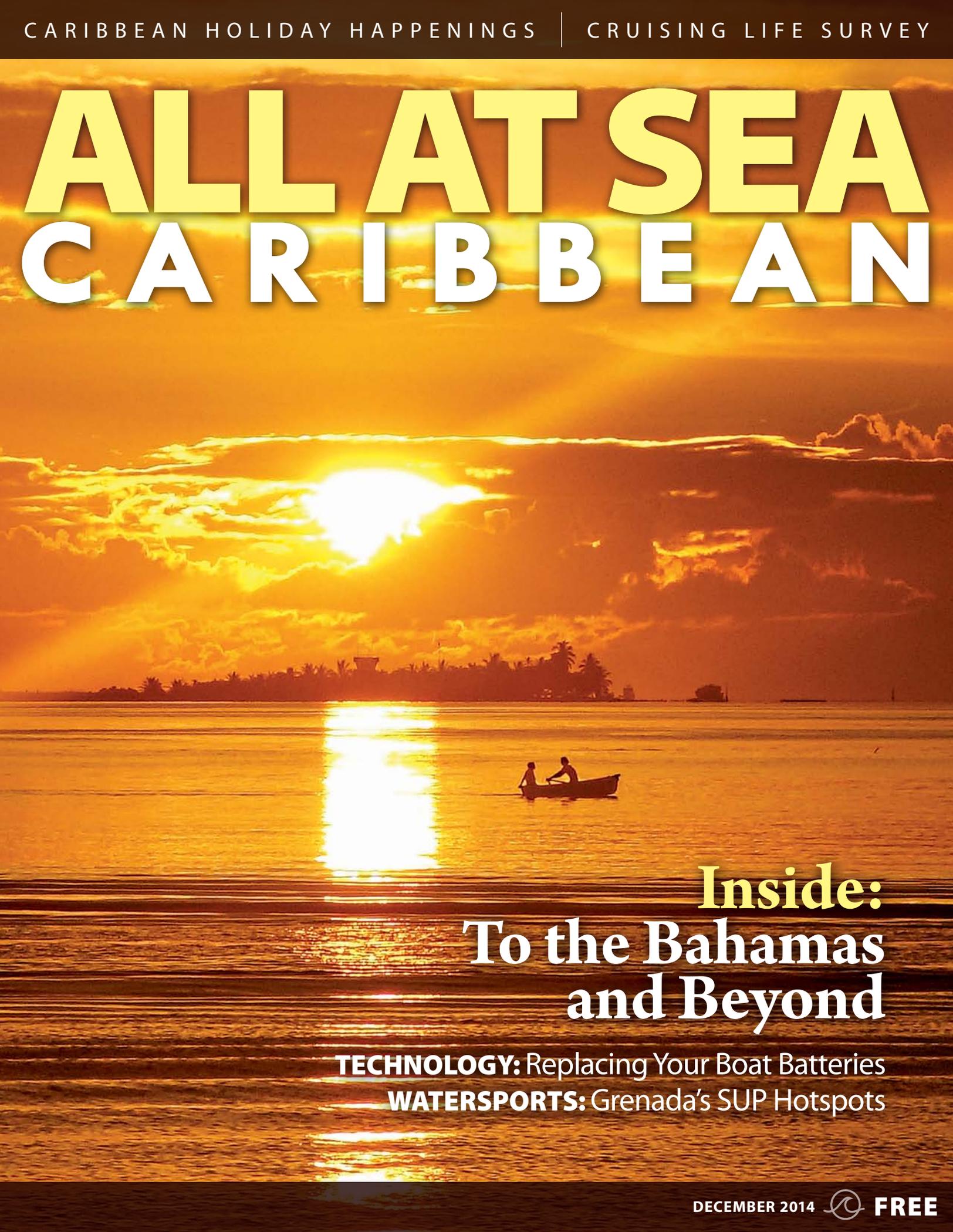


ALL AT SEA CARIBBEAN

A vibrant sunset over the ocean. The sun is low on the horizon, creating a bright, golden glow that reflects on the water. The sky is filled with soft, orange and yellow clouds. In the distance, a small boat with two people is visible on the water. The overall scene is peaceful and scenic.

Inside:
**To the Bahamas
and Beyond**

TECHNOLOGY: Replacing Your Boat Batteries

WATERSPORTS: Grenada's SUP Hotspots



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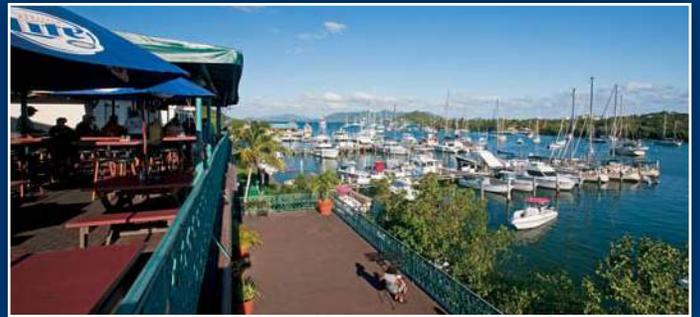
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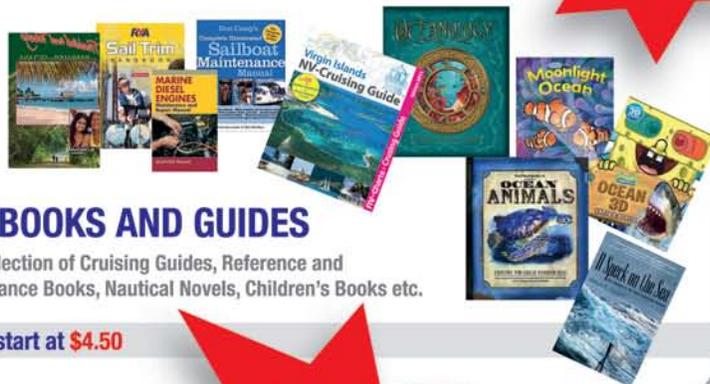
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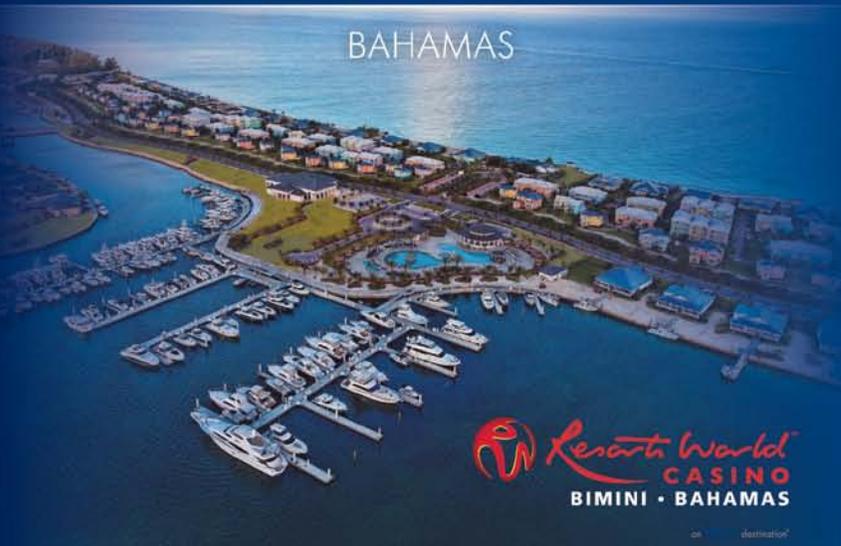
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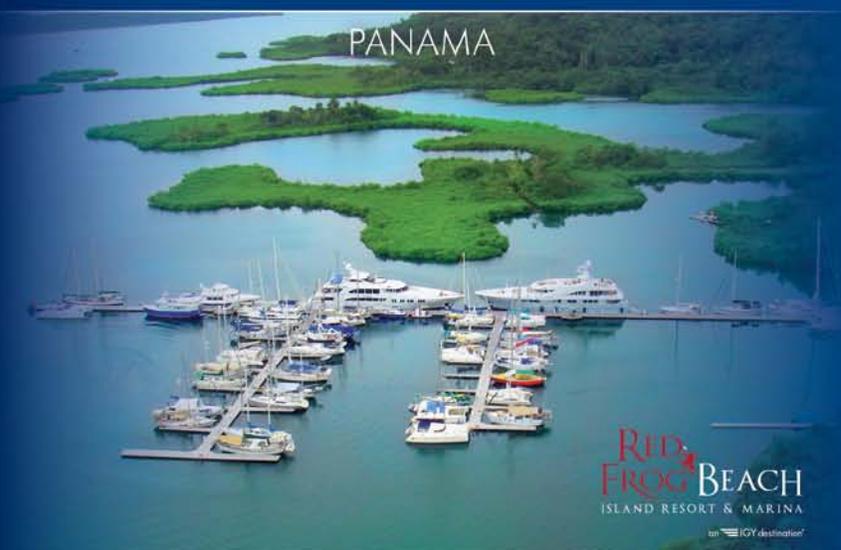
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WATER, WATER EVERYWHERE ... BUT PLEASE, NOT IN THE RUM

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the Bahamas, but she has written an informative article about the islands for those thinking of heading that way in the spring. Rosie's cruising article is on page 64.

For this edition, I sent out a brief questionnaire asking long-term cruisers why they adopted the lifestyle, what they liked about it, what on-board equipment they thought essential and, above all, how they maintain a healthy relationship with their partner in the confines of a small boat. Some of the answers I was expecting and some took me by surprise. This is the first time we have conducted this type of survey, it was fun to do and very informative and you can expect similar surveys in future editions.

During our years of cruising, the Bahamas counted as one of our favorite places and we visited the area several times, usually while sailing to or from the Caribbean. We saw some remarkable sights in the Bahamas, especially on the uninhabited outer islands where nature rules. We were walking the beach on one island when up ahead a ruckus was taking place on the sand near the waters edge. We approached to within a couple of yards and then stopped to watch. A group of barracuda were chasing a shoal of fish. In order to escape their predators, individual fish launched themselves up the beach by several feet. Undaunted, the barracudas went after them, propelling themselves up the beach before snapping up the fish and wriggling back down the sand into the water. We watched for around 15-minutes until the 'cudas were sated or there was no prey left. We saw this spectacle on more than one occasion but I have never seen it anywhere else since. I don't know if cruiser and *All At Sea* contributor Rosie Burr experienced such unusual behavior in fish while sailing north through

RUM! No other drink outdoes it as the sailors tipple. And I admit that I like a drop of rum myself, in fact, I have been known to have more than a drop and suffered the consequences. In the days of fighting sail, men of the Royal Navy quaffed rum in large quantities, pint's of the stuff, neat too, until in 1740 Admiral Edward Vernon realized too many of his sailors were falling out of the rigging and ordered the daily rum ration to be cut with water. Vernon was fond of wearing a cloak of grogram cloth and was nicknamed Old Grogram or Old Grog. I imagine that Vernon had to put up with a bit of verbal abuse from the sailors after cutting their rum with water and that more than one needed something stronger than the admiral's watery 'grog' after tasting the cat-o-nine-tails. On page 44, rum aficionado Tony Miró lists his Top Ten Caribbean Rums ... water is optional.

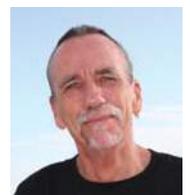
The team at *All At Sea*, *Caribbean* and *Southeast*, wish everyone fair winds and a happy, safe, and fun Holiday Season. 🍹

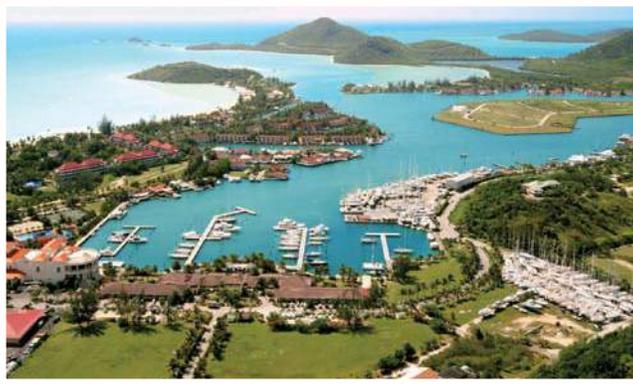
CORRECTION

In November we published an article titled: SNORKELLING SPOTS IN THE EASTERN CARIBBEAN by Jo Zentner. The article and photos should have carried the byline of regular *All At Sea* contributor Rosie Burr. I offer Rosie and Jo my sincere apologies for any embarrassment caused. The mistake was mine and mine alone - Ed

See you on the water!

Gary E. Brown,
Editor





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'Tis the Season of Good Cheer

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COVER SHOT: At the end of the day | **Photo: Liesbet Collaert**



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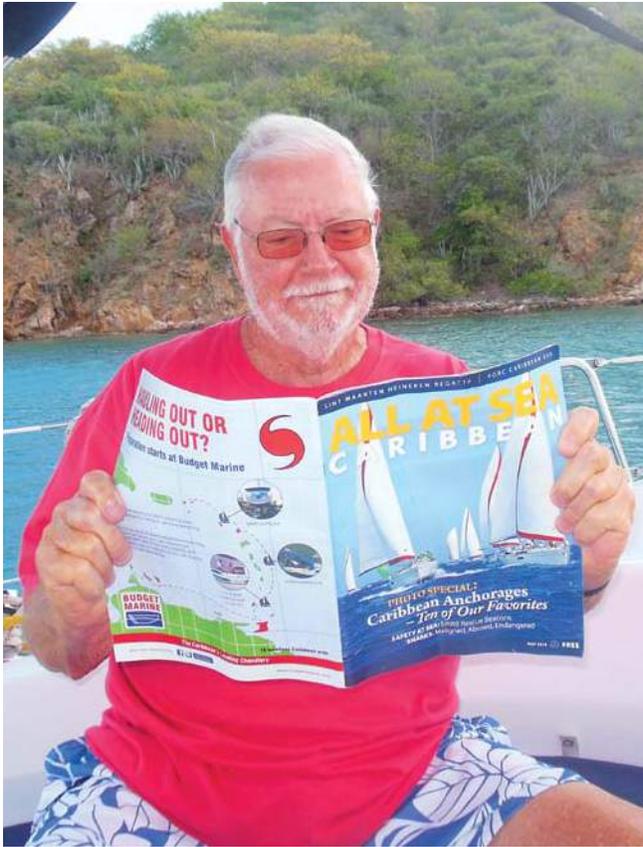
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NOW THAT'S BROUGHT A SMILE TO BILL'S FACE!

This is Bill Jones from Stuart, Florida, reading his copy of *All At Sea* while his yacht is tethered to a mooring ball at beautiful Norman Island in the BVI. Bill says he enjoys both versions of the magazine, that's *All At Sea Caribbean* and our sister publication *All At Sea Southeast*, at home and while on vacation.

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.**



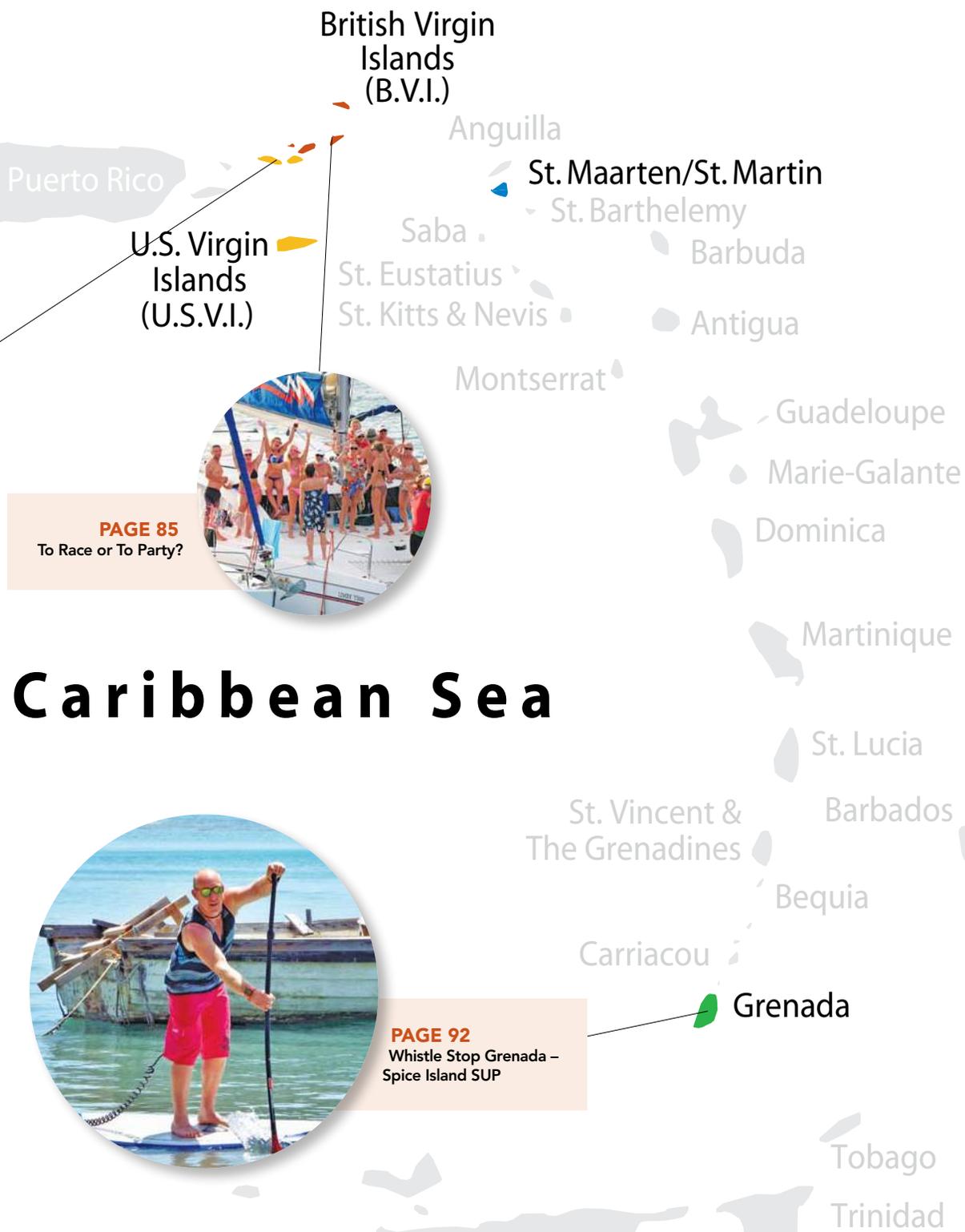
ISLAND EVENTS & INTERESTS

ALL AT SEA'S
Caribbean Coverage



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Pizza Pi VI Offers
New Twist on
Pie to Go





PAGE 85
To Race or To Party?

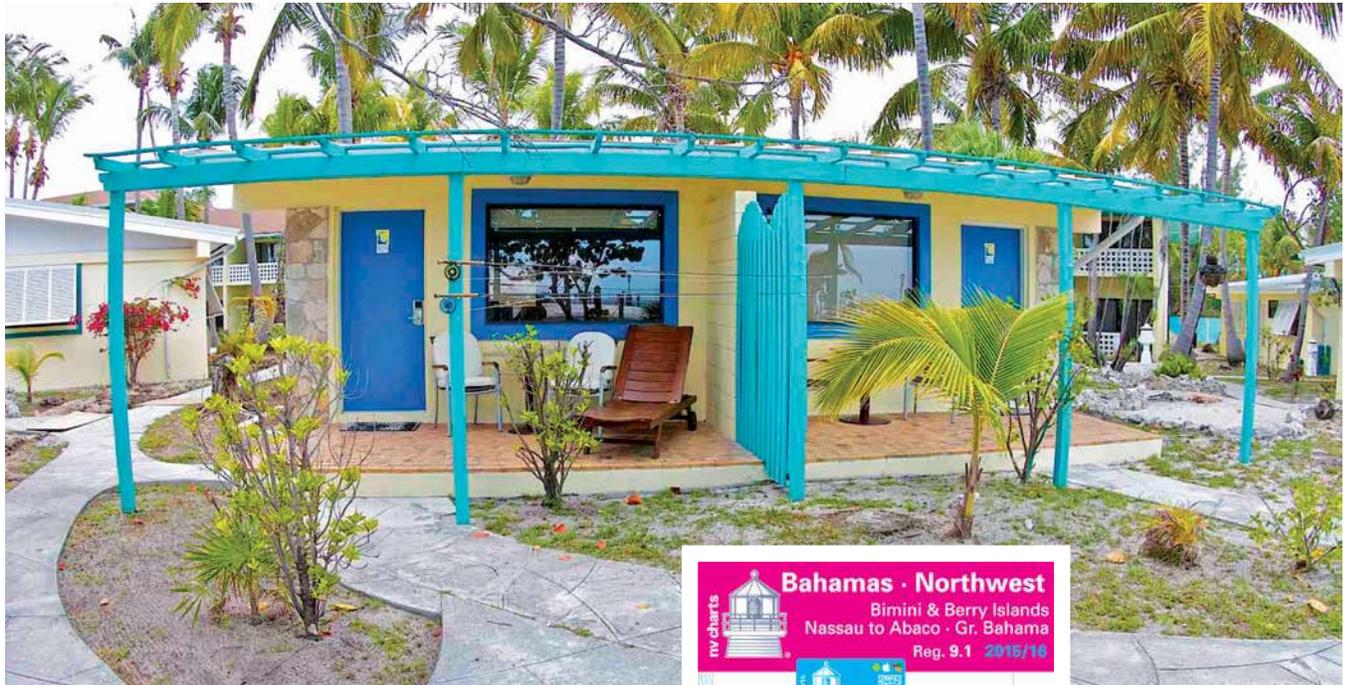


Caribbean Sea



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Whistle Stop Grenada –
Spice Island SUP

CARIBBEAN NEWS



HISTORIC BIMINI BIG GAME CLUB RESORT & MARINA WRITER IN RESIDENCE PROGRAM

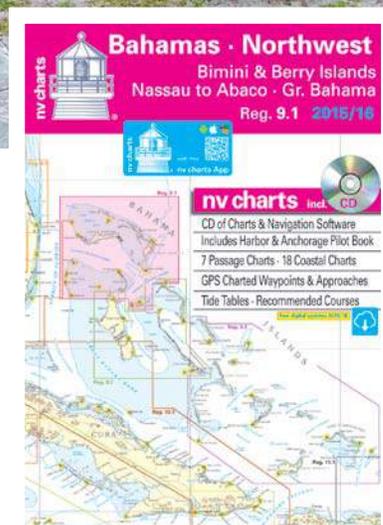
The historic Bimini Big Game Club Resort & Marina have announced a 'Writer in Residence' program providing complimentary lodging for published writers. Lodging, in a cottage once occupied by Dr. Martin Luther King (if available), will be limited to three days, Monday through Wednesday, said Sales and Marketing Director Diana Weber.

The Writer in Residence program, available to one writer each week starting January 2015 and ending April 2015, will culminate in the spring with a Writer's Retreat Workshop that will be taught by seasoned professionals.

Those interested in applying can email: artist@biggameclubbimini.com and request an application form.

NV CHARTS RELEASES NEW BAHAMAS NORTHWEST CHART SET UPDATE FOR 2015/16

Nv charts announces the release of their newly updated chart set for Region 9.1, Bahamas Northwest, including Bimini and Berry Islands, Nassau to Abaco, and Grand Bahama, for 2015/2016 in paper and digital format. The chart set includes a CD of digital charts, including free navigation software, plus the free nv charts Mobile App for iOS and Android mobile devices, for real-time



navigation with tablet devices. The App includes free digital updates for this chart set for 2015/2016.

The new Region 9.1 chart set now features a compact, fold-over format (un-bound 'booklet' style) that reduces

the physical size of the paper chart set by half (but not the cartography itself) for ease of use on today's smaller navigation stations and chart tables. In time for cruising the Caribbean Sea during the upcoming winter months, the set is available in a variety of formats: paper, digital, and memory cards for chartplotters.

Visit: www.nvcharts.com for details

JUS' SAIL YOUTH TRAINING PROGRAM

SAINT LUCIA – The nine students presently enrolled in the Jus' Sail Youth Training program recently returned tired but exhilarated after an action-packed and highly successful voyage down St Lucia's stunning West Coast aboard the 46ft Catamaran *Mid-Fifty* that was kindly donated by The Moorings.

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:

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

SAILING:

 **ANTIGUA**
DECEMBER 20, 26, 27
 AYC High Tide Series
Sailing Regatta
www.antiguayachtclub.com

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

FEBRUARY 14 – 15
 Jolly Harbour
 Valentine's Regatta
Sailing Regatta
www.jhycantigua.com
nickwhite55@hotmail.com

FEBRUARY 23 – 27
 RORC Caribbean 600
Sailing Regatta
www.caribbean600.rorc.org
racing@rorc.org.uk
 +44 (0) 207 518 3131

 **GRENADA**
JAN. 29 – FEB. 3
 Grenada Sailing Week
Sailing Regatta
www.grenadasailingweek.com
info@grenadasailingweek.com

FISHING:

 **BONAIRE**
JANUARY 22 – 24
 27th Bonaire
 International & Local
 Fishing Tournament
Fishing Tournament
www.bonairefishingtournaments.com
Bonaire@budgetmarine.com

REGATTA:

 **ANTIGUA**
JAN. 29 – FEB. 1
 The Superyacht
 Challenge
Superyacht Regatta
www.thesuperyachtchallenge.com
ptdeeth@aol.com
 268-464-7081

FLAGS PROVIDED BY FLAGSPOT.NET

The voyage was the culmination of Jus' Sail's training program for unemployed youth. The students took the helm, charted the course, cleaned the boat, prepared meals and watched over the smooth running of the vessel.

The packed four day adventure included a lionfish cookout organized by rangers from the SSMA (Soufriere Marine Management Area), a hike around the Pitons, a fish survey conducted at Anse Cohon & Gros Piton, and a litter cleanup of Anse Mahaut. All this culminated in a stunning encounter with dolphins as the boat sailed back to Rodney Bay.

For more information about Jus'Sail Youth Sailing program, visit: www.jussail.com



GRENADA

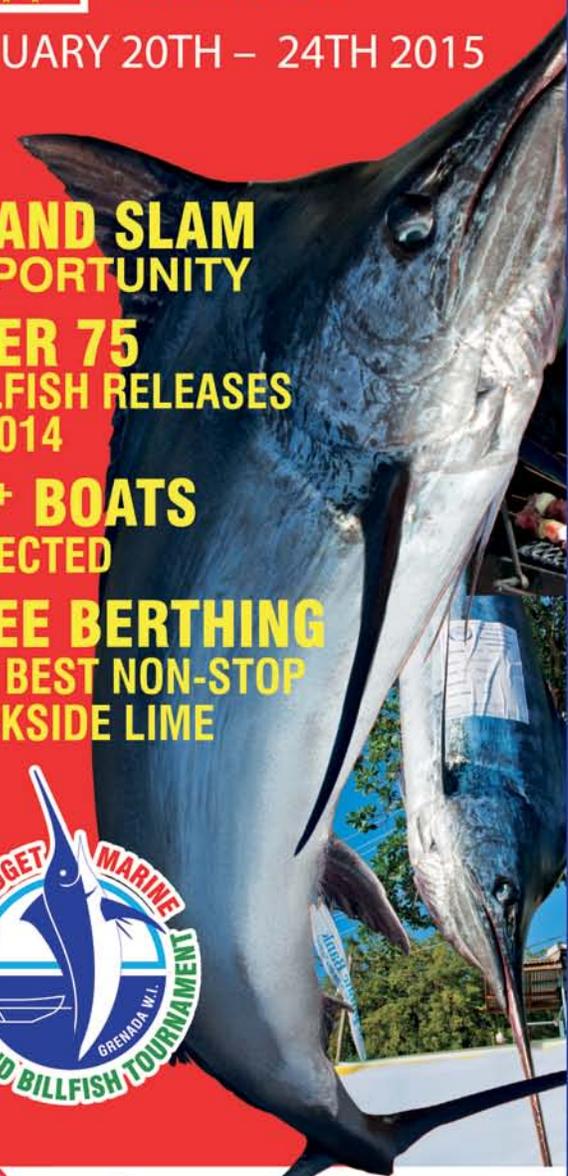
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THE JOKE OF CLEARING, INDO-STYLE!

SAILING HUMOR BY CAP'N FATTY GOODLANDER



Once upon a time, a gentlemen sailor requested 'pratique' from some land-bound gents—during which they toasted each other's health. In those days, French was the language of diplomacy, and 'pratique' (meaning 'practice') was an excellent time for both parties to practice their good manners. Since then, things have changed, evolved, but alas, not always for the better.

I just attempted (and, after seven hours and numerous hour-long taxi rides, failed) to clear into one of the smaller 'official ports of entry' in eastern Indonesia. This was a huge mistake. Clearing into Indonesia in Bali is straightforward but my an-

cient guidebook (written by Jimmy Cook of the *Endeavor*) suggested otherwise. Yeah, sometimes I'm too cheap. Cruising guides written in the 1700s tend to be on the remainder table. Silly me.

I should have known I was in trouble when everyone in a uniform ashore started jumping for joy as my anchor chain rattled out. Even worse, governmental limos (well, almost) started roaring into the port. Flags waved officiously from fenders. There was shouting and yelling. Excitement was in the air. Leaders embraced. Heads of State bowed. Big wigs pirouetted. Bemedaled chests embraced.

And into the middle of all this pomp-and-circumstance, I pulled up in my dinghy—with a sick smile on my brave-but-cringing face. I'd just experienced the nicest 58 days of my life. I was totally tranquil. But, yeah, I could sense a sea-change coming. My internal mood barometer was dropping rapidly. This wasn't going to be easy. I did the best I could to mentally prepare: "Whatever you do, Fatty—don't lose face," I told myself.

Six lofty government officials came out to the boat—only one of them clutching a crumpled sheet of paper. Their elaborate uniforms were immaculate—in a nation where many (most) don't own shoes.

They sat down around the cockpit table as if settling in for a week's charter, not to conduct business. I waited. They said nothing, only smiled like cats-about-to-eat-the-canary.

"Can I get you something to drink?" I asked.

Everyone smiled and rubbed their hands. We were off to a good start. "Yes," said their leader, and the others nodded happily. I busied myself with glasses and ice, while Carolyn made small talk. It was immediately obvious that they rarely saw another yacht. They understood that we'd just sailed in from New Caledonia (French), but didn't realize that we'd slept aboard or cooked while doing so. They thought that our sail from America took a couple of days, not years.

Hmmm. "Chips?"

"If you insist," said another.

They peppered us with questions, none of which had anything to do with clearing in. "Only one daughter?" asked the port captain. "Why?"

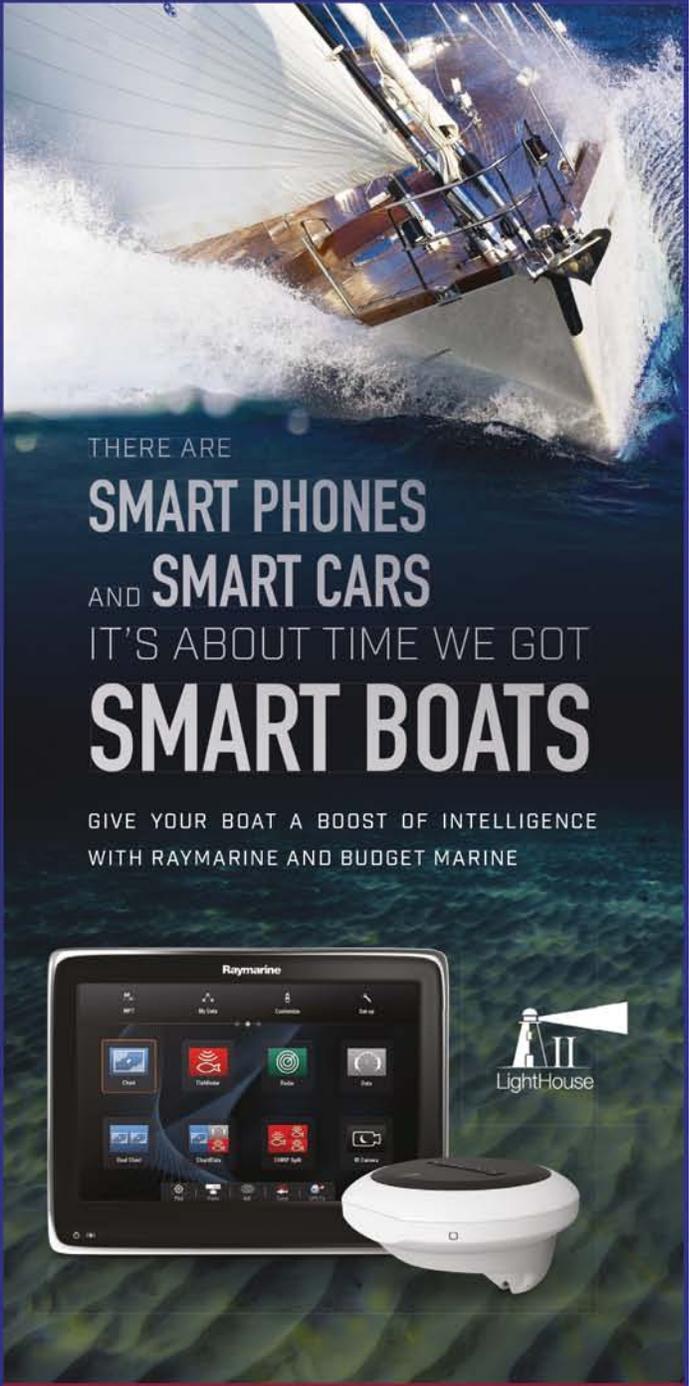
"How much you pay?" asked another, waving at *Ganesh*, our 43-foot Amphitrite ketch.

"Are you Hindu?" asked the Muslim fellow.

The clock ticked. The sun rose. I sweated more and more, and finally said, loudly and pointedly, "Well!"

I could see a few frowns flicker. Why was I rushing things? Weren't we all having fun?

One fellow with thick reading glasses began squatting in front of every item aboard with printing. He carefully read each one, moving his lips with intense concentration. I didn't know it at the time but he was looking for dates. His job was to spot



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Finally, an officer from Health stood up and said, “Excuse me, Fatty. Excuse me, Carolyn. I beg your forgiveness. But I am sure you understand. I am just doing my job,” and went below.

Each repeated the statement and did the same. Now I had six people below, which I’d not expected at all. Thus, all our jewelry and stuff—money, iPods, watches, and stray knives—were just lying about haphazardly. Within moments, the officials dispersed into different cabins.

Not good.

The thick-glassed dude started piling everything on the boat with a date on the galley table—fire extinguishers, EPIRB, my Lipitor pills ...

Now I had six people below, which I’d not expected at all. Thus, all our jewelry and stuff—money, iPods, watches, and stray knives—were just lying about haphazardly.

The fellow from Health wasn’t the leader but, in some ways, he led the pack. He was their moral compass. He found a pile of hats and slowly went through them again and again. He poked. He prodded. He fondled. And finally held up my favorite sailing cap and said, with a wide grin, “Gimme hat!”

Oh, dear.

“Gimme dollar,” said Mister Harbor, “and you have to pay in the currency of your flag—rupiah no good!”

“No dollars,” said Carolyn, while stuffing wads of them into her purse, “so sorry!”

But my favorite guy was Mister Grinny, who appeared to be having more fun than the rest. Picture a kid in a candy store, and you get the idea. Happy-happy.

“You have two of these,” he said, holding up two identical items in our sea-going home, “Give me one!”

Perhaps my frozen smile was a tad crooked because one official said to me, in a fatherly way, “You really should take this more seriously. They’ve already found two violations!”

The ‘violations’ were two Walgreens OTC aspirin bottles, nearly empty, which had passed their suggested use-by date.

At that moment I felt that I, too, had passed my use-by date. I simply was too old to put up with such silliness. I laughed aloud—unable to contain myself.

“Drugs,” another said, with a sad shrug that seemed to indicate the world was a very wicked, very evil place.

Let’s back up for a moment, dear reader, because this is a very complex and highly nuanced scene. And I carry a lot of psychic baggage that affects my attitude: (1) The costs of clearing in a yacht have skyrocketed worldwide. Places that used to charge \$2 a few years ago now charge \$200 each; (2) The mandatory use of agents has skyrocketed as well, as they and the officials collude; (3) This has greatly benefitted the for-profit rallies. Now, many sailors feel that circumnavigating without paying a front man is kinda dangerous and very stupid; and (4) I loathe corruption.

Most of the 120 yachts cruising Indonesia annually are with a rally—and cruise as a rat-pack. The rest hire agents. Only the ‘old school’ attempt to go it alone.

This is getting increasingly difficult.

But these particular six gentlemen weren’t particularly evil. They just had the wrong mind-set and believed that I kind-of wanted to give them stuff. They figured I was a generous guy for whom ‘money was nothing’ and I’d come to distribute it—sort of Bill Gates and Santa Claus combined.

I kid you not. These guys didn’t think they were doing anything wrong. By this point, they knew I was a columnist for *All At Sea* magazine, and that I made my living writing books about my travels. In fact, within moments of saying, “You have two; give me one,” the same fellow said, “Oh, Fatty, I hope you write about Indonesia!”

“I will,” I said through clenched teeth. “I assure you, I will.”

I really, really hate corruption. I hate paying bribes, even small ones. I hate hiring an agent who is working hard against my best interests by colluding with the government to institute policies that are impossible to follow—except by him and his fellow-thugs. And I hate that rallies are taking over the world. I’m not a joiner. I don’t want to hire someone to smooth my way. And I certainly don’t want to hire someone to smooth my way if it makes the modestly-funded guy behind me even worse off.

I really don’t want to see international cruising turn into some-

thing that only the wealthy can buy their way through and the poor can't.

These are big issues. These are important issues. They go to the very core of who and what I am—and how I live my watery life.

But, back to present in Indonesia, yes, the one guy aboard *Ganesh* wanted a hat and the other guy wanted a dollar. He didn't want four *hundred* dollars—just a dollar or ten. A coin collector, maybe? On the other hand, a dollar is a lot of money here where the largest bill at the ATM is a fiver.

The most disheartening part was that all six of our onboard guests were heads of their department, and were NOT going to clear us in. We'd still have to come to their offices and go through all the paperwork, pay all the fees, etc. They were just sort of ... royally welcoming us.

"And," said Mister Grinny, "there are other men in other Government offices who would like to come aboard. Are you and Carolyn going to be onboard all day tomorrow for further inspections?"

Seven hours after hoisting our Q-flag, however, one guy leaving his air-conditioned office early on Thursday, and who wouldn't be back until Monday or later, said briskly, "No time! Besides, you really can't clear in here. Try Bali. They like yachts there."

So, in the end, they wouldn't clear us in. And, thus, they couldn't clear us out. We needed a 'transit' clearance for Bali, but they couldn't give it to us. We were trapped in a Catch-22. Nobody knew what to do. It was a great mystery. The best minds mediated. There was much discussion. Finally, one well-spoken man in a perfectly pressed uniform said, "Stay awhile, Fatty. We are *friendly!*"

And they were friendly—in their own weird, demented way.

Bali was a completely different story. We're totally enchanted. This is one of the best cruising destinations in the world—but bring your Zen, for sure.

EDITOR'S NOTE: Cap'n Fatty and Carolyn are heading, once again, back to the Suan Mook monastery in Thailand—in hopes of repairing the mental damage inflicted. 

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 HOLIDAYS

SAILING HUMOR BY JULIAN PUTLEY
GRAPHICS BY HANNAH WELCH

The festive season in the Caribbean is uniquely special. First, it's warm and sunny; sailboats are everywhere and instead of wrapping up against the cold, girls are donning bikinis and jumping into warm, turquoise water. But wherever you are (except in Muslim lands, perhaps) the spirit of Christmas is in the air. It is the time of celebration and indulgence; it is a time of giving and a time of giving thanks.

Perhaps more than anything else Christmas is a time for families because children get so much joy from the mythical Santa Claus, his reindeer and sleigh and his never ending sack of presents. I well remember my eight-year-old brother who was having serious doubts about the authenticity of Santa. In his mind a battle was raging because to deny the existence of Santa meant no stocking full of presents, whereas to accept Santa meant believing in impossible logic. In his bedroom was a chest of drawers shoved up against the fireplace and he was pretty blasé about it until just before bedtime on Christmas Eve. He pleaded with his dad to have it moved so Santa could climb down the chimney and fill the stocking conspicuously pinned to the end of the bed.

Charlie had a similar experience a few years ago. He was captaining a luxury Little Harbor 61 for a family of four from Oxford, Maryland. Charlie had sailed it south from Palm Beach for the owner and the family were arriving in December for the Caribbean festivities over the holidays. The day before Christmas Eve five year old Jeremy



had been asking Charlie all about Santa and his reindeer, their names, where they lived in the North Pole and on and on. Then he asked worriedly how Santa's sleigh could possibly land on the cluttered deck of the boat. Charlie had to think for a minute, "It doesn't," said Charlie. "He positions the sleigh above the boat and then parachutes down with his sack on his back. Then he distributes the presents to all the *good* children who don't keep asking dumb questions."

There was no stopping the kid, "How does Santa get back to the sleigh afterwards – he can't parachute up."

"Why do you care? You've already got your presents," said Charlie impatiently.

"Well, I was just thinking of my buddy, Michael, over there on *Lucky Lady*."

"He positions the sleigh above the boat and then parachutes down with his sack on his back. Then he distributes the presents to all the *good* children who don't keep asking dumb questions."

"Don't worry, every little t'ing gonna be alright. Santa'll find a way. But if he doesn't you'll just have to share your presents with him."

Finally Jeremy shut up but after a few moments he piped up again, "I liked the bit about the reindeers and their names. Rudolph the red nose reindeer was the leader of the team and Bruno the brown nose reindeer was just behind him. You said Bruno was just as fast as Rudolph but was not so good at stopping. Great story – I'm going to tell Mum."

Charlie is contemplating his options in case he needs to find another job.

Merry Christmas and a Rollicking Boxing Day – Charlie.

Oh ... and Ol' Year's Night too. 

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

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MUR MUR WINS 51ST ANTONIO INTERNATIONAL MARLIN TOURNAMENT

FISHING BY CAROL M. BAREUTHER



PHOTO: EVERARD OWEN

Mur Mur - The Winning Appleton V/X Rums Team 2014, Michael Habib (with gift basket) receive the Bonnier-IGFA Invitation to the Offshore World Championship 2015

Being the first to release five blue marlin in four days of fishing earned the team aboard the 30ft outboard, *Mur Mur*, the top prize in the 51st Port Antonio International Marlin Tournament (PAIMT). Twenty-four boats from Jamaica, Haiti, Canada and the Netherlands competed in the September 27th – October 4th tournament fished out of Di Ole Marina, Port Antonio, Jamaica.

Canadian brothers and *Mur Mur* owners, Michael and Christopher Habib, entered the tournament for the first time with a pick-up local crew from Montego Bay. Their collective karma was definitely hot! *Mur Mur* led straight out of the gate on day one when Michael Habib released the first

fish of the tournament. The team's lucky streak continued right into the winner's circle with a total of six blue marlin (one disqualified as not a proper release), plus a 16lb dolphin and 18lb tuna.

"It was like Davy and Goliath, us being on a small boat compared to the other boats," says Michael Habib. "We were the little midget that whopped the giant. We'll definitely be back!"

Team *Mur Mur*'s win earned them entry to the 16th Bonnier-World offshore Championship, held April 12th – 17th 2015, out of Marina Pez Vela, in Quepos, Costa Rica.

The other big story from the 2014 PAIMT was angler David Levy's last day catch of a whopping 510lb blue marlin, from the 52ft Hatteras, *Diana*.

"It was two hours and 40 minutes of team work," says Levy. "The first time it jumped we saw the size of it. It was a good sized fish. We couldn't have had a better day compared to last year when we got three bites and missed them all. This year, we lost one on the third day, then we had a knock down on the last day followed by the big girl."

The big blue marlin was given to the host Sir Henry Morgan Angling Association, who sold it with proceeds donated to charity.

U Sea Mi finished second with four blue marlin tagged and released, while the Netherlands' Olivia Fraaije, aboard *Insatiable*, earned best international angler for her three blue marlin releases.

Numerous non-billfish such as tuna, dolphin and wahoo came to the scale, but qualified only for heaviest specie-specific prizes and trophies.

Other tournament festivities included nightly parties, a canoe tournament for local fishermen on the marlin tournament lay-day, and a Lion Fish Cook Off where local schools and restaurants participated.

For full results, visit: jamaicasportsfishing.com 

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

Winner David Levy of *Diana* collecting his Appleton Estate Trophy from Chairman Ron DuQuesnay



PHOTO: EVERARD OWEN



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115-POUND TUNA WINS FIRST JIG FEST FISHING TOURNAMENT

FISHING
BY CAROL M. BAREUTHER



Eli Fuller jigging for tuna

Technique, plus being at the right place at the right time is what angler Stuart Meyer credits with his success in catching a 115lb yellow fin tuna in the 1st Jig Fest Fishing Tournament, held September 27 out of the Waterfront Bar and Grill in Hodges Bay, Antigua. Meyer's catch, reeled in aboard his 21ft Guadeloupe-built boat, *Goldfin*, scored him the tournament's two top prizes: largest tuna and most poundage.

"We started fishing around 5:30am," Meyer tells. "Nothing happened, so we moved to another area nearby and fished some more but still didn't catch anything. We were just about to leave when we decided to take one more pass. Bam, my line went off. It was 9am on the dot. At first I couldn't tell how big the fish was because it stayed on the surface. Then, all of a sudden it dove deep, took line and started running. That's when I knew it was big. It took me two hours to finally catch it."

Meyer didn't know he won until his fish was weighed. That's because tournament co-organizer Eli Fuller, angling off his custom-built Performance 40, *Xtreme*, also brought a whopper tuna to the scales.

"We both knew our fish were over 100lb, but it looked really tight," Meyer explains. "When the scales registered my fish at 115lb to his 114lb, that's when we celebrated. It was a really good day."

Two other tuna were caught weighing 85lb and 95lb, respectively.

Ten boats and nearly 60 anglers took part in this first-ever tournament for Antigua, which only permitted the fishing techniques of jigging and chunking.

"A bunch of us younger fishermen have been jigging for a few years and it's been successful for certain types of fish like tuna," says Fuller, who started the tournament along with John Watt. "Black fin and yellow fin can be at depths of 300 feet and you'll get them with a jig (a type of lure – Ed), while those fishing on the surface won't think the fish are there."

Fishermen could also 'chunk'. Chunking is like chumming, which involves throwing bait scraps and fish blood in the wa-



Stuart Meyer with the winning 115lb tuna

ter to attract fish, but uses larger pieces of bait and doesn't bloody the water.

The fishing grounds were limited to the areas around three FADs (fish attracting or aggregating devices) located approximately 24 miles offshore in deep water. No trolling, or dragging lures or bait behind a moving boat, was allowed. This stationary format added to the social aspect of the event because all of the boats could see who was catching, who was not and call out to one another.

"One angler liked this way of fishing so much that when he got back to the dock he said he wanted to sell all of his trolling equipment," Fuller says.

The 1st Jig Fest Fishing Tournament ended with music, food and drinks ashore, plus a consensus among organizers to hold this type of fishing event again in the future. ☺

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



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GUYS CONTINUE TO LEAD IN ANNUAL GUY-GAL FISHING TOURNAMENT

FISHING BY CAROL M. BAREUTHER



PHOTO: ALDA E. ANDUZE

Team *Living the Dream* was Best Boat for the Guys day of fishing in the Guy/Gal Tournament

A team on one of the smallest boats caught the biggest and most pounds of fish to win the two-day overall top prize in the Golden Hook Fishing Club's 15th Annual Guy/Gal Tournament, held October 4th – 5th out of St. Croix Marine, St. Croix, USVI. Jose Sanchez' reeled in a 49.9lb wahoo and his son, Jose Sanchez, Jr., a 43lb wahoo, on the second day of fishing aboard the 25ft center console, *La Mensajera*.

"We went out to the Lange Bank on the first day and there was so much seaweed in the water that we were constantly clearing our lines," says Sanchez, Sr. "The next day, we headed north of Salt River and caught our two wahoo as a double header about 10:30am. It was team work that led to our win."

Nine boats fished in this tournament nicknamed the 'reel challenge' of the sexes, where the Gals fished the first day and Guys the second.

The Gals aboard the 40ft Deep Impact center console, *Turn and Burn*, won the first day with three wahoo, collectively weighing 70.6lb.

"It was just before 7am when Jenna Arizu, our first in line angler, hooked a 19lb wahoo," says *Turn and Burn* Capt. Jason Foust. "And the fish only got bigger as the day went on."

The Guys aboard the 65ft *Hatteras, Living the Dream*, one upped the Gals with a total day's catch of 97.6lb of wahoo.

"We were really excited because we beat *La Mensajera* by less than five-pounds to win the Guys day," says *Living the Dream* Capt. Austin Schneider.

The Guys are now three ahead of the Gals for total wins in this tournament.

St. Croix captain Thomas Daley who appeared on the Travel Channel's *Bizarre Foods* with host Andrew Zimmern, and is known for his delicious take on local fish and shellfish, was the guest chef for the tournament's awards ceremony. 

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

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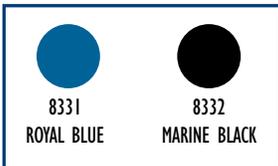
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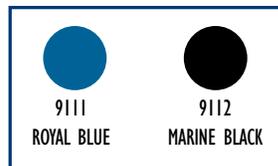
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NAUTICAL BOOKS FOR THE HOLIDAYS

BY THE EDITOR

I have been reading and reviewing a selection of books that would make great gifts for sailors. Some are about the Caribbean and some are not. All will keep you entertained and some will educate. One, at least, might make you blush.

AS LONG AS IT'S FUN: The Epic Voyages and Extraordinary Times of Lin and Larry Pardey

by Herb McCormick

Paradise Cay Publications / www.paracay.com.

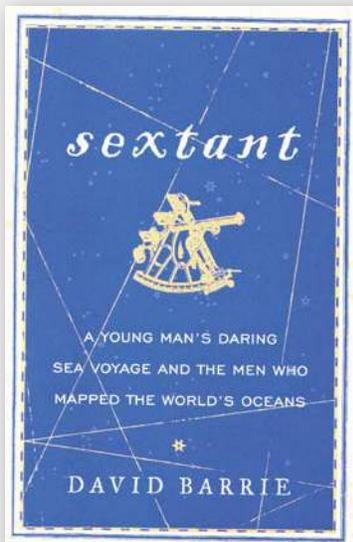
Print and eBook editions available

I hold the Pardeys in high esteem and met them while taking part in the Falmouth Classic Yacht Regatta in England. In his fascinating book, Herb McCormick has done more than meet the Pardeys, he's sailed around in their lives and recorded their secrets.

As Long As It's Fun tells the story of one of the world's greatest cruising couples and pays homage to two small wooden ships, an iron man ... and an iron women. More than a book about ocean wanderers; this is a moving love story: Love for a boat, love for each other and love for adventure served



hot and cold by the encompassing sea. Difficult family relationships, feats of boat building and a life fully lived all laid bare and doused with salt spray. What the Pardeys achieved during their sailing career is staggering; however, they faced



Sextant: A young man's daring sea voyage and the men who mapped the world's oceans by David Barrie

Published by HarperCollins. Paperback, hardcover and eBook available

The great navigators, the marvelous instruments they invented and the voyages they undertook all interwoven with the adventures of a young man who crossed the North Atlantic as part of the crew of a small yacht, while relying on a sextant to find the way. Intrigued? I was and this illustrated book did not let me down. Barrie sails east across the Atlantic and learns to use a sextant from the yacht's captain, a retired, no-nonsense Royal Navy officer. While describing his voyage and the magic of the sextant, Barrie, a member of the Royal Institute of Navigation, takes you on a journey of discovery with details of how such an instrument came about. All the great navigators: Bligh, Cook, Bougainville, Flinders, Slocum are here. Barrie's narrative about his own voyage or those of the greats of history is salty and entertaining. Having read the book, looking at a GPS will never be the same again.

plenty of criticism, something McCormick wasn't afraid to mention in a book that is startling in its honesty.

A great read for any couple contemplating sharing a bunk, never mind going to sea together, and although it's about two people on wooden boats they built themselves, something that few will do today, the book reveals much about navigation and proper seamanship. The book is illustrated with photos of the Pardeys' boats and early life and includes a map of their voyages. Prodigious authors themselves, McCormick's book will do wonders for the Pardeys' back catalogue and I for one will be reading them all again.

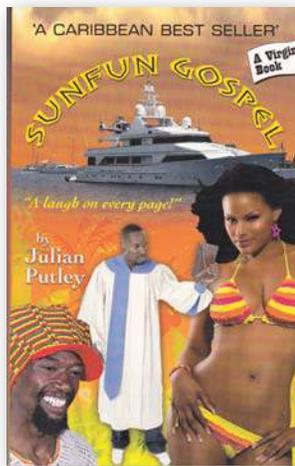
Sunfun Gospel and
The Drinking and Eating Guide to the BVI

by Julian Putley

Published by Virgin Island Books.

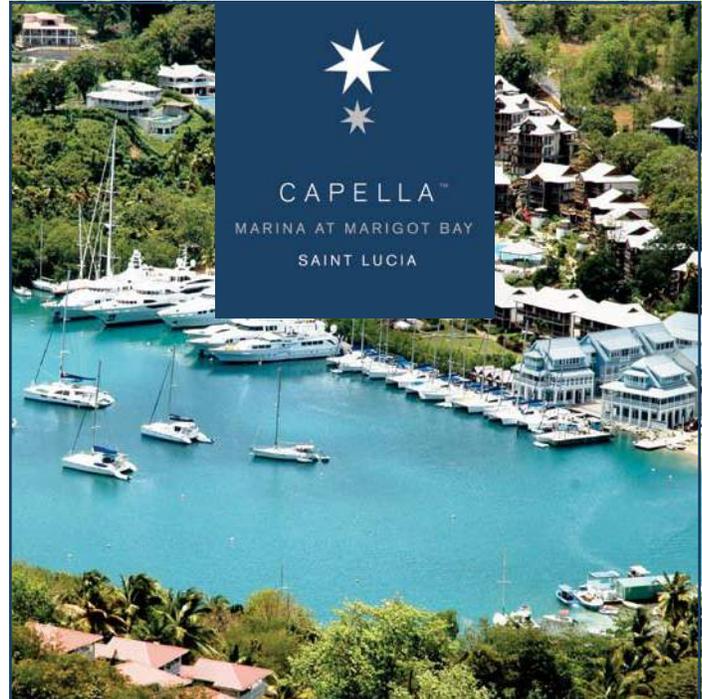
Sunfun Gospel is also available as an eBook

Readers of *All At Sea* will know Julian Putley from his regular column: *Sailing with Charlie*. Julian, a BVI resident, is also the author of several books and we take a look at two of his most popular.



Sunfun Gospel is a smashing Caribbean yarn with more twists than a goat track. When Solomon Welch, the crooked boss of the United Fruit Company, and his businessman partner Sam Macain, a serving US congressman, arrive in Dominada on the mega yacht *Big Banana* and try to outwit the impoverished land owners, they run into a cast of characters that can outwit them all. Delroy Frazer, who turns his back on rum

and the pleasures of the flesh after praying and experiencing a 'miracle', has himself ordained through an internet site. Blessed with a silver tongue and using his skills as a gospel preacher, the now reverend Frazer rallies the islanders and causes chaos with the businessmen's plans. Add a murder, corrupt and inept police (with amazing names); politicians on the take, a gallant mega yacht captain and his lovely wife, and a rescue at sea and you have a cracking tale of sin and redemption Caribbean style. The islands might be a product of the author's imagination but anyone who has spent time in the islands will know the plot could hold some truth. This is a fist-bump; whiff of ganja, fun read that is sure to become a Caribbean classic.



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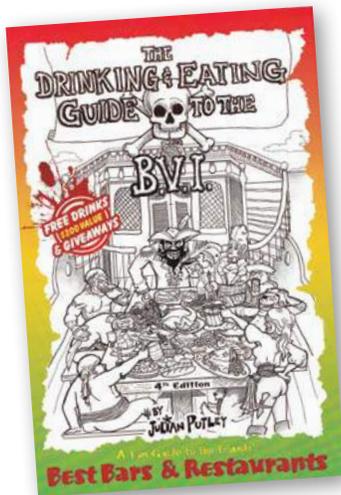
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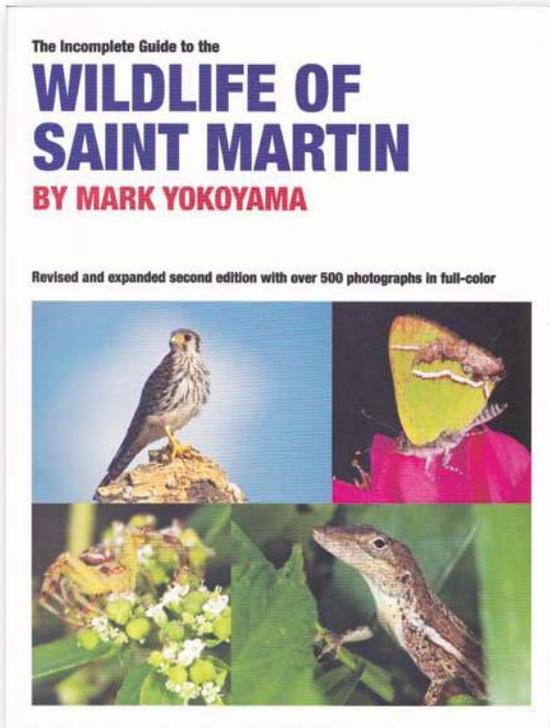
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Putley's **The Drinking and Eating Guide to the BVI** is exactly what you expect—A fun guide to the islands' Best Bars and Restaurants. Lavishly illustrated with maps, drawings and cartoons by Hannah Welch, this book will pay for itself by simply using the coupons in the back to secure discounts at certain bars. Some restaurants even offer a free bottle of wine. Many of the establishments are introduced with a poem and some share their recipes for a variety of cocktails the likes of which you have never come across. Scattered throughout the guide are a selection of Putley's 'Cryptic Comments'. Now in its fourth edition, this book will add to the fun of anyone visiting the BVI in search of interesting places to wine, dine, and party.



The Incomplete Guide to the Wildlife of Saint Martin

by Mark Yokoyama

Available from Amazon Books and www.sxmwildlife.com

Don't be put off by the title because most of the wildlife found in St. Martin can be found on islands throughout the Carib-

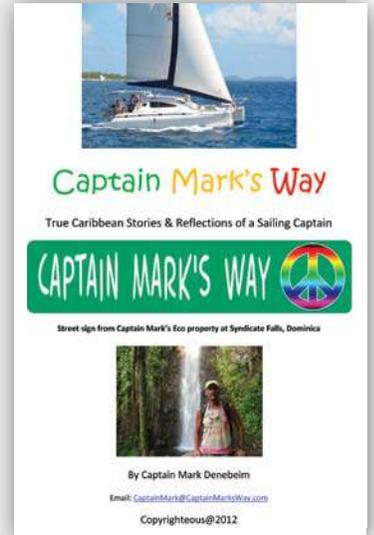
Captain Mark's Way: True Stories and Reflections of a Sailing Captain

by Mark Denebeim

Available from Amazon Books, paperback and eBook

I read this as an eBook and still haven't decided if Mark's stories as a charter boat skipper are true; if some of them are true, or if Mark is another Tristan Jones. One thing I do know is having read this book, I wouldn't want my daughter working on a charter boat unless chastity belts were compulsory and came with the job.

It seems that on seeing Mark and other captains women throw off their clothes! If you work or worked in the charter business over the last few years and recognize yourself in this book, then don't blame me, I'm just a reviewer who thinks that if the author didn't change some names to protect the innocent, then perhaps he should. Mark blows the lid off the charter trade and hangs the dirty washing from the rigging. It's an interesting read, and the scary part is that the stories are ... plausible. I have experienced the wild side of the industry.



bean. Revised and expanded, the second edition of this book is lavishly illustrated with over 500 full-color photographs. The guide is a labor of love by a talented naturalist and wildlife photographer with a degree from Harvard University. Each photo – bird, mammal or reptile – comes with detailed descriptions and information about habitat. In his introduction, Mark explains how the guide is evolving as new species are added; various animals are renamed and even discovered. A book to dip into time and again that makes a wonderful gift for kids and anyone with the slightest interest in wildlife. ☺

Gary E. Brown is the Editorial Director of All At Sea. He is and the author of the thriller/sailing adventure *Caribbean High*. For more information visit: garyebrown.net



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CHOOSING THE RIGHT BATTERIES

TECHNOLOGY BY GLENN HAYES



No matter what boat you have there will come a time when you need to replace the batteries on board and with all the choices available today it may not just be a case of swapping like for like. There are now many varieties of batteries to choose from with startling differences that are worthy of further investigation.

We are all familiar with the typical lead acid battery that has been the staple of marine batteries for eons. Available as either a starting battery or as a deep cycle variety these 'flooded' batteries are by far the most common but are often found being used for the wrong application. Although a starting battery will work (for a short while) as a house battery it is really designed for the short but intense draw of power (75-400 amperes for up to 20 seconds) when the starter is energized. They are able to

briefly take a high hit of energy and then be rapidly recharged in a short period of time by an alternator. Their burst of power is made possible by the higher amount of thin alternating positive and negative insulated plates that are found in their core. It is important that they are sized correctly and the marine cranking amps or cold cranking amps are adequate for the size of motor that is being started. A deep cycle battery or 'house battery' is made slightly differently, with less but thicker plates and it has the ability to be cycled or drained by a load over time and then be recharged from a lower state back to capacity. These batteries do well supplying energy for a boat's electrical systems such as lighting, entertainment systems and more. In a pinch they also can act as a starter but are not internally designed to do so and if done too often will drastically shorten the life of the battery. When selecting a deep cycle battery it is

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important to have a bank that is capable of handling three to four times the required amp hours to achieve maximum life expectancy and not draw the batteries down too low. Within this range the batteries can work and charge optimally and battery life will be prolonged. Deep cycle batteries are available in different sizes with reserve power increasing with size. For marine use the most common, from small to large, are group 24; group 27; group 31; 4D and 8D. Not all batteries of the same size have the same capacity, so shop wisely. Another factor to consider when opting for starting and/or deep cycle wet cell or flooded batteries is the need for them to be adequately ventilated as they can produce harmful fumes.

On the high end of the AGM spectrum is the TPPL, or thin plate pure lead, battery. These are AGM batteries with plates made up of almost pure lead that is rolled rather than cast, creating a highly efficient conductor.

The dual-purpose battery is a third lead acid battery, a hybrid of the batteries mentioned above. As with any hybrid, it is a bit of a compromise in that it will not have the comparable starting capacity as that of a comparable sized starting battery, and will not have the amp hours or deep cycle capacity as a comparable dedicated deep cycle battery. It will give you the capability of using it as a starter and to also draw it down like a deep cycle without damage. These batteries are particularly suited for applications such as in small boats that only have space for a single battery, or with small craft that need a two-battery setup with interchangeable batteries. With only a slightly higher cost than that of a standard wet cell battery, these provide a good all-around option for the small craft operator.

Rapidly becoming popular amongst boaters are the AGM, or Absorbed Glass Matt, batteries. These sealed batteries (requiring no water or maintenance other than charging) are made up of positive and negative plates just like standard batteries but they also have fine layers of porous fibered glass sandwiched between them that are coated in acid electrolyte. This configuration allows for an extremely efficient creation and transmission of power. What all this means is these batteries are more efficient, handle shock and vibration better and (when cared for correctly) are longer lasting than their wet cell brethren. They are completely sealed with special valves that regulate the internal pressure and because they are more efficient internally they can have more cranking power and more reserve power than comparably sized flooded batteries. They also charge

faster than traditional deep cell batteries and drain less while sitting unused. These dual-purpose batteries are becoming the preferred battery of the discriminating boater despite their higher price tag and greater weight. Efficiency and longevity make them a good choice and increased value for most.

On the high end of the AGM spectrum is the TPPL, or Thin Plate Pure Lead, battery. These are AGM batteries with plates made up of almost pure lead that is rolled rather than cast, creating a highly efficient conductor. With this construction batteries can cycle longer, be drained more and have increased cycle life. These batteries are particularly good for long-range cruisers or battery users in remote locations. When configured properly they can charge quickly and provide increased power usage between charges. However, the cost of these batteries can be a drawback for boaters on a budget.

Gel cell batteries were the cream of the crop for many years, with the ability to be used in any position along with maintenance-free operation and very low idle power loss, but they have fallen in favor of the less expensive and highly capable AGM batteries. The high cost and need for chargers with specialized gel charging and regulating capability make them a choice for a limited few. Advantages of these batteries include manufacture to very high quality tolerances, suitable for mounting in areas subject to low expelled gases (all batteries expel some gases and should be ventilated), are submersible and can handle the highest amount of cycles of any of the above mentioned batteries.

The newest variety of battery on the market and also the most costly are Lithium Manganese batteries. These high end batteries are capable of double the cycles of even the best AGM batteries and can be drawn down an amazing 100% and be recharged, better than the best AGM batteries which can be discharged up to 80%, before being damaged. A relatively new technology, these batteries are just now starting to hit the market en masse. As manufacturing technology and efficiency improves and use of these batteries increases, the price will drop, but for now the cost is prohibitive for many boaters.

As with any marine equipment you generally get what you pay for. Understanding the differences and capabilities of different batteries, along with determining your needs and requirements, will ultimately get you the best battery within your budget. 

Glenn Hayes is a freelance photographer and writer living in West Central Florida. Specializing in marine and location photography his work covers commercial, editorial and fine art work. www.HayesStudios.com

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SSCA'S CRUISING STATION HOSTS MAKE EXPLORING THE CARIBBEAN EASIER

CRUISING BY CAROL M. BAREUTHER



PHOTO: ORIETTA L'ABBATE

Samuel Michael (red hat) is the SSCA Cruising Station Host in La Gonave, Haiti

First-time cruisers to the Caribbean, and old salts seeking out new island destinations to explore, will find they have friends in many places. This is especially true for members of the Seven Seas Cruising Association (SSCA), one of the world's oldest and largest cruiser organizations. One of the SSCA's many benefits is that of Cruising Station Hosts, who can help visiting cruisers in a number of ways.

"Cruising Station Hosts have been recommended by our members on passage, and now a true network of nearly 160 contacts exists for our members worldwide," explains Joan Conover, the SSCA's Cruising Station Coordinator, who is

based in Hampton, Virginia, and sails with her husband Greg aboard their Morgan 51, *Growthtiger*.

Haiti, the Dominican Republic, Puerto Rico, the British Virgin Islands, Dominica, Grenada and Trinidad are a few of the Caribbean islands that are served by SSCA Cruising Station Hosts.

There are two SSCA hosts in Haiti. One is Samuel Michael in La Gonave, who has helped sailors such as those aboard the yacht *Tranquility*. *Tranquility* suffered a huge rip to its mainsail and ran out of fuel in stormy weather. Michael provided diesel fuel, hand carried in small batches to the boat, and then he and

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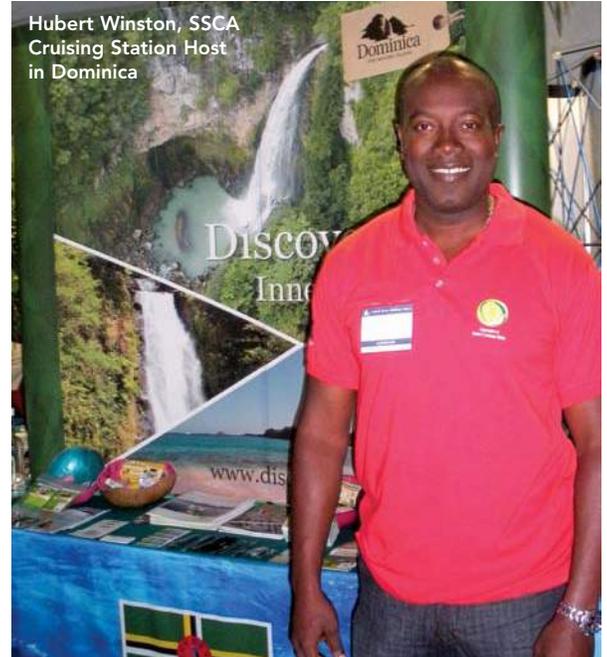
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Yolanda Renal is the SSCA Host at Marina Zar Par, in Boca Chica, Dominican Republic



Hubert Winston, SSCA Cruising Station Host in Dominica

the men of AAE (Association Amis des Enfants, an international educational organization in La Gonave), hand-stitched the ripped sail working in shifts over several days so that the boat and crew of eight could return safely to the U.S. mainland. The other host is Altema Jean Samuel, in Île-à-Vache.

"I like to help bring more cruisers to visit us here in Haiti," says Samuel. "I have taken cruisers on tours and to the mainland to arrange repairs and to go shopping. My host station is my little shore where I sell a bit of everything."

Yolanda Renal is the SSCA Host at Marina Zar Par, in Boca Chica, in the Dominican Republic.

"There are so many ways we have helped cruisers," says Renal, who admits she very much enjoys her work. "One cruiser left his boat title by accident at the Coast Guard station 60 miles to the west of our marina. We used our contacts with the Coast Guard in the capitol, Santo Domingo, to find his document and then have it sent by courier to our marina. Another fellow had an accident with another boat and heavily damaged his catamaran. We were able to contact his insurance company in Germany, coordinate with many Spanish-speaking tradespeople, who came to the marina, provided estimates and made the necessary repairs that allowed him to continue on his journey."

Olga Perez hosts the SSCA Cruising Station at Sunbay Marina in Fajardo, while Tom Cordero, who is developing Discovery Bay Resort & Marina on Puerto Rico's west coast, is the SSCA host in San Juan.

"Over the years we have assisted cruisers in areas like Customs and Immigration guidance; issues regarding the sending and receiving of mail and parts; medical, hospital and veterinary recommendations; hurricane season storage and anchorages and suggestions for travel issues like flights, car rentals and accommodations," says Cordero.

The BVI's Brian Duff's parents were members of the SSCA for as long as he can remember. Duff is the host in Tortola.

"The issues I have helped with have been advice on boat repairs, where to store boats and how to get mail easily," Duff says.

Hubert Winston, at the Dominica Marina Center in Roseau, Inga Luce in St. George's Grenada, and Jesse James, who operates his Members Only Maxi Taxi Service in Chaguaramas, Trinidad, are some of the other Caribbean-based SSCA hosts.

"I know that being a visitor in a foreign country how difficult it is when you don't know anyone and you need someone trusted to help you out," says James. "Being a SSCA Cruising Station Host is important because people put a lot of trust in me and I try my best to live up to that and give the best to everyone."

For more information on the SSCA, visit www.scca.org 

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

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CARIBBEAN RUM, RHUM, RÓN

CARIBBEAN LIFE STORY AND PHOTOS BY CAPTAIN TONY MIRÓ



Captain Tony and his wife Maria enjoy rum shots while at anchor in St. John, USVI

When our editor Gary asked me to write about rum, I happily agreed. How hard can it be, right? Well, when you have experienced, tried, enjoyed and sipped over 80 different rums, from all over the world, it gets quite difficult fast!

There are so many great rums that I am going to limit this article to rums from our region, rums I have already tasted, because it

would be quite an undertaking to taste and review *all* the rums produced in our beloved Caribbean. These are rums produced, consumed and savored by pirates, sailors and landlubbers from Cuba, in the north, all the way south to Trinidad and Tobago.

It doesn't matter if you call it Rum, Rhum or Rón you know what I'm talking about; that almost sacred liquid our ancestors have been distilling, smuggling and enjoying for well over 300-years.



We drink rum, or other spirits, for many reasons. We drink it to slake our thirst in the hot Caribbean sun or to celebrate a special occasion. Some drink to forget life's difficult moments—to forget someone, or ease the pain of a broken heart. Or we simply enjoy its flavor and want to relax to the point where everything is *irie*. Whatever the reason, there is at least one Caribbean rum for every occasion and then some!

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Rum collection aboard Nada Mas

When most people think about Caribbean rums, they think of Bacardi and Captain Morgan, but there is much more to rum than those two well-known and well-advertised brands. The colors, taste and aromas of Caribbean rums vary greatly from island to island, and even within an island by distillery to distillery depending on methods used, barrel type, and age.

Rums can be grouped in many ways: By country of origin, color; age and aroma, etc. I will group the Caribbean rums by color: clear; gold/amber and black/dark. And by flavor: spiced; traditional, and flavored.

Choosing rum is like choosing wine or beer. It is a very personal choice based on your taste, your experiences and the memories of that special place, time and company when you sipped it for the first time.

I have enjoyed rums for the last 30-years and try to keep our sailboat's bar stocked with several rums from different countries, and of various colors, ages and tastes to offer my guests. For some unknown reason my collection never gets too large. I wonder why? With that in mind here are my choices/recommendations:

CLEAR/CRYSTAL RUMS

Clear rums make the best mixers. They go well with every-

thing from coke; diet coke; sprite; ginger ale and ginger beer to fruit juices such as orange; passion fruit; cranberry; lime and grapefruit. They are an excellent choice for drinks where you don't desire a strong rum taste. In Puerto Rico we even mix it with coconut milk in our traditional holiday drink called 'Coquito'. A must-have in any liquor cabinet is Don Q Cristal from Puerto Rico.

My friend and fellow captain, Tito Barbosa, shared his 'Captain's Special' recipe with me at Cayo Icacos a few years ago and I will share it with you because it is awesome! In a tall glass with ice pour Don Q Cristal to taste, pour in your favorite sweetened iced tea and top it with a splash of 7Up, add a squeeze from a fresh orange slice, mix and enjoy.

GOLDEN/AMBER RUMS

These are really good for 'Cuba Libres' (Rum & Cokes), and 'Grog' (rum, lime juice, brown sugar, and hot water in a mug). One of my all-time favorites in this category is of course, Mount Gay Eclipse Rum from Barbados. It tastes awesome, mixes well and the company has done so much for the sport of sailing we should all support them by buying their rum!

Some other favorites from Barbados are R. L. Seale's - Finest Barbados Rum, and Doorly's XO, these two are keep-

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ers, and both are quite smooth and flavorful, yet affordable on a sailor's budget! Cuba's Rón Matusalen Clasico is another of my choices in this category. This is an affordable 10-year-old keeper. Of course, British Navy's Pusser's Rum is a must have in every sailor's bar for the famous 'Painkiller®' (Pusser's Rum, pineapple juice, cream of coconut and orange juice served on the rocks with fresh nutmeg on top). Two rums from the Dominican Republic made the recommended list: Rón Atlantico and Rón Barcelo Imperial.

Another must try is Saint James Rhum Agricole, from Martinique, this one is quite unique and flavorful, excellent for 'Ti Punch'... and one of my all-time favorites.

DARK/BLACK RUMS

These are the best rums for another of my favorite drinks, the 'Dark 'n' Stormy' (Ginger Beer, black rum and a wedge of lime). Although the traditional drink is made with Goslings Rum, from Bermuda, it can be made with Caribbean-made rums such as Myers, from Jamaica, or Cruzan Black Strap, made in St. Croix.

SPICED RUMS

In this category Brinley Gold Shipwreck Spiced Rum, from St Kitts, really stands out. Worth mentioning yet a lot stronger are Trinidad & Tobago's Kraken, and Jamaica's Captain Morgan Black (made in the USVIs). All these rums taste great on the rocks, with coke or ginger beer and lime.

I did not provide a 'best-of' list because in my opinion all rums mentioned above are worth trying and all offer their own unique characteristics and flavors.

Besides drinks, you can use rum in food recipes, ice cream, sauces and of course rum cake!

I don't drink often but when I do, I drink rum with diet coke and a twist of lime in a tall glass.

Remember to drink responsibly and don't drink and jibe ... Salud!

EDITOR'S NOTE: Tony says he wants to hear your recommendations and taste new rums. Email your comments to: gary@allatsea.net 

Captain Tony Miró is a life-long sailor, photographer and web developer.

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SUPERYACHT SOLUTION FOR THE BVI

STORY AND PHOTOS BY CAPTAIN WARREN EAST



Fifty years ago, when the British Virgin Islands popped up on the radar as a place to cruise, the idea of a “megayacht marina” was about as conceivable as wireless internet. Now it’s possible for a superyacht to turn up, park in one of several marinas, and benefit from all the services they require; including excellent cell and internet!

However...there is an inherent problem with these massive yachts.

Just where does one take a 150-foot plus boat so that her passengers can enjoy the warm, shallow, turquoise waters?

This is a problem the captain of a smaller yacht would never ponder over. The swinging room, shallow draft and maneuverability of smaller yachts allow them to tuck into tight corners, navigate reef areas and park, well, quite literally, on the beach.

The obvious advantages of being on a larger yacht are: more comfort at sea, they are usually faster, and they have better sea keeping abilities. Where a weekend trip to St. Barth from Virgin Gorda and back would not be possible on a 60-foot yacht, it would be relatively easy on a 150-foot plus sail or motor yacht.



The disadvantages are that they always seem to be either on the dock, or anchored about half a mile offshore in deep water. Surely if you are going to charter a yacht, you want to try and be close to the shallow waters where you can swim to the beach, snorkel, or just feel a little more like you are inside a protected anchorage. I know they have tenders to take you ashore, but it's not really the same. It's also not really the same having any number of crew watching you enjoy the water behind the boat, just in case you get washed away by the current.

So, do the pros, outweigh the cons? Is it better to consider a

smaller boat that can take you to the BVI's secret spots, or a larger boat, and be a little more out in the sticks? It all depends on your perception of course, but I consider the smaller yacht approach to be the most practical way to visit the BVI, unless you open the door to the idea of the "Super Cat."

After spending 18 years working on yachts primarily based out of the BVI, I was very accustomed to being able to go where I wanted. With not much more than six feet of draft, I could park so close to beaches in such shallow waters that my guests could actually walk ashore with their cameras in hand, from the back of the boat.



In 2013, however, I found myself cruising the BVI on a 100-foot Catamaran. With her 46-foot beam and a 7-foot draft, it was a little more challenging trying to get up close to the beaches or through the anchorages and mooring fields. It occurred to me that my experience over the previous years was the only thing that allowed me to do it confidently, and that for captains with little to no experience of the Virgin Islands, it would be a daunting task to be avoided in the name of safety. Of course, local knowledge is always nice to have but when not available, the cruising guides, charts, and a 1–3 day weather forecast are the key ingredients for a spot of exploring off the beaten track.

I guess what I'm getting at here is that the solution is the "super cat." I had no problem getting S/V Black Swan (See Pic) into the shallowest depths of Anegada, alongside the beach at Valley Trunk Bay, Savannah Bay, Cooper Island, Cane Garden Bay, inside the reef at White Bay in Jost Van Dyke, up very close to Sandy Cay and Green Cay, Smugglers Cove and Brewers Bay. I highly recommend every one of these locations to anyone visiting the BVI by yacht. All of these anchorages

are considered NO GO zones for most large yachts due to depths and possible wind shifts, but are amongst the territories finest. This once again demonstrates that the limitations binding large catamarans are far less than those of proportionally sized motor yachts and monohulls.

You don't have to compromise when cruising the BVI. You can still enjoy all aspects of a superyacht plus everything a smaller yacht can offer, without missing out on accessibility to the coolest and most intimate places in the territory. 

With many years experience in both catamaran sales and charters, Captain Warren is well positioned as an expert in the world of catamarans. He manages his company from a variety of locations, most recently from his latest project, M/S Turkish Delight. She is a beautiful 85-foot Turkish Gulet that he and his partner and Chef Elizabeth Lee, operate as a luxury charter yacht between Bodrum and Antalya in Southern Turkey and the Greek Islands. www.turkishcharters.com



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A LOAD OF RUBBISH

BY CAPTAIN JEFF WERNER



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A discarded plastic bag drifts over a coral reef.

Trash gyres. We have all seen photographs of these mid-ocean islands of plastic waste and other detritus that float on our planet's oceans. Although these ocean garbage patches were first discovered in 1997, they are the result of decades of treating our rivers and oceans as giant dustbins. The Great Pacific Garbage Patch was predicted in 1988, which is the same year that MARPOL Annex V came into force.

The International Convention for the Prevention of Pollution from Ships, better known as MARPOL (Marine Pollution), is the result of the efforts of the Marine Environment Protection Committee of the International Maritime Organization. Annex

V of this treaty specifically deals with garbage from ships. The original version of this annex banned the disposal of plastics anywhere at sea and limited the dumping of trash from vessels in coastal waters and other protected areas. It was a good start, but it didn't stem the tide of trash. More work was needed to address sea-based sources of marine debris, and in 2006, the United Nations General Assembly asked the IMO to take action.

The realization of this endeavor, called the "Revised MARPOL Annex V", went into effect January 1, 2013. If you missed that event, it was probably because it was inaugurated without much fanfare: a letter from the USCG Commandant and a

Marine Information Note from the MCA. These new rules contain stricter garbage disposal guidelines for all vessels on all oceans, gulfs, bays and seas.

As it happens, the two most popular cruising areas for both superyachts and live aboard sailboats are now recognized as special areas where "special mandatory methods for prevention of sea pollution by garbage is required." These two cruising grounds are the Mediterranean Sea and what is now designated as the Wider Caribbean Region. This new Caribbean zone includes the Gulf of Mexico, the Straits of Florida, the Atlantic Ocean south and east of St. Augustine, the Bahamas, Turks and Caicos and the entire Caribbean Sea.

Which types of garbage can be tossed overboard in our favorite areas to cruise? Not much. Plastics, synthetic rope, fishing gear, plastic garbage bags, cooking oil, paper, cardboard, rags, glass, metal bottles and crockery are all prohibited. Throwing food waste overboard is also prohibited unless it is ground down and can pass through a screen with openings no greater than 25 mm. Then this comminuted food waste may only be discharged a minimum of 12 nautical miles from the nearest land while the vessel is en route. Even though these ground food particles can legally be discharged relatively close to shore, the MEPC also suggests the discharge should occur as far from shore as possible, and be spread over as wide an area as possible in waters 50 meters or deeper.

Washing down the deck and topsides of your yacht? The cleaning agents you use can be rinsed into the sea as long as they are not harmful to the marine environment. "Harmful" is defined as any cleaning product that contains a chemical which is known to cause cancer, induce biological mutation, interfere with fertility or is classified as a marine pollutant. Unfortunately for the deck crew on yachts, there is no list of acceptable cleaning products by brand name. It is advisable to work closely with a reputable ship chandler to ferret out the cleaning agents that meet these stringent requirements.

What is the goal of the Revised MARPOL Annex V when it comes to your yacht? Very simply to reduce, recycle, compact, store and bring garbage ashore to "port reception facilities." Minimize your yacht's waste stream by not taking materials onboard that will later become garbage. For example, remove excess packaging from provisions and products used on board before you leave the dock and dispose of them ashore. Set up a recycling program aboard your yacht with proper sorting receptacles. Use trash compactors, when possible, and make sure there is ample stowage space for garbage onboard.

Adequate port garbage facilities will be a challenge for many

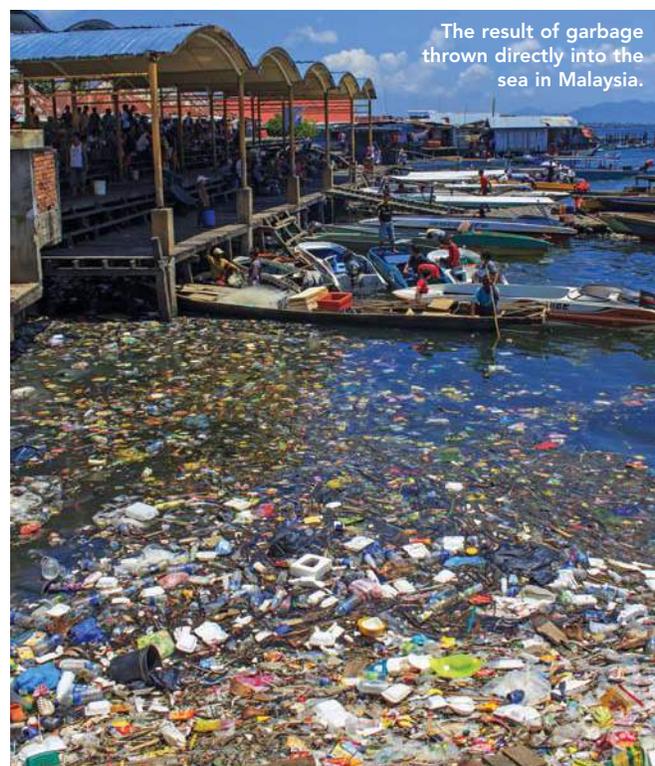
small Caribbean islands. Their governments will have to develop modern methods for processing, recycling, treating and disposing the garbage brought ashore from yachts and other ships.

Most importantly, to implement these new guidelines, the IMO recognizes the value of training, education and information. Specifically needed are training and education developed for seafarers, and information produced for recreational sailors, fisherman, coastal communities, yacht builders, garbage management industries, marinas and port operators.

The MEPC guidelines for implementing Annex V state, "Governments are encouraged to amend their maritime certification examinations and requirements, as appropriate, to include a knowledge of duties imposed by national and international law regarding the control of pollution of the sea by garbage."

We are on the front lines. All of us in the yachting industry must do our parts to keep our seas clean for future generations, so they too may enjoy the recreational and employment benefits of our oceans. 

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



ZOMBIE YACHT CREW EAT FLIBS

PHOTOS BY CHRIS KENNAN

The 7th Annual Yacht Chandlers Customer Appreciation Party is now firmly established as THE event to kick off FLIBS.

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Just Enough's
Todd



Four Wishes' Emma
and Hannah



Dane, Samara and Charlie from Mag 3



Clare, Paul and Chantelle



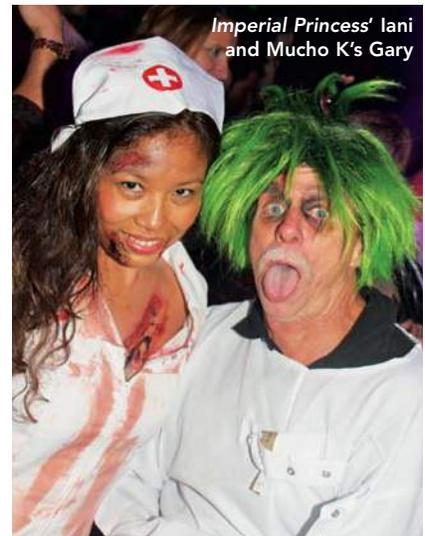
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Kathleen, Ellis
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Brian & Roger

KEEP YOUR DAY JOB

ADVICE BY ANITA VALIUM



Ask Anita!
Please email
editor@allatsea.net
with any thoughts
or questions.

Dear Anita,
After a recent holiday where we learned how to drive 18-foot sailboats, my husband and I have decided to start a new career together in the yachting industry. He is 35 and I am 34, and we have worked as accountants our whole lives. We will be seeking a team position only, as we can't bear to be apart. We have both travelled so we're more than suited to work on yachts. We don't have any yachting experience, but it looks like fun! I haven't worked in hospitality either, what do you think our chances are?

Sue & Bob

Slimmer than slim. Anorexic. Stay in your office jobs and book yourselves a ticket back to reality.

Seriously. For one, you'd be competing with fresh faced youngsters fresh off their zero to hero deck/stewy courses with more enthusiasm and energy than a herd of Duracell bunnies armed with cans of redbull. Secondly you have no experience at all whatsoever that's even slightly relevant. Thirdly you will be hard pressed to find a captain naïve enough to hire two newbies who'll probably get seasick on the dock, and fourthly, if the chief stew and/or mate

are younger than you, they won't hire you. End of story. Next question.

Dear Anita

I like your hard-ass approach. I am concerned my crew agent isn't doing the best she can for me so I want to register with you. She's a nice person but after the interview she contacted me through Facebook and was a bit over friendly. I'm a captain of a 35m and although I'm always up for a laugh, I have to maintain my professionalism and keep things on that level. What would you suggest?

Bin the bitch and register with me. If there's one thing I can't stand it's a lack of professionalism. We run a crew agency, not a dating agency. You're not going to find a job with some sappy old tart making doe eyes at you and, no offense, but maybe you're not the first guy she's been gooey over. Does she have a reputation? Maybe she does but not the kind of reputation I'm talking about...If she's got hundreds of "friends" on Facebook my guess is she mixes business with pleasure. So anyway, cupcake, call my office; we'll do lunch. A business lunch. I don't date the bait.



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CRUISING AS A WAY OF LIFE

A SURVEY BY THE EDITOR



Chuck and Barbara Shipley's 48ft Kadey-Krogen North Sea *Tusen Takk II* photographed in La Tortuga, Venezuela

We asked a number of full-time cruisers to take our survey and tell us why they cruise; their likes and dislikes, and the secrets of maintaining a healthy relationship on a small boat.

Barbara Hart and husband EW have lived aboard their 47ft Cheoy Lee Cutter *La Luna* since 2002. They cruised extensively in the Caribbean before sailing east to the Azores.

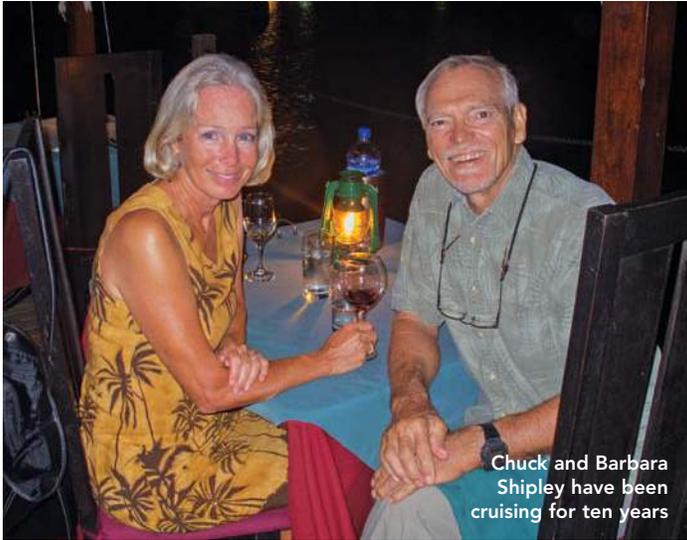
Barbara says she first agreed to cruise when she said "yes" to EW's marriage proposal 30 years ago. She says the ability to laugh at yourself is important if an onboard relationship is to work, and that the best line to end an argument, is: "I wish you

wouldn't be so insistent when I know I'm right." She adds, "It's hard to sustain an argument when you are both laughing."

Partners Helen Mussell and Stuart Proudfoot cruise on a Jeanneau Sun Magic 44. Stuart's favorite cruising grounds are Chagos, Madagascar and Mozambique. For Helen, it's the Tobago Cays and Anguilla's Prickly Pear Cay.

"Making a relationship work on a boat means getting over an argument quickly and supporting one another when things don't go to plan," says Helen.

Liesbet Collaert and husband Mark bought their 35ft



Chuck and Barbara Shipley have been cruising for ten years



Barbara and EW



Barbara Hart and EW's 47ft cruising home *La Luna*

Fontaine Pajot Tobago catamaran *Irie* (ex *Big Trouble*) in 2007 and have cruised ever since. Having sailed the Caribbean, they are now in French Polynesia.

Liesbet says they love the cruising lifestyle and being one with nature. "It gives us a chance to see the world from a different perspective." Their magical moments include "swimming with manta rays, sailing with dolphins, observing sea lions and other wildlife in the Galapagos, every beautiful sunset and starry night, and being alone in a sublime anchorage."

What Liesbet doesn't like about cruising is being dependent on the weather.

Rosie Burr and husband Sim Hogarth recently changed boats and now cruise aboard their 44ft steel ketch *Wandering Star*. Rosie agrees with Liesbet about the joys of living closer to nature. Cruising for ten years, Rosie says she values being with her husband all the time, meeting new people and exploring new places.

She lists the electric anchor windless as vital. "I was anchor wench for nine years with a manual windlass – I now have an electric one and there is no going back."

Barbara Hart chose the autopilot as her essential piece of cruising equipment, while for Stuart Proudfoot and Helen



Liesbet and Mark and special guest aboard their 35ft Fountaine Pajot Tobago *Irie* anchored in the Galapagos



Sim Hogarth and Rosie Burr



Wandering Star

Mussell it's the water maker, wind generator and solar panels. "Deep freeze has changed our lives," says Helen.

While I was researching this article, author, journalist and serial circumnavigator Cap'n Fatty Goodlander sent me enough information to fill a book. Fatty credits his 52-years as a full-time cruiser to his strong relationship with wife Carolyn. "Always being there for each other is vital," he said.

All our cruising couples said they share the decision making. Fatty says this is what works for him: "We yell at each other until one of us bursts into tears—and then hug our problems out. This is messy and stupid and disgustingly crude ... but it's how we do it. Besides Carolyn, Fatty lists his monitor wind vane, AIS and twin running poles as equipment he wouldn't cruise without.

Devi and Hunter Sharp cruised for eight years before moving ashore. Like most women cruisers, Devi was practical when naming a vital piece of equipment. "A good anchor with 200 feet of chain rode and an additional 100 feet of rope rode."

When asked to name their greatest fear, Devi was the only cruiser to mention pirates and the risk of being boarded by people "who value stuff more than a life."

Barbara Hart said, "We don't dwell on it, but both of us fear sinking at sea with no hope to save her,"

Fatty's fear was "that I will hop overboard on a perfectly perfect day—because it is just that."

Sim Hogarth fears going aloft, while Rosie fears "waking

up tomorrow and it's all over (and lightening storms)."

Chuck and Barbara Shipley are cruising on the only motor yacht in our survey; they have been wandering the Caribbean aboard *Tusen Takk II*, a 48ft Kadey-Krogen North Sea, since 2007, and have no plans to move ashore.

Chuck claims his biggest fear is that one day he'll find himself confined to bed in an old folks' home and be unable to get up and change the radio station which is playing RAP on Golden Oldies. Barbara's fear is "that a health problem will require us to give up this life."

Chuck delights in having stabilizers for long passages and radar for night passages.

Fuel is a factor on a motor yacht. "The price of fuel has increased a lot in the last nine years," notes Barbara. "But since we have large tanks and only purchase fuel once or twice a year, we have been able to find economical fuel."

Barbara's favorite island is Grenada.

Cruising for only three years, Austrians Birgit Hackl and Christian

Feldbauer of *Pitufa*, a Sparkman and Stephens 41, are the newbies in our survey. "So far," says Birgit, "the cost of cruising is not prohibitive as long as we try to live economically." She says boat maintenance and repairs put a hole in their budget and they try to do as much as possible themselves. She claims her biggest fear is being taken seriously ill or injured in a remote place.

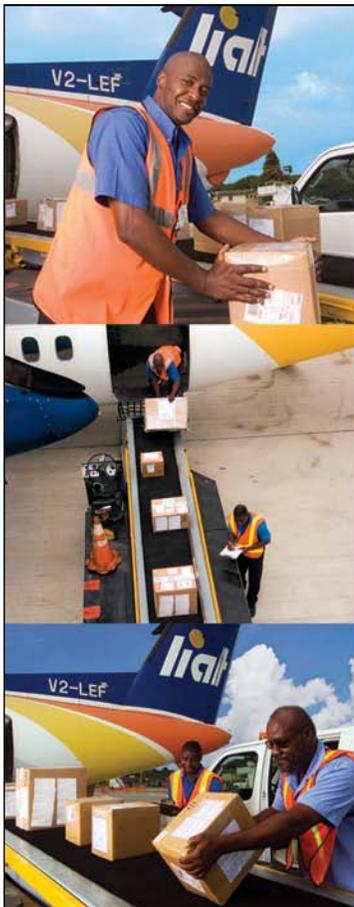
Like other cruisers, Birgit values their water-maker because "it gives us the freedom to stay wherever we want for as long as we want without worrying about water."

The downside, says Birgit, is dealing with stubborn bureaucrats and office workers who don't understand that cruisers don't have an address, phone number or constant access to internet.

All those in our survey named their boat as their only home.

"Absolutely. Always. Forever!" said Capt'n Fatty Goodlander. ☺

Gary E. Brown is the Editorial Director of All At Sea. He is and the author of the thriller/sailing adventure Caribbean High. For more information visit: garyebrown.net



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BAHAMAS BOUND: CROSSING THE TROPIC OF CANCER

STORY AND PHOTOS BY ROSIE BURR



Our fleet of three finds safe anchorage as squally weather passes

The Tropic of Cancer is as far north as the sun travels above the equator during the summer months; it's where the subtropics start before becoming more temperate further north. For several years we had talked about leaving the Eastern Caribbean and travelling north, thinking we would like to cross that line. But the pull of the Caribbean with its reliable sailing and good anchorages was too strong. We love the Caribbean immensely – its cruising grounds are as close to a home as our native lands or at least as close as it gets when you live on the sea; we love dancing to the beat of the tried and tested trade winds. We decided, however, that this year was going to be different.

The best time to take this trip is towards the end of the Caribbean sailing season when winds are lighter with a more southerly component.

There are several different options for routes to the Bahamas and North America. The offshore route could take you from the Leewards to north of Cape Hatteras, perhaps with a stop in Bermuda. The best time to take this trip is towards the end of the Caribbean sailing season when

winds are lighter with a more southerly component. This also avoids the fronts that come off the east coast earlier in the year bringing NW winds.

If aiming for the Bahamas, a nonstop route can be taken from the Virgin Islands or Puerto Rico northwest, along the Turks and Caicos and the Bahamas islands, keeping clear of the Navidad, Silver and Mouchior Banks. Or, on leaving the Virgin Islands, take a more coastal route along either the north or south coast of Puerto Rico, the north coast of the Dominican Republic, crossing from there to the Turks and Caicos and finally into the southern Bahamas. This route can be taken at any time outside of hurricane season. Regardless of which route you choose; the earlier in the sailing season you leave, the stronger the trade winds and the greater the chance of running into cold fronts coming off the coast of North America. The later in the season, the more likely you are to incur more settled weather with a southerly component or periods of calms. The favourable northwest setting Antilles current will help you along the way.

We chose to leave later in the sailing season to avoid the adverse winds the cold fronts could bring. In the British and U.S. Virgin Islands, we revelled in the easy sailing and spectacular anchorages, we hung out in the untouched islands of the Spanish Virgins and lingered a little too long in Puerto Rico, savouring the Hispanic flare. Even as we left Salinas, halfway along Puerto Rico's southern coast, we could feel the pull of the tropics like a sea anchor as we moved west, the wind pushing us one way, the magnetism of the East Caribbean trying to slow us down.

As we gained momentum we gained boats, one then another joined our fleet – all with the purpose to head north. The laws of attraction were in force. We sailed as one (as much as three very different sailing boats can) out of Boquerón across the notorious Mona Passage and over 400 nautical miles, the Caribbean pull getting less and less. We saw no sign of the infamous thunderstorms that roll off the Puerto Rican coast and sailed comfortably wing-and-wing with a fair breeze from astern; the steady northwest current gently pushing us along.

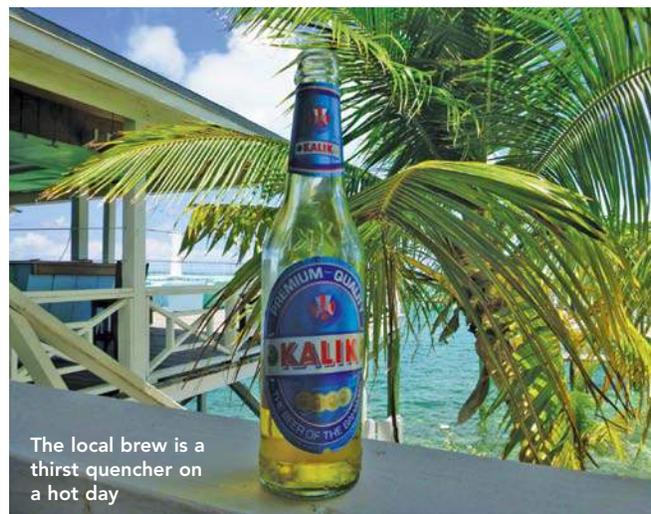
We reached Mayaguana in the southern Bahamas. The Explorer Chartbooks for these islands are a must have when navigating anywhere in these shallow and coral strewn waters. It's true what they say, the Bahamas are expensive. Clearance for a boat under 35ft is US\$150, for 35ft+ it's US\$300. You will want to get your money's worth. Provision well as food and fresh groceries can be hard to find except in major settlements and costly when you do find them. Rum is one exception to the rule and can be found for under \$10/litre. The local Kalik beer is a good



Sailing with the jib poled out in the notorious Mona Passage



Tearing ourselves away from the East Caribbean has been tough but the downwind sailing to the Bahamas has been a joy



The local brew is a thirst quencher on a hot day

At anchor at the north end of Long Island having crossed the Tropic of Cancer



thirst quencher on a hot day. Fuel and water are expensive, although in some places, like George Town, water is offered free by Exuma markets. Internet can be accessed onboard with a Batelco data SIM card with coverage in most of the islands. This is the epitome of self-sufficient cruising and can be as costly or as inexpensive as your lifestyle dictates.

Spurred on by the impetus of our forward motion, we continued travelling northwards. As can be expected at this time of year when the winds are light, we had to wait for favourable weather, hanging out in otherwise deserted and spectacular anchorages, often the only boat. We were totally blown away by the amazing hues around us where land takes an unprecedented back seat and sea and sky are everything.

Two thirds of the way up Long Island in the central Bahamas we finally crossed that imaginary line at (this year approximately) 23°26'16"N, breaking free from our Caribbean constraint, our verdant hilly islands a distant memory. Daylight hours are

We had to wait for favorable weather, hanging out in otherwise deserted and spectacular anchorages, often the only boat.

longer. Happy Hour has been moved back. It does not get dark until after 8pm. The constant trade winds are gone and we listen in earnest to the weather forecasts each day making sure we find a safe anchorage that night.

We are dancing to a different beat now.



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



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NAUTICAL HOLIDAY HAPPENINGS!

BY CAROL M. BAREUTHER



Saint Kitts and Nevis
Christmas Carnival

The spirit of the Christmas season is something special throughout the Caribbean. What's more, many island festivities – parades, parties and parang (music), for example – are either nautical in nature and close enough that you can reach them or participate by dinghy. Here's a sampling of holiday happenings this season:

CHRISTMAS BOAT PARADES & PARTIES

Power boats at Club Nautico de San Juan, in **Puerto Rico**, are dressed to impress with bright lights and costumed carolers for the annual Christmas Boat Parade. Set for December 13,

starting at 5:30pm, the 25-plus boat fleet winds its way around San Juan Bay, where the best viewing from land is from Pier 6 at Bahia Urbana in Old San Juan.

The Christmas Boat Parade in Christiansted Harbor, **St. Croix, USVI**, also launches on December 13, but at 6pm. Shops and restaurants stay open longer, there are local vendors and live music along the Boardwalk and the evening is capped by a 9pm fireworks display.

The Lighted Boat Parade on **St. Thomas, USVI**, takes place



New Year's Eve fireballs
in Trellis Bay, BVI

PHOTO: MICK KOLLINS VIRGINISLANDSDESIGNGROUP.COM



Carriacou Christmas
Parang Festival



Bequia's famous New Year's Eve fireworks

PHOTO COURTESY BEQUIA NEW YEARS EVE CELEBRATION COMMITTEE

on December 19 at 6pm. Visitors are invited to decorate their yachts and join in the procession across Charlotte Amalie Harbor.

The Bitter End Yacht Club (BEYC), in North Sound, **Virgin Gorda, BVI**, celebrates its 14th Holiday Lighted Boat Parade on December 24. Festivities get underway at 5:45pm at the head of the Bitter End channel and right behind the resort's 40ft pontoon boat, *Ponce de Leon*, which leads the way. Sail, power, crewed charter and private boats are welcome to join in and vie for 'best decorated' prizes.

Set sail in the 3rd Christmas Boat Parade at the Marina Casa de Campo, in the **Dominican Republic**, on December 26, starting at 5pm. There are big money prizes for best decorated (US \$1,000) and most creative (US \$500) yachts. Entertainment features a children's choir singing carols in Plaza del Faro.

As for parties, toast the holiday with a glass of bubbly at the Dockyard Christmas Champagne Party, on December 25th, from Noon to 8 pm, in Nelson's Dockyard, **English Harbour**, Antigua. Live entertainment makes it an extra merry day.



NEW YEAR'S EVE & NEW YEAR'S DAY FESTIVITIES

Regattas, fireworks and potluck galas close out the old and ring in the New Year. **Curacao** will celebrate its 'Eindejaars' (end of year) race on December 28 from 10am to 5pm out of Spanish Water. Not only is the highly anticipated overall winning boat of the year announced at the prize-giving, but the island's Sea Scouts make and serve over 300 'oliebollen' or traditional New Year's Eve Dutch-style doughnuts.

The **Antigua** Yacht Club hosts its annual Nelson's Pursuit race on December 31. The regatta, which commemorates Lord Horatio Nelson's chasing of the French fleet across the Atlantic in 1805, sees the slowest boat on handicap fly the French

tricolor, while the rest of the fleet starts around 10am to chase her down. Shirley Heights is a great place to watch the race.

There is a trio of parties to ring in the New Year in the **BVI**. The most famous is at Foxy's Tamarind Bar in Jost Van Dyke. Come dressed to party – glitter, feathers, sparkles, spangles, bikinis - whatever! There's a VIP six-course dinner with champagne upstairs and a Caribbean-style beach BBQ downstairs, with fireworks for all at Midnight.

Trellis Bay, Beef Island, starts hopping the afternoon of December 31, with arts, crafts, live music and food, culminating with the lighting of fire balls and fire sculptures as well as a fireworks display.

The Bitter End Yacht Club hosts a family-friendly New Year's Eve party.

The skies over Nelsons Dockyard in **Antigua** light up at midnight with fireworks launched from Fort Barkley. Before this, an island-elegant Old Year's Night Dinner and Dance starts at 7pm.

The fireworks display put on by the **Bequia** New Year's Eve Celebration Committee can be seen all over the Admiralty Bay waterfront and from the vast majority of waterfront bars and restaurants.

Cruisers can welcome the New Year by taking part in the Seven Seas Cruising Association's New Year's GAM at the **Trinidad & Tobago** Sailing Association facilities in Trinidad. This consists of a potluck lunch starting at Noon, complete with story swapping and door prizes.

Join one of the biggest raft-ups of the year in **Curacao** for Fuik Day, in Fuik Bay, set for January 4. It's a hugely fun day of boats (picture anything that floats), booze and booming music.

CULTURAL CELEBRATIONS & CARNIVALS

Join the finishers from the Atlantic Rally for Cruisers (ARC) and make merry with a Kweyol (creole-style) breakfast at the Bread Basket in IGY's Rodney Bay, **St. Lucia** on December 13. Then, celebrate the island's national day with the Fete Kweyol & Lighting Festival, which takes place between the Bay Walk Mall and JQ Rodney Bay Mall. Visiting cruisers are welcome to participate in the ARC-associated farmer's markets, cooking demos, drumming lessons and live music that happened at the Rodney Bay Marina between December 6 and 20.

Finally, **St. Vincent & The Grenadines** Nine Mornings Festival (a countdown to Christmas with music and singing), the **Carriacou** Parang Festival (local bands parade and compete December 19 to 21 in Hillsborough), and Christmas Carnival fetes on **St. Kitts & Nevis** and **St. Croix, USVI**, all provide enough activities for a holiday season to remember. ☺

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



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PIZZA PI VI OFFERS NEW TWIST ON PIE TO GO

UNITED STATES VIRGIN ISLANDS BY CAROL M. BAREUTHER



Tara at the serving hatch of *Pizza Pi VI*

There's nothing like the brisk sea air to work up a powerful appetite. Now, if you're cruising the waters off St. Thomas, U.S. Virgin Islands, there's no need to go ashore for something scrumptious to eat. Instead, plot a course to *Pizza Pi VI*, a 37ft 1996-build G.L. Watson-designed North Sea motor-sailer turned floating pizzeria, most often located in Christmas Cove, off Great St. James Island.

The brains behind this ocean-going version of a food truck are Alexander and Tara Bouis. Alexander, a New York City native with a degree from MIT in mechanical engineering, and Tara, a special education teacher from the land-locked state of Indiana, met in 2006 when they worked together at the SeaTrek BVI summer camp. The two spent the next eight years working together on crewed charter cats in the BVI

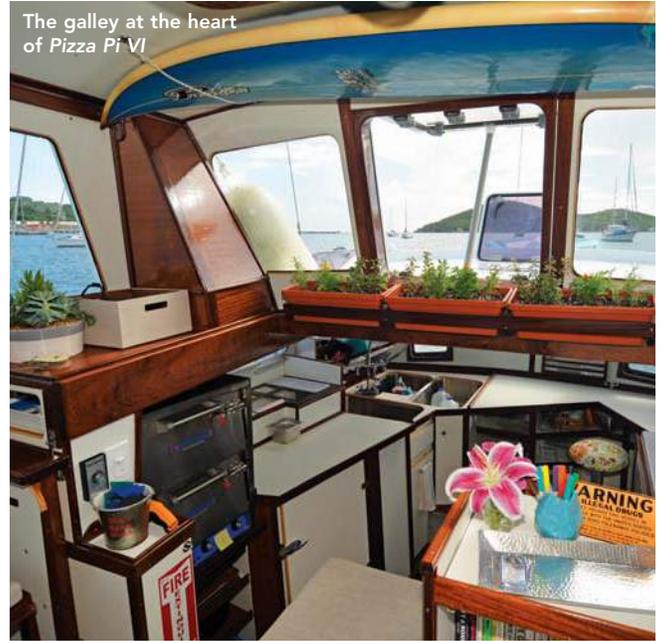


Alexander and Tara –
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The galley at the heart of Pizza Pi VI

The Bouis' worked both on the hard and while afloat to rebuild the vessel's entire interior. Inside, they constructed a commercial galley extraordinaire in what was once the aft cabin.

with Alexander as captain and Tara as chef. Along the way, not only did Tara become two-time winner in the BVI Charter Yacht Show Culinary Contest, but the couple discovered they wanted to continue cruising yet make their business mark in a wholly unique way. That is, create a destination where the theme is: Sail Fast, Eat Local.

The Bouis' cast about for the most important ingredient in their plan: a boat with the potential for a restaurant size galley. They discovered the formerly named *Pagan* at Nanny Cay Marina and bought her in July 2012. The vessel had sat on the hard in Antigua for eight years and was nearly gutted of its wood interior by termites. Yet, the aluminum hull remained sturdy and strong offering the perfect platform for a pizzeria afloat.

"We saw the boat as an amazing blank canvas," says Alexander. "Something that had a good foundation, not too big and customizable."

The Bouis' worked both on the hard and while afloat to rebuild the vessel's entire interior. Inside, they constructed a commercial galley extraordinaire in what was once the aft cabin. Here, ready for Tara to make mouth-watering pizzas is a sliding shelf that stores a 260-pound heavy duty mixer,

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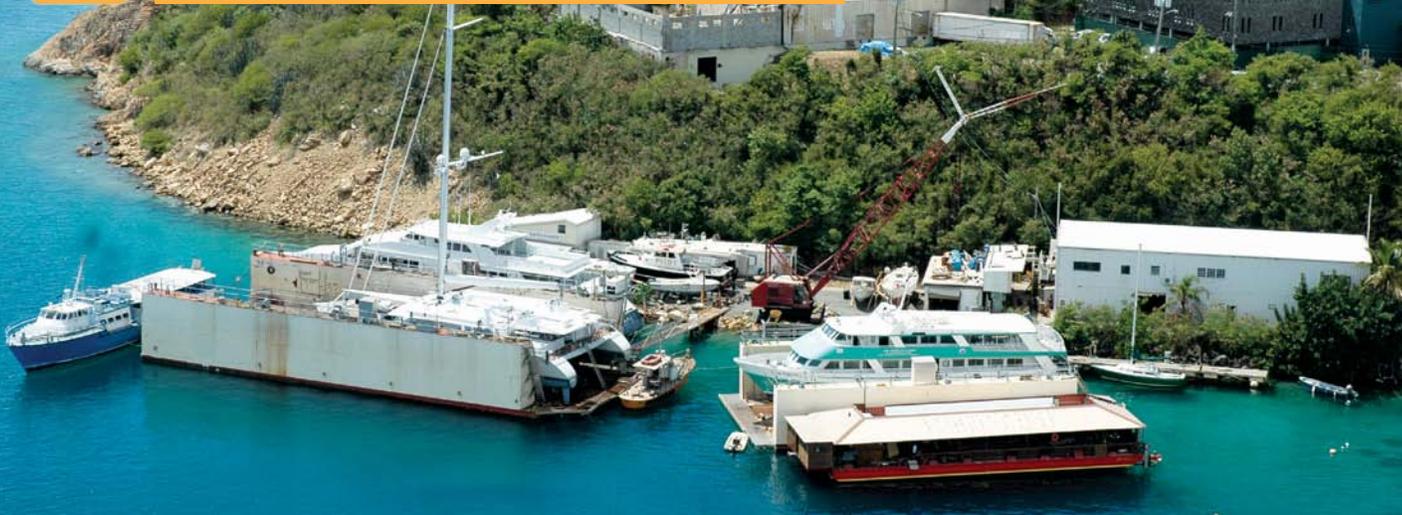
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a Baker's Pride brick-lined oven complete with a marble stone inside to assure a crisp crust that is big enough to make four raw-dough made-from-scratch pizzas every fifteen minutes, and a spacious refrigerated prep station for all the tasty toppings. Outside, the most remarkable structural change is a large hatch with a welded lip set into the transom for counter service pizza pick-up. No one can miss it. The boat's name, *Pi*, in the shape of the Greek symbol π , is lit up with LED lights at night. This moniker takes its name from a cross between pizza in New York known as 'pizza pie' and Alexander's love of math.

Why pizza?

"It's a universally-loved food," Tara explains. "It's easy to make, but hard to make well."

There will be daily specials that make use of seasonal produce such as fresh herbs, locally-grown tomatoes and ripe tropical fruits.

To create a really good-tasting product, the Bouis undertook an intensive four day instructional course at Goodfella's Pizza School in Staten Island, New York. Plus, they sampled their way through ten of the best pizzerias in New York City picking up tips, tricks, techniques and trendy ideas for toppings along the way. Tara plans to offer a core menu of half a dozen pizzas, including Alexander's favorite 'Plain Jane + Pepperoni' as well as her preferred called 'Sweet Home Indiana' (sausage, corn, white sauce and arugula). There will also be daily specials that make use of seasonal produce such as fresh herbs, locally-grown tomatoes and ripe tropical fruits.

"Our goal is to anchor in Christmas Cove five days out of seven," says Alexander. "This location creates a great destination for day boaters passing through to St. John and the BVI as well as charter yachts on their first night out from Charlotte Amalie to stop for a quick lunch or dinner. We also plan to be available for parties and special events."

Cruisers can check for daily specials via Facebook, Twitter and Instagram, then call in their order via VHF Channel 16 or cellphone at (340) 643 GoPi (4674). 

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



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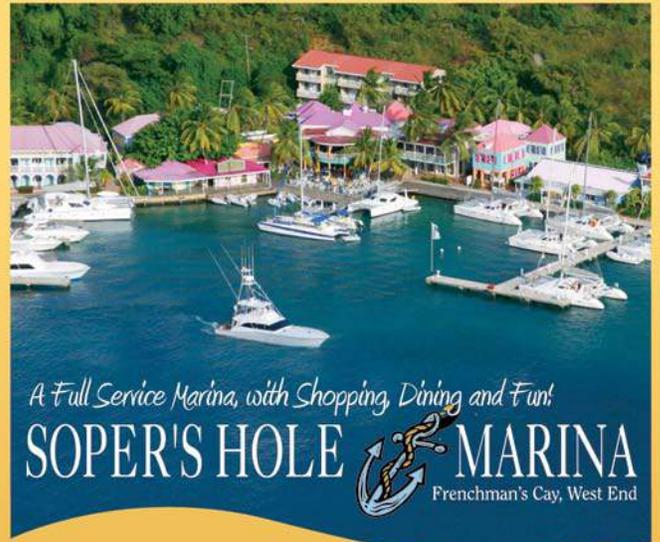


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DESTINATION: SAIL THE U.S. VIRGIN ISLANDS

BY CAROL M. BAREUTHER

A study in blue - Buck Island anchorage, St Croix



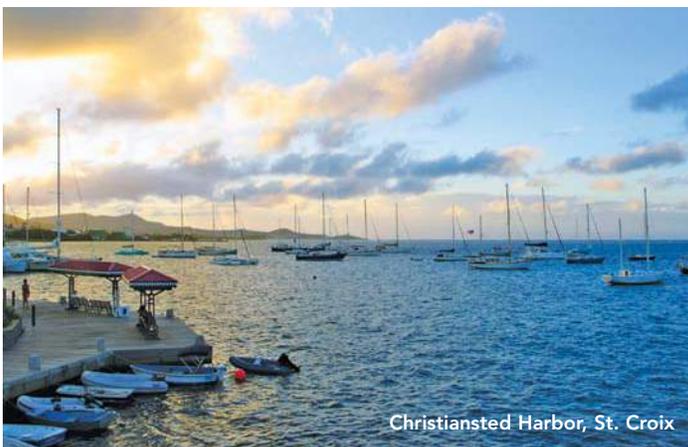
PHOTO: SHANE C MCCLELLAN WWW.SVGUIDINGLIGHT.COM

Some may think of the U.S. Virgin Islands (USVI) as the entry point for cruising to the British Virgin Islands or Spanish Virgin Islands. Yet St. Thomas, as well as its sibling islands of St. John and St. Croix, were some of the first destinations in the Caribbean where chartering got its start back in the 1950s. Today, there's everything from bareboat and crewed charter yachts available, quiet anchorages and a soup-to-nuts of amenities to enjoy a week or more of sailing only in U.S. waters.

"The allure of the USVI was that as newbies to the area we were able to plan our own trip knowing that there were plenty of locations and events to choose from," explains Michelle Kruger who, with her partner Robert Charboneau and their five teen and twenty-something-year-old kids, bareboat chartered in the territory in August.

The Kruger-Charboneau family chartered a 44ft catamaran from CYOA, located at the Frenchtown Marina, a mile west of Char-

The Kruger-Charboneau families from California chartered from CYOA in Frenchtown, St. Thomas and enjoyed a week sailing around St. Thomas & St. John. The families are pictured at the Frenchtown Marina on their charter cat



Christiansted Harbor, St. Croix

PHOTO: ELLEN SANPERE

Jumping off in the USVI



SHANE C MCCLELLAN WWW.SVGUIDINGLIGHT.COM

lotte Amalie, in St. Thomas. CYOA's fleet includes 36 to 50ft catamarans, similar length monohulls and a 39ft poweryacht. Island Yacht Charters, in Red Hook, St. Thomas, offers 32 to 50ft Island Packet monohulls for bareboat charter. There are also a number of crewed yachts that base out of St. Thomas, St. John and St. Croix that are members of the Virgin Islands Charter Yacht League (VICL), headquartered at Yacht Haven Grande, in St. Thomas.

"All of our yachts very much enjoy staying in the USVI for a



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Rainbows over St. John

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A typical St. Thomas-St. John itinerary might begin at honeymoon Bay on Water Island, the site where a romantic sunset scene was filmed between Brad Pitt and Cate Blanchett.

week's charter as well as cruising to other locations," says Brianne Beatty, VICL executive director. "After all, the majority of us have made the USVI our permanent home."

A typical St. Thomas-St. John itinerary might begin at Honeymoon Bay on Water Island, the site where a romantic sunset scene was filmed between Brad Pitt and Cate Blanchett for the movie, *The Curious Case of Benjamin Button*. Weather permitting, a the yacht could either go west around the north shore of St. Thomas towards Magens Bay or head east along the south side of the island by way of Buck Island. Buck Island is popular with day sail cruises for its chance to swim with the sea turtles and snorkel in shipwreck cove. An hour's sail to the east leads to a beautiful anchorage at Christmas Cove, on Great St. James Island. From here, there's a great opportunity to snorkel and explore Lovango and Congo Cays, in Pillsbury Sound, before heading a short distance by line-of-sight to St. John.

"We enjoyed many anchorages in St. John: Caneel bay, Waterlemon Cay, and best of all, Hawksnest. At Trunk Bay, we were able to drop anchor, see the local wildlife and have a short trip to the underwater trail," Kruger shares.

St. Croix, located 40 miles south of St. Thomas, is a wonderful cruising destination that's off-the-beaten track. Ellen Sanpere,

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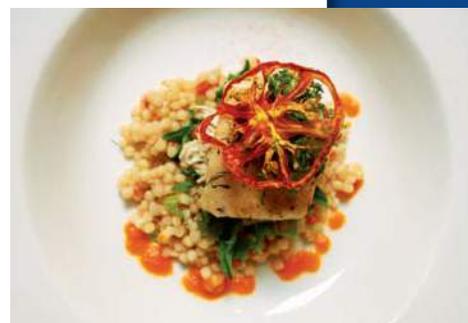
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The view from American Hill towards Francis Bay, St. John

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From here, there's a great opportunity to snorkel and explore Lovango and Congo Cays, in Pillsbury Sound, before heading a short distance by line-of-sight to St. John.

who with husband Tony, has cruised St. Croix for many years on a variety of boats and now calls the island home.

"I love St. Croix because it's remote but civilized. It's perfect for those of us with ties to the US because it is US legally, if not culturally. We have few cruise ships and no visiting day boats, not even a ferry, yet there are plenty of fun things to do and interesting places to visit," says Sanpere.

Some of Sanpere's favorite sailing destinations include Christiansted, where shops, art galleries and restaurants line the Boardwalk, Company, Queen and King Streets; the Buck Island Reef National Monument, five miles east of Christiansted and home of an underwater snorkel trail where there are dolphins, spotted eagle rays and sea turtles; and Teague Bay, across the Buck Island Channel and home of the St. Croix Yacht Club.

For those who would like to charter or cruise the USVI, Kruger recommends, "Sit down ahead of time, make a list of all of the options and have fun creating a sail plan. We found that the USVI was the simplest choice as a 'do it yourself' destination to charter from the planning to the execution."

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

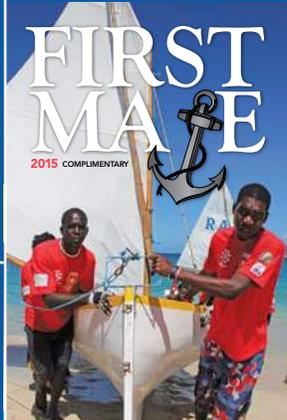
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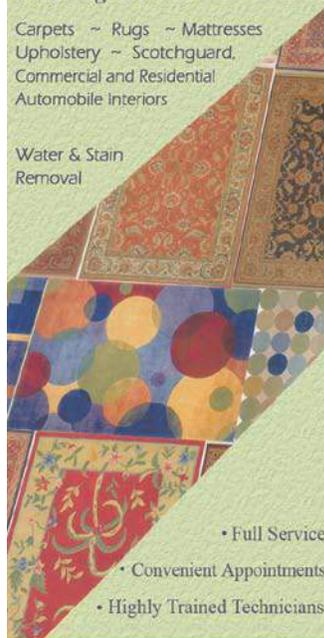
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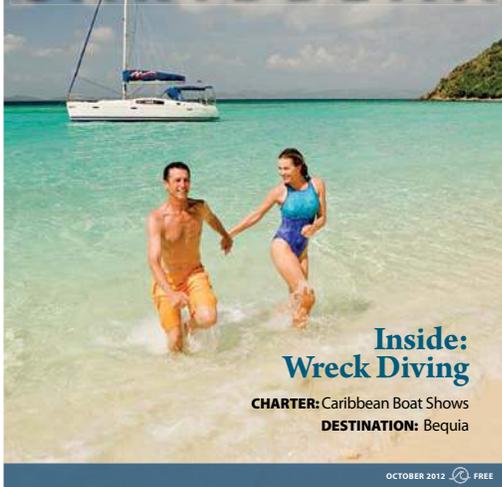
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TO RACE OR TO PARTY?

BRITISH VIRGIN ISLANDS STORY AND PHOTOS BY TODD VANSICKLE



Sailors party during a raft-up at Leverick Bay

Over the 33 years the The Moorings has hosted the Interline Regatta, it has continued to live up to its reputation of good sailing and great parties. From October 14th – 23rd, airline professionals from around the world competed in the weeklong regatta throughout the BVI. Each team had at least one airline employee on board.

Thirty-six boats competed in the Interline Regatta, but were supported by scores of other boats who were along just for the fun.

"We have the schedule published online, so they know where to meet us every night for the party," Regatta organizer Ian Pedersen said. "The BVI knows how to throw a party."

Allan and Liz Edwards, of San Diego, have airline friends who were competing in the regatta. They were on a three-week charter to the BVI.

"We try to come every other year to party with our friends," Mr. Edwards said. "We participate in the parties not the racing."

Pedersen, assistant marketing manager for The Moorings, said the racing was held early in the morning when the winds were steady. Some of the racing included windward/leeward courses to deal with the light conditions.

"Whether you are a beginner or expert sailor, it is all about having a good time and getting some racing in while you are here," Pedersen said.

After the racing finished for the day, the fleet sailed to a different destination to start a night of reveling with rum and dancing either on shore or on a flotilla. Sailors were encouraged to dress the part at theme parties like tacky tourist, Vikings, pirates, Mardi Gras, Mile High Club and ABC (anything but clothes).

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"It is a mixed bag," Ms. Edwards said. "None of the parties are the same."

This year's regatta made stops at Peter Island, Cane Garden Bay, Bitter End, Anegada, Leverick Bay, Pirates Bight and The Moorings on Tortola.

"Everyone is competing to see who can throw the biggest party," Pedersen said. "It just gets bigger and better as the week goes on."

On the sixth day of the regatta, hundreds of boats filled Leverick Bay Resort and Marina. The sailors were enjoying a lay day with activities like stand-up paddleboard and blindfolded kayak races. The winners were awarded a bottle of Champagne or wine.

Others lounged poolside sipping rum concoctions waiting for the sun to dip behind the mountain as a few women in bikinis twisted and gyrated on the sandy dance floor to D.J. B. Later in the night, Elvis White took the stage.

The Interline Regatta has been stopping at Leverick Bay Resort and Marina since 2008. The resort's general manager Nick Willis said his niece, who works at Emirates, helped start the relationship between the resort and regatta.

"Every year we try to make it bigger and better," said Willis, who had Antilles Helicopter Service on hand for the event.

On the docks at Leverick Bay Marina aboard *So Long*, Søren Blume Svendsen's crew were preparing for the night ahead. Most of the crews' toenails were painted (men and women), which marked acts of bravery involving nudity. Svendsen's nails were a bright maroon color, but he declined to give details about how he earned the honor.

Despite competing in the regatta ten times, captain Svendsen, of Denmark, said this most likely was his last time.

Although he has enjoyed every Interline Regatta, the rising costs of traveling and his girlfriend are just some of the reasons he is calling it quits.

"We know a lot of people in the airline industry, so this is a good opportunity to come together," Svendsen said. "If the regatta wasn't here in the BVI, we wouldn't come." 

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

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THE WRATH OF GONZALO: LESSONS LEARNED

ST. MAARTEN / ST. MARTIN BY THE EDITOR



As many as 70 boats were damaged or lost when hurricane Gonzalo hit St. Martin

PHOTO: OCEANMEDIA

For the island of St. Maarten/St. Martin, sitting astride the hurricane belt, October 13 2014 will be remembered by the Caribbean sailing community for years to come. The way some commentators took to social media to berate boats caught in the storm will also be remembered and hopefully not repeated should similar circumstances arise again.

Regular subscribers to *All At Sea* will have read my entreaties to head south for hurricane season, haul the boat ashore or, failing that, prepare extremely well if you intend to face a storm while at anchor. While preaching these things, Gonzalo tore our boat from her moorings and smashed her almost beyond recognition.

I can't say we weren't warned that a storm was coming; the weather service tracked it as a tropical wave when it came off

the African coast and issued regular updates as to its progress. When the wave became a depression and then a tropical storm, they announced that too. For boats in the northern Leeward Islands, that's when the science of modern weather forecasting began to wobble.

As marine interests in St. Martin prepared for what was then tropical storm Gonzalo to pass 100 miles south, it changed course to the NW and was upgraded to a Category 1 hurricane.

In Antigua, where they received the first hammer blow, people were already questioning the official forecast. Replying to a post on my blog (garyebrown.net) George Bridger, on checking his boat in Jolly Harbour, wrote, "We had been told to expect maximum winds of 50mph. Within 20 minutes we were having 100mph winds in Jolly Harbour. How does one prepare when the WX man called it so wrong?"



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George Bridger's comment was one I heard repeated over the next few days.

As the eye-wall went over St. Martin, the wind took on a fury I found hard to explain, and here I speak as someone who rode out Hurricane Luis, a Category 4/5 storm, at anchor in St. Martin in 1995.

When dawn broke on October 14, the damage ashore and afloat seemed totally disproportionate to the forecast wind speed.

This brings us to the question of why boats were spending the summer months in the northern islands. Boats lost or damaged included commercial vessels, fishing boats and day charter boats that must make a living in these waters all year round. A couple of boats were left in the lagoon because of family emergencies and the need for the crew to fly home. For some people the boat is a home that allows them to live and work in the islands ... we call it 'living the dream'.

To say that many of us were caught out by Gonzalo is an understatement. I got it wrong and paid the price, others paid far more. Comments posted on social media sites by some in the sailing community saying that sailors who lost, or had their boats damaged in Gonzalo, deserved all they got because they shouldn't have been there or their seamanship was at fault, were incredibly hurtful. More so for the family and friends of the sailor who didn't survive the storm. The majority of people who lost their boats prepared as best they could, or knew how. They fought like lions and deserve respect.

The sailing community, especially those who live in the Caribbean year-round and for whom hurricane season is a fact of life, learned much from Gonzalo. We learned to treat tropical weather forecasts with extreme caution and prepare for the worst early on. We now understand that wind strengths don't always tally with the prediction. I prepared for the eye of the storm to pass south, it didn't and this was a factor in the damage to our own boat and many others.

Hurtful comments aside, I learned the most important lesson of all and that's how wonderful the Caribbean community, ashore and afloat, can be and I am proud to be part of it. ☺

Gary E. Brown is the Editorial Director of All At Sea. He is and the author of the thriller/sailing adventure Caribbean High. For more information visit: garyebrown.net



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WHISTLE STOP GRENADA – SPICE ISLAND SUP

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STORY AND PHOTOS BY TEZ PLA VENIEKS



The stand up paddle boarding potential of Grenada is astounding. An untouched ‘sweepers’ paradise, the Spice Isle is completely under the radar as far as SUP (and most other watersports) go.

After working on the island in 2004, my wife and I made a return visit, inflatable boards in tow, during 2012. Having barely scratched the surface, though, I was determined to return and check out more of Grenada’s stand up potential.

Here’s what you can expect from some of the more obvious SUP locations in Grenada – you’ll have to visit yourself and discover the rest.

GRAND ANSE

An obvious starting point is the buzzing tourist hub of Grand Anse. This picture-postcard stretch of palm fringed white sand offers a surprisingly diverse set of conditions depend-

ing on time of year and weather. December to April are the breezy months with trade winds blowing pretty much night and day. Closest to St. Georges is where you’ll find the flattest water for general recreational paddling.

Aim your board south towards Quarantine Point and there’s a decent downwind run to be had – although runners and rollers are few and far between due to the slightly offshore wind. You’ll then find a sucky/punchy fast wave, with a solid north swell, in front of the Flamboyant Hotel. Dive Grenada operates here – Phil and Hels have plenty of island info.

PRICKLY POINT (LANCE AUX EPINES)

Prickly Point is the most popular surf spot on the island, mainly frequented by American students. It’s tricky to find the sketchy pathway, running between some high-end properties, down to the break but it’s worth persevering.




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A classic left point break with Atlantic surf wrapping onto shallow reef the beauty of Prickly is that however strong the wind, refracting waves are always offshore. This is great news for paddlers as there's nearly always swell when it's blowing – even if it isn't massive.

Watch out for coral heads poking up as the water is super shallow and huge sea urchins inhabit the nooks and crannies, so you'll need booties. A beautifully secluded spot though.

CHERRY HILL

Situated right next to the cruise ship terminal is the island's best wave – Cherry Hill. Powerful north swells, or waves sent across the Caribbean Sea, will light up this fast and hollow right point. Hazards include discarded debris littering the ocean floor, so be aware as you don't want to fall on a twisted bit of metal.

Cherry Hill offers fast drops and sweet cover ups. It's bizarre to see the place working due to its south facing nature. A very fickle wave; but score it on a classic day and you'll be stoked off your noggin.

DOWNWIND FUN

If you've got the experience, Grenada is a downwind paddler's nirvana – the trades keep you huffing along and rolling Atlantic swell provides sweet glides. Sort your logistics, put in anywhere along the east side (if you can get access) and you'll be rewarded with awesome paddling.

Be aware if it all goes pear shaped; there's little in the way of assistance.

TOURING SUP

As relentless as the winds are there's plenty of opportunity to find shelter for SUP touring. A great little spot is Woburn Bay and the circumnavigation of Hog Island.

You can put in at Whisper Cove, where Conservation Kayak is based – Jamie and Amber Barrett will be able to point you in the right direction. From here hug the coast, staying out of the breeze, all the way to Calivigny Island. Hang a right downwind and run to the next point. Round the headland and hug the peninsula towards True Blue beach, riding a few Prickly Point waves as you go.

You'll need your wits about you and once again have your logistics sorted for a pick up at the end. It's also best to paddle these routes with others for safety.

The above barely scratches the surface for stand up paddling in Grenada. The logistics of getting your kit to the island can cause a few headaches but the abundant virgin locations should ensure it's on all SUPers bucket lists. 

Tez Plavenieks is an experienced freelance writer specializing in action sports and travel. He edits, writes and produces content for a variety of different outlets both online and in print.

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ARUBA



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			Maximum Draft	Maximum Length	# of Slips	Fresh Water	Electrical Supply	Cable / Satellite TV	Diesel	Gas	Shower / WC	Laundry	Provisioning	Bar / Restaurant	Security	VHF Channel	Wireless Internet
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
St. Martin	Captain Oliver's	590-590-87- 33-47	10'	150'	160	•	110/240		•	•	•	•	•	•	•	16/67	
St. Thomas	American Yacht Harbor an IGY destination™	340-775-6454	10'	110'	134	•	125/250V 50 amp; 125/250V 100 amp; 220V 3- & single-phase; 100 amps/leg	Cable	•	•	•	•	•	•	•	16/6	FREE
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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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 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"	-64° 41' 53"	(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° 23.06W	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 <small>an IGY destination</small>	14°04 '32.72" N	60°56 '55.63" W	758- 572-7200	11'	75'	28'	no limit	110V/60, 220V/50, 480V 3 phase; 100 amps/leg; 220V 3 phase; 100 amps/leg; 220V/40 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 96.64 N	76.32 96.21 W	804-776-8900	9'	80'	25'	no limit	30/50 Amp	7-5 M-F	35/75	•	•	•	•	•	•	•
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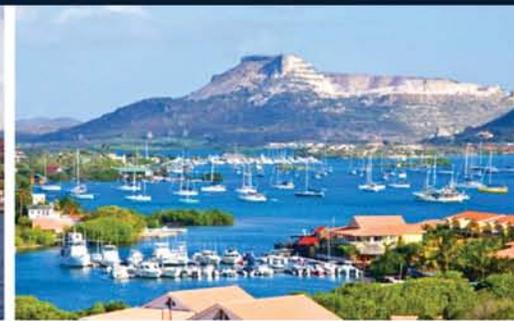
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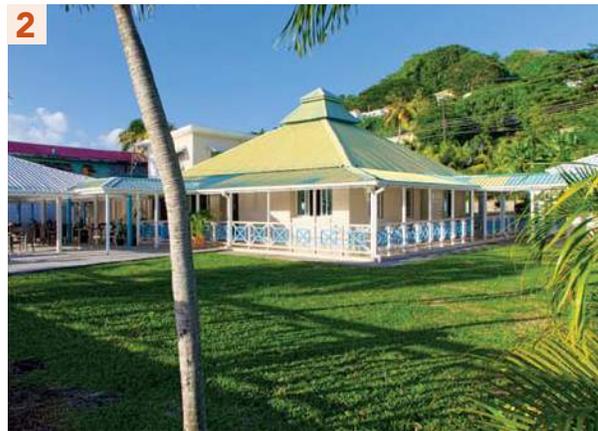


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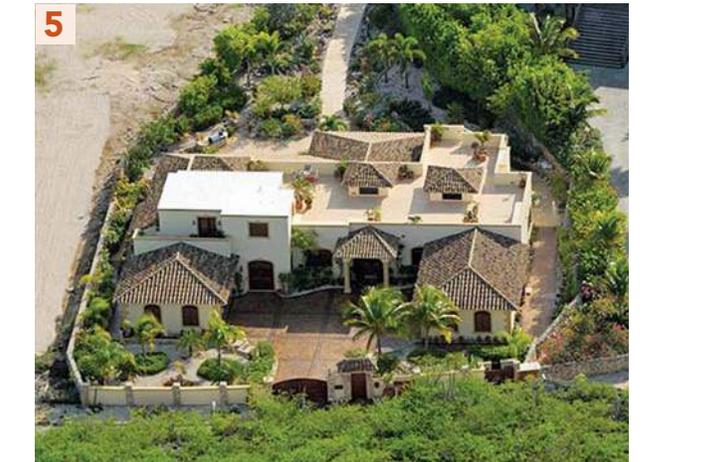
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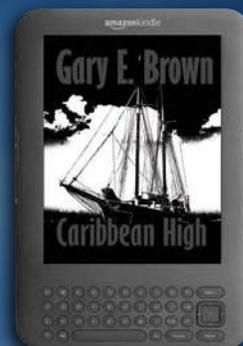
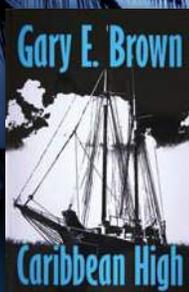
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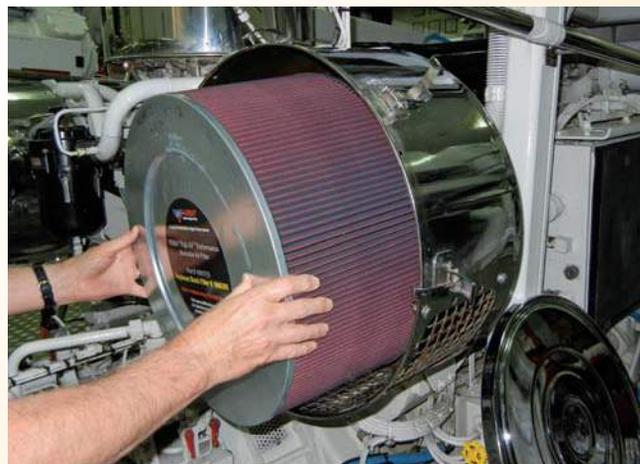


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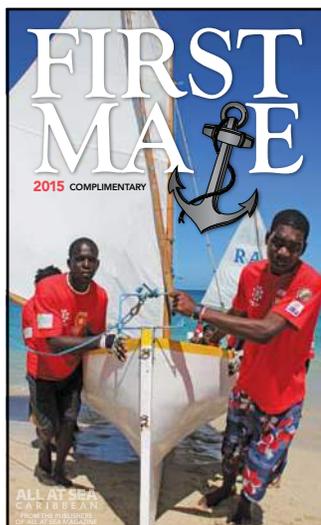
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RED, WHITE AND GREEN SALAD

Prep time: 25 minutes. Serves: about 8

- ½ head radicchio, cored, quartered and thinly sliced**
- 1 red apple, cored and cut into matchstick pieces**
- 1 cup thinly sliced radishes**
- 1 (18 oz) can hearts of palm, drained, halved lengthwise and thinly sliced**
- 1 bulb fennel, trimmed, cored, quartered and thinly sliced**
- 2 heads Belgian endive, cored and thinly sliced**
- 4 cups thinly sliced hearts of romaine**
- Freshly ground black pepper**
- Champagne Vinaigrette (recipe below)**

In a large salad bowl toss together radicchio, apple, radishes, hearts of palm, fennel, endive, and romaine. Season with black pepper. Add vinaigrette and toss to coat.

MAKE AHEAD TIP: Prepare salad ingredients without vinaigrette; cover and refrigerate for up to 6 hours. Toss with vinaigrette just before serving.

CHAMPAGNE VINAIGRETTE

Prep time: 5 minutes. Makes: 2/3 cup

- ¼ shallot peeled**
- ¼ cup champagne vinegar or white wine vinegar**
- 1 tbsp Dijon mustard**
- 1/4 cup extra-virgin olive oil**
- ½ tsp salt**
- Freshly ground black pepper**

Combine all the above ingredients in a blender.

TIP: Whirring this champagne vinaigrette in the blender gives it a creamy consistency. If you don't have a blender, just mince the shallot and then whisk the ingredients together in a medium bowl.

Make Ahead Tip: Cover and refrigerate for up to a week.

POACHED SALMON SERVED WITH ASPARAGUS SPEARS

Prep time: 25 minutes. Cooking time: 20 minutes. Serves: 4

- 1 large onion, sliced**
- ¼ cup good butter, like New Zealand or Irish**
- 2 fresh limes, sliced**
- 2 tbsp fresh lime juice**
- ½ cup whole peppercorns**



- 3 cups water**
- ¼ tsp paprika**
- 4 fresh salmon steaks, 1-inch thick**
- 20 fresh asparagus, steamed**
- Handful of fresh parsley**
- GARNISH: Lime and lemon slices/wheels**

Combine onion, limes, and peppercorns in a large saucepan. Add water and bring to a boil. Add salmon and parsley. When water begins to boil again, cover and reduce heat so water is just below simmering. Cook salmon 10 minutes or until it flakes easily. Meanwhile, melt butter in a small saucepan, add lime-juice and paprika. Remove salmon with a slotted spoon to a warmed serving dish; pour butter-mixture over salmon. Garnish with lime and lemon slices/wheels. Serve with the steamed fresh asparagus.

FRESH BERRIES WITH YOGURT AND CHOCOLATE

Prep time: 10 minutes. Serves: 4

- 1 basket fresh strawberries or raspberries**
- 8 oz low-fat vanilla yogurt**
- 2 oz dark chocolate, melted**

Pour a pool of yogurt on a plate and place berries on top. Drizzle chocolate over berries.

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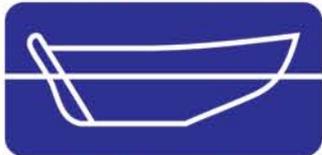
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