good holding in sand and, facing the exposed reefs, a constant breeze keeps us cool and the batteries charged, while the water is nearly flat. Taking in the views of a tropical paradise from the cockpit during the day, a starry sky from our catamaran's trampoline at night, and a marvelous sunset in between, provides endless joy.

Every one of the four surrounding islands is inhabited by Kuna Indians, living in primitive huts with thatched roofs. They are friendly when you explore the shores and, once in a while, they paddle by in dugout canoes, trying to sell fresh bread, fish or molas, their colorful and intricately sewn handiwork. Banedup, the most barren island, sports a bar/restaurant, a tiny shop (with basic supplies), and a bakery, all in one. To make sure that no cruiser starves out here, a boat from the mainland swings by about once a week selling fresh produce, eggs and frozen chicken. To be able to obtain juicy pineapples, crispy broccoli, ripe local tomatoes,

View from Nuinudup towards the flat anchorage







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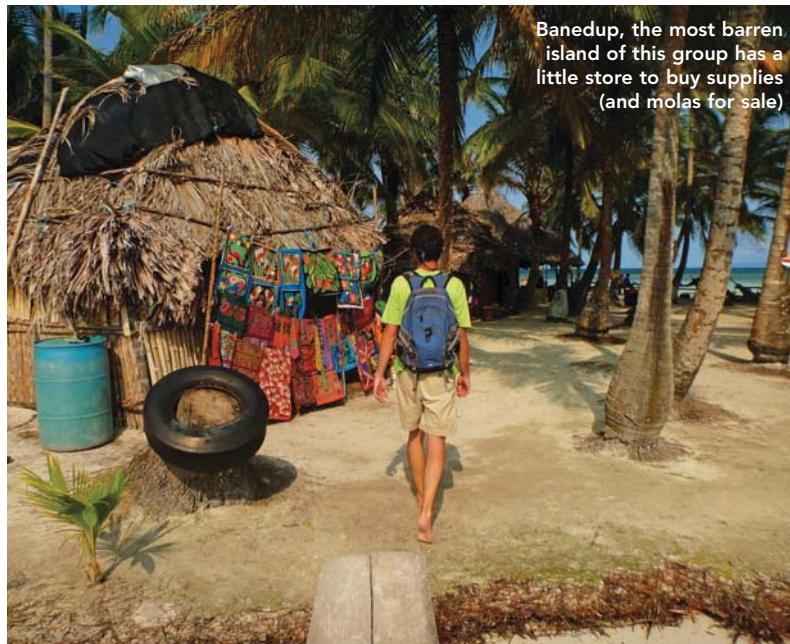









Caribbean Destinations



and flavorful eggplants in the middle of nowhere, affordably and home delivered, is a real treat!

Besides the usual boat and household chores and the 'necessary' periods of relaxing and reading aboard, activities include snorkeling on the reefs, swimming to the beach and strolling along it, visits to the windward side of the islands in search of shells, trolling a fishing line in deeper water, swinging in a hammock strung between two palms, practicing Spanish with the Indians, or taking a side trip by dinghy to Yansaladup (good well for laundry) or Dog Island (great snorkeling on a wreck). On top of that, I find Nui-nudup, with its flat, shady, breezy, and bug-free spots of sand, the best place in the San Blas for a morning session of yoga. The fabulous view is all but distracting.

For a boater looking for a peaceful, visually attractive and culturally exceptional area to spend time 'away from it all' - without having to venture into the challenging Pacific - Kuna Yala in general and the East Lemmons in particular are as close to paradise as it gets.

The only problem with this anchorage is ... I've now told you all about it! ☺

Liesbet Collaert is a freelance writer. She and her husband Mark have been cruising on Irie for almost six years. Having explored the Caribbean, they are now seeking new adventures in the South Pacific. To follow their adventures, visit: www.itsirie.com

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NIGHT VISION & THERMAL IMAGING

BY GLENN HAYES



PHOTO COURTESY OF FLIR

A bridge as seen via a FLIR Thermal Imager

For anyone on the water being able to see and navigate in the dark has always been a challenge. Radar and chart plotters help us find our way but they have their restrictions. Today, technology that once was reserved for military use is now available to any boater who wishes to see and navigate in the dark; however, despite the many options now available to the consumer, not all products are equal in their abilities. Differing technology and image quality dictate the need for boaters to educate themselves on the products available along with their capabilities and drawbacks.

When most people think of night vision they think of those green fuzzy images created by Image Intensifiers. Once the only option, these devices take available light and magnify it creating a visible image. This technology allows low or very low light to be magnified and create a distinguishable image that is a vast improvement over the naked eye. Several generations of this technology evolved and each improved in quality, contrast and brightness. Early

A bridge as seen with available light





models were capable of magnifying light up to 1,000 times, with the latest generation capable of magnifying available light up to 40,000 times. This version of night vision has proved to be very popular and can be one of the least expensive on the market. Despite helping in some night or low light conditions they do have their drawbacks. They

are light intensifiers and as such need some kind of light to operate. If there is no light they will not produce an image. They are also prone to 'blooming'. This is simply a bright light that when seen by the device is also magnified and can cause the whole image to get lost in a 'bloom' of light. They also do not do well defining objects floating in the water such as debris because they are dependent on reflected light. Despite their disadvantages they are a cost effective option and can certainly be better than nothing at all.

Newer technology known as thermal imaging address some of the problems of image intensifiers and are remarkably effective at illuminating the dark even in complete darkness. The science behind thermal imagers is complex but not hard to understand. These devices contain a sensor that creates an image just like a digital camera uses its sensor to create an image or picture when you press the shutter. The difference is the camera uses light that strikes the pixels on the sensor to create the image, while the thermal imager uses heat energy, not light, to create that image. These imagers and their sensors can see long-range infrared radiation, which is well beyond what the human eye can see (10-30 times longer wave length). This means that these imagers can detect very minute differences in temperature and the rate they are giving off that heat. As a result they can create an image drawing out those differences, giving

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PHOTO: GLENN HAYES

A good example of bright blinding day light and effective viewing via a display of a FLIR thermal imager on the display (far left).

a very clear view even if there is no light at all. The key to these clear images is that everything gives off radiated heat including ice and even a log floating in the water. The differences in temperature create contrast which in turn creates a clear image. Cooler objects display as darker on the image while hotter parts of the image will show lighter, with white being the hottest. Thermal imagers are so sensitive that you can actually place your hand on a wall and withdraw it and still see the imprint of the hand before the ambient temperature of the wall returns.

There are varying sensitivities to these imagers and the Vanadium Oxide (VOX) microbolometer sensors within them. Just like in digital cameras the larger the sensor the better the image. At the bottom of the scale is a 160x120 sensor. This is very common among many lower cost thermal imagers on the market today. These images tend to be grainier and have less contrast than other sensors such as those offered by FLIR, a leader in thermal imaging. They offer imagers in 320x240 pixels and also in 640x480 pixels with four and eight times the image quality. If you were to lay a 160x120 sensor on top of a 320x240 sensor it would only be a fourth of the size. A 640x480 is a whopping eight times greater. A larger sensor directly relates to better images with more contrast and further reach. A larger sensor also translates to better resolution when you zoom (only available on some models). Zooming is 'digital zoom' where you increase the size of the pixels to get a

closer look. If there are more to increase, each pixel is less affected and gives a clearer image. There are many models to choose from and FLIR has a wide array of imagers including a thermal imager that attaches to your iPhone turning it into a hand-held real time thermal scope. There are also monocular hand-held units as well as permanently mounted models, such as their marine M-Series and Voyager Series, some including gyro stabilization. These thermal imagers not only work exceptionally well in low or no light conditions but also work well in very bright conditions where the sun or reflected water might blind an operator. Their drawbacks are few other than cost, or the image being degraded by temperature blocking rain or fog. They can turn darkness into a close assimilation of daylight and, regardless of the model you choose, you will be able to see in the dark. The question is how much is that sight worth to you and how clear do you want to see?

While prices may be considered high by some they are now lower than ever before with more options for the mariner. As the price drops – and word of their effectiveness spreads – the future looks bright for thermal imagers. ☉



An iPhone equipped with a FLIR ONE Thermal Imager

Glenn Hayes is a freelance photographer and writer specializing in marine and location photography. His work covers commercial, editorial and fine art work. He lives in Florida and can be reached at: www.HayesStudios.com



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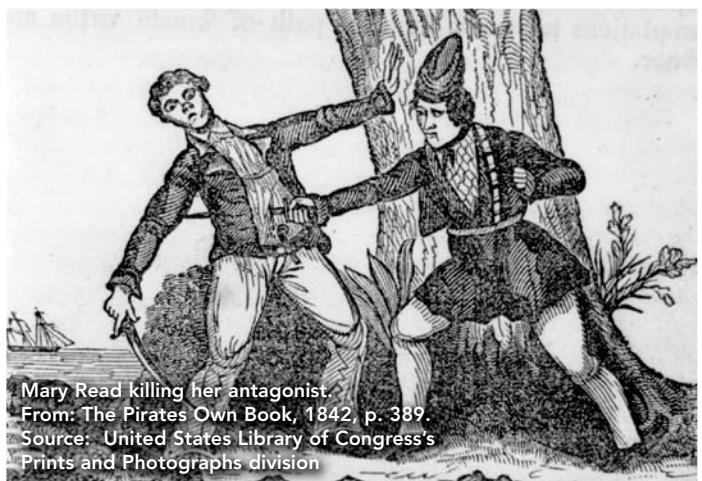
BY ROSIE BURR



Capture of the Pirate, Blackbeard, 1718 depicting the battle between Blackbeard the Pirate and Lieutenant Maynard in Ocracoke Bay. Painting by Jean Leon Gerome Ferris (1863-1930)

Many legendary pirates used the Caribbean for their greatest exploits, attracted by the riches and easy pickings that the New World had to offer. More often than not they attacked ships for food, rum, medical stores or for sought-after crew like doctors and carpenters. Today pirates of the golden era are glorified and romanticized thanks to Disney films like *Pirates of the Caribbean*, however, these swashbuckling characters were anything but. The great days of piracy began during the 1600s but had petered out by the 1830s when European and North American colonies began their fight against them. Pirates were a brutal bunch living in harsh, squalid conditions. Many did not live to see old age.

A pirate in simple terms is anyone who robs and attacks at sea outside the laws and jurisdictions of a country. There are many terms used to describe pirates. Privateer was the name given to men who sailed on an armed ship under pa-



Mary Read killing her antagonist.
From: *The Pirates Own Book*, 1842, p. 389.
Source: United States Library of Congress's Prints and Photographs division

pers, known as a letter of marque, from a government or person. These papers often only gave a vague outline of duties so that captain and crew were left to their own devices to raid and plunder as they wished. Their pay came from the spoils they collected and they gave some to the crown in return for safe harbor. Unauthorized attacks were

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Pirate flag of Jack Rackham

often overlooked and even welcomed if they were upon enemy ships. Corsaire is the French name for privateer. A privateer fighting for the opposing side would invariably be considered a pirate.

Buccaneers (most likely came from the French word *boucanier* – which means to smoke) were European settlers in the Caribbean, mostly French, who had jumped ship trying to avoid the harsh naval life at sea where conditions could be pretty grim. They adapted to island life hunting wild animals and smoking the meat. The Spanish became afraid of their growing numbers and decided it best these men were killed. This ruthless treatment by the Spanish made it easy for the British to recruit them as privateers who were more accustomed to life in the tropics than their crews from home.

Perhaps one of the most famous pirates or privateers—depending on your point of view—was Captain Henry Morgan. Originally from Wales, he operated with the unofficial support of the English Government, ransacking Spanish ports in the Caribbean, including Cuba and Panama, for 30 years. He was briefly arrested in 1672 but was later released and knighted and made deputy governor of Jamaica where, ironically, an anti-piracy law was passed during his administration. He died in Jamaica a rich and respected man.

Edward 'Blackbeard' Teach was a notorious pirate originally from Bristol in England who frightened his enemies by putting lit matches in his long twisted beard and hair,

which smoked around his face giving him the appearance of a demon in battle. He terrorised Atlantic shipping between 1717 -1718 before he was killed in battle by pirate hunters. It was said he was an imposing, fearsome figure always armed with pistols, knives and cutlasses which he wore strapped across his chest. Despite his terrifying nature—or perhaps because of it—he ran a tight ship and was a successful pirate.

'Calico Jack' Rackham was almost as famous for his colourful calico shirts as he was for having two female pirates on board and Anne Bonny and Mary Read were said to be as fearsome and as violent as their male counterparts.

'Black Bart' Roberts, another well-dressed pirate of his time, racked up a lot of success in his two or so years plundering hundreds of ships.

Revered by his crew and feared by everyone else, he was renowned for his bloodthirsty methods of torture.

'Black Sam' Bellamy set up base in Trellis Bay in the BVI and ransacked over 50 ships.

Not all pirates were as brutal and bloodthirsty; 'Red Leg' Greaves was a pirate of a different nature. Suffering at the cruel hands of a captain on whose ship he had stowed away as a young boy, Greaves became a proficient pirate. He later quarrelled with the captain who ended up dead. The crew quickly elected Greaves their new leader. Although ships were still captured and plundered, slaves and prisoners were treated fairly. Greaves amassed enough of a fortune to buy a plantation in Nevis. But being a pirate there was a bounty on his head and he was sentenced to hang in Port Royal, Jamaica. As luck would have it an earthquake shook the island and Greaves was one of the few who managed to escape. Allegedly, he lived out his days on his plantation doing good deeds.

These are just a few of the more colourful characters that roamed the high seas and ransacked the Caribbean. Myth, folklore and Hollywood have twisted their tales and turned these fearsome fellows into glamorous legends of a by-gone era – a far cry from the bloodcurdling reality. ☺

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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TRUSTED SOURCES FOR TRAINING

BY CAPT. JEFF WERNER

There was a time, in the not too distant past, when becoming proficient at one's job meant getting as much on-the-job training as possible to advance up the career ladder. Working as professional yacht crew was no different. During the 1980s, all that was required to become a licensed captain was gathering your sea time, reading a home study course and sitting for your United States Coast Guard exam. With your 'captain's ticket' in hand, you wangled your way onto a small yacht and learned as you went along. Times have changed.

Today, the Maritime and Coastguard Agency (MCA) of the United Kingdom has developed the de facto standards for operating large yachts.

In the mid-90s, the International Maritime Organization (IMO) revised the Standards of Training, Certification and Watchkeeping (STCW) for professional mariners. The IMO's goal was to 'establish a baseline standard for the training and education of seafarers throughout the world', and [it] placed an emphasis on quality control and competence-based training.

At that same time, the word 'megayacht' entered our lexicon and referred to the penchant of wealthy private yacht owners to build ever larger floating palaces for their enjoyment. Their hired crew was along for the ride. That usually meant a leap of faith that they could transfer the skills learned running a 75-foot motor yacht to their boss' new 125-foot flagship.



Deck crew keep superyachts in Bristol condition

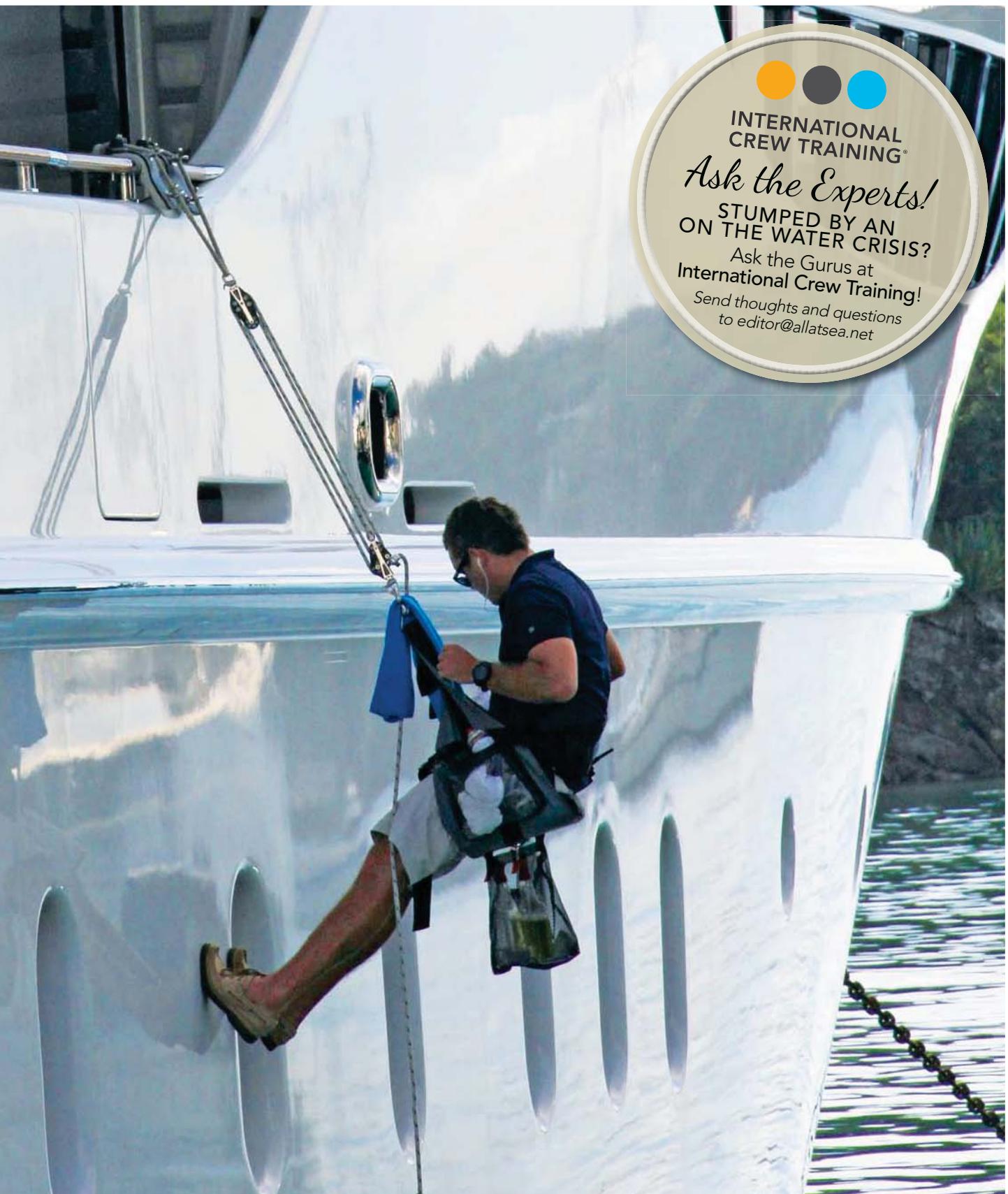


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TRUSTED SOURCES FOR TRAINING

This convergence of new international certification requirements for yacht crew, and the ever increasing size of the boats they were responsible for safely operating, spurred the establishment and growth of training schools around the world. Today, the Maritime and Coastguard Agency (MCA) of the United Kingdom has developed the de facto standards for operating large yachts. MCA approved training centers are now found in Europe, North America and Asia.

What was once a job punctuated by sipping rum and cokes at an island bar in the Caribbean on your day off has evolved into a highly regulated career path requiring major expenditures of time, effort and dollars to meet the licensing and continuing education requirements of the yachting industry. New yacht crew now spend weeks at a time at training centers, and even plan their next vacation around the schedule of the courses needed to upgrade their skills to help qualify them for their next job on an even larger yacht.

Add into this training mix, the Internet. There is a temptation by yacht crew to search YouTube for a video that covers the topic of the training needed to pass the exam for their next level of certification. The problem is whether or not YouTube is a credible source for maritime training. Will that crew member be able to trust the information on YouTube? Anyone can upload a video on YouTube and appear to be an expert.

To determine whether or not an Internet source can be trusted requires due diligence. Can the following questions be answered?:

- Who is the author and is he/she affiliated with a credentialed yacht training facility?
- Is the information being presented free of errors, and can that fact be verified?
- Is the training material up-to-date, and revised to reflect the latest industry regulations?

If the veracity of the sources cannot be verified, using the Internet for professional maritime training may lead to incorrect answers on a certification exam.

Then is there a role for the Internet in crew training? The answer is 'yes'.

Capt. Jeff Werner



What was once a job punctuated by sipping rum and cokes at an island bar in the Caribbean on your day off has evolved into a highly regulated career path requiring major expenditures of time, effort and dollars ...

According to a recent study by the U.S. Department of Education evaluating online learning, the Internet serves an important role by supporting blended learning. Blended learning combines online training with face-to-face classroom instruction.

In the near future, the most successful crew training will be accomplished by recognized bricks-and-mortar training facilities offering vetted online classes to supplement their classroom curriculum, along with the meaningful use of simulators and hands on training. ☺

Capt. Jeff Werner is a Senior Instructor with International Crew Training in Ft. Lauderdale, and is a 22 year veteran of the yachting industry. www.yachtmaster.com

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CHARTER TRENDS

BY CAROL M. BAREUTHER

COURTESY OF WWW.CHARTERTORTOLABVI.COM



The crewed charter yacht *Zingara*
anchored off Virgin Gorda, BVI

What are the latest charter trends? All At Sea asked eight crewed and bareboat charter companies represented throughout the Caribbean to give their views on seven hot topics. Here's what they said:

1: What is the number one thing charterers ask for?

"For crewed yachts, it's the number of cabins and heads/showers and whether they are shared or private and en-suite," says Kathleen Mullen, charter and yacht sales broker for Tortola, BVI-based Regency Yacht Vacations. "Americans hate sharing bathrooms."

Bareboat charterers ask most frequently for generators and air-conditioning, explains Jim Veiga, owner of SailCaribe Yacht Charters based at Marina Puerto del Rey, in Fajardo, Puerto Rico.

Yet Steve McCrea, president of Ed Hamilton & Company, in Edgecomb, Maine, has found there is no one thing. "What most people are looking for is insight and, in speaking with them in more detail about their plans, what they are looking for on paper doesn't always translate to practicality. So it's a matter of finding out what's most important to a specific charter group and helping them find it."



2. What is most important to charter guests?

"We usually know quite early in the selection process if we have foodies, partiers, laid back family style people or water sports lovers, and that's when we use our knowledge to match the right boat and crew," says Ann McHorney, director and charter sales person for Select Yachts, located in Simpson Bay, St. Maarten.

Comfort is what charter guests are most concerned about, explains Ian Pedersen, assistant marketing manager for the Clearwater, Florida-headquartered Moorings. "Whether that means air conditioning, a clean boat, fresh food, cold drinks, fun water toys, a microwave or a hairdryer may differ from

person to person, but ultimately everyone wants to know they will enjoy a comfortable and fun stay on board."

The most important thing to charterers depends on what sort of charter they are looking for, says Narendra 'Seth' Sethia, director at Barefoot Yacht Charters, Blue Lagoon, St. Vincent & The Grenadines. "If it's a bareboat, then it's: (a) age and condition of the yacht; and (b) price. For a crewed yacht, it's: (a) affordability; and (b) the crew."

3. Who are today's charterers?

"Our chartering public is still very much from North America," explains Dick Schoonover, manager at CharterPort

COURTESY OF MIKE TOY / WWW.HORIZONYACHTCHARTERS.COM

A Bavaria North 46 from Horizon Yachts



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Hammock time



BVI, located at Village Cay Marina, in Tortola. "Our target market continues to be the doctor-attorney-chartered accountants-dentist crowd that has always been the bread-and-butter. The people with both the disposable income and ability to manage their holiday time. By far and away, they remain non-sailors."

Select Yacht's McHorney agrees and adds, "We get a lot of Californians, along with New Englanders, and lately a lot of Midwesterners and clientele from Atlanta. We also get French, Italian, British, and Canadians, along with a few other nationalities."

4. What are charter operators doing to differentiate themselves from competitors?

"All the mod cons (modern conveniences) come on crewed yachts these days – electric toilets, stall showers, air conditioning and big generators. But the yacht crews separate themselves by having and *using* the water sports toys as well as staying flexible to each client's needs. Listening is a

critical skill," explains Regency's Mullen.

Beyond this, CharterPort's Schoonover says, "One of our monohulls is now offering \$300 each towards guests' flights to St. Thomas, just to think outside the box."

As for bareboats, it's "making the yacht feel as comfortable and homey as possible. More like a hotel room, for example, in terms of quality of furnishings and galley equipment," says Guy Phoenix, marketing manager for Horizon Yacht Charters, headquartered at Nanny Cay Marina, in Tortola, BVI.

5. Do repeat charterers tend to stick with the same yacht?

On one hand, "a lot develop a loyalty to a boat they know and love. If we can, we will get that same boat for them in another location," answers Select Yacht's McHorney.

On the other hand, Barefoot's Sethia has found that clients rarely repeat the exact same yacht. "This is either because they're looking for something younger the next time around,



The beautiful mono-hull
Pacific Wave out on charter

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A time to chill, a time to play
at Sandy Island, Grenada

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Dinner at sunset aboard a spacious
Lagoon catamaran anchored off
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or because the make-up of their group has changed," he says.

"Many repeat charters tend to steadily graduate to larger and newer model yachts," adds the Moorings Pedersen. "Once they experience chartering for the first time, it is a world that they want to share with their friends. Therefore, very often you see couples and families bringing other couples and families along and chartering a larger boat (or two) to accommodate the extra guests."

6. How do you see the timeliness of bookings as an economic barometer of the industry?

"There seems to be a phenomenally high number of enquiries for a year in advance for crewed charters, so people are suddenly planning ahead again," says CharterPort BVI's Schoonover.

Yet, says Barefoot's Sethia, "I find that over the years the lead time has reduced. More folks are looking for last-minute deals and more folks seem to have the ability to get out on vacation at short notice. Fifteen years ago our

lead booking time for bareboats was probably around six months, now it's typically two to three months, but very often less than a month."

7. Where is chartering heading in the future?

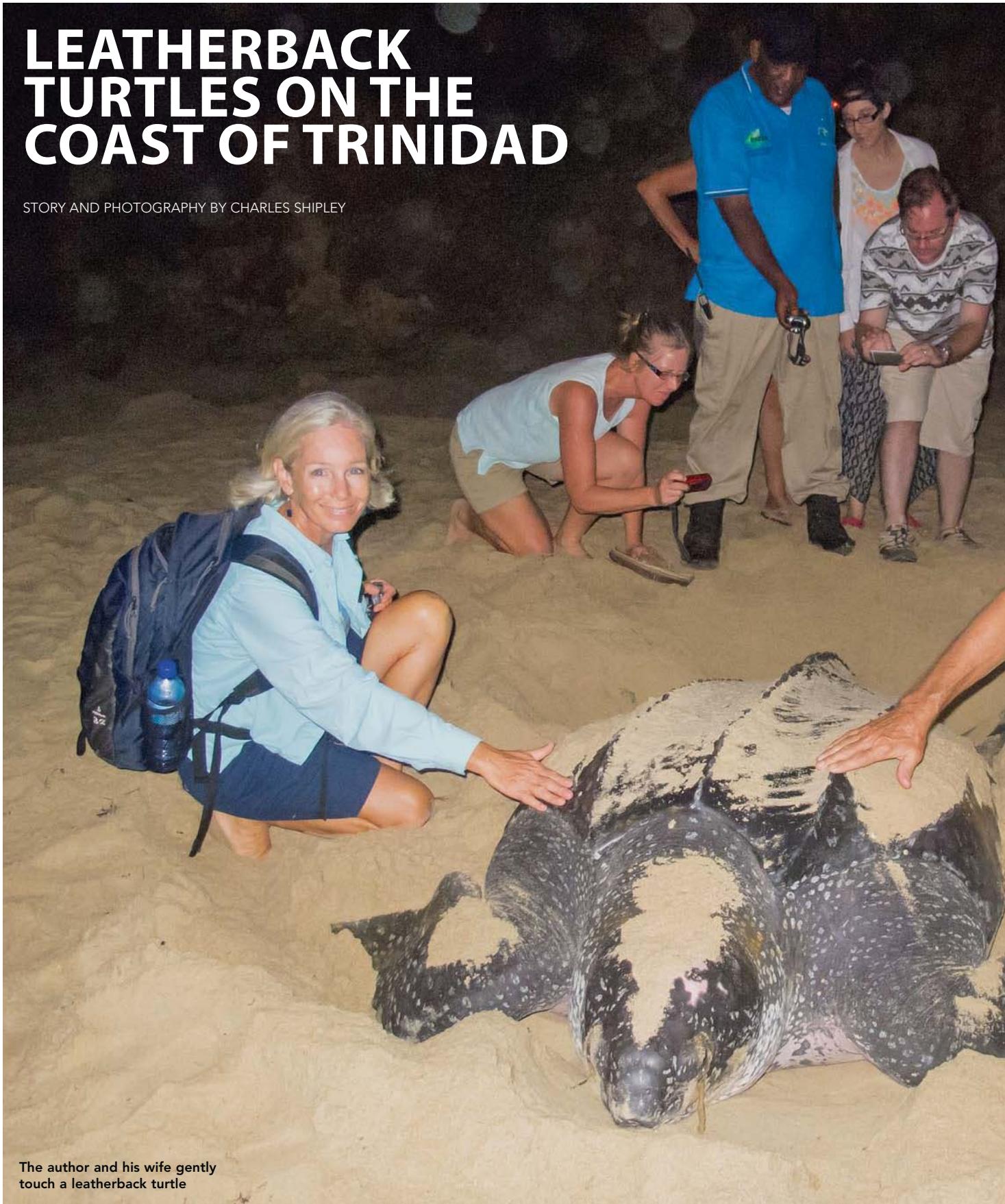
"It's the power and crewed yacht products where I see the future of the charter industry," says the Moorings Pedersen. "The lure of bareboat sailing certainly has its place and will continue to prosper for years to come, however, increasingly we are seeing the non-sailor market discovering and falling in love with vacationing on the water, and power catamarans and crewed yachts open this world to those who cannot sail themselves but want to experience the lifestyle just the same."



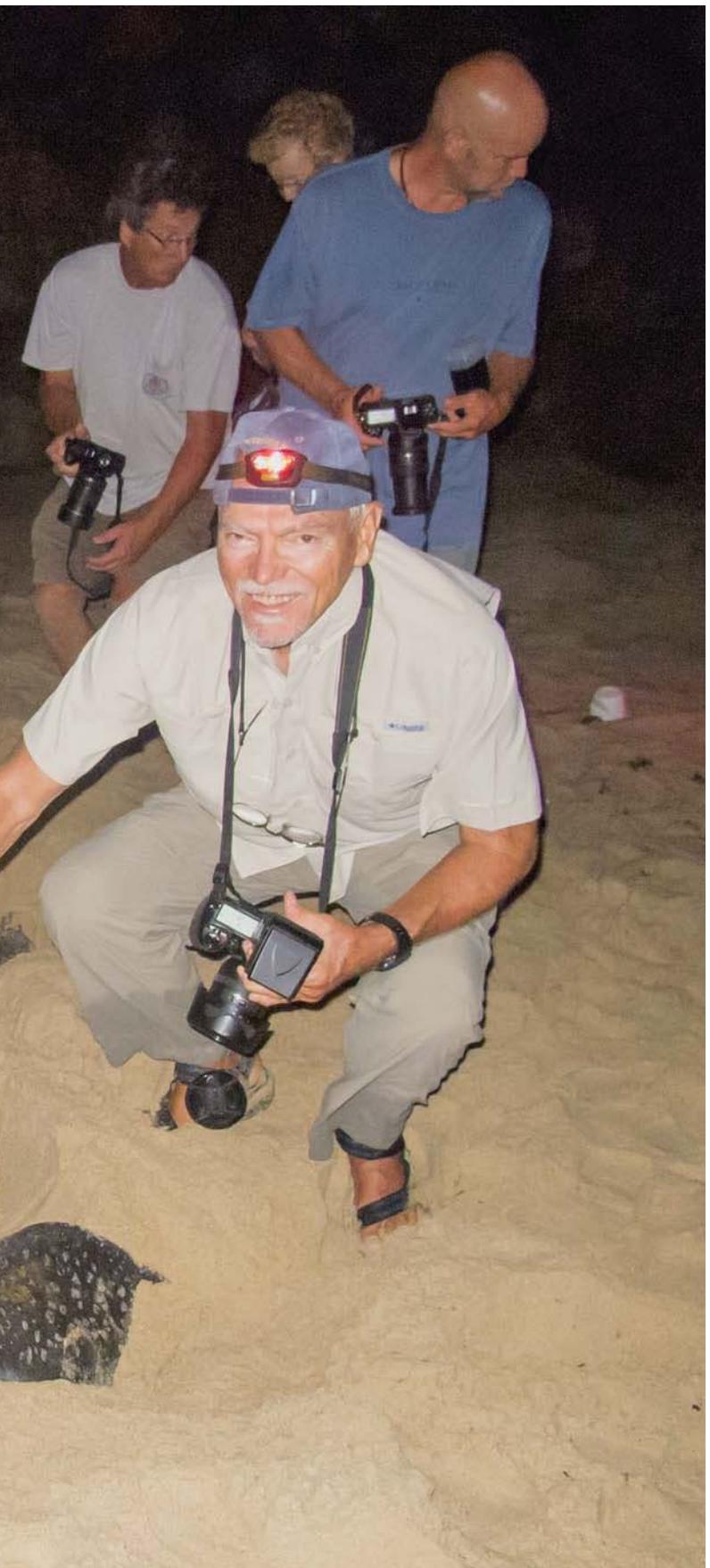
Carol M. Bareuther, RD, is a St. Thomas, U.S. Virgin Islands based marine writer and registered dietitian.

LEATHERBACK TURTLES ON THE COAST OF TRINIDAD

STORY AND PHOTOGRAPHY BY CHARLES SHIPLEY



The author and his wife gently touch a leatherback turtle



On July 4th we joined a number of other cruisers for a trip with Jesse James, of 'Members Only' Maxi Taxi Service fame, for a night-time visit to the shore near the village of Matura, in the north-east corner of Trinidad. There, we joined locals and tourists gathered to observe a remarkable sight: leatherback turtles lumbering up onto a soft sandy shore to lay their eggs.

Leatherback turtles are the largest turtles in the world; they can weigh up to a ton, and they can dive to depths of 4,200 feet—deeper than any other turtle—and can stay down for up to 85 minutes. They are unlike other turtles in several respects the result of which is their deep-diving ability: They can maintain their body temperature as much as 18 degrees Celsius above the cold, deep waters where they feed, and their carapace is not a hard shell, but is rather a spongy material covered with, um, well, 'leather'. The lack of a rigid breastbone allows it to collapse during deep dives, putting pressure on the lungs. And the large amount of oil in the skin and the leathery shell absorbs nitrogen, reducing problems arising from decompression during deep dives and resurfacing. (You may at some point have seen a picture of someone standing on a turtle as though it were a surfboard. Never do that to a leatherback: the soft shell will collapse and puncture its lungs and in a few hours it will die from a hemorrhage.)

Leatherbacks are an ancient species; they were once contemporaries of the dinosaurs, and they are currently listed as endangered. There was a time when the poaching of turtles and their eggs was a major problem on the beaches of Trinidad, but no more. In 1990 *Nature Seekers* was established as a non-profit organization with the aim of protecting nesting Leatherback turtles in Matura. It is the oldest turtle conservation group operating in Trinidad & Tobago. Today, *Nature Seekers* participates not only in beach patrols but also in data collection and tagging of sea turtles, and also provides tour services to visitors, including trips to nesting beaches such as the one we experienced.

After all visitors had arrived, we first heard a general discussion of what we would see and what rules we should follow: Red lights only while traversing the beach, and kept pointed straight down. No flash photography until given the okay by the tour guide, who would wait until the turtle had begun actually laying eggs before giving permission, since the turtle enters a trance while laying, a trance so deep as to permit volunteers to measure and tag and allow visitors to gently touch and photographers to use flash. At the conclusion of the orientation, we broke up into small groups of about ten with each group assigned its own guide.

Leatherbacks live in the open seas around the world. In the Atlantic Ocean their range spans across the entire region, as far north as the North Sea and as far south as the Cape

Leatherback Turtles ...



of Good Hope. Unlike that of other sea turtles, feeding areas for leatherbacks are in colder waters, where there is an abundance of their jellyfish prey, which broadens their range. However, only a few beaches on both sides of the Atlantic provide nesting sites; they return to the tropics in order to mate and lay their eggs. Trinidad is especially popular, with more than 2,000 turtles coming each summer to Matura, the most popular of the nesting beaches in Trinidad, with a shore of nice soft sand that runs for about five miles.

It is an incredible sight to see such a massive creature laboriously pulling herself out of the sea and up onto the sand just above the high water mark of the recent tides. She digs herself a shallow pit with her flippers, scraping off the top layer of sand, and then settles for a bit, testing the temperature and moisture content of the underlying sand. If satisfied, she uses her rear flippers to dig a hole, using first one flipper and then the other. The precision of the dig is mindboggling. If the right fin is doing the digging, it moves through the bottom of the pit like a spoon scooping from left to right, and then, retaining the spoon shape, she lifts the fin carefully out of the hole and flips its contents to the right. She then places that fin down flat on the shoulder of the hole in order to prevent sand from re-entering. When the left fin has done the same in a mirrored effort, the right fin first flips out to the right to clear any sand that might have rolled down into the hole and then, ever so carefully, lifts up high to swing to the middle of the hole to descend for another scoop. When the hole is finished, its shape is

that of an inverted light bulb: straight down for a bit and then flaring out at the bottom.

Then she begins laying her eggs: anywhere from 80 to 120, with about 85% viable, although a few are small and are thought to be useful for providing cushioning and extra sustenance for the hatchlings that will appear in about 60 days. Why extra sustenance? Because a hatchling that breaks out of the membranous 'shell' will not emerge from the sand if the sand is too warm; warmth indicates sunlight and that indicates extra vulnerability to natural predators like crabs, birds and mongooses. It's best to wait for the cover of darkness.

What if the weather is cool and rainy? Then the hatchlings will emerge if ready, and it may be feast time for the predators.

How do the hatchlings at the bottom of the heap manage to climb out? They pull themselves up past the hatchlings above them, so hatching is kind of a "first in – first out" discipline.

Tagging has revealed that adults are prone to long-distance migration, which occurs between the cold waters where mature leatherbacks feed, to the tropical and subtropical beaches in the regions where they hatched. In the Atlantic, females tagged in French Guiana, for example, have been recaptured on the other side of the ocean in Morocco and Spain.

Mating takes place at sea adjacent to the nesting areas. Males never leave the water once they enter it, unlike females which nest on land. After encountering a female (who possibly



exudes a pheromone to signal her reproductive status), the male uses head movements, nuzzling, biting, or flipper movements to determine her receptiveness. Females mate every two to three years. Fertilization is internal, and multiple males usually mate with a single female. One female may lay as many as nine clutches in one breeding season, with about nine days between nesting events. After laying her eggs the female carefully back-fills the nest and then packs it down a bit by using her body, she then disguises it from predators with a scattering of sand.

The temperature of the nest determines a hatchling's gender. Warmer temperatures produce mostly females, and cooler temperatures produce a majority of males. There is a pivotal temperature that produces an equal ratio of males and females. While other sea turtle species almost always return to their hatching beach, leatherbacks may choose another beach within the region. They nest at night when the risk of predation is lowest. Since leatherback turtles spend the vast majority of their lives in the ocean, their eyes are not well adapted to night vision on land. The typical nesting environment includes a dark forested area adjacent to the beach; the contrast between this dark forest and the brighter, moonlit ocean provides directionality for the females who often nest facing towards the dark and then return to the ocean and the light.

On the night of our visit we walked a considerable distance to the south along the beach from the entrance point, stumbling along in the soft and uneven sand. Finally, our guide

received a message on his radio that there was a turtle on the beach ahead of us. When we arrived, we stayed well back and watched it settle in. She had dug for perhaps 45 minutes when our guide said that he knew she would soon abandon the effort: she had reached water and that was causing the hole to repeatedly cave in. So we moved on, giving her privacy for her laborious trip back to the sea. Soon, we encountered another turtle, and this one was experienced: she had two tags on her rear fins and she expertly and efficiently dug her hole, exhibiting the behavior I described above. When she began laying her eggs, we were given permission to use flash and to gently touch her. Our guide pointed out that as she deposited, she shielded the hole with one of her rear fins in order to prevent predation of the new eggs. We left when she finished laying the eggs and covering the hole and camouflaging the area. As she laboriously began to drag herself back to the sea, it was clear that she was exhausted. We were tired too – it had been a long night. But it was also clear that we human observers all felt a sense of wonderment and awe at such an elaborate and fantastic demonstration of the beauty and power of nature.



An avid amateur photographer and naturalist, Charles (Chuck) Shipley was a Professor of Computer Science until his retirement in 2005, when he and his wife Barbara moved aboard their Kadey-Krogen 48 North Sea TussenTakk II. They have been cruising the Caribbean since January 2007.

CHARTER YACHT SHOWS OFFER BROKERS A SNEAK PEEK AT THE CARIBBEAN FLEET

BY CAROL M. BAREUTHER



PHOTO: TED MARTIN

Colder weather in the Mediterranean and the Northeast U.S. means it's time to head to sunnier climes. Fall is when the charter yacht season heats up in the Caribbean. Shows in the BVI, USVI and Antigua give brokers from across the globe a chance to check-out the fleet and book vacations for their clients.

"The more well informed the sales force (brokers), the

more successful they will be at placing clients on our charter yachts," explains Janet Oliver, executive director of the Charter Yacht Society of the BVI, based in Road Town, Tortola, which puts on the BVI Charter Yacht Show. "The better the client experience, the higher the chances of them returning and, of course, sharing their experience with their friends and families. Pictures and crew profiles cannot replace face to face interaction."

33rd Annual BVI Charter Yacht Show

NOVEMBER 5TH-8TH 2014

Charter Yacht Society of the BVI

Nanny Cay Marina, Tortola

www.bvicrewedyachts.com

The BVI Charter Yacht Show will once again welcome a capacity fleet of 70 yachts, with a waiting list already started back in the summer. There will be quite a few new yachts, and some of them are coming into the industry for the first time. Plenty of the BVI's favorite and most frequently booked crewed charter yachts will also return. Catamarans continue to dominate the show, but there are some power cats and a small handful of monohulls booked as well.

This year will see a repeat of last year's first annual Croker (Crew/Broker) Olympics.

"Crews and brokers team up to compete in competitions such as the three legged race (in swim

fins), crab races, galloping fenders and pie throwing. In 2013 we raised \$500 for VISAR (Virgin Islands Search and Rescue) at the event," says Janet Oliver.

The educational component of the show will include new broker and new crew orientations. Instead of the usual CYBA (Caribbean Yacht Brokers Association) Education Seminar, there will be a round table with a panel discussion by clearing house, brokerage and crew representatives. Topics will include how to handle repeat business in today's social media world, pre-charter communications and what's new in the BVI.

A 'green theme' to the show continues.

"We will offer refillable bottles, host an informative seminar on environmental matters in the BVI and do what we can to assure waste is dealt with in a responsible manner," says Oliver.

The highly anticipated annual Culinary Competition, set for November 7th, will be rum-themed this year thanks to sponsor Mount Gay.



Nighttime at the Annual VICL Fall Yacht Show, Yacht Haven Grande, St. Thomas

PHOTO COURTESY OF VICL



40th Annual VICL Fall Yacht Show

NOVEMBER 10TH-12TH 2014

Virgin Islands Charteryacht League

Yacht Haven Grande, St. Thomas

www.vicl.org

"This year is our 40th annual show and we'll be celebrating our involvement in the community as one of the oldest operating non-profit organizations in addition to show-casing the yachts, captains and crew

who participate," says Brianne Beatty, new executive director of the St. Thomas, USVI-based Virgin Islands Charteryacht League.

Forty brokers and 20 yachts, half of last year's attendance, had already signed up by mid-August. The fleet will feature sailing yachts, both multihulls and monohulls, and motor yachts as well. These yachts have hailing ports from all over the United States and the Caribbean and charter in the USVI and BVI at least

PHOTO: TED MARTIN



Boats in Falmouth Harbour during the Antigua Charter Yacht Show



part of the year. Brokers have signed up from various agencies all over the globe, yet the majority hail from the U.S. and the Caribbean.

"We have scheduled a sit down lunch seminar for brokers, captains and owners on November 11th to discuss topics that are important to them and the industry as a whole," says Beatty. "Some of the topics suggested are broker commissions on multiple repeat clientele and policies on combining discounts such as children's

discounts and half board."

The eco-friendly show will switch from a box to buffet lunch for its seminar, omit straws and offer reusable cups to cut down on trash. The VICL will also add recipes for natural cleaning products and tips to go green in all the captains' bags.

New this year is a return of an old favorite, and that is Grand Marnier as the theme of the November 11th Culinary Contest.

53rd Antigua Charter Yacht Show

DECEMBER 5TH-11TH 2014

Antigua Charter Yacht Meeting

*Nelson's Dockyard Marina in English Harbour
& Falmouth Harbor Marina and Antigua Yacht Club*

Marina in Falmouth Harbour, Antigua

www.antiguayachtshow.com

Over 57 boats registered for the Antigua Charter Yacht Show by mid-August, over half of the usual fleet that tops off between 95 and 105 in total annually.

"Everyone thinks we're a power yacht show, but the fleet we have showing is almost equal between power and sail," says show manager, Sarah Sebastian. "Also, it's not all big boats either. We have everything from 55-foot monohulls and catamarans to a 297-foot motoryacht, plus, this year we'll have *Athena*, at 295-foot, the largest private sailing yacht in the world."

Twenty-three brokerage companies had signed up

by August, with brokers representing destinations such as Indonesia, Bali, the Canary Islands, Australia, New Zealand, and several European countries.

"I expect we'll soon see charter guests from places like China, Singapore and Dubai," says Sebastian.

New are seminars on everything from destinations to onboard safety and firefighting.

New also is a stop to the yacht hop party in favor of a Marina Night in each of the three host marinas. These quieter hors d'oeuvres-type events will allow the brokers to better focus on the yachts and crews.

This year's Charter Chef Competition, set for December 9th, continues with its theme of healthy eating by asking chefs to prepare a three-course Caribbean-style gluten-free dinner.



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



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SPOTLIGHT: TOP YACHT BROKERS

In this section, get to know nine of the Caribbean's top yacht brokers—you'll be impressed by the depth of hands-on nautical knowledge they bring to their work. When you're on the emotional journey of buying or selling a boat, experts like these can reduce your stress level fast.

Professional brokers will weave your boat buying dreams together with wide-aware attention to the details that count. Some can arrange financing or provide charter management programs that can make the dream come true sooner than you think. And when it's time to sell, a broker's contacts and expertise will be invaluable for getting the mission accomplished.

Caribbean yacht brokers offer a treasure trove of knowledge you can tap into on critical matters like insurance, delivery, registration, crew staffing, maintenance, and provisioning—even the best places to cruise. After all, they know these waters better than anyone else.

123 HULLS

Tortola, BVI



Carol and Greg

1 23 Hulls the BVI Yacht Brokers, located on Tortola, in The British Virgin Islands is a comprehensive marine services company that encompasses a full service yacht brokerage, yacht management company and a yacht delivery agency.

123 Hulls believes in offering extensive and expanded services for ever-increasing consumer demands and expectations. We make the purchase process hassle-free and pleasurable and the ongoing ownership experience as enjoyable and stress free as possible by providing guidance and assistance on everything from finance, insurance and vessel registration to our yacht delivery and yacht management programs,

At 123 Hulls we understand that buying a boat can be an emotional experience as well as a significant financial investment, which requires careful and knowledgeable guidance throughout the entire process. With our extensive knowledge of the yachts available in the Caribbean as well as in the U.S. and Europe make us especially well suited to handle your next yacht purchase whether it be a motor or sailing monohull, catamaran or trimaran.. Our knowledge and experience with an international clientele is unsurpassed.

From that first phone call or email through survey and sea

trial we at 123 Hulls are right there with you every step of the way to ensure you the best available boat to fulfill your needs, at the best possible price, and to provide after sale service with our in-house yacht management, as well as yacht deliveries. Our number one priority is to successfully match our client's needs, to a yacht that will exceed their expectations.

The secret of our success is experienced yacht brokers who listen to our customers needs and know where to locate the yacht that will fulfill those needs. All our yacht brokers are long time boaters who have an extensive knowledge of the multitude of vessels available in an ever changing market. At 123 Hulls we have over 30 years of combined yacht brokering experience.

Our aim is to make every stage of your yachting experience secure, fulfilling and pleasurable.

To find out more about Choosing a Broker, Buying a Boat, Selling a Boat, Making An Offer, Yacht Management & Deliveries please visit our web site at www.123hulls.com.

We look forward to meeting and working with you in making your dreams a reality. Best Wishes & Fair Winds, The crew at 123 Hulls the BVI Yacht Brokers.



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ATLAS YACHTS

Ceiba, Puerto Rico



Jim Veiga

Jim Veiga is the owner and principal broker for Atlas Yacht Sales, the largest and most well established sailing yacht and catamaran dealership in the Caribbean. Founded in 1998 in Fajardo, Puerto Rico at Marina Puerto Del Rey, Atlas specializes in many facets of the sailing industry. Atlas operates a new sail boat dealership for Lagoon, Jeanneau, Hunter and Prestige Motor Yachts, a sailboat brokerage, bareboat sailing charters through SailCaribe Yacht Charters, an ASA Sailing School and a full service boatyard.

Atlas is in a great location to facilitate everything that's involved in the listing and sale of your boat as well as delivering your new yacht or managing your new yacht in the SailCaribe fleet. Marina Puerto Del Rey is the largest and most full service marina in the Caribbean with shops and restaurants and has haul out and storage facilities for just about any size sailing vessel.

In 2013, Atlas opened up a satellite sales office for their new model Jeanneau sailboats in St. Augustine, Florida. New Jeanneau sailboats are commissioned by Atlas in their boat yard facility and on display in historic St Augustine, a beautiful place to visit and pick up your new Jeanneau.

SailCaribe Yacht Charters was also founded by Jim in 2006. SailCaribe offers professional yacht management and bare-boat charters on new Lagoon Catamarans, Jeanneau and Hunter sailboats. SailCaribe has been described by many who have chartered with them as a "first class, boutique sailing charter operation." Jim and Debbie have perfected this concept by offering quality, well equipped new vessels and personal attention to all of their guests. Sailing in the Spanish Virgin Islands of Puerto Rico is said to be like the BVI and USVI 40 years ago as it is not over developed or crowded with boats wrangling for moorings. SailCaribe maintains a fleet of 10 to 12 sailing vessels comprised of catamarans and monohulls and endorsed by the Puerto Rico Tourism Company. Clients who purchase their new vessels and place them in to management with SailCaribe may take advantage of tax advantages under the Nautical Tourism Law passed to stimulate this industry in Puerto Rico.

When considering a new sailboat or catamaran for purchase or charter, please contact or stop by the offices of Atlas Yacht Sales. As we say in Puerto Rico "Con Gusto Les Servimos".



**Atlas Yacht Sales/SailCaribe Yacht Charters • PO 1306 Ceiba, PR 00735
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B.V.I. YACHT SALES

Tortola, British Virgin Islands



Clive Allen, Chris Simpson, Brian Duff

BVI Yacht Sales is located at Nanny Cay Resort and Marina, the premier marine service location in the British Virgin Islands. This facility includes a 200-slip marina and full service yard, comfortable hotel and good restaurants set on a tropical island offering our clients the most enjoyable Caribbean yacht purchase experience possible.

With a staff of three full-time brokers, an office/closing manager and a marketing manager, we are amply staffed throughout all aspects of the brokerage.

Our Brokers include Brian Duff, with experience from owning many different yachts, sailing on almost every type of boat out there, accumulating many thousands of miles on the race course and cruising; both inshore and distance offshore, as well as working in the industry for the last 17 years. Brian sold 'Southbound Cruising Services' in 2009, a rigging specialist shop he had created and run in the very active Annapolis area, before then making the move to BVI Yacht Sales.

Brian's knowledge of yachts is full and far reaching and he puts this to work helping you fully understand the boats you are considering buying. Having made a living upgrading boats and having rebuilt many too, Brian is very well equipped to advise sellers on the right little things that can be done to get the best sale price, fast! Brian actively cruises with his son Rayne (12) who is a competitive optimist racer and actively explores the BVI dur-

ing off time onboard their Kendall 32 'Nerites'.

Chris Simpson is a full time broker and co-owner of BVI Yacht Sales. Prior to brokering he was Operations Manager for TMM Yacht Charter's largest base, taking care of 50 yachts for many years. Chris's early passion was teaching sailing, which he did for a decade in the U.K., including running his own RYA School with his wife and co-owner of BVI Yacht Sales, Karen. Chris has spent the last 30 years in the sailing industry as well as much of his childhood years cruising offshore with his parents which, combined with his other sailing, totals around 40,000 miles. Chris is an RYA Yachtmaster Instructor who has a well rounded knowledge of most things nautical which he is always happy to share with clients.

Clive Allen, has been with BVI Yacht Sales since 2007. He started his nautical career in the diving industry in the nineties, leading him to work in Australia and Asia including running his own dive shop in the Philippines. Clive has spent 4 years live-aboard cruising from Hong Kong to Madagascar and then, two years cruising the length and breadth of the Caribbean with his wife and young daughter. Clive's extensive travels have given him a well rounded outlook that allows him to quickly tune into any client's requirements, he is also fully fluent in French which is a great plus. Clive holds the French Ocean Captain's qualification and also has a strong background in diesel mechanics. Candid, passionate and very strong service ethics.



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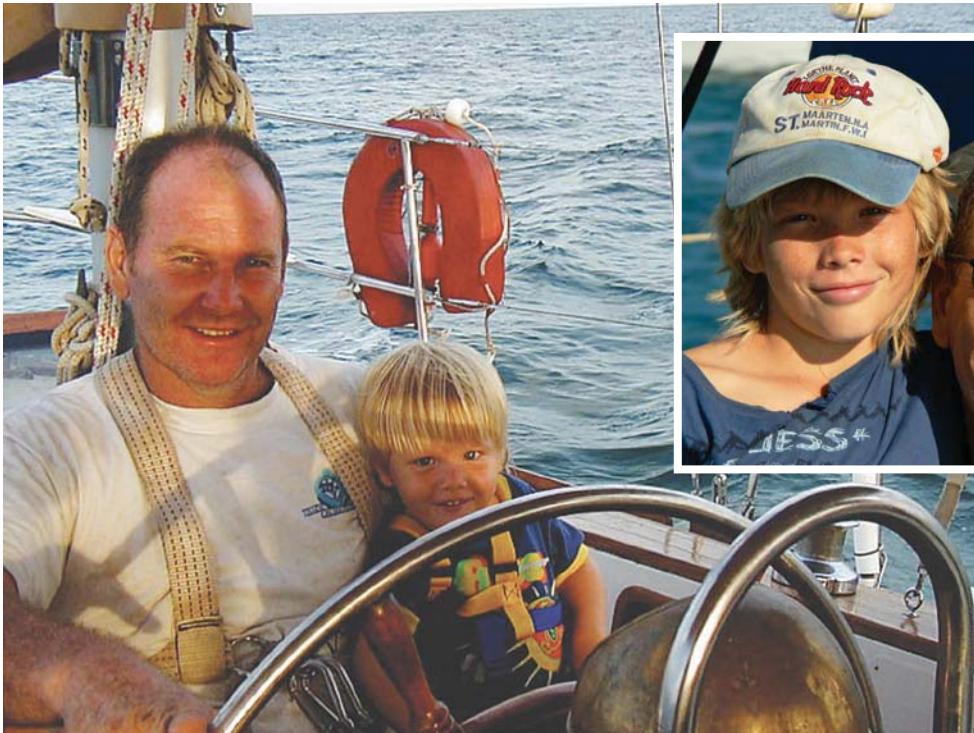


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St. Martin



Tony Brewer (I'm the one on the left)



Ten years after

Probably the thing I love best about what I do ... is being at the cusp of change in people's lives. I facilitate people moving on to The Next Big Thing...buyers and sellers alike.

Having spent three years trying to get my own head around selling up everything and buying and refitting a boat to go sailing (I eventually ended up on a therapists couch... but that is another story...) and having spent almost two years trying to sell a boat through brokers a decade later, I am well placed to know what buyers and sellers want.

Essentially, I give my clients what I expected my broker to give me...and then some...and I am picky.

It's that simple.

I have a background in the design, sales and installation of big ticket communication systems, where a knowledge based,

proactive service was imperative. A lifetime spent tinkering with things mechanical, together with time spent as an apprentice aircraft mechanic before I came away, certainly helps too!

So too does the more than thirty years I have been messing about with boats of all sizes, plenty sea miles including two Atlantic crossings, the first being in 1981 navigating with a sextant and a lead line. (and Yes...we got lost.)

In the over twenty years we have been in the Caribbean, we have run charter boats, run charter boat bases, rebuilt "sunk to the bottom" hurricane destroyed vessels and project managed teams of workers refurbishing private and charter vessels...and bought and sold boats for our own account.

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St. Thomas, USVI – Brielle, NJ



David Collins and Mathias Wiebracht

We are Mathias Wiebracht and David Collins, owners and primary brokers of Maritime Yacht Sales, the largest yacht brokerage headquartered in the U.S. Virgin Islands. Together we bring over 30+ years of boating experience combined with significant business, finance and marketing skills which are truly unique to the yacht brokerage business. We have two offices, one located at the largest full service boat-yard on St. Thomas in the beautiful U.S. Virgin Islands and the other at the Brielle Yacht Club in Brielle, NJ. Maritime was established in 2006 and continues to steadily grow each year. As a member of the Yacht Brokers Association of America (YBAA) we utilize all the standard forms and agreements which are broadly recognized within the industry. We currently have three associate brokers and together we service all three U.S. Virgin Islands, St. Thomas, St. John and St. Croix, along with Monmouth and Ocean Counties, NJ. We handle a variety of power and sail boat listings and specialize in a high level of personal service. Our goal is to match the right customer with the right boat and then broker a fair deal where all parties are happy at closing.

Living and working in the Virgin Islands and the Northeast United States has given us the opportunity to meet and work with a wide variety of people from all over the world. We enjoy sharing local knowledge and helping fellow boaters realize their dreams of cruising in the Caribbean or fishing the New Jersey Shore. The USVI is a world class yachting destination and St. Thomas is the perfect location for embarking on the adventure with many marine services, chandleries and provisions available. Many airlines offer direct flights at C.E. King International airport. In addition, there is no sales tax on private boat transactions in the USVI and there is no residency requirement for registering a vessel. Yacht management services are also available for seasonal owners. Additionally, as a bonus we speak English and trade in U.S. dollars so you can avoid the challenges of foreign languages and currency exchange. If you have an interest in buying or selling a boat in the Caribbean please give us a call or visit our website today. We would be happy to assist you in achieving your goal and making your dream a reality.



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Being part of The Moorings team, our brokers also have resources at their disposal to aid you in every aspect of the purchasing and selling process. Items such as transportation, accommodations, dockage, insurance, financing, and delivery, are examples of the areas where Richard, Giles and Gwenaëlle can be invaluable assets to both buyers and sellers. When purchasing or selling a yacht through one of our brokers, you will not only be dealing with professional and licensed brokers on site, but also have the security of dealing with a publicly traded and bonded company that has offices globally.

Come meet Richard Vass(Tortola). He first moved to the British Virgin Islands fifteen years ago, working for both Sunsail and The Moorings during this time. Richard's family are keen sailors and his introduction to yachts began at an early age. Drawing on his knowledge of charter yachts, passion for sailing, and his local knowledge, you'll find Richard a friendly chap who is happy to explain the brokerage process as well as help you find your dream yacht. He has 17 years of experience in the yachting industry. Most of these years were spent working with The Moorings and Sunsail between the Mediterranean and the Caribbean. In 2004 Richard joined the Moorings Brokerage Team and has been an asset not only to his many buyers and sellers, but also to the whole Moorings Team. Richard can be reached at rvass@mooringsbrokerage.com or on his cell phone at (1) 284-346-2016.

Giles Wood's(Tortola) first memory of sailing was sitting on the bow of a dinghy when he was about 5, while he sailed around the bay with his Dad. He has been sailing ever since. He joined the Moorings Brokerage Team in Tortola 7 years ago after having set up the sailing school here for Sunsail. Studying engineering at university, he worked as a sales manager selling classic and sports automobiles before turning back to the water. He is qualified RYA Yachtmaster Ocean Instructor and has been around the world skippering, racing, teaching and brings his enthusiasm for sailing to the brokerage. His hands-on knowledge and experience is a great asset when looking for the right boat or getting onboard once you have found it. Giles can be reached at gwood@mooringsbrokerage.com or on his cell phone at (1) 284-346-0252.

Gwenaëlle Robic(St Martin) studied Marine and Environmental Science with Sports Management in France, before travelling to Australia to improve her English skills. Back in Europe, she was a sailing instructor for a well-known travel firm in the Med and also Guadeloupe in the Caribbean. She furthered her marine industry experience by working for a major sailboat manufacturer in France followed by a yacht charter company in Saint-Martin, Caribbean. With Gwenaëlle's vast yachting knowledge from the manufacturing and charter side, she will lend value to any deal with her customer dedication and product knowledge. Gwenaëlle can be reached at grobic@mooringsbrokerage.com.



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The Multihull Company prides itself on not just knowing the locals but on being a local! We speak the language, so to speak, know where the safe harbors and the rough passages are whether you are buying or selling a catamaran. TMC is the industry leader in sales of voyaging catamarans with documented market intelligence on what is selling, why and for what price. This is invaluable when you are buying or selling.

When it comes to multihull design and construction TMC's highly trained team of catamaran and trimaran experts know what works and what doesn't – and they are not afraid to tell you. They understand the needs of every type of multihull sailor, from coastal cruisers to world voyagers, offshore racers to live-aboards. They know the pros and cons of every major production model ever sold and have attended multihull surveys around the world and are skillful at counseling clients on the resolutions of "after-survey" issues. They are trained to be detail oriented about contracts, taxing and registration issues in multiple countries. They are firm and fair.

So, meet our team.

Alexis de Boucaud is The Multihull Company's Senior Broker who works with clients from around the world as well as his own backyard in Fort Lauderdale but splits his time between Fort Lauderdale and the French Caribbean island of St. Martin where he partners with Bettina Rehn to better serve clients.

Carl Olivier is TMC's new Associate Broker in the British Virgin Islands at Harbour View Marina. Carl is perfectly situated on the East End of Tortola where he is able to assist TMC clients from around the world with showings, guardianage, as well as a full scope of Marine Management Services.

Chris Rundlett and Chrystal Young are TMC's Associate Brokers on the beautiful island of Grenada. With brand new offices at the state of the art Port Louis Marina in St. Georges, which is ideally located just minutes from the airport, public transportation and entertainment. An absolutely gorgeous, state of the art marina, where through our continued partnership with Grenada Marine, we will be able to assist clients with a full scope of services from guardianage, repairs, haulout and storage, and, of course, brokerage.

Antoine Lelievre is the TMC Broker on the island of Guadeloupe. A truly seasoned sailor, Antoine offers a wealth of information on brands and models of catamarans. He is knowledgeable about the pros and cons of each catamaran and is the perfect broker to talk to if you are planning some real blue water voyaging. Fluent in French and conversational in English, Antoine can also assist many international clients with services they might need while visiting the beautiful island of Guadeloupe.

The TMC Broker on the island of Trinidad is Jaryd Forbes. Growing up in Trinidad & Tobago, Jaryd's love of the ocean started at a very young age. Travelling aboard his fathers Lagoon 42 "Delphini", Jaryd developed a thorough knowledge and affinity for crafts of all types as well as ocean faring. With experience ranging from power to sailboats of all models and sizes, and assisting with pre-purchase surveys and deliveries, he possesses an intimate knowledge of his native Trinidad and the wider Caribbean in order to better serve TMC clients.

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SOUTHERN TRADES

Village Cay Marina, Tortola, BVI



The Team

Southern Trades Yacht Sales was formed in 1977 and operated out of Yacht Haven Marina in St. Thomas, USVI until relocating to Road Town, Tortola, BVI in 1997.

As such Southern Trades is the oldest independent yacht sales, management and charter company in the Caribbean. From the time of its inception, Southern Trades has always specialized in the resale of active, income producing, crewed charter yacht businesses. We have never attempted to be in the bare boat re-sale end of the brokerage industry nor have we ever really chased after mom and pop wanting to set sail for Australia when they retire.

Due to our excellent and prominent location in the heart of Caribbean chartering we have become the world-wide, industry leader in guiding new owners into ongoing, income producing, crewed charter yacht businesses which require little or no owner input; be it time or financial contributions. We also offer those yacht owners wishing to move up the opportunity to sell their yacht charter business. We are constantly in need of additional crewed charter yacht businesses that are for sale – we have willing and able buyers!!

We also own and operate the largest crewed charter yacht clearing house in the Caribbean and by doing so we follow up

after the sale and assist new owners and assure them of getting off to the best start. We believe in hitting the ground running when it comes to purchasing an ongoing charter yacht business.

We assist in all aspects of USVI and BVI Government licensing, yacht registration, company formation, banking, insurance, parts procurement and professional crew staffing for the yacht. We have 3 fulltime staff devoted solely to our yacht management division for off island owners who require intensive, day to day management of their yacht, crew and charter business.

Our competent staff in our Tortola office includes charter consultants, accountants, yacht managers, crew liaison personnel, charter broker liaison personnel, yacht sales staff and government liaison staff. We are confident in our abilities to identify, locate and make successful almost any yacht that an owner may wish to place into the charter industry.

Please contact us for information on certain charter yacht businesses we are currently offering. We can supply budgetary information as well as prospective income stream reports and other pertinent information on the crewed charter yacht industry.

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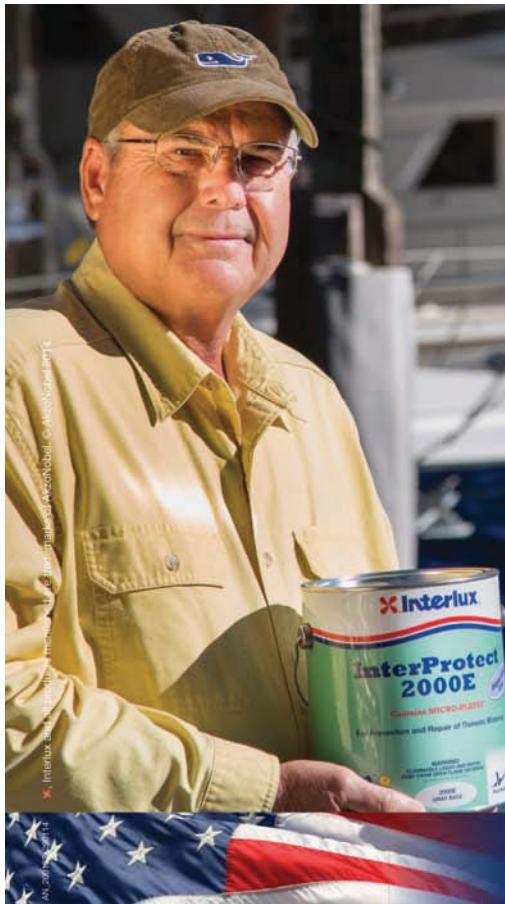
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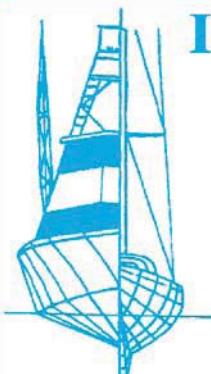
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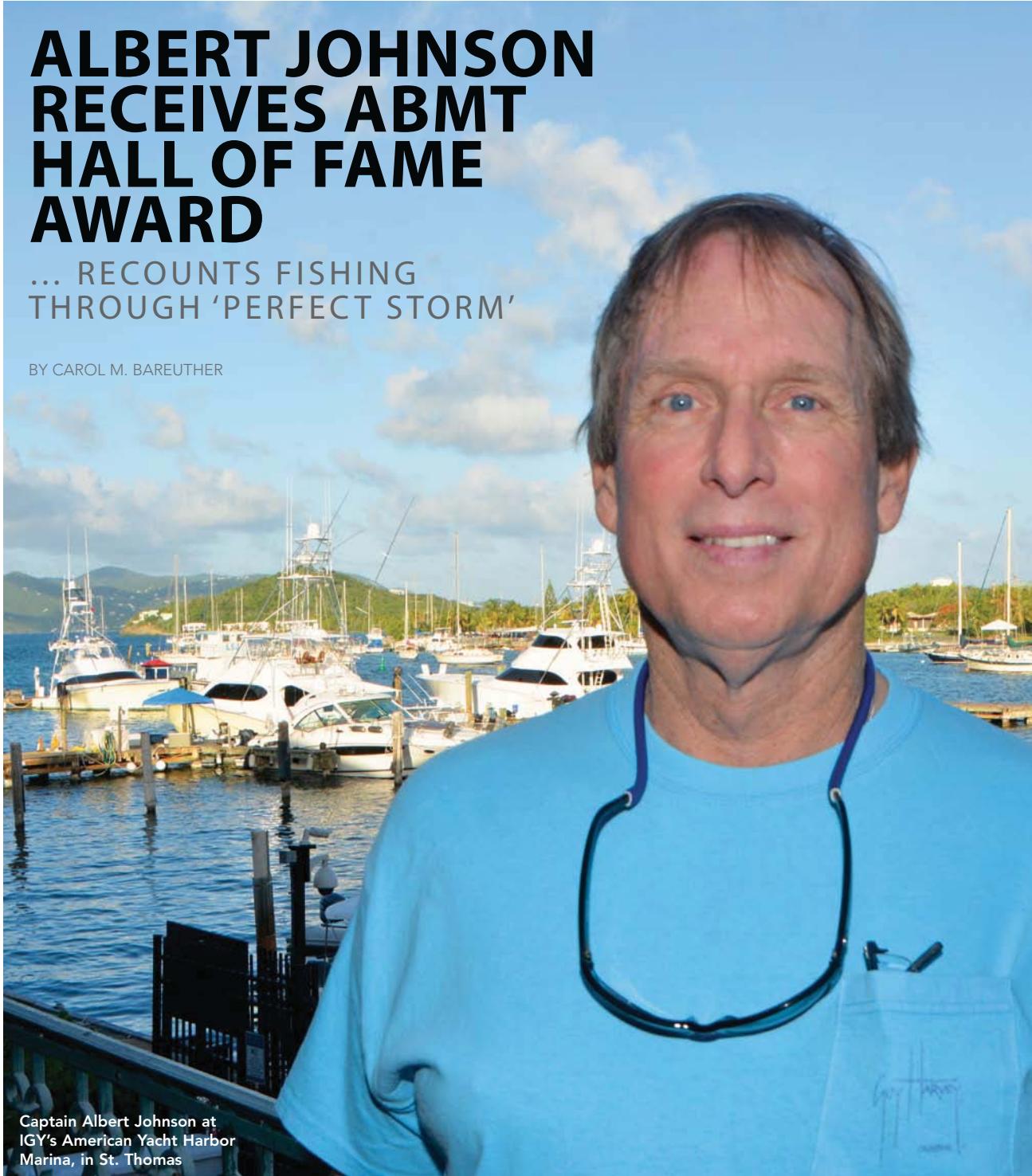
ALBERT JOHNSON RECEIVES ABMT HALL OF FAME AWARD

... RECOUNTS FISHING THROUGH 'PERFECT STORM'

BY CAROL M. BAREUTHER

PHOTO: DEAN BARNES

Captain Albert Johnson at IGY's American Yacht Harbor Marina, in St. Thomas



Less than a dozen famous sports fishing captains have been inducted into the USVI Open/Atlantic Blue Marlin Tournament's Hall of Fame. Even fewer have survived the U.S. Northeast's 'Perfect Storm' that happened nearly a quarter century ago this month. Captain Albert Johnson, who fished recreationally for blue marlin in the Caribbean in the 1970s and 1980s and con-

tinues to fish commercially, can lay claim to both of these outstanding feats.

Johnson's life-long career as a fisherman started at the age of ten when his family moved from the landlocked state of Arizona to Mississippi.

"I got bitten by the fishing bug early," he says. "I started hanging around the docks and then going out on some of



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the commercial boats. It was pretty exciting."

Johnson worked his way from mate right out of high school to eventually captain. He moved to Hillsboro Inlet, Florida, and worked with some of the best in the industry. This led to successful trips down to the Florida Keys and across to the Bahamas. In 1979, Johnson was asked by the owner of the Don Chason-built *Elbo 7* to fish a May to September season in St. Thomas.

"Back in those days there were maybe six boats tops out fishing the North Drop and on many days we'd be the only boat out there," he says.

Johnson came back to the Virgin Islands two summers later where he became the first captain in St. Thomas to record 105 blue marlin catches in 60 days. He nearly repeated this feat the next two years with 102 and 101 catches, respectively. Johnson continued returning to the Virgin Islands for the summer marlin season until 1984.

In 1990, he took a job running a commercial swordfisher, the 78-foot *Mary T*. A year later, the *Mary T* would be almost as famous as another boat, the 72-foot *Andrea Gail*.

"We were out on the Grand Banks in a warm foggy strip of water having some phenomenal fishing, when I see a blip on the radar that another boat was close," Johnson says. "It was the *Andrea Gail*. Billy (Capt. Billy Tyne) said he'd been out 30 days and hadn't caught much. He asked if he could take over our set when we went in. I told him yes."

Johnson ran his catch into port and came back out. In the meantime, Tyne had filled his hold with the catch of a lifetime. Tyne was headed in when Johnson, the unofficial weatherman of the fleet, radioed about the ferocious storm approaching.

"I still remember the last radio transmission I got from Billy, he said: 'She's comin' on boys, and she's comin' on strong,'" says Johnson. "Later, we found out that a weather buoy was reporting 100-foot waves in Billy's last location."

Johnson successfully rode out the storm by heading into a cold, dense finger of water in the Labrador Current. For 30 straight hours he stood at the helm steering into the waves by day and going with the seas in the dark of night in case of a rogue wave. When the storm finally subsided, it was Johnson who reported to the U.S. Coast Guard his sighting of floating fuel barrels stenciled with the letters A.G.

Today, Johnson, who lives in Sebastian, Florida, captains the 100-foot *Growler* and commercial fishes off Florida in the winter and Grand Banks in the summer.

"I was gun shy about the weather for a couple of years after the Perfect Storm," says Johnson. "But fishing is something I love. It's in my blood."



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



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LEVERICK BAY DINGHY POKER RUN RAISES MONEY FOR CHARITY

PHOTOS AND STORY BY TODD VANSICKLE



Pirates, wenches, dinghies and squirt guns are just some of the elements that attract participants each year to the Leverick Bay Dinghy Poker Run.

More than 50 people competed in the seventh annual event, which took place in July in North Sound.

The event is a fundraiser for the Virgin Gorda Animal Rescue and Control. All told, \$2,500 was raised for the charity, with 43 hands being sold; five dinghies were donated by The Moorings and rented for a total of \$250, and Tim Jones and Sue Durham donated \$100.

According to organizer Nick Willis, Leverick Bay Resort and Marina general manager, the event was "twice as big as last year."

The fleet of dinghies started at Leverick Bay with a watery battle. The weapons of choice were water cannons and buckets of ice-cold water. Participants then made stops at the Sand Box on Prickly Pear, Saba Rock, Bitter End, Fat Virgin and then back to Leverick Bay. At each stop, a card was drawn and whoever had the best poker hand by the end of event was the winner. Ultimately, Joyce Philips five kings would take the top hand.

Participants were encouraged to dress as pirates and carry squirt guns to launch an assault on other competitors.

Roberta Haver was dressed as a pirate as she competed with friends and two service dogs.

"They don't really like getting pelted with water," Haver

said of the dogs. "It is a good time. Everyone dresses up like a pirate and squirts each other with water. And it is for a good cause."

Rick Beckner, who lives in St. Thomas on a 44-foot sailboat, was taking part in the event for the second time.

"It is fun squirting cannons and dressing up as pirates," Beckner said.

His pirate costume was a mixture of "hand-me-downs in a pile," which included a coconut bra and foam buttocks that read: Pirate Booty.

"I wasn't going to wear the [coconut bra], but my wife convinced me," Beckner said. "I am glad I did, because I got a good reaction out of it."

Beckner has never won the event and this year was no different.

"I just do it for the fun of it," he said.

Beckner was taking part in the event with his wife, son and his friend David Hedcock of Colorado.

"I flew 3,500 miles just to be here today," Hedcock said. "It has been wet and wild."

This year's winners were: Joyce Philips (five kings); Chris and Tracy Curran, and Barbara Kelly.



Todd VanSickle is a journalist living and working in the Virgin Islands.

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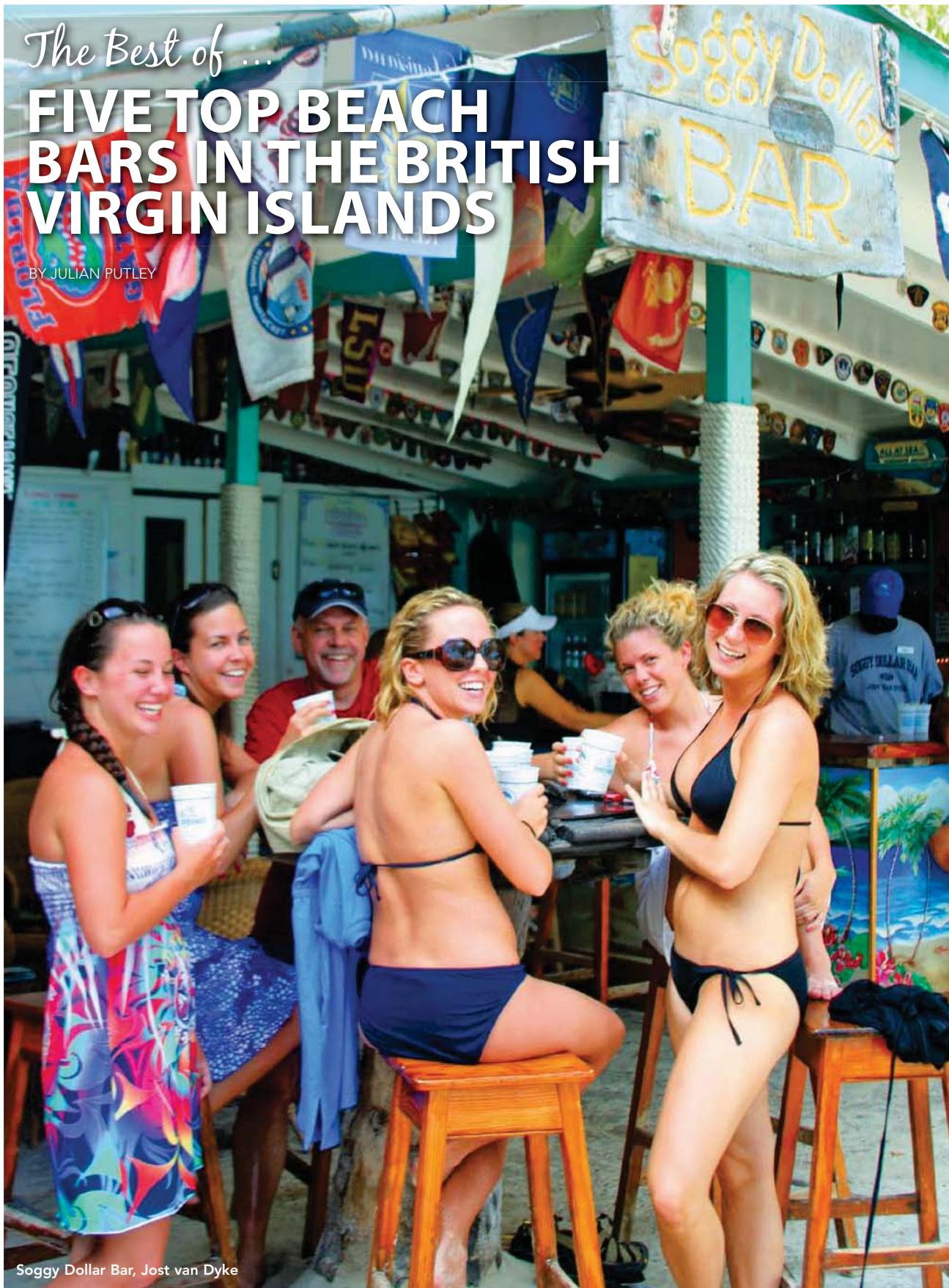
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FIVE TOP BEACH BARS IN THE BRITISH VIRGIN ISLANDS

BY JULIAN PUTLEY



Soggy Dollar Bar, Jost van Dyke

The qualifications necessary to make this distinguished list were: A full-service bar with an impressive selection of tropical cocktails; a beautiful beach; a good menu; Wi-Fi; entertainment (some days) and an all-round great ambience.

THE SOGGY DOLLAR BAR

This watering hole is on Jost van Dyke's most beautiful white sand beach and it has crystal clear turquoise water lapping onto the sand. Its popularity is partly due to the tropical cocktail, Painkiller, first mixed and presented at this bar back in the 1970s. The ingredients are amber rum, orange and pineapple juices, sweetened coconut cream and a sprinkle of nutmeg ... and they serve hundreds of them daily. The lunch menu is simple but good with favorites like West Indian roti, cheeseburgers, fish and chips, wraps and salads. Crowds come here from the US Virgin Islands on day trips and often jump into the water and run to the bar before the anchor is set – hence soggy dollars. There are bar games too: hook the ring, Jenga and the nail puzzle, and sometimes live music.



Foxy, laid back style

FOXY'S TAMARIND BAR

Foxy's may be the most famous beach bar in the Caribbean. Situated in the eastern corner of Great Harbour, Jost van Dyke, Foxy's has been a BVI institution since 1970. It is named as one of the top five places to be for New Year's Eve; an unparalleled Caribbean bash. But it is Foxy's magnetic personality and his impromptu calypsos made up of just about anything that keep people coming back. He'll laugh at you, he'll laugh at himself and then he'll laugh with you. The bar is open daily and is festooned with memorabilia from decades of visitors. Their local lunch menu is popular and every Friday and Saturday Foxy's fires up the Grillzebo for their famous Caribbean barbecue with fresh salads, fruits, vegetables, chicken, ribs and mahi-mahi. After dinner, there is dancing to live music. Their gift shop is one of the best stocked in the BVI.

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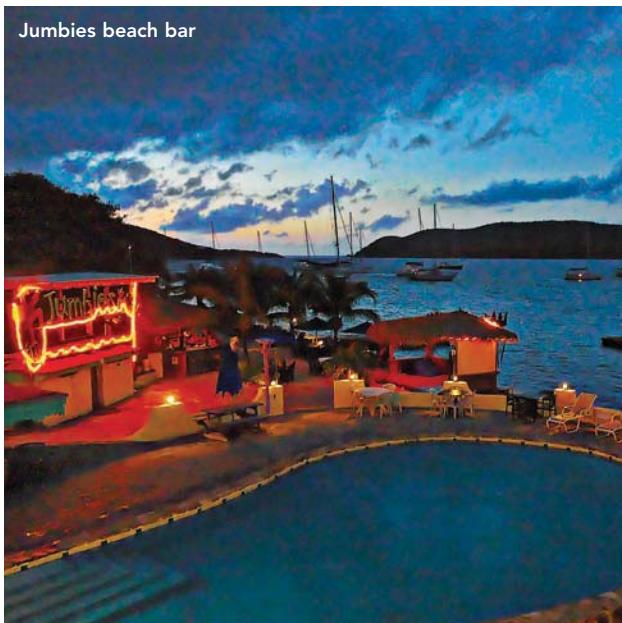
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MYETT'S

The most stunning beach on Tortola's north coast is Cane Garden Bay and plumb in the middle is Myett's. Jimmy Buffett helped make Cane Garden Bay famous with his song *Manana, in which he mentions a shortage of women, water and dope, and how he's heard that everything will get better once they arrive in Cane Garden Bay.

Primarily a beach bar, Myett's is also a small hotel; a restaurant, with Caribbean style dishes at reasonable prices, and a spa with a full treatment menu. The bar is popular at happy hour when live music is played; guests join in and dancing can happen. The sunset here is always spectacular and bathers emerge from their last dip to enjoy the scene from a deck lounge on the sand. The bar menu has some great choices such as cracked conch, wings, quesadillas, nachos and burgers. There's a great gift shop too.

Jumbies beach bar



JUMBIES

The name comes from African folklore and describes stilt walkers in fancy costume who originally placated evil spirits. Today they perform at Jumbies beach bar on Friday nights as part of a pig roast and party with a live band. Jumbies is at Leverick, on Virgin Gorda. The beach bar's menu has some outstanding dishes including mahi tacos, fish 'n chips and West Indian roti. The tropical cocktails are awesome with the favorites being the Bushwacker and the Painkill-

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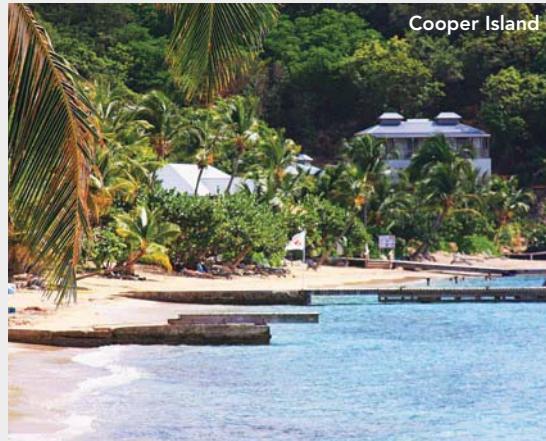
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er. Jumbies is especially famous for the happy hour pirate show starring one-man-band Michael Beans playing from January to May. Leverick Bay has a full service marina, a small sand beach, swimming pool, water sports outlet and a new jet ski rental operation. The complex also includes a good grocery, the Chef's Pantry, and several gift shops.



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Cooper Island is one of the southern cays and on its leeward side a palm fringed sandy beach hosts the Cooper Island Beach Club. The name belies its true nature; it's a beach bar and restaurant with rental cottages and is open to all comers. Recently up-graded, the restaurant has become a favorite amongst the boating crowd particularly for lunch. Dishes include sirloin burgers, conch fritters, yellowfin tuna and jerk chicken wrap. For drinks try a frozen virgin, mango mojito, or bushwacker. An underwater web cam shows pictures on a large screen in the bar. New additions to the small complex are an Italian ice cream bar, a coffee shop and a rum bar, all with al fresco seating. The beach with deck loungers is open to all and a short dinghy ride away is good snorkeling at Cistern Rock. A water sports outfit supplies rental equipment and scuba diving tours. Many wrecks are nearby.

The BVI has an abundance of beautiful, safe anchorages with fine shore-side attractions. It makes a perfect stop for cruising yachts on their year-long Caribbean cruise and is often the first choice for those who have decided on a charter yacht vacation.



*Writer: Jimmy Buffett. Copyright: Coral Reefer Music

Julian Putley is the author of 'The Drinking Man's Guide to the BVI', 'Sunfun Calypso', and 'Sunfun Gospel'.

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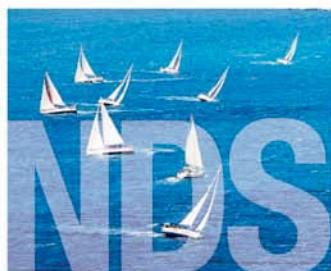
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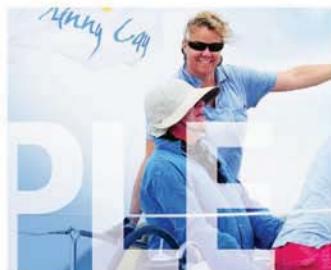
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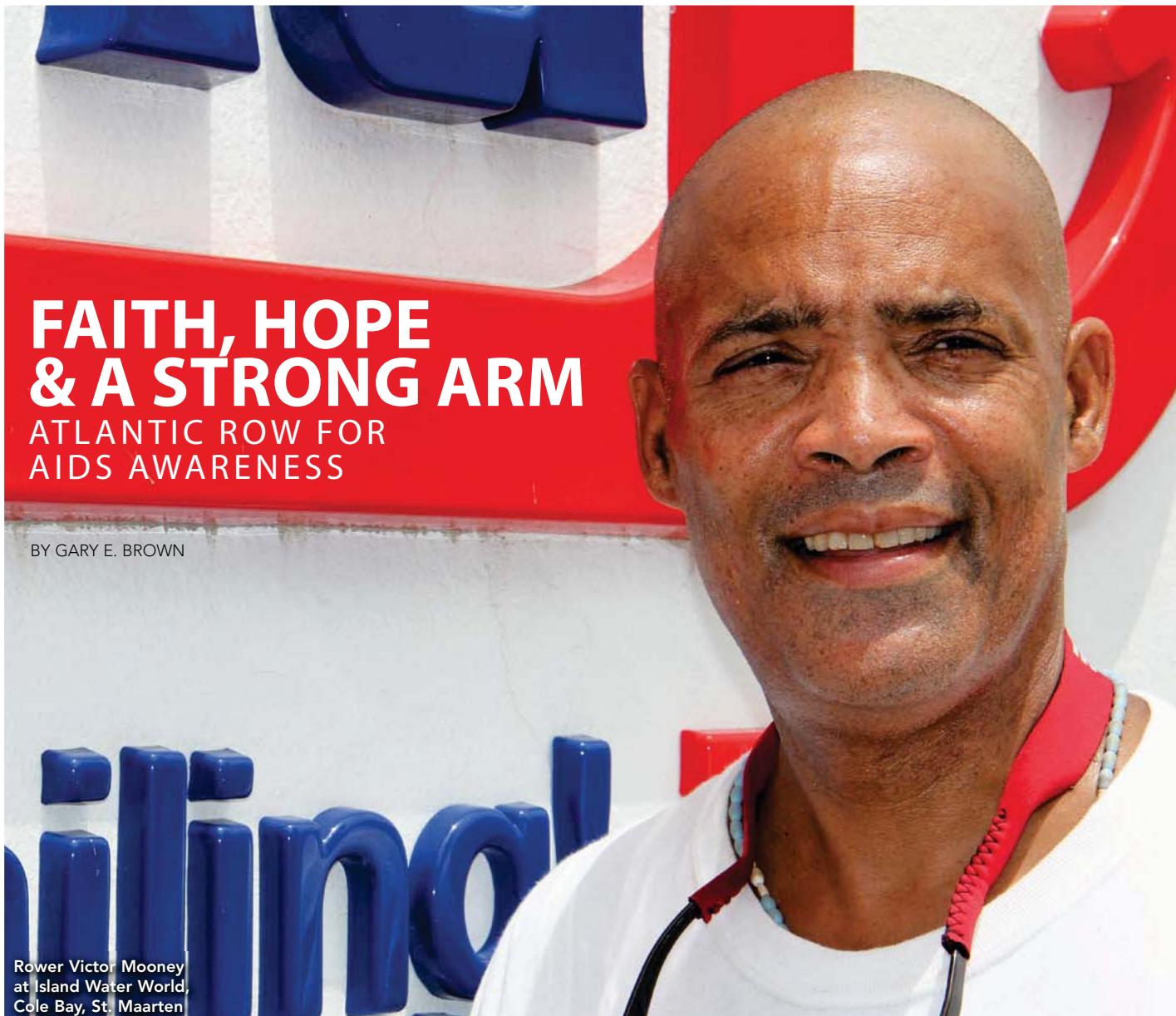
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FAITH, HOPE & A STRONG ARM

ATLANTIC ROW FOR AIDS AWARENESS

BY GARY E. BROWN

Rower Victor Mooney
at Island Water World,
Cole Bay, St. Maarten

Victor Mooney (48) set off in a 24-foot Brazilian built rowboat, christened *Spirit of Malmo*, to cross the Atlantic. The New Yorker left from Maspalomas, Gran Canaria on February 19th and arrived in St. Martin on June 26th.

My assignment to write about Mooney should have been a simple one; after all, I have interviewed Atlantic rowers before. I never thought for one moment that I would come away from the interview feeling spiritually refreshed.

Although Mooney rowed alone he insists a greater power accompanied him – the power of angels and God. And I don't doubt it for a moment. Here is a man of immense and unshakable faith and regardless of your religion, or lack of it, being in his company fills you with joy.

By the time he reached St. Martin, Mooney had lost 80lb of his body weight, having spent many days with little food or none at all.

Mooney lost his brother to AIDS and he made it his mission in life to raise AIDS awareness and encourage people to step forward and be tested for HIV. He could have done that on the streets of New York but instead he was called to row the Atlantic, something that took him four attempts and, on several occasions, almost cost him his life.

By the time he reached St. Martin, Mooney had lost 80lb of his body weight, having spent many days with little food or none at all. Talk of food led to an insight into his phi-



Iosophy. In mid-Atlantic, a shark chewed a hole through the bottom of his boat and it began taking on water. "Understandable," he says because the boat resembled a Big Mac in the middle of the ocean and the barnacles attached to the hull turned it into a feeding station for fish.

With the boat taking on water, Mooney prayed. Then he set about patching the leak. Throughout this drama, he showed little fear and, remarkably, absolutely no animosity towards the shark because "it was hungry like I was."

The more we talked the more I realized that Mooney has a deep understanding of the natural world, a world he accepts as part and parcel of his immense faith in God, to whom he refers as The Father. Although strong in faith, he also has a powerful mind and body and Oliver Cromwell's

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maxim: Trust in God and keep your powder dry, could have been penned with Mooney in mind.

The Goree Challenge Project, of which Mooney is part, helps put rowers on the water and supports them in their attempts to cross oceans. One of Mooney's attempts to row the Atlantic ended with him bobbing about in a life raft for 14 days with little food. And, whereas once would be enough for an ordinary man, he won't quit. But if, like Mooney, you've had an audience with the Pope and the Pope has blessed you and told you to "go out there and row," then what else is there to do.

The Atlantic part of the row is over but Mooney says, "It's not finished yet." Once he has recuperated and the boat is ready, he will leave St. Maarten for the British Virgin Islands before heading north to finish at New York's Brooklyn Bridge ... A row I don't doubt he will complete.

Nothing seems capable of standing in this man's way. His unshakable faith in God and his belief in the goodness of ordinary people, has brought him all the help and support necessary for him to complete the voyage. And he sees his stay in St. Maarten as just another in a long line of blessings.

The people and businesses of St. Maarten/St. Martin certainly welcomed the oarsman into their hearts providing him food, shelter, and repairs to his body and boat. Someone in Anguilla started the ball rolling after Mooney chatted with them via satellite phone. That same person later became concerned about his safety and passed his posi-

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Island Water World took Mooney under their wing and hauled his boat at their flagship store/boatyard in Cole Bay. Using materials donated by the chandlery, Custom Fit Marine set about repairing the boat free of charge.

tion to the French Sea Rescue Services. During the night, the French lifeboat went out and offered him a tow, which he graciously accepted. Mooney was examined at the hospital in Marigot, where a French doctor did blood tests and laughing, said, "There's nothing wrong with you, you can get out of here, just go and get some rest. We have to save this bed for a sick person."

Later, Island Water World took Mooney under their wing and hauled his boat at their flagship store/boatyard in Cole Bay. Using materials donated by the chandlery, Custom Fit Marine set about repairing the boat free of charge. In the meantime, Mooney was given accommodation at the Sonesta Maho Beach & Casino Resort and later the Bel Air Beach Hotel. The American Consulate also played their part in his recovery and offered support for his onward journey.

"Sint Maarten said they would put me back on track, so I could finish the mission. People have been encouraging and uplifting, but it's not over. This is just a pit stop, and it's been one hell of a pit stop," Mooney said.

To learn more about this amazing man and the Goree Challenge, visit: www.goreechallenge.com and www.spiritofmalabo.net/homeFacebook: www.facebook.com/SpiritOfMalabo

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SHOTS TO YACHTS IN ANTIGUA

BY TIM COTRONEO



The roots of Tina Westwood's business, taking care of Antigua's yacht owners, first sprouted when she was 19-years-old. A girlfriend asked if she'd like to work on a yacht that was sailing across the Atlantic. This question triggered Westwood's fearless habit of saying "yes" to tasks she had never done before.

After her initial six months sailing experience, Westwood would assume the lead stewardess role on a subsequent

trip aboard a yacht heading to Athens. This trip would set in motion a job working on the \$100 million, 482-foot yacht of Saudi Arabia's King Fahad. In 1987, after working on the billionaire's yacht, Westwood said it was time for a break, and she flew to Antigua. Before departing for Antigua, Fahad awarded Westwood with a \$10,000 tip.

Westwood loved Antigua's Caribbean vibe, as well as the island's eclectic mix of ex-pats and natives. The then



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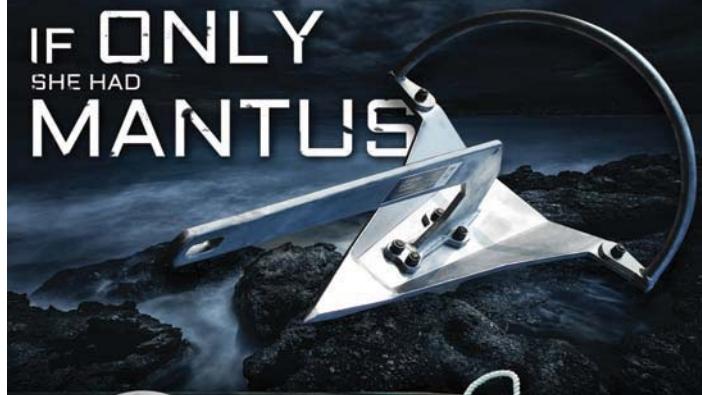



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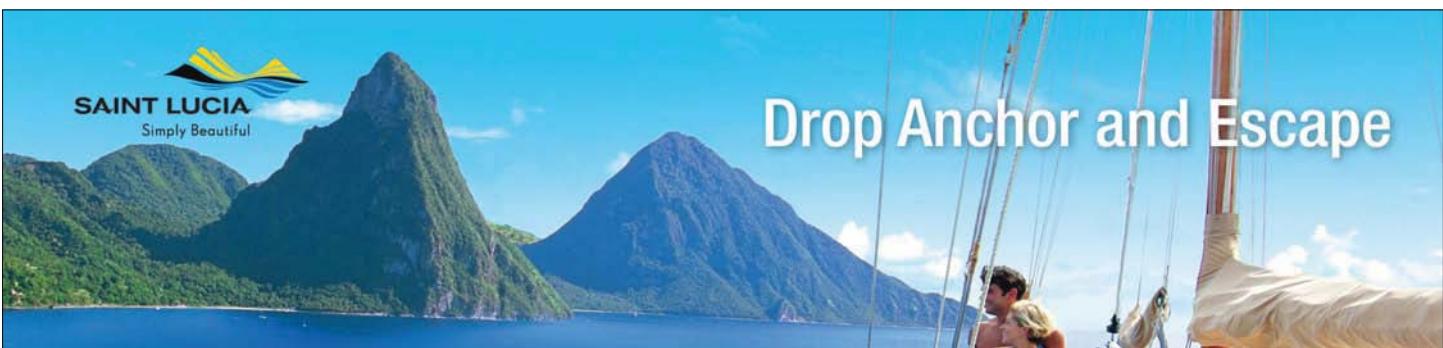


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27-year-old decided to give island living a try, and she opened a bar with a former U.S. Marine.

RAISING THE BAR IN ANTIGUA

G & T's Bar was a hit, especially among the yachting community. On the heels of her first bar's success, Westwood opened a second in 2000 and dubbed it the Mad Mongoose. Over the decade during which she owned this popular tavern the Welsh-born Westwood employed 20 people, and gave birth to a baby girl. Displaying her trademark work ethic, Westwood was back behind the bar the day after her daughter was born. "It was Race Week here in Antigua. The harbour was jumping and the Mongoose was full," Westwood said.

Westwood loved Antigua's Caribbean vibe, as well as the island's eclectic mix of ex-pats and natives. The then 27-year-old decided to give island living a try, and she opened a bar with a former U.S. Marine.

In 2006, Westwood sold the Mad Mongoose and began managing villas on the north side of the harbour. A friend, who was relocating to Rhode Island, suggested Tina consider taking over the yacht concierge business that she was selling. Westwood recalled, "With my years of experience working around the yachting industry, she thought I'd have the knack for assisting the needs of yacht owners and captains who passed through Falmouth Harbour."

CUSTOM SERVICE FOR CUSTOMS

Westwood took over the reins of Caribbean Concierge Services, a shore-based management company, that handled everything from customs clearance, boat parts, event planning, private charter flights, and even where to purchase limes while on island.

"Between my years as a chief stewardess and my connections in the Antigua bar industry, I had stitched together quite a business network. I quickly developed a reputation among the yachties as someone who could get the job done," Westwood said.

Westwood's previous tenure working on yachts gave her a tremendous insight for not only knowing what motor-yacht and sailboat owners needed, but also for connecting with the crew. "One yacht owner may request that I arrange for a private plane so they can fly to the neighboring island. They may also want me to source day workers to assist their crew for an event they had planned. As for the crew, their needs could be as simple as assisting with directions around Antigua," Westwood said.

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LEARNING ON THE FLY

Over the years, Westwood has learned accounting, other languages, and computer skills on the fly. She attributes most of her entrepreneurial success to her gift for gab, business contacts that have become lifelong friends, and her tireless work ethic. A typical concierge day for Westwood could include arranging for boat clearance through Antigua customs, meeting with a florist to arrange flowers on board, scouring local markets for produce, and assisting with the delivery of boat parts in need of repair.

The deep pocketed boat owners sometimes have wishes that are out of the ordinary. During this past Christmas season, Westwood received a last-minute call requesting a private plane to St. Barths for New Year's Eve. She also accommodated an English television actress needing a playmate for her ten-year-old daughter. Westwood solved this request by commissioning her own 13-year-old daughter for the job.

For the Caribbean concierge who is hard-wired for providing exceptional customer service, a captain saying he had a perfect stay in Antigua is as priceless as a \$10,000 tip from a Saudi King.

CARIBBEAN COMPETITIVE EDGE

Westwood was asked what sets her apart from her competition. "In this business, it's essential that you answer the phone. That sounds simple enough, but when you receive a call late in the evening it's not always what you want to do. If you ask the boat captains and owners why they continue to work with me, they'll tell you that I'm readily available to complete most any task," Westwood said.

Ian Robertson, a Croatian-based boat captain, described why Westwood is his Antigua 'go to' person. "Tina is the yachties concierge agent who went from running the best bar in Antigua to the best agency. Tina ensures that the yacht captain and crew will have a perfect time in Antigua."

For the Caribbean concierge who is hard-wired for providing exceptional customer service, a captain saying he had a perfect stay in Antigua is as priceless as a \$10,000 tip from a Saudi King. For more information, visit: www.cssantigua.com

Tim Cotroneo is a Minneapolis-based freelance writer specializing in Caribbean travel, business, and golf.

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ENDLESS SUMMER SPORTS FESTIVAL 2014

TOP HONOURS FOR WINDSURERS VAN DER WOLDE, DA SILVA DE GOES AND RICHIE EN DE BELL



The second edition of the Endless Summer Sports Festival was held in Curaçao's beautiful St. Joris Bay over the first three days in August. Organized by the 'Old school Windsurfers St. Jorisbaai' as a fundraiser for the Fundashon St Jorisbaai, a non-profit organization that offers financial support to local kids who otherwise may not have the opportunity to develop their sporting talents. The event was organized with the help of numerous volunteers and the generous sponsorship of many companies including Polar and Flow.

The festival held competitions for all ages in sports such as windsurfing, kite surfing, mountain biking, running and fishing.

The windsurfing event attracted 38 participants from Curaçao, Bonaire and the Netherlands, competing in the following classes and categories: PRO-Open; Old School 18+; Boys under 18; and a Girls' class.

Early August saw good winds that varied between 18 and 25 knots. The sparkling conditions led to some spectacular racing throughout the three days of competition.

The windsurfers raced five downwind Slalom heats and five heats around a course. The number of heats allowed for three discards. A tallying of points from the remaining seven races produced the final results in which local participants were the absolute winners, taking first place in all four Slalom divisions.

In a press release, Nancy Da Silva De Goes thanked the 'Old School Windsurfers St Jorisbaai' for organizing such a spectacular event. She also thanked the families and volunteers who gave the 'Fundashon St. Joris' a helping hand and made special mention of the sponsors without whose help the event would not have been possible.

For more information about this even, visit: <http://endlesssummer-festival.wordpress.com>

RESULTS

PRO-OPEN CLASS

- 1st** Jean Patrick van der Wolde (CUR)
2011 World Champion U-17
- 2nd** Dennis Littel (NED)
- 3rd** Richard Konstapel (CUR)

OLD SCHOOL 18+ CLASS

- 1st** Richard Richie (CUR)
- 2nd** Perry van der Wolde (CUR)
- 3rd** Remco Osnabrugge (NC)

BOYS UNDER 18

- 1st** Jean Paul Da Silva De Goes (CUR)
2013 World Champion U-15
- 2nd** Delano Moreno (CUR)
- 3rd** Jurgen Saragoza (NB*)

GIRLS

- 1st** Marjenka de Bell (CUR)
- 2nd** Anne Coenen (CUR)
- 3rd** Alyssa Wijnand (NB*)

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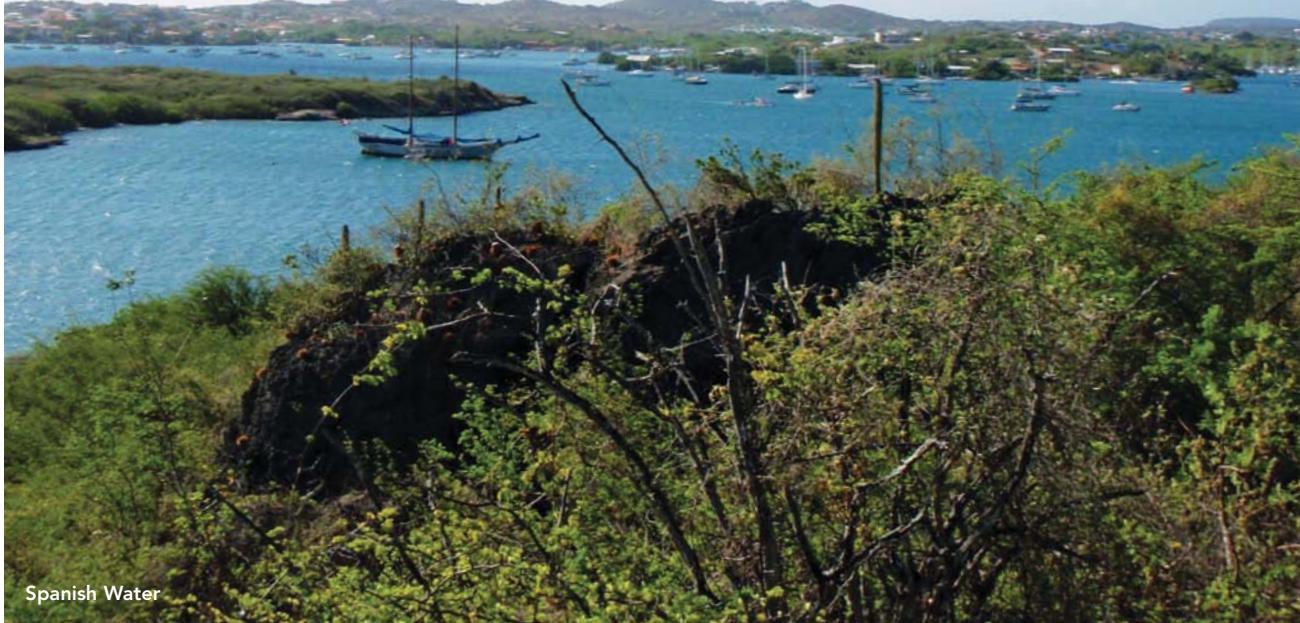
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SPANISH WATER— THE FLOATING TOWN OF CURAÇAO

BY BIRGIT HACKL

PHOTO: BIRGIT HACKL



The popular anchorage of Spanish Water, Curaçao, is a convenient stop-over on the way through the Southern Caribbean. Curaçao may not be as pretty as its neighbor Bonaire or its underwater world as spectacular, but the cruiser community in Spanish Water, with its range of services, is certainly worth a visit.

On the chart the channel into the widespread lagoon of Spanish Water looks simple enough, and I'm sure it's a piece of cake in calm weather. However, running downwind along the southern coast of Curaçao at the height of the trade wind season, in about 30 knots, we were starting to get slightly nervous as the chartplotter insisted that we were almost there and we still couldn't see the entrance. A rocky shoreline with breakers everywhere, and finally a narrow opening without markers, a sandbank on one side and decidedly vicious looking rocks on the other. Another incredulous gaze at the chartplotter—

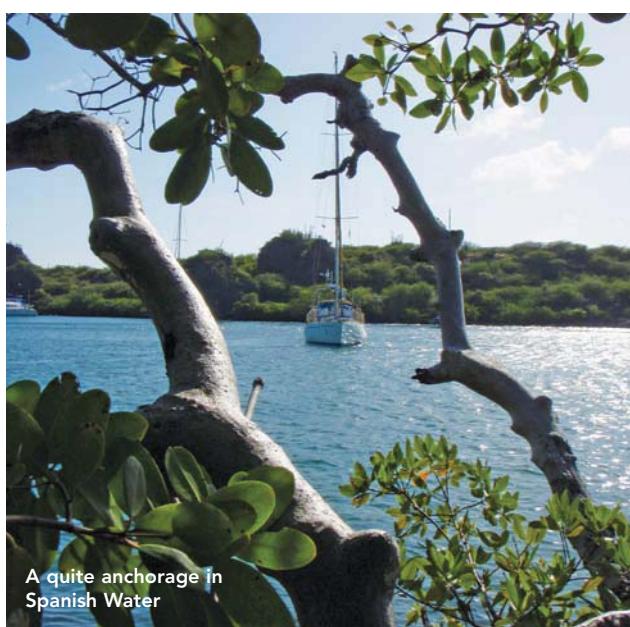


PHOTO: BIRGIT HACKL



Chatting with the mainly Dutch cruisers, we were surprised to find that many of them had been anchored here for months or even years.

yep, that's it. Holding our breaths we surfed down the high swell into the channel and entered another world. Calm water, hotels, marinas and villas dot the shore and then a wide lagoon with dozens of inlets opens up. It's a bustling place with speed boats buzzing around and, despite the huge area; it's not easy to find a parking space in the forest of masts. Anchorage A, B, C or D? Each one has its advantages and disadvantages. Near the dinghy

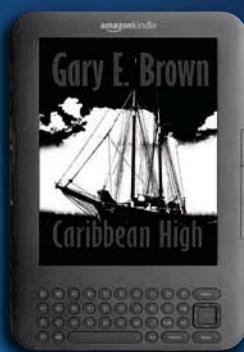
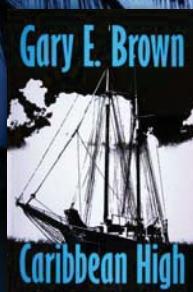
dock there's much traffic, in the middle boats pitch relentlessly in the mile-long fetch, and the protected anchorages entail long dinghy rides.

We opted for a spot in a side bay in the quiet 'suburbs' of the floating town, took the bus to the lovely and very northern-European looking capital Willemstad to clear in and got back to Spanish Water just in time for happy hour in the bar next to the dinghy dock. Chatting with the mainly Dutch cruisers, we were surprised to find that many of them had been anchored here for months or even years. Looking at the murky water and the bland, dry landscape we couldn't help asking why anybody would want to choose that spot as a home. The answer was always the same: Because it's so convenient. Free shuttles run twice a day to the local supermarkets, a water boat comes by to fill up the tanks, treasures of the bilge are traded on the morning radio net, all kinds of activities are organized for and by cruisers and, of course, there's the daily happy hour with the coldest Polar beer on the island (sometimes you have to wait for your beer to melt before you can drink it).

Towards the end of happy hour we observed interesting rituals: People stripped down to their underwear and put their clothes into dry bags, others stretched out tarpaulins over the bows of their dinghies and huddled

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PHOTO: BIRGIT HACKL



PHOTO: OCEANMEDIA



beneath it. What was going on? On the way back to our boat we quickly got the answer: The trade wind is funneled into the lagoon where the waves build up considerably in the several mile long fetch and the anchorage lies exactly upwind from the dinghy dock, so very wet dinghy rides are a daily routine. Wringing out our clothes back home and shaking the water out of our ears we decided to take along bathing suits and goggles to the next happy hour.

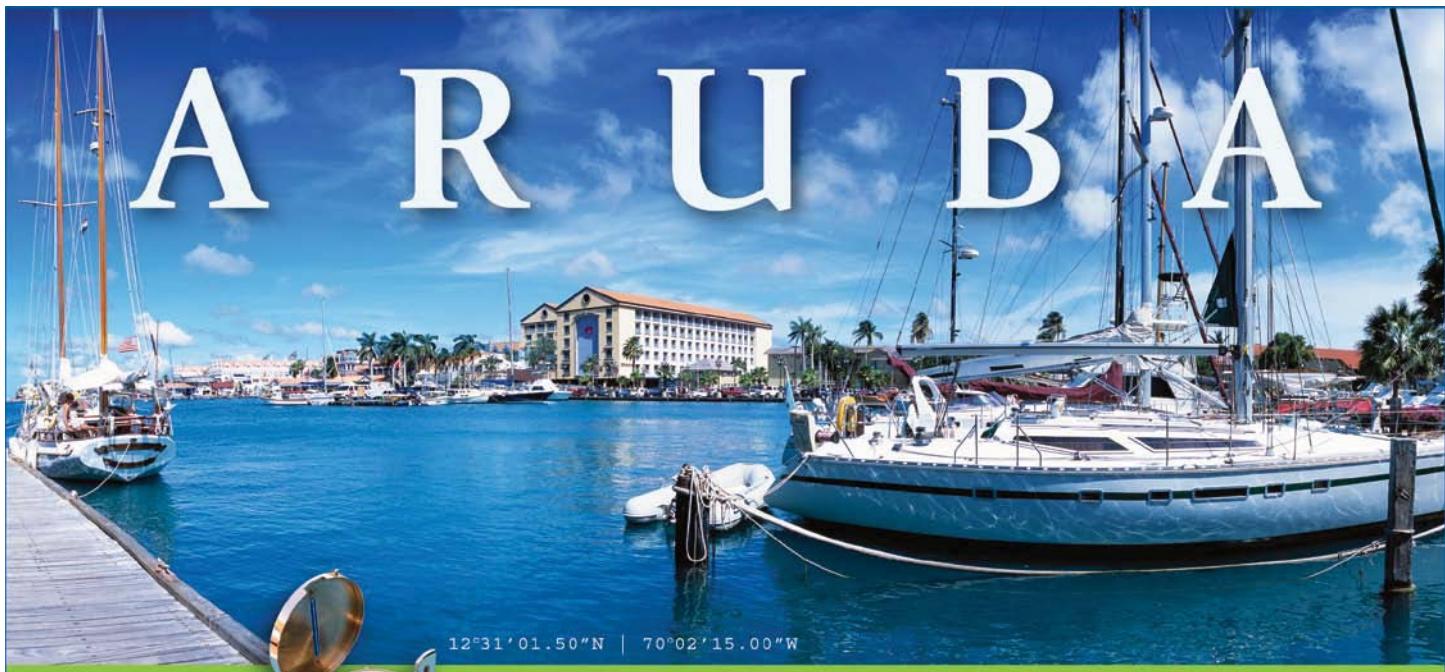
To finance their living in the floating town some live-aboards offer convenient services to transient yachties. You find floating mechanics, watermaker and fridge specialists, pet sitters and boat sitters. As our Yanmar was in need of some attention, we hailed the local mechanic on the radio who found time in his busy schedule for a thorough overhaul. Listening to the mechanic's gossip

we learned about the neighborhood quarrels and realized that we were indeed anchored in a small town. After waiting for spare parts and finishing other boat jobs, we were theoretically ready to leave for Colombia at the end of July. But then we made the mistake of announcing our departure plan to the 'locals' and were bombarded with horror stories of the passage

around the mythical Cabo de Vela at the northern tip of Colombia. We soon had the feeling that each time the stories were retold, the waves grew higher, the winds faster and the countercurrents stronger. It dawned on us that the conveniences of the anchorage were not the only reason why boats got stuck here. Fearing that we'd end up as live-aboards in the lagoon ourselves (filling a market niche, maybe a cake delivery service?) we set out despite the warnings. We had a fast trip around Cabo de Vela in a stiff breeze, but without any encounters with freak waves, countercurrents or yacht-eating sea monsters. ☺

Birgit Hackl, Christian Feldbauer and ship's cat Leeloo have been exploring the world on their yacht Pitufa since June 2011. Visit their blog at: www.pitufa.at

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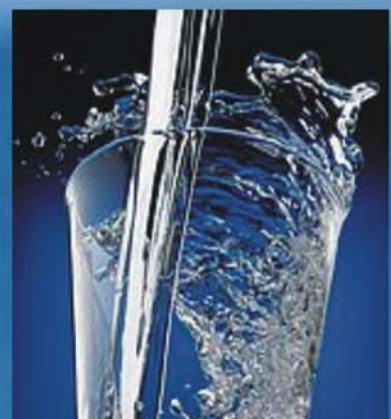
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Antigua	Jolly Harbour Marina	268-462-6042	15'	200'	140	•	110/220	Cable	•	•	•	•	•	•	68	FREE	
Aruba	Renaissance Marina Aruba	297-588-0260	13'	200'	50	•	110/220	•	•	•	•	•	•	•	16/69	•	
Bahamas	The Marina at Emerald Bay	242-336-6100	14'	250'	150'	•	30 & 50 single phase; 120/208 3 phase	•	•	•	•	•	•	•	16	FREE	
Curaçao	Barbara Beach Marina	5999-840-0080	15'	130'	6	•	380V 250A		•	•	•	•	•	•	67	FREE	
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Grand Cayman	Barcadere Marina	345-949-3743	8'	150'	83	•	30, 50, 100 & 200 amp single phase; 100 & 200 amp 3 phase; 60hz		•	•	•	•	•	•	16	FREE	
Grenada	Clarkes Court Bay Marina	473-439-2593	13'	60'	52	•	110/220			•	•	•	•	•	16/74	USB access	
Grenada	Grenada Marine	473-443-1667	15'	70'	4	•	110/220		•	•	•	•	•	•	16	FREE	
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Grenada	Prickly Bay Marina	473-439-5265	17'	200'	10	•	110/220/308		•	•	•	•	•	•	16	•	
Guadeloupe	Marina Bas-du-Fort	590 590 936 620	15.5'	210'	1,100	•	110/220/380		•	•	•	•	•	•	9	FREE	
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Puerto Rico	Sunbay Marina	787-863-0313	12'	75'	287	•	110/220	Cable	•	•	•	•	•	•	16/12	•	
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St. Croix	St. Croix Marine	340-773-0289	11'	150'	44	•	110/220		•	•	•	•	•	•	16/18		
St. Lucia	Rodney Bay Marina an IGY destination™	758-572-7200	15'	285'	253	•	480V 3 phase 100 amps/ leg; 220V 3 phase 100 amps/leg; 220V 50 amps; 110V 30 amps, 50 & 60hz		•	•	•	•	•	•	16	FREE	

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St. Lucia	The Marina at Marigot Bay	758-451-4275	16'	250'	40	●	110/220/380 50/60 Hz	Cable	●	●	●	●	●	●	●	16/12	●
St. Maarten	Island Water World Marina	599-544-5310	8'	90'	54	●	Available	Cable	●	●	●				●	74	FREE
St. Maarten	Lagoon Marina Cole Bay Wtrft	599-544-2611	9'	100'	45	●	110/220		●		●	●	●	●	●	16	FREE
St. Maarten	Simpson Bay Marina an IGY destination™	721-544-2309	13'	196'	114	●	480V 3-phase 100 amps/ leg; 220V 3-phase 100 amps/leg; 220V 50 amps; 110V 30 amps 60hz		●	●	●	●	●	●	●	16/ 79A	FREE
St. Maarten	The Yacht Club at Isle de Sol an IGY destination™	721 544 2408	18'	377'	45		480V 3-phase 100 amps/ leg; 380V 3-phase 100 amps/leg; 220V 3- & single-phase; 100 amps/ leg; 220V 50 amps 60hz		●	●	●	●	●	●	●	16/ 78A	FREE
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St. Thomas	Yacht Haven Grande an IGY destination™	340-774-9500	18'	656'	46	●	120V 30 amps; 208V 100 amps; 240V 50, 100 amps; 480V 100 amps	Cable	●	●	●	●	●	●	●	16/10	FREE
Tortola, BVI	Nanny Cay Marina	284-494-2512	12'	125'	200	●	110/220		●	●	●	●	●	●	●	16	●
Tortola, BVI	Soper's Hole	284-495-4589	25'	170'	50	●	110/240	Cable	●	●	●	●	●	●	●	16	Cafe
Tortola, BVI	Village Cay Marina	284-494-2771	12'	200'	106	●	110/220/308	Cable	●	●	●	●	●	●	●	16/71	FREE
Trinidad	Power Boats Ltd	868-634-4346	13'	65'	40	●	115/220		●	●	●	●	●	●	●	72	●
Turks & Caicos	Blue Haven Marina & Resort an IGY destination™	+649-946-9910	8.5'	220'	78	●	30/50/100 amp, 3 phase, up to 480V	Cable	●	●	●	●	●	●	●	16	FREE
Virgin Gorda	Virgin Gorda Yacht Harbour	284-495-5500	10'	180'	94	●	110/220		●	●	●	●	●	●	●	16/11	●
Colombia	Marina Santa Marta an IGY destination™	+57 5 421 5037	11.5'	132'	256	●	110/220V, 60hz		●	●	●	●	●	●	●	16	FREE

OUTSIDE OF CARIBBEAN:

Boston, MA	Boston Yacht Haven	617-367-5050	22'	300'	100	●	480V, 100 and 200 amps; 240V single-phase; 208V 3-phase, 100 amps; 240V, 50 amps; 120V, 30 amps	Cable	●	●	●	●	●	●	●	09/16	FREE
Deltaville, VA	Deltaville Marina	804-776-9812	10'	110'	80	●	30/50 Amp		●	●	●	●	●			16	●
Cabo San Lucas, Mexico	Marina Cabo San Lucas an IGY destination™	+52 624 173 9140	18'	200'	380	●	110V 30 amps; 220V 50 amps; 100 amp 3-phase	Cable	●	●	●	●	●	●	●	88A	FREE
Montauk, NY	Montauk Yacht Club an IGY destination™	631-668-3100/ 888-MYC-8668	12'	200'	232	●	110V, 220V; 480V 3-phase	Cable	●	●	●	●	●	●	●	09	FREE
NY Harbor - Jersey City	Newport Yacht Club/Marina an IGY destination™	201-626-5550	8.25'	163'	154	●	110V, 220V 30/50/100 amps		●	●	●	●	●	●	●	16/72	FREE

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CARIBBEAN BOATYARDS

ALL AT SEA'S CARIBBEAN BOATYARD GUIDE

Latitude	Longitude	Phone Number	Maximum Draught	Maximum Length	Maximum Beam	Maximum Air Draft	Power Supply	Arrival Hours	Lift 1 Type / Capacity (Tons)	DIY Friendly	Electronic Shop	Carpentry Shop	Electrical Shop	Prop Shop	Paint Shop	Onsite Crew Facilities
Jolly Harbour, Antigua	Jolly Harbour Marina / Boat Yard	17° 04' 46.4 N	61° 54' 37.0 W	(268) 462-6041	15'	80'	18'	no limit	110/220	8am-5pm	70	•	•	•	•	•
Antigua	North Sound Marine	17.1167	-61.7500	(268) 562-3499 \ (268) 764-2599	15'	no limit	31'	no limit	Anything	24x7	150	•	•	•	•	•
Aruba	Varadero Caribe	12° 32' N	70° 02' W	297-588-3850	7'	85'	23'	no limit	120/240	8am-4pm	60	•	•	•	•	•
Tortola, BVI	Nanny Cay Hotel & Marina	18° 25' 0 N	64° 37' 0 W	(284) 494-2512	11'	160'	45'	no limit	110v 30amp/220v 50amp/3phase 100 amp	7am-6pm	70	•	•	•	•	•
Tortola, BVI	Soper's Hole	18° 23' 46" N	-64° 41' 53" W	(284) 495-3349	7'	65'	18' and 40'	no limit	110/220	8-5, Mon-Sat	45	•	•	•	•	•
Tortola, BVI	Tortola Yacht Services	18° 25' N	64° 37' W	(284)-494-2124	10'	68'	20'	no limit	220V, 50A, 110V, 30A	7-4, 7days	70	•	•	•	•	•
Virgin Gorda, BVI	Virgin Gorda Yacht Harbour	18.45222	-64.43750	284-495-5318	10	150	34	no limit	110/120	7am-6pm	70	•	•	•	•	•
Curaçao	Curacao Marine	12' N	68' W	599 9 562-8000	9'	120'	33'	193	110/220 380	8am-5pm	60	•	•	•	•	•
Boca Chica, D.R.	Marina ZarPar	18° 26.4 N	69° 37.23 W	(809) 523-5858	7.5'	65'	28'	no limit	110/220 380	9am-5pm	70	•	•	•	•	•
La Romana, D.R.	IBC Shipyard	18° 23' 55" N	68° 53' 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	61° 40:42	00-1-473-443-1667	12'	75'	31.5'	0	110/220	8-5, M-F; 8-12, Sat	70	•	•	•	•	•
Grenada	Spice Island Marine Center	12° 5 N	61° 43 W	473-444-4257	12'	70'	25.4'	0	110/230	8am-4:30 pm	70	•	•	•	•	•
Panama	Bocas Yacht Services	09° 17.3' N	082° 23.06' W	507-6619-5601	8'	65'	18'	20'	120/220	7:30-3:30pm	60	•	•	•	•	•
Puerto Rico	Varadero @ Palmas	18° 04' 37" N	65° 47' 57" W	787-656-9211	11'	110'	26'	no limit	50/30 amp	8-5, 7days	110	•	•	•	•	•
Sint Maarten	Megayard	18° 02' 13.24 N	63° 05' 08.52 W	1-721-5444-060	12'	200'	33'	12'	110/220	8-5 M-F	150	•	•	•	•	•
St. Lucia	Rodney Bay Marina an IGY destination	14° 04' 32" N	60° 56' 55" W	758-452-0324	14'	275'	55'	no limit	110V/60, 220V/50, 480V 3 phase; 100 amps/leg; 220V 3 phase; 100 amps/leg; 220V40 amps; 100V 30 amps; 50 & 60 hz	8am-5pm	75	•	•	•	•	•
St. Croix, USVI	St. Croix Marine	17° - 45' N	64° - 42' W	340 773-0289	11'	68'	13'-8"	no limit	110v 30amp; 220v 50amp; 3 phase 100amp	8-5, Mon-Sat	60	•	•	•	•	•
St. Kitts	St. Kitts Marine Works	17° - 20.3' N	62° - 50.1' W	1-869-662-8930	12'	120'	35'	no limit	110/220/3 phase 100amp	7-4 M-F	150		•	•	•	•
St. Thomas, USVI	Subbase Drydock	18 N	65 W	340-776-2078	16.5'	190'	50'	no limit	440 three phase/220/110	8-5, Mon-Sat	1000		•	•	•	•

OUTSIDE OF CARIBBEAN:

Deltaville, Va	Deltaville Boatyard	37.54 N	76.32 W	804-776-8900	9'	80'	25'	no limit	30/50 Amp	7-5 M-F	35/75	•	•	•	•	•
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| <input type="checkbox"/> Sailboat | <input type="checkbox"/> Boat Sharing | <input type="checkbox"/> Boat Wanted |

CLASSIFIED CATEGORIES:

- | | | |
|--|---|-----------------------------------|
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| <input type="checkbox"/> Personal | <input type="checkbox"/> Real Estate | <input type="checkbox"/> Services |

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MARY NICKBARG, Broker Associate

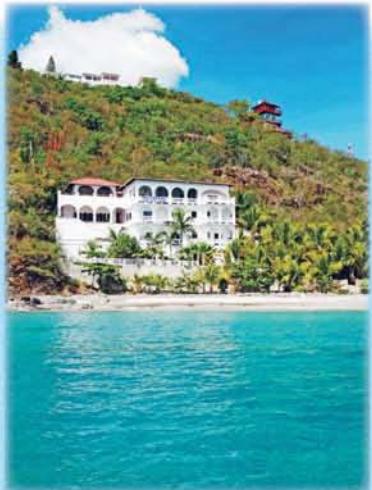
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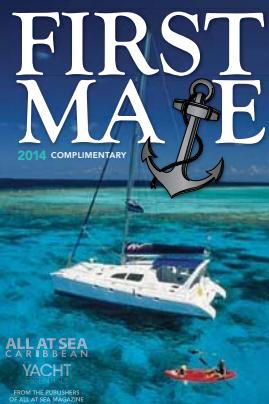
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3



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4



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5



Christophe Harbour, St. Kitts. Stunning views of the harbor, sea, beach and Nevis Peak are on glorious display from the covered trellis, entry garden and extraordinary sunset pavilion of this 3,948-sq-ft residence. The property masterfully marries indoor elegance with outdoor ease with features including a wet bar and media center in the alfresco living space. A pool terrace graced with lounging benches claims prime placement for stunning Caribbean views. Price: USD \$3,695,000

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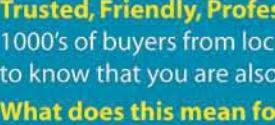
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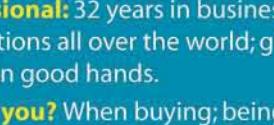
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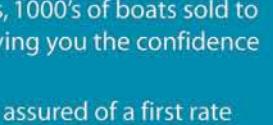
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Bahia Maestro
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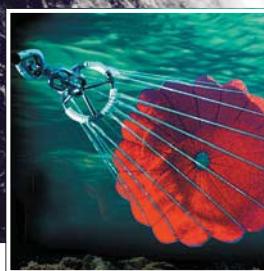
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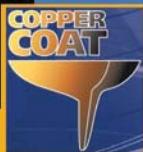


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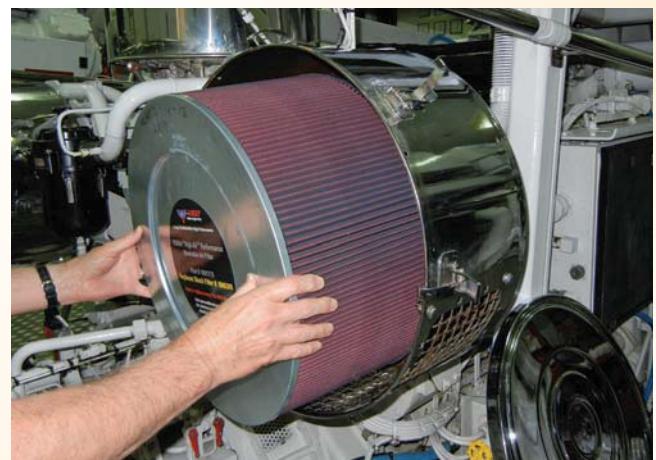
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THE DISH

SEASONS OF CHANGE

BY CAP'N JAN ROBINSON

Spring, Fall, and Winter are the best times of the year for fresh trout. There are also many delicious vegetables and fruits. Fall's apple abundance is a great blessing to the cook with many varieties and recipes - below is one of my favorites.

SPICY LEMON TROUT

Prep time: 5 minutes.

Cooking time: 8 minutes. Serves: 4

1 tbsp fresh lemon juice

1 tbsp virgin olive oil

4 (6 oz) trout fillets

1-1/2 tsp dried thyme

1 tsp paprika

1/2 tsp salt

1/2 tsp pepper

12 thin slices of fresh lemon

2 tbsp olive oil or cooking spray

Combine juice and oil; Lay trout skin side down and brush flesh (inside of fish) with mixture. Combine thyme, salt, paprika, and pepper; sprinkle evenly on inside of each fish. Place 3 lemon slices onto one side fish; fold other half over. Heat cast iron frying pan. Pour in oil or coat with spray; heat. Place fish in pan, sauté 4 minutes on each side or until cooked to your liking.

NOTE: Or, preheat broiler. Place fish on broiler pan coated with cooking spray; broil 4 minutes on each side.

SERVING: Heat serving plate, before placing fish on it.



and continue cooking until mushrooms are soft, about 5 minutes. Pour vegetable stock into the pot and season with salt and pepper. Cover and simmer over low heat for about 30 minutes. Ladle into serving bowls and serve with green onions sprinkled on top.

NOTE: Prepare some wild rice according to package directions and add to soup during the final 10 minutes of cooking.

EASY APPLE DESSERT

Prep time: 5 minutes. Cooking time: 10 minutes. Serves: 4

1 lb apples, quartered, cored, and peeled

1 tbsp maple syrup (or a little sugar)

1 tbsp water

Slice the apples and place in a medium saucepan with a little maple syrup and water. Cover the pan and place over a medium heat. Bring to a good simmer and cook for 5 minutes, stirring occasionally. Continue cooking for another couple of minutes until apples softened and chunky.

Serve over the best vanilla ice cream.

NOTE: Add a couple of whole cloves while cooking the apples, but remember to remove them before serving!

NOTE: Stewed apples can be kept for a week in the fridge, so triple the recipe and spoon it over your cereal or create other tasty desserts.



MUSHROOM VEGETABLE SOUP

Prep time: 15 minutes. Cooking time: 45 minutes

Serves: 8 (1 cup servings)

2 tbsp virgin olive oil

1-1/4 cups chopped carrots

1-1/4 cups chopped onions

1/2 cup chopped celery

**1 tsp dried dried thyme
or oregano**

GARNISH: 1/2 cup chopped green onion

Heat oil in a stockpot over medium heat. Add carrots, onions, and celery. Cook, stirring often, until tender but not browned, about 10 minutes. Stir in thyme and mushrooms,

1 lb sliced fresh brown mushrooms

1 lb sliced fresh white mushrooms

6 cups vegetable stock

Salt and pepper to taste

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.



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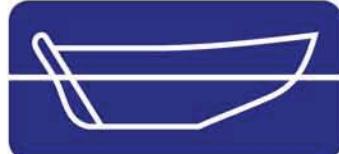
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