Inside:
Ten Islands You Can Only Reach by Boat

Cruising: When Offering Help Puts You at Risk
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<table>
<thead>
<tr>
<th>LOA in feet</th>
<th>Daily $/ft/day</th>
<th>Weekly $/ft/day</th>
<th>Monthly $/ft/day</th>
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<td>$0.99</td>
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<td>up to 100</td>
<td>$1.70</td>
<td>$1.53</td>
<td>$0.87</td>
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A MATTER OF TRADITION

In May I had the privilege of sailing on a West Indian workboat during the West Indies Regatta in St. Barth. The boat, Tradition, skippered and owned by Laurie Gumbs, is based in Anguilla, where she is a very popular day charter boat. Laurie Gumbs is the son of Sir Emile Gumbs, a former Chief Minister of the island territory and past owner of the famous schooner Warspite, the vessel depicted on the East Caribbean ten dollar bill.

 Tradition is one of only a handful of West Indian workboats sailing today and the annual regatta plays a vital role in keeping alive the history of regional boatbuilding and honoring the men who made their living aboard these vessels. Sailing in the regatta was magnificent but it paled in comparison to the reception offered to the event by the government, port, and people of St. Barth, who embrace this event with a passion. St. Barth was a vital link in the inter-island trade and sailing sloops and schooners were a regular sight in Gustavia harbor, where they loaded a variety of goods including rum.

By embracing its maritime history, St. Barth is helping keep the last of the workboats sailing, and during the regatta it was announced that a new sloop is to be built in Carriacou for a St. Barth owner. You can read more about the West Indies Regatta on page 58.

The Caribbean has numerous islands that are only accessible by boat and for cruisers sailing to these islands, it adds to the romance and adventure. If we were to list all the islands that you can reach only by boat then we would run out of pages, so writer Carol Bareuther faced the difficult task of selecting only ten for her ‘boat only’ article. I have visited all of the islands mentioned and many more besides, and perhaps my list would have been different. If you have your own list of favorite islands accessible only by boat then let us know.

It’s a fact that sailors go out of their way to help each other and sometimes put themselves and their vessels at risk in order to do so. Assisting boats in trouble has cost me anchors and lines, sails and fenders, equipment and tools. One effort cost me my big toe nail, which I left blooded and strung with flesh on a deck cleat while trying to stop a boat chartered by a honeymoon couple from dragging onto rocks. Although I may grumble and cuss after the fact, I don’t regret helping; after all, the next person in need might be me. This leads me to an interesting story sent in by Candy Colley. Following the traditions of the sea, Candy and her friend Louise Stone answered a call for help and in so doing put themselves at great risk and ended up damaging their own boat. Even more unnerving is that, according to Ms Colley, when they called the sea rescue services, they turned the whole thing into a farce and said the yacht they had gone to help didn’t qualify for assistance and therefore everyone was on their own. This is not something you want to hear when lives are at risk. Although they made a valiant effort, eventually the two friends realized that helping the distressed yacht was beyond them and had to abandon the attempt, only to end up being in need of rescue themselves. Fortunately a friend was able to do this with more efficiency than they could expect from the local coast guard and rescue services. The story does have happy ending, yet it begs the question: When do you say no? Decide for yourself on page 40.

See you on the water!

Gary E. Brown, Editor
Welcome to Jolly Harbour Marina, Antigua. Leave your boat safely for the short or long term. Annual contracts are available at discounted rates and include a haul and launch. Direct flights daily to USA, Europe and Canada.

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ATTENTION CAPTAINS!
THE BEAUTY OF OUR MARINA RUNS DEEP
Dredged to 15 feet
JULY 2015
The Caribbean’s Waterfront Magazine

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COVER SHOT: Reflections - The West Indies Regatta | Photo: OceanMedia
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WHERE IN THE WORLD?

Congratulations to Barry and thanks for reading ALL AT SEA!

Captain Barry Morgan lived on sailboats for about 35 years and cruised extensively on his rebuilt Hunter 40, Southern Passages. Barry’s voyages took him from New Orleans to Cuba, Central America and back to Cuba. After many forays up and down the island chain and enough sea miles to have sailed around the world twice, Barry decided to swallow the anchor and sailed Southern Passages back to the city where it all began, New Orleans, and the boat was sold. Barry says he is now a CLOD (cruiser living on dirt) but he keeps in touch with the islands by reading his favorite waterfront magazine. Here he is enjoying All At Sea on the shores of Lake Pontchartrain, with West End Lighthouse and the Southern Yacht Club (second oldest in the US) in the background.

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.
News from St. Martin:
SAIL TRAINING VESSEL DANMARK VISITS PORT DE MARIGOT

The sailing ship Danmark, a member vessel of the Caribbean Sail Training Foundation (CST) made a three-day stop in St. Martin in May.

During her stay, the ship was open to the public for a few hours and received 671 visitors. Later the ship hosted a private reception for more than 70 invited guests, VIPs and members of the media. During the reception, foundation president Jan Roosen presented a CST Most Friendly Port in the Caribbean award to Mr. Alberic Ellis for his and the port’s staff cooperation with CST to wave member vessels port fees and more.

After leaving St. Martin, the ship was expected to stop in the Azores before returning to Denmark.

Around 35 sail training vessels visited the Caribbean over the past season and CST say they expect even more ships next season. Many of the ships will again have Caribbean youngsters on board to experience one, two or more weeks’ sail training sponsored by the foundation.

For information, schedules, Tall Ship regatta participation and more, visit: www.CaribbeanSailTraining.com or the Caribbean Sail Training Facebook page.

RESCUE RIB

MARIGOT – French-side Sea Rescue Service (SNSM) officially named their semi-rigid inflatable boat (RIB) Rescue Star at a ceremony in May. The ceremony, attended by elected of-
ficials and invited guests, took place on the dock next to Marina Fort Louis.

The yellow RIB was followed to the dock by the lifeboats SNSM 269, from St. Barth, and Rescue 2 from the St. Maarten Sea Rescue Foundation, both vessels sounding their horns to mark the occasion.

The 12-metre RIB is powered by two 275-horsepower outboard engines and in calm sea conditions can reach speeds of 35-40 knots.

The purchase of the second-hand vessel was made possible by funding from Rotary Club St. Martin Nord and the Chicago Rotary Club.

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.

POKER RUN:

ST. THOMAS, USVI
JULY 5
USVI Stars & Stripes Poker Run
www.usvipokerrun.com
usvi.pokerrun@yahoo.com

ARUBA
AUGUST 14 – 16
Aruba Regatta
aruba-regatta.com

SAILING REGATTA:

ARUBA
AUGUST 14 – 16
Aruba Regatta
aruba-regatta.com

FISHING TOURNAMENT:

BERMUDA
JULY 3 – 7
Bermuda Billfish Blast
www.bermudabillfishblast.com

JULY 9 – 13
Bermuda Big Game Classic
www.bermudabiggameclassic.com

JULY 15 – 19
Sea Horse Anglers Club Billfish Tournament
www.bermudatriplecrown.com
407-571-4680

PROVIDENCIALES, TURKS AND CAICOS
JULY 2 – 6
The Caicos Classic Release Tournament
cacicosclassic.tc
info@CaicosClassic.tc
649-231-0278

ST. THOMAS, USVI
JULY 26
VIGFC July Open Kids Tournament
www.vigfc.com
usvigfc@gmail.com
340-775-9144

JULY 28 – 30
52nd Annual July Open Blue Marlin Tournament
www.vigfc.com
usvigfc@gmail.com
340-775-9144

AUGUST 26 – 30
USVI Open Atlantic Blue Marlin Tournament
www.abmt.vi
loveto@islands.vi
340-775-9500

VIRGIN GORDA, BVI
AUGUST 1 – 3
BVI Open
www.abmt.vi
News from St. Croix: REGATTA MAKES CHANGES

Organizers of the St. Croix International Regatta have announced two changes to its November 13-15 event hosted out of the St. Croix Yacht Club. First, Friday’s one-day Commodore’s Race has been renamed Captain Nick’s Race in honor of Nick Castruccio, a diehard racer whose dream of running a big boat regatta in the Buck Island Channel has been a successful reality for nearly a quarter century. Secondly, Optimist racing is back. There will be an Optimist Clinic on Friday followed by two days of racing in Teague Bay. Both Optimist and keelboat sailors are expected to attend from the USVI, BVI and Puerto Rico.

What will stay the same is the nightly entertainment, rum weigh-in and Cruzan hospitality. www.stcroixyc.com

NEARLY 50 SAILORS RACE IN FIVE CLASSES AT CRUZAN OPEN REGATTA

Nearly 50 sailors age eight to 65 from the USVI, BVI and Puerto Rico sailed in the Cruzan Open Regatta, hosted April 25 and 26, out of the St. Croix Yacht Club. The BVI’s Ryan Lethsome and Rayne Duff won the Optimist Green and Advanced Fleets respectively. St. Croix sailors dominated the other three classes: Rachel Conhoff and Lindsey Wessel in Sunfish, Casey Bergstrom with alternating crews of Olivia Hanley and Eva Taylor in 420s, and Beecher Higby in Lasers.

The event was sponsored by Gold Coast Yachts.

LEISURE LADY & COOL RUNNING TOP ST. CROIX TOURNAMENTS

The team aboard Leisure Lady, captained by Bob Mackay, won the Marlin Division in the Golden Hook Fishing Club’s Golden Hook Challenge for the eighth time. In total, the 13-boat fleet raised 15 blue marlin and tagged five in waters off the U.S. Virgin Island of St. Croix during the event. In the Dolphin Division, Tony Solomon’s team aboard Cool Running caught the largest and most dolphin (mahi-mahi). The tournaments were sponsored by Broadband VI and Poolworks.

JESSE JAMES RECEIVES OCEAN CRUISING CLUB’S PORT OFFICER OF THE YEAR AWARD

TRINIDAD – In November last year, Jesse James, proprietor of Members Only Maxi Taxi Service, was awarded the prestigious Trinidad and Tobago Coalition of Services Industries (TTCSI) Award of Excellence for/commerce/ excellence in transportation. James was honored with the award during a national event held in December.

James has been a part of the Caribbean transportation industry for over 30 years. He is the owner of Members Only Maxi Taxi Service, a leading provider of transportation services for the upper echelon of society in St. Croix. James has always been a strong advocate for the growth and development of the industry and has been involved in various initiatives to improve the quality of service and the safety of passengers. His dedication to excellence has earned him the respect of his peers and the admiration of his customers.

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MARK YOUR CALENDARS AND GET READY TO ROAR

USVI POKER RUN 2015
SUNDAY JULY 5, 2015 - Yacht Haven Grande
9:30-10:00am Captain’s Meeting - MANDATORY
10:00-10:30am Boat & Crew Prep for start!
10:30am 2015 USVI Stars & Stripes Poker Run Official Start
6:00pm Boats Back at Yacht Haven Grande!
6:30-7:30pm 2015 Poker Run Award Show!

THREE NATIONS, TWO ISLANDS, ONE PEOPLE
Introducing the first ever St. Maarten Land and Sea Charity Poker Run involving participants in cars, motorcycles and boats collecting playing cards from five specified locations.

Be a part of the largest beach parties in the Caribbean, beginning in Simpson Bay Lagoon, with stops in French St Martin and Anguilla to celebrate August Monday – the first Monday in August. The Poker Run will end in Simpson Bay Lagoon with a party at Kim Sha Beach.

Proceeds from the Poker Run will be donated to local charities and foundations. For more information, email: colinconnor@netzero.net

HOW IT WORKS: Participants meet at a pre-arranged point, and pick up details of their route and the stops. Each participant is given a score card which will be filled in as they progress along the route. At each designated stop, the participants draw a card at random. The card drawn is recorded on each participant’s score card, and the winner is the participant who makes the best five card poker hand at the end of the run. THIS IS NOT A RACE!

For full details, entry form, courses, parties and more, visit: www.usvipokerrun.com
Our transatlantic expedition was still a success even though we didn’t reach our final destination. We are alive thanks to the USCG, our ACR Beacon and our will to survive.

- Patrick Flemming
  @OARnorthwest

Like Patrick and the crew of the OAR Northwest, more than 35,000 people have survived potentially fatal situations with the technology used by ACR beacons to instantly alert Search and Rescue. Read some of their stories at www.ACRARTEX.com/survivor-club

www.ACRARTEX.com
‘Service Provider of the Year 2014 Award’, and last month Jesse was invited to London where he was presented with the Ocean Cruising Club’s ‘Port Officer of the Year 2014 Award’, which has been described as the Oscar of the Cruising World.

Receiving awards is not new to Mr James. In 2001, he was presented with an award from the Seven Seas Cruising Association (SSCA) for ‘Camaraderie and Compassionate Services’ to its members. This was followed by a second award from the SSCA in 2005 for ‘Exceptional Service’ to its members. Besides receiving these awards, several years ago Jesse and his wife Sharon Rose were appointed the SSCA’s ‘Cruising Station’ in Trinidad. A cruising station denotes a local person or persons to whom an SSCA member can go to get highly respected advice and assistance.

All At Sea congratulate Mr James, the yachting industry’s great ambassador, on receiving this award.

NEW TWO-DAY ROUND GRENAADA REGATTA
Grenada’s Petite Calivigny Yacht Club (PCYC) offer racers another chance to shake out their sails with a new ‘Round Grenada Regatta’, a two-day racing event with a new and challenging twist.

Round the island racing has long been a part of Grenada’s yacht racing history, and after a long hiatus and bowing to popular demand, the PCYC have decided to bring back this annual yacht racing tradition.

Racing will take place on August 22-23. Day one will be a race to Carriacou, finishing in Tyrell Bay. Day two will bring racers back down to Grenada and a finish on the south coast. On day one, racers can chose to either sail up the leeward or windward side of Grenada, but on day two must complete the loop. (No racing both up and back along the same route.)

Organizers say the event is still in planning stages and over the next few weeks they will release more details on www.pcyccgrenada.com

WIN FOR TEAM ISLAND WATER WORLD IN WINDY ANGUILLA
Strong winds and gusty conditions tested sailors and boat gear to the limit at this year’s Anguilla Regatta, organized with the help of the Anguilla tourist board and the main sponsor Laurent-Perrier champagnes.

The racing class was dominated by Frits Bus’s Melges 24 Island Water World and the Melges 32, Kick ‘em Jenny, owned by the Commodore of the St. Maarten Yacht Club Ian Hope-Ross. Having completed four races the two boats were tied on points, which made for a thrilling competition on the final day. The last race went to Bus, giving him the overall win in racing class ahead of Kick ‘em Jenny. Third place went to Speedy Nemo, from St. Barth.

Bobby Velasquez and L’Esperance was the winner in cruising class, Ben Jelic’s custom kiwi 35 Wild Devil finished second with Aland Edwards’s Swan 65 Spirit taking the third podium place.

For more info and full results, visit: www.anguillaregatta.com
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t’s true. Otherwise sane, well-adjusted cruisers forget who and what they are—and nonchalantly wander ashore. This almost always ends in disaster. Why? First off, there’s the cheapness issue. Men and women off multimillion-dollar yachts watch their pennies fiercely. Just because they’re disemboweled or bleeding to death doesn’t mean they’re going to allow their ambulance to pull away for the ER without asking the price—and comparing it to, say, a taxi, bike, or rickshaw ride—to, perhaps, a more reasonably priced medical facility. This is a given. Yachties comparison shop, even at the Pearly Gates, or even lower, which is the more common ‘ultimate homeport’ for yachties. (Part of the reason we retire to the Caribbean is to get acclimated to the heat.)

Oh, the cheapness of international yachties knows no bounds. If yachties go anywhere on earth and there’s a pay toilet, they just puke in the sink—and count their blessings along with their change.

Part of the reason boaters are so stupid is because they refuse to give ‘a penny for your thoughts’, even to such thinkers as
Al Einstein, Ed Musk, or Larry Google—let alone Spike Lee.

And, let’s face it; boaters aren’t above earning a quick, painless profit. I recently flew on a Delta jet to Japan with some schooner trash (a technical term for a specific type of lower-class yachtsman) and we hit turbulence at a high altitude. The oxygen masks flopped down. The sailor nearest me grabbed one, put it under his port armpit, grabbed another, and put it under his starboard armpit—and then donned his own mask and asked my wife and me, “… how much do you want to live?”

He was wearing a ripped, soiled t-shirt with the letters BN in caps. I caught of whiff of his armpit (yes, as per the latest rage in yachtie-style hygiene, his armpit hairs were braided into dreads) as he reached for my oxygen mask. Phew!

“From the way you smell, your shirt should read BM, for bowel movement!” I hissed to him, using up some of my precious oxygen.

“Don’t waste your breath,” my wife said softly as she scanned the rainbow crowd of multihued passengers, “… and his tee shirt informs us he works on yachts while puffing on a marijuana cigarette, as BN stands for Boat Nurse!”

Thank god I married her—she is always scanning the Internet for such useful, little-known nautical facts. I’m sad to say the Internet pages I usually scan lack such information—hell, the models don’t even wear clothes!

Which isn’t to say that we yachties don’t consider things like personal safety, we do. For instance, I wear a special PFD (Personal Floatation Device) just for my Rolex Submariner—because, hey, the bejeweled, diamond-encrusted thing is so big and heavy on my wrist it would drag me down to Neptune’s Locker.

My wife’s Tahitian pearls also have their own custom-fitted PFD. Ditto, my daughter’s piercings both above and below.

Which brings us to the subjects of these boat people in SE Asia and the Med. Won’t they ever learn? First off, they failed to join their local yacht clubs … so how can our yacht clubs offer them reciprocal docking privileges? Second, would it really take so long to clean their topsides? Varnish a cap rail or two? Polish the ship’s bell? Have they no nautical self-respect? And then there’s the whole body mass issue. Don’t they realize that skinny people naturally sink like a stone?

And that sharks don’t really limit themselves to male-only?

Americans are big-as-houses because they’re survivors, dude!
Every glazed donut is, like, a small victory for us capitalists. We one-percenter are unsinkable! It is evolution, plain and simple—and if you can count your ribs, you should gracefully and quietly remove yourself from the gene pool.

I hope that doesn’t sound harsh—and, yeah, I’ll have another Big Gulp, thanks.

There is sooooo much misunderstanding when it comes to us yachties. For instance, there are the insurance clauses that come with our marine coverage. My underwriters (Posh, Posh, Cushy, and Rich) demand I agree to recreational muscle use only on my recreational boat. Only commercial craft—and U.S. documented as such—can escape this. Thus, I cannot legally work on my boat, period. Nor can I engage in any other honest work, ashore or afloat. So, while I might appear lazy to a landlubber—I am not. I’m merely law-abiding.

Americans are big-as-houses because they’re survivors, dude! every glazed donut is, like, a small victory for us capitalists. We one-percenter are unsinkable! It is evolution, plain and simple ...

Cockpit napping, aft cabin snoozing, and dinette dozing are the only things I’m okayed-and-insured-for, and THAT’S why I’m so good at them!

Which isn’t to say we yachties don’t get any exercise, we do. Primarily by loudly, repeatedly, slowly, and forcefully telling the local West Indians how we do it back home.

Let’s face it: back home was perfect—that’s why we all left.

Which brings us to the cultural-exchange-thingie: Why is it that if we can learn Bob Marley tunes, the locals can’t learn the lyrics to Moonlight Bay? Or help us read Huck Finn aloud to their children at the local libraries? Or realize that the three-fifths rule in our Constitution was just, like, a silly joke that fell increasingly flat?

How funny would white-face be on a Caucasian, anyway?

… anything can be twisted racial: Eenie, Meenie, Miney, Moe!

My only conclusion: over-sensitivity.

The tropics, of course, present certain latitude-related difficulties. For instance, everyone knows that topical infections can quickly get serious without treatment in an equatorial climate—which is why we yachties drink so much 151! See, we’re not lushes, alkies, and rummy—we’re Infection Fighters! And HAPPY to do it for HOURS every afternoon!

Bill Gates, take note: We yachties don’t get malaria—well, the ones who can afford their nightly rations of G&Ts don’t.

Ditto, drugs. Why, I never caught a common cold while cruising in the 1960s … because the germs thought I was suicidal. Clever, eh? (Like that crazy baby-boomer song says: “Sure, I used to dabble in LSD but now Lipitor and Prune Juice do it for me!”

Some people just don’t understand us or our motivations: who wouldn’t want to go somewhere different, anchor off, unpack the binoculars, and broadcast about the local crime internationally over the SSB and via Noonsite?

What’s not to like?

Many of the marinas in the Caribbean are locking their dock gates to prevent ingress or egress by the undeserving. (This is gonna be great during a major fire—when the yachties can’t escape and the local firefighters can’t get in.) Recently I was walking by one such dock, when I was waved over by a local St. Thomian with a toolbox in his hand. “Hey, Radio One Marine Report mon,” the fellow called out to me, “have them buzz me out, please.”

I went into the air-conditioned office and patiently waited around for a non-bahn-heer pink fella in a necktie and suit coat, and asked him to buzz the working man out. He peered through the door, squinted, and asked, “What yacht was he working on?”

“… got me,” I said.

The manager sighed. It was too hot to go outside into the tropical sun and ask. He shrugged and pushed a button under his counter. “We catch a lot of ’em this way,” he told me.

My favorite place to haul out is Trinidad. I love that when you pull into Chaguaramas, all the yachties gather around and say, “You can trust Jesse James.”

That’s true. Jesse is a swell fellow, and has helped many yachties over the years. Still, the old-style-gangsta name always shocks.

Perhaps it is all just a matter of cultural perspective. The tour-
ist observes the local and thinks … look how slow he’s moving. The local gazes at the tourist and thinks … dat fool is running-round like a chicken wid de head chopped off!

One of my favorite places in the Lesser Antilles is the Spice Isles. The last time we spent hurricane season anchored off St. George’s, Grenada, we used to go to the museum one night a month for the free BYOB music jam.

Since it was free, it was well-attended by yachties carrying sacks of ice and those clever PFDs which conceal two quart bottles of cheap Cruzan rum.

Anyway, the music was cool and the cultural insights glorious—right up to the moment the poets stepped forward and started reading their work. There’s something about poetry that doesn’t allow PC-sanitized bullshit—and yet allows the measured words of the outraged to channel great pain and pent-up anger superbly. You could hear a pin drop—and then some boater whispering, “Well, it’s past Sailor’s Midnight, honey—let’s beat feet back to Papa’s Hammock.”

Of course, as a live-aboard boater and an ocean sailor for 55 years now—I am guilty of all-of-the-above and much more. In this modern, post-exploration day-and-age there are no Noble Visitors anymore than there are Noble Savages. There are just us folks of all flavors and stripes on a life-raft called Earth—struggling to understand our fellow man, our planet, and our own weird foibles.

There’s plenty of blame to go around.

And, hey, napping in the cockpit in a pre-post-apoplectic floating culture isn’t so bad—especially when the trades are blowing, the sun shining, a rocking reggae band is on the beach, and a wet t-shirt contest about to begin. Why shouldn’t we desire every waking moment of our watery Caribbean existence be a Happy Hour? Why not fiddle (with our boats) while Rome burns?

True, we members of the Lesser Antilles marine community aren’t perfect, aren’t righteous, and certainly aren’t noble. We are just regular folk—no better and no worse. Unless there’s a fine sailing breeze—and then we’re like gone, dude!

EDITOR’S NOTE: Fatty’s latest book is CREATIVE ANCHORING, and that’s exactly what he’s currently doing in SE Asia. 🌈

Cap’n Fatty Goodlander is the author of Chasing the Horizon and numerous other marine books. Visit: fattygoodlander.com
Health authorities have recently announced that the human race is in trouble. Apparently our present inventory of antibiotics is no longer effective against some of the most aggressive microbes. Soon, or perhaps even now, some infections may be untreatable, and unstoppable bacteria may eat into your tissue and organs until you become nothing more than a yellow, slimy blob on the cockpit or cabin sole. Isn’t it fun anticipating our future?

Fortunately this hasn’t happened yet but every conscientious skipper should prepare for all eventualities. Charlie always makes sure that a good all-round antibiotic is on board his vessel if a passage of a week or more is anticipated. An antibiotic can forestall a sudden eruption of appendicitis and enable a patient to receive treatment at the port of arrival. It can be effective on a number of other infections like pneumonia and cystitis as well. Antibiotics are essential.

But other ailments can be debilitating for a crew. Seasickness is common amongst novices. On a recent offshore passage Charlie had a crew member scrambling below half an hour into a rough nighttime watch; he’d forgotten to put on his Transderm scopolomine patch. After an hour back on deck his sickness had still not been alleviated and he was calling Ralph over the leeward side all night. A day later he discovered...
he had applied the patch on upside down; now he was suffering from constipation. Obviously the patch was working but on the wrong orifice.

Charlie always explains the many possible medical issues that can come up (pun intended). Constipation is fairly common especially when the going gets rough. Tension increases, muscles tighten and bowel movements become irregular or non-existent. Recently, Joshua and Paddy were Charlie’s crew on a down island delivery. The going got rough and after two days sailing to windward Josh decides to share his lack of bowel movements with the other crew members, “I haven’t had a number two in nearly three days,” he exclaimed.

Charlie always explains the many possible medical issues that can come up (pun intended). Constipation is fairly common especially when the going gets rough. Tension increases, muscles tighten and bowel movements become irregular or non-existent.

Paddy: “I read that celery helps in that department.”

Josh: “What do you mean, in a soup or something?”

Paddy: “No, no, you break off a stalk and insert it into the rectum; work it in and out a bit – you know, like a plumber’s snake. Then, hey presto, wonderful relief.

Laughter erupts but Josh seems pensive. Then, just before their arrival in Bequia, Charlie notices two celery stalks and a carrot in the waste paper basket in the aft head.

On the very first trip ashore every single vegetable aboard was bagged, binned, and taken to the dumpster.

EDITOR’S NOTE: Some people are allergic to certain antibiotics and care should be taken before giving them. Celery, on the other hand …

Jonty Layfield’s CS40, Sleeper/U-Go stormed to victory scoring eight straight bullets in CSA 8 to win the Best Antiguan and Caribbean Boat in Start Boat B, and the prestigious Lord Nelson Trophy. At the glittering awards ceremony, Jonty Layfield spoke on the stage having been presented with Antigua Sailing Week’s top prize.

“I just don’t believe it, I am astonished. We borrowed a boat that we had never sailed and put together a crew of family and friends, including children, and we have won the biggest prize of all. I am totally speechless, except to say a big thank you to Kathy Lammers and Sir Hugh Bailey and all of the team who make Antigua Sailing Week such a well-run and enjoyable regatta.”

Ross Applebey’s Oyster 48, Scarlet Oyster, crewed by the Guernsey Yacht Club was the winner of CSA Racing 5 with eight straight wins. Scarlet Oyster was also the Best British Yacht and the Best Race Charter Yacht at Antigua Sailing Week and won the inaugural Royal Southern Yacht Club Inter-Yacht Club Challenge.

“Ten years ago, Tim Thubron and I were on a yacht that had the best score of any yacht, but we were told the Lord Nelson Trophy went to the big boat class. So we are naturally disappointed but very happy for Jonty and his crew for their success. Scarlet Oyster was in a very competitive class and all you can

MORE RECORDS FOR PHAEDO³
Glorious mild weather and light winds did not stop Lloyd Thornburg’s MOD70, Phaedo³ setting a new record for the Pearns Point Round Antigua Race of 3h, 26m, 09s, raising the bar by over an hour.

Phaedo³ tactician Brian Thompson left no one in doubt as to why the trimaran can achieve such phenomenal speeds, even in light winds: “The simple fact is that Phaedo³ has a very high power to weight ratio. The boat only weighs seven tonnes and the hulls have very low drag, plus only two of them are in the water at any time. Sojana (monohull), which held the previous record, probably weighs more than 60 tonnes and the hull shape has a lot more drag. Phaedo³ can harness whatever wind there is and turn it into boat speed which is nearly twice as fast as the wind.”
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do is aim to win your class and we have done that with a perfect score, even though we won two races by just a couple of seconds - we couldn’t have done any better,” Applebey said.

Local sailor Bernie Evan-Wong’s RP37 TAZ was the winner in CSA Racing 4 and the Best Caribbean and Antiguan Boat in Start Boat A. “TAZ needs to be sailed really well to get the best out of the boat and this week we have learned so much more about unlocking the pace in the boat. When I look back at the ability of my team a few years ago, we have improved tremendously and Antigua Sailing Week has been a big part of that improvement,” Evan-Wong said.

The overall winner of the Bareboat Division and Bareboat 1 was Martin Sager’s KH+P Cayenne winning the Sunsail Trophy and a US $2,500 voucher from Sunsail for a future Antigua Sailing Week charter. Alice Martin’s Team Painkiller was the winner of Bareboat 1. Christoph Nielsen’s Tintamarre was the winner of Bareboat 3 and the Best German Yacht.

“Harmut Holtmann (of KH+P yachtcharter) has brought more sailors to Antigua than Lord Nelson,” joked awards ceremony MC, Tommy Paterson.

In truth, Harmut’s German-based Company, KH+P yachtcharter, has been bringing bareboat teams to Antigua for the last 25 years.

“Everyone is safe ashore after an excellent regatta which is always satisfying,” Harmut said. “Looking to the future in 2017, it will be the 50th Antigua Sailing Week and we hope to have brought 500 yachts to the regatta by then.”

The Awards Ceremony was held in Nelson’s Dockyard, English Harbour. The glittering prize giving was attended by His Excellency the Governor General of Antigua and Barbuda, Sir Rodney Williams; Asot Michael, Minister of Tourism, Economic Development, Investment and Energy, and Kenneth Kwok, Vice President of Yida International Investment Group, Antigua Sailing Week sponsors. Thousands of people applauded each winner as they took to the stage and then danced the night away to Antiguan band, Itchy Feet, featuring the sultry vocals of lead singer Asher Otto. DJ Purist kept the party buzzing well into the night.

For more information, results, photos and videos, visit: http://www.sailingweek.com/v4/

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The catch of a 30lb dolphin (mahi-mahi) earned St. Thomas angler, Gilbert Laban, Top Angler and a $1,000 cash prize at the Virgin Islands Game Fishing Club’s 20th Annual Dolphin Derby, sponsored by Budget Car & Truck Rental.

Fishing aboard the 34ft Calypso, Emanuel, with charter Capt. Alvin Turbe at the helm, Laban caught his winning fish off the south coast of St. Thomas near the Lange Bank.

“We were in seaweed all day,” Laban tells. “There were a lot of small fish in the weeds, but we were looking for the big ones.”

The winning 30-pounder hit Laban’s line about 1pm.

“We guessed it was in the high 20s (pounds). It was great to hear it was 30lb at the weigh-in. We were definitely in the right place at the right time to catch it,” says Laban.

Laban’s first place fish was about 25lb shy of the over 55lb criteria to win the tournament’s ultimate prize – $25,000 in cash. He also reeled in the ninth largest dolphin, a 19-pounder.

The second largest dolphin, also a 30-pounder, was caught by St. Thomas’ Jim Jamison, fishing aboard the 34ft Buddy Davis, Overkill, a boat in the Ocean Sufari charter fleet driven by Capt. Kevin Haddox. The tie in weight was broken by length with Jamison’s fish measuring 1.5cm shorter than Laban’s.

“We released a white marlin about 15 minutes after lines in,” explains Jamison. “Right after that we hooked up a doubleheader mahi. We lost one and it was mine, a big bull, on the line. It shot straight up about 25ft. I’ve never seen that before. It was a great feeling to get a 30-pounder in the fish box so early.”

Cash prizes were awarded to anglers catching the ten largest dolphin. The third, seventh and tenth largest dolphin, weighing 27, 20 and 19lb respectively, were caught by St. Thomas’ April Newland, fishing aboard Capt. Red Bailey’s Custom 44-footer, Abigail III.

The Best Boat award went to Backlash, a 37ft Calypso in the Ocean Sufari fleet, with anglers Kayne Santor, Kyle Santor, John Hiebert and Tom Fields catching 251lb of dolphin.

Nineteen boats and 76 anglers collectively caught 64 dolphin weighing 1,095lb.

Several boats donated fish to the host Virgin Islands Game Fishing Club, where this was the featured entrée at the Awards Dinner.

The Dolphin Derby was dedicated to avid angler and club member Dean Cole.

For more information and a list of future tournaments, visit: www.vigfc.com
had been to the Gulf of Honduras about 30 years ago aboard the Mermaid and had visited most of the Bay Islands except for Utila. I still had a chart of that area and so decided that I should put it to use! After 17 days at sea on passage from Bocas del Toro, Panama, including eight days on which we were becalmed and adrift catching dorado and bonito on spinning tackle, and a spectacular 35lb yellowfin tuna, we sighted the hills of Guanaja. Reaching along the south coast of Roatan, we spotted the small nubbin of Pumpkin Hill ahead, Utilas’ highest point ... all 290-feet of it!

Entrance to the anchorage is via a lovely wide bay. Just try not to get run over by a speeding dive boat and remember to bring earplugs as the disco on the waterfront plays the loudest most irritating techno music till about 4am.

Music aside, this was a new spot for Mermaid and it was a pleasure to have a nice breakfast on an open terrace along the small main road, which is totally filled with mopeds and small motorcycles.

Snorkeling along the drop-off is spectacular and a perfect escape from just lying in a hammock looking at the clouds in a vast sky.

A big tourist attraction here is the annual migration of hundreds of whale sharks. From where they come and to where they go no one knows but they congregate near Utila every year.

Utila is a beautiful spot but no place to be anchored in a west or southwest wind as the bottom offers poor holding in hard coral and broken shell. I found a 10ft wide bulldozer blade in the SE corner of the bay, while swimming near the bridge by the ferry dock, and attached a length of chain to this. But the
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Photo by Billy Black
noise and traffic was too much, so I sailed to Roatan to seek quietude in Port Royal.

I had not visited Port Royal since before Hurricane Mitch and, as I sailed eastward, the damage to the shoreline and forested hills became more apparent. Approaching Guanaja, the hills looked naked and half the pine forest was gone. These aromatic forests of *Pinus caribaea* are the same wood that most of my boat is planked with. Until recently there were no roads and no cars on Guanaja, and all movement was by foot or by boat along the foreshore where most of the hotels, guesthouses and dive resorts had stood, now most were gone—literally swept away.

Back on the island I discovered that most of the infrastructure had been moved further inland and a new town established for those made homeless by the storm. A town named Mitch. Guanaja has some of the best hiking in the Caribbean and reminds me of Bequia or Carriacou. Not so tall as to be unreachable but high enough to give an almost New England crispness to the air. Most of the plants have neither spines nor poison and there are streams and waterfalls all along the main
ridge. Bug spray is required as the sandflies on the beaches can be intense; however, other than some ticks, where cattle have been known to graze, the hills are remarkably bug and pest free. The forests are tropical enough to shelter indigenous parrots and some small mammals and lush enough to produce a bounteous crop of mangos twice a year.

Guanaja is simply not to be missed. For a great afternoon and a bit of historical reflection hike from Soldado Beach up the small river to the very spring, marked by a small monument, where Admiral of the Ocean Sea Christopher Columbus filled his water casks in 1502. It was here he first met mainland coastal Maya, so much more sophisticated than the Paya (indigenous people), and where for the first time the western world became acquainted with Cocoa, soon to become known as Theobroma – Food of the Gods.

Leaving Columbus behind, it was time to seek out a shipyard. Sailing along this coast and especially among these islands is not for the novice. The islands stretch east and west and consequently most anchorages are entered close or hard on the wind, and the ironbound shore is unforgiving and confusingly similar. I entered the wrong channel at Bodden Bight after piloting a very narrow coral reef and almost immediately ran aground ripping off my worm shoe and cracking a deck beam. With the help of a few launches and several fishermen we got her off and I arranged a tow into Jonesville Bight, which is where I wanted to go in the first place. I do miss the old English charts that gave a pilot a profile of the island from different approaches.

Jonesville Bight is the home of the famous Hole in the Wall bar and some incredible hurricane tie up spots. Be careful of the overhead wires, however, as recently a tall catamaran tore them down, thankfully without frying anyone but leaving the community without power.

The most frightening thing along this coast is the hundreds of either out of work, derelict or sunk steel fishing vessels in almost every port. French Harbor in Roatan is gorgeous though a tad windy and often a bit rolly behind the reef, but again worth the visit. There is a small game preserve on French Cay, free buses to go shopping, a yacht club, marinas and even several free ‘sand screw’ type moorings. The entire bay is a marine preserve, so do not be surprised to see hundreds of conch and lobster everywhere. Look but do not touch, the authorities take the fishery protection laws very seriously.

My next stop was the port city of La Ceiba, home to one of only two boatyards in all of Honduras with a 13 acre yard and 120 ton travel lift ...
Is it a bird? Is it a plane? No … it’s a blimp with a GoPro attached to it.

During the BVI Spring Regatta, Adrian Sinton’s modified helikite received a lot of attention on and off the water.

The large white balloon, which resembles a beach ball on steroids, is equipped with a GoPro camera mounted to various drone components.

“It is basically just drone/quadcopter parts without the engines,” explained Sinton, an information technician at Nanny Cay Resort and Marina. “It has a GoPro, a three-axis gimbal, radio receivers for pan-tilt control and a video downlink.”

The setup is attached by a long rope to a dinghy and dragged high above the racecourse — sometimes right alongside the sailors — capturing not only video, but ambient noise from the regatta, like sailors shouting and horns signaling a sequence.

“There is a little bit of wind noise, too,” Sinton said.

The video footage from drones is fantastic, and the balloon setup is no exception. Sinton’s uncut videos on YouTube showcase the idyllic sailing backdrop of the British Virgin Islands, while providing fodder for the hardcore sailor looking to analyze or scrutinize technique.

Flying the helikite during the regatta requires as many as three people: one controls the camera, another drives the boat and a third person keeps an eye out for oncoming traffic.

Unlike drones, the helikite can be flown in all types of weather conditions. Sinton said he feels comfortable flying the helikite in 30mph winds. However, a winch mounted on the boat is needed to reel in the balloon in windy conditions.

Sinton owns a drone as well, but he finds the helikite to be less stressful when flying over the water.
“Drones are cheaper than they used to be, but I don’t want to risk my personal electronics over the water,” Sinton said. “The balloons are a lot safer and you won’t crash it into anybody.”

The prices for a drone and helikite are very comparable. However, the cost to launch a balloon is more expensive. Sinton estimated that it costs about $200 to fill his balloon with helium, which will last about three weeks, in contrast to drones, which have a battery life of about 15 to 20 minutes.

Sinton first experimented with flying a kite with a camera, but “dumped into the water,” so he moved to the safer and more reliable balloon set up.

The helikite was developed by Sandy Allsopp, of the United Kingdom, in 1993. It has had various uses, including agricultural bird control, meteorology, military surveillance, and setting up radio communications.

“It will stay up forever and it has additional lift from the kite factor,” Sinton said.

How high can the helikite go?

“As long as the string,” Sinton said.

According to Federal Aviation Administration rules, it can be flown legally up to 400 feet, but Sinton flies his no higher than 350 feet.

Drones have become so commonplace, that Air Safety Support International has drafted rules for flying drones in various United Kingdom Overseas Territories. Also on the ASSI website is contact information for anyone with questions about operating small unmanned aircrafts in the region.

The BVI Spring Regatta was Sinton’s first time shooting a regatta with his balloon. Overall he was happy with the results, but said that he has a few adjustments to make before flying again.

“I got a lot of stares, pointing and waving,” Sinton said. “People seemed to really engage with it. Drones are becoming commonplace, but this isn’t something you see every day.”

Todd VanSickle is a journalist living and working in the Virgin Islands.
t was around breakfast time in Spanish Water, Curaçao, when a woman’s voice came up on VHF channel 72. She spoke in rapid French and was clearly stressed. We couldn’t understand much, just that they were somewhere outside the anchorage and needed assistance of some kind. Nobody responded, possibly because nobody listening understood. Louise Stone, a friend on a nearby cruising boat, called and suggested she and I go out and see if we could help. She has a big dinghy, outboard, and towing facility, and maybe that’s what was needed.

Louise picked me up from our cutter Syrius and we sped out of Spanish Water to find the yacht rolling around in the swell about a mile offshore west of the entrance. The elderly man and his wife acknowledged us gratefully and with my rusty schoolgirl French, and much gesticulation, it appeared that the yacht was sans moteur and needed a tow. The west running current was preventing them from reaching Spanish Water under sail and they were losing ground.

We wanted to help, we’ve done it before, but this yacht was big and heavy and there was a swell running. Towing her east against the current wasn’t going to be easy. We assessed the situation and decided that maybe it was doable. Louise held her dinghy in place in front of the plunging yacht and the skipper threw us a line. Shame on him, it was webbing, which has absolutely no stretch. Somewhere in the dark recesses we knew we should not accept that line but we were there, the people were a bit frantic and the skipper seemed to have nothing else to hand. And we didn’t think his wife, who was clinging to the wheel, was going to be much help in finding something better.
Louise sighed with bighearted resignation and gave me the go ahead. I wrapped the line around the towing post and she gingerly throttled forward, trying to take up the slack as gently as possible. We had a mile to go. It would be slow.

We set off with the yacht plunging astern. Every jarring snub shook the dingy, stressed the outboard and almost stopped us in the water.

Louise increased the revs.

I watched the towing post for signs of stress, trying to be philosophical. If the platform tore away and the dinghy flooded, we had a cellphone and handheld VHF and could maybe get off a quick message. Surely the occupants of the yacht would put out a call on our behalf? Maybe we could swim to the yacht, but climbing up his freeboard in this swell wouldn’t be easy, probably impossible. We weren’t sixteen. My husband would find us.

We pressed on … and then it happened. There was a loud crack, the platform started to wobble and the engine cut out. “Throw them off,” Louise shouted, but I was already busy and the French boat fell back, much to their dismay. We signaled that we had problems, they nodded, not knowing what they were. The job had been bigger than our hearts.

The boats parted company and began losing ground to the west, us faster than the yacht.

We checked the dinghy to assess the damage. The towing platform was loose but we weren’t taking water. We tried starting the engine. Nothing. On inspection Louise found that the fuel line had ruptured when the platform tore. Now we had no power and were adrift in the current like the French.

Wanting to salvage what we could of the situation, and not wanting to confuse things with a report of two drifting boats, we contacted the Coast Guard by VHF. For some reason they wanted to talk on a cellphone, so we switched. We reported the French boat’s dilemma but they got confused and thought we were on the yacht even though we said “tender to,” and Louise’s boat’s name. After we straightened that out, well, it seems they were busy. We tried the voluntary rescue base but the French boat didn’t qualify as they weren’t sinking. “Sorry,” they said, “it has to be an emergency. Tell them to head for the nearest port. They’ve got sails, right?”

We tried to relay the news to the yacht but they never replied.
We radioed Barry, my husband, and filled him in. He had been trying to find someone in Spanish Water who spoke both French and English to communicate with the yacht and relay to us, but by the time he did, the French boat couldn’t be raised. As there wasn’t a lot he could do, we only have a small fiberglass dingy and 3hp engine, Barry organized with a friend, Doug Hurst, on Gabrielle, to come and assist us. With extra fuel it was Doug to the rescue.

By this time we were off Willemstad and further out to sea. Doug had to motor about four miles, which stretched him to the limit. When he found us, Louise managed to reconnect the fuel line and, with Doug close by, made it back under our own power. As we approached Spanish Water we saw the French yacht far to the west. Her sails were deeply reefed and she was beating hard against the current and swell. We don’t know where they made landfall, but they arrived in Spanish Water about three weeks later. They had worked through it, which I realized, dismally, is what probably would have happened if we hadn’t tried to help them in the first place. All we’d achieved was to break Louise’s dingy, put Doug and ourselves in potential danger, and ruin a good breakfast.

Of course we want to help each other, but first think it through rationally to be sure that’s what you achieve.

Candy and Barry Colley, from South Africa, have lived aboard for 33 years and in the Caribbean since 1992. They have been based in the ABC Islands since 2004.
You can’t reach these islands by planes, trains or automobiles. It takes a boat, private or public, sail or power, to get you to these delightful off-the-beaten track destinations.

**JOST VAN DYKE**

It’s the rum and reggae beach bar atmosphere that brings boaters to this three-square-mile British Virgin Island located five-miles northwest of Tortola. Little Harbour (best lobster at Harris’ Place); Great Harbour (home of calypsonian Foxy Callwood’s namesake bar); and White Bay (birthplace of the ‘Painkiller’ at Soggy Dollar Bar), are the most popular anchorages. Annual events include Foxy’s Old year’s night Party on December 31, Wooden boat Regatta in May and the island’s Carnival in September. www.bvitourism.com/more-jost-van-dyke

**GREEN ISLAND, ANTIGUA**

This private island, owned by the Mill Reef Club since 1947, lies off Antigua’s east coast near the mouth of Nonsuch Bay. It’s uninhabited except for day-trippers who come to swim off the white sand beaches that have changed little since Columbus visited in 1493. Snorkeling is excellent over the extensive coral reef. Anchor by the beach on the island’s northwest side. www.antigua-barbuda.org

**ST. JOHN, U.S. VIRGIN ISLANDS**

White sand beaches unfettered by resort or residential development and over two dozen hiking trails are big draws here thanks to the VI National Park, which occupies two-thirds
PETITE MARTINIQUE
Fewer than a thousand people live on this one-square-mile island located two-and-a-half-miles northeast of Carriacou and a dependency of Grenada. The main anchorage is on the island’s northwest shore. Hike the 756-foot Piton volcano via a well-marked trail. Take a peek at local seafaring artifacts in the small village of Paradise. Swim and snorkel off Palm Beach. There’s a bar and restaurant here that serves specialties of fresh fish, conch and lobster. www.grenadagrenadines.com

GILLIGAN’S ISLAND
Yes its name is inspired by the TV show, but it’s no figment of Hollywood imagination. This tiny island is located a few hundred yards from shore and is part of the Guanica Dry Forest Preserve on the south coast of Puerto Rico. Pack a picnic, beach towels, bathing suits and snorkel gear. This is a great family spot to spend the day. www.seepuertorico.com

TINTAMARRE ISLAND
An airport and airline were based on this 80-acre island located east of St. Martin back in the 1940s and 1950s. Today, there are some remnants of civilization such as the foundation of an old airfield building, overgrown strip of runway and rusted airplane parts, but most cruisers come here for the pink sand beach and therapeutic mud. In fact, a free invigorating exfoliating mud bath is what brings many day trippers. www.stmartinisland.org

TOBAGO CAYS
Five small uninhabited islands: Petit Rameau, Petit Bateau, Baradal, Petit Tabac and Jamesby, form the Tobago Cays Marine Park. The park has become quite popular. Over 3000 yachts, cruise ship day-trippers and commercial yacht and dive charter guests visit annually. Yet the key attractions are still here: nesting seabirds, hawksbill turtles swimming freely and an incredible fish and coral filled reef. Pack a picnic to eat on the beach at Petit Tabac. This is where a scene from Disney’s ‘Pirates of the Caribbean: Curse of the Black Pearl’ was filmed. www.tobagocays.org
KLEIN BONAIRE
Flamingos are one reason to visit this little over two-square-mile uninhabited island about a half mile off the west coast of Bonaire. These beautiful pink birds live freely thanks to the island’s designation as part of the Bonaire National Marine Park. While the birds may be elusive the fish aren’t. Snorkeling and scuba diving are awesome on the shallow reefs, walls and drop-offs not far from shore. www.tourismbonaire.com

HOG ISLAND
Located off the southwest side of Grenada, not far from St. George’s, this small uninhabited island is a favorite playground for cruisers. DIY beach barbecues, impromptu volleyball games and making new friends over a drink at the thatch-roofed bar are popular activities. Snorkeling is excellent over the nearby reefs. Technically, there is a foot bridge to the island. However, it’s easier to sail here since to get to the bridge from the mainland means traversing a long overgrown trail with a formidable gate at the end. www.grenadagrenadines.com

TERRE-DE-BAS, FRENCH WEST INDIES
Immerse yourself in the quaint culture of this 3.5-square-mile French island, one of Les Saintes located south of Guadeloupe, west of Marie-Galante and north of Dominica. The real finds here are the Salako, a locally-made hat that dates from the 19th century and offers great sun and rain protection, and Tourment d’amour, a tart filled with tropical-flavored fruit jams and covered with sponge cake. www.guadeloupe-islands.com/les-saintes/

Carol M. Bareuther, RD, is a St. Thomas, U.S. Virgin Islands based marine writer and registered dietitian.
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48 ALLATSEA.NET JULY 2015
FERRY SAILS TO BUDGET MARINE COMMODORE’S CUP WIN

UNITED STATES VIRGIN ISLANDS

Dylan Ferry’s laser sailing skills paid off in May, as the sailor beat James Austin in the final race to win the 2015 Budget Marine Commodore’s Cup in Coral Bay, St. John.

The annual regatta is hosted at Skinny Legs by all three of the island’s yachts clubs: Coral Bay Yacht Club, St. John Yacht Club and Nauti Yacht Club. Captains and crew in this year’s race enjoyed two days of steady winds reaching between 15 and 20 knots as they raced the course out of Coral Bay harbor.

After two days of racing, the winning captain in each of the four classes faced off in a laser sail-off in the harbor to determine the Commodore’s Cup 2015 champion.

The laser sail-off featured Dylan Ferry, who sailed Brion Morrisette’s 18ft Sweet Ting, winner of the 35ft and under class, and Kent Burt aboard Caprice, winner of the 36ft and over class. Jim Swan aboard Kate won the PHRF Spinnaker class, but didn’t stick around for the laser race.

James Austin, captain of Zephyr, won the PHRF non-spinnaker class in a closely contested race with Doug Weaver aboard Runaway and Sara O’Neill on O’edge. After two days and 30 miles of sailing, Austin finished only 30 seconds ahead of Weaver’s Runaway and six minutes ahead of O’edge.

While Austin made a great effort in the laser race, Ferry, demonstrating his small boat sailing prowess, was not to be beaten and secured the 2015 Budget Marine Commodore’s Cup win for Sweet Ting.

All finishers took home great prizes thanks to generous donations from local businesses. Coral Bay home owners Vicky and Gary Schaffer won the raffle grand prize of $2,000.

The regatta was made possible thanks to generous support from Budget Marine, Skinny Legs and St. John Hardware. Thanks go to Jim and Carol Furneaux, Roberta Marquis of Pirate Girl Charters, Randy and Barbara Hervey of Freebird, and Reina Wieringa and Sebastian Koppen, their help made the weekend a resounding success.

The Budget Marine Commodore’s Cup is a fundraiser for the non-profit Kids and the Sea, St. John youth sailing program. The event raised more than $5,500 for KATS, which teaches important sea safety and sailing skills to island youth starting at the age of eight. The organization is in dire need of additional volunteers for next year. Anyone willing to help out on Saturday mornings between 9am and noon should email Jennifer Robinson at: katsstjohn2001@yahoo.com.

Report by Jaime Elliott
LEVERICK BAY POKER RUN: FAST BOATS FOR CHARITY

BRITISH VIRGIN ISLANDS

PHOTOS BY FREEMAN ROGERS

STORY BY TODD VANSICKLE

n May 24, hundreds of boaters competed in the 14th annual Leverick Bay Poker. The event doled out large cash prizes and donated thousands of dollars to charity.

According to co-organizer Javier Lopez from JL Marketing in Puerto Rico, 225 boats participated in this year’s event, with 185 poker hands sold.

“The Poker Run is one of the biggest nautical events in the Caribbean,” Lopez said. “It has been growing 15 to 20 percent over the years.”

Participants compete for the best poker hand to win cash and prizes. This year’s winner, Javier Maduro, took home $8,000 with a Full House.

Cards were located at various stops around the territory. The event started at Leverick Bay Resort and Marina where participants picked up their first card. Boaters then made their second stop at JY Harbour View Marina on Tortola. The third stop was at Scaramouche on Frenchmans Cay and then on to Pirates at Norman Island. The last two stops were at the Rendezvous Bar at the Virgin Gorda Yacht Harbour and the finish back at Leverick Bay.

Organizers hope next year there will be web cameras at each stop so participants from around the world can play.

“Even if people are in Boston or New York they will be able to play and follow the event online,” Lopez said. “That is going to be the next step where we want to take the event.”
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All told, 25 boats from Puerto Rico made the trip to the BVI. An additional 42 came from the United States Virgin Islands, while the rest of the fleet was made up of BVI boaters.

Friends Rambo Jack and Akeem James competed aboard the 38-foot centre-console powerboat We Dem Boys.

“It’ll hold like 15, but we only roll with ten persons,” Jack said. “It’s not a speedboat, but like a cruising boat, so we don’t go 90 and 80; we just [go around] 50.”

Jack, who works at the Nanny Cay charter company Island Time, said his uncle was captaining the boat and he was the ‘co-pilot’ for the day.

The friends had taken part in the event three times before.

“We never won,” said Mr. James, who works for the BVI government’s Department of Island Revenue. “We always try. We always try.”

During last year’s Leverick Bay Poker Run, a two-boat collision at the start of the event left seven people hospitalized with serious injuries.

This year, organizers took extra safety precautions and everything went smoothly.

“No accidents were reported,” Lopez said. “We are very happy that all the safety measures were followed.”

Todd VanSickle is a journalist living and working in the Virgin Islands.
Spot-on starts, sights on the puffs and staying in the front of the pack were the strategies that Optimist, Laser and 420 sailors employed to win their respective classes at the BVI Dinghy Championships. Fifty-two sailors from the British and all three U.S. Virgin Islands competed in this May 16 to 17 regatta hosted out of Nanny Cay Marina. This spectator-friendly vantage point was perfect for watching the racing action out in the Sir Francis Drake Channel.

Light winds proved idyllic for St. Thomas’ Mia Nicolosi. The 11-year-old won the Optimist Advance Fleet after 11 races by one point over her older brother, Teddy.

“My game plan was to start at the favored side of the starting line and after that I would look to see if there were any dark clouds. Those clouds would bring heavy wind. On the second upwind I would cover the boats behind me. I really wanted to beat the people that usually beat me,” explains Nicolosi. “The best part of the regatta was in the last race, which I won and with it the Championships. The Race Committee blew the...
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whistle many times sending out the message of ‘good job’.”

Teddy Nicolosi finished second in the 17-boat Optimist Advanced Fleet, with the BVI’s Rayne Duff third.

The BVI Dinghy Championships was the third and final event of the VI Triple Crown, which included Advanced Opti competitions on St. Thomas and St. Croix earlier in the year. The BVI’s Rayne Duff won the Crown, followed by St. Thomas’ Julian van den Driessche (second) and St. Croix’s Lake Sanford (third).

There was a spectacular turn-out of 24 Green Fleet or beginner Optimist sailors, up from only six last year. In fact, this is the largest Green Fleet turnout in the history of the decade-plus-old regatta. St. Thomas’ Katherine Majette finished first with the BVI’s Anya Reshetiloff and Ryan Lettsome second and third, respectively. These three sailors all finished within seven points of each other after 14 races.

The BVI’s Sam Morrell finished first in Radials and Colin Rathbun won in the Full rig in the nine-boat Laser Class.

“My strategy was to work on my boat speed and handling and to do as well as I possibly could. To win, I focused on having good starts and a good first leg. If I was in the lead, I would manage the fleet so that I was in a commanding position. Or, if I was able to round the mark in the top three, I tried to make my way into first. If not, a top three finish was still a good finish,” says Morrell.

Fellow BVI sailors Thad Lettsome and Jason Putley finished tied on points but finished second and third in Radials respectively, in a tie-breaker.

St. Croix’s Ethan Hanley skippered the win in the two-boat 420 class.

“I didn’t have much of a game plan or strategy besides looking for puffs and tacking on top of my opponent Sarah Hard ee,” says Hanley. “This was my second year attending this regatta. I really enjoy coming over to compete because of the wind, the people and mostly because it’s fun. I am really looking forward to taking part in the 2016 BVI Dinghy Champs!”

For full results, visit: www.regattanetwork.com/clubmgmt/applet_regatta_results.php?regatta_id=9844

Carol M. Bareuther, RD, is a St. Thomas, U.S. Virgin Islands based marine writer and registered dietitian.
To the casual viewer it was just a group of old wooden boats tied stern to the dock manned by barefoot rogues that resembled pirates more than yachtsmen. Even more puzzling was the fact that this was St. Barth, where the rich and famous line the quay with their multi-million dollar superyachts. Owners of superyachts may think they are members of an elite club, but they are ten a penny compared to the men and women whose boats make up the fleet of the West Indies Regatta.

I arrived in St. Barth onboard the sloop Tradition, one of the stars of the West Indies’ fleet of workboats, sloops and schooners, of which very few are still sailing. We sailed over from Anguilla and arrived in Gustavia to a rousing cheer as we dropped the hook and backed into our berth among the other boats.

Although it’s a regatta, this event is much more. It’s a sailing festival; a celebration of West Indian boat building, a cultural exchange of ideas, and a way for the islands to reconnect with their maritime heritage and move it forward into the future.

By Thursday afternoon, the artisanal market and food fair was in full swing on the quay selling Caribbean goods and produce that had been transported to the island in the bellies of the sloops: Hot sauce, chocolate, jewelry, rum, clothing, artwork and more all for sale in a friendly carnival atmosphere.

The regatta coincided with the St. Barth Film Festival, which presented the world premiere of the full-length documentary, Vanishing Sail. The documentary is a five-year labor of love by Alexis Andrews, a man who has done so much to keep traditional West Indian boatbuilding alive. His movie is a glowing tribute to the Caribbean’s traditional boat builders, especially those of Carriacou, where Andrews had his own sloop, Genesis, built some years ago. Around 300 people crowded the dock for the premiere as a big yellow moon rose above the harbor and set shadows dancing in the rigging of the sloops just yards away. The documentary received a standing ovation.

The first race of the regatta was held on Saturday, following a skippers’ briefing unlike any I have ever attended. The course, around some of St. Barth outlying rocks and islands, was a good one, but the announcement of the start time: “wait for
**BRIDGE OPENING TIMES - Dutch & French St. Martin**

**DUTCH SIDE** – Bridge Operator VHF Ch. 12

**SIMPSON BAY BRIDGE:**

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**CAUSEWAY BRIDGE:**

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**Outbound & Inbound**

(Outbound Traffic proceeds Inbound Traffic)

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

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the big red boat to cross the line and you’re off,” brought much merriment.

The red boat was our own Tradition, a heavy sloop with no winches, so everything is done by hand. The huge gaff mainsail makes her a handful to sail and dangerous to gibe with an untried crew in strong winds. Letting us start first made a lot of sense.

A hard day of racing brought home to me just how tough it was to making a living aboard these trading vessels. My hands, knees, back and lungs took a beating and I began to wonder if the hull was red to hide the blood.

On Saturday evening Tradition was asked to dock outside the maritime museum for their opening ceremony. This was a great honor for Tradition and her captain Laurie Gumbs as the vessel once carried goods to and from St. Barth, and was known for having smuggled barrels of rum past the revenue men on the southern islands. The museum’s champagne reception was followed by music and dancing at the dockside.
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The island of Saint Lucia was made for seafaring – or perhaps it’s the other way around. The prevailing warm and soothing northeast trade winds provide ideal sailing conditions. Yet, it’s Saint Lucia’s breathtaking scenery that attracts the finest yachts from around the world. Drop anchor near the majestic peaks of Peitit and Gros Piton, Rodney Bay invites a night on the town. Or choose Marigot Bay for a chic excursion. Must-see dive spots abound, and there are plenty of hidden bays where you’ll create your own Caribbean mystique. Of course, no getaway would be complete without exploring the luxurious side of Saint Lucia through its restaurants, shopping, and resorts. Immerse yourself in a luxe yachting adventure in simply beautiful Saint Lucia.
Sunday’s two races (same start rules, follow the red boat) were structured around the famous afternoon ‘raft-up’ in Anse Columbier. Nine traditional vessels rafted together made for one of the world’s most unique and unforgettable parties.

The race back to Gustavia was followed by the prize giving on the dock, where the remarkable spirit of this event was never more evident. St. Barth VI joined the cheering sailors as each prize was given out, and it seemed like every boat received a prize, including the motorized cargo vessel Laser, which arrived from Carriacou loaded with coconuts.

Introducing the prize giving, Alexis Andrews said: “What the people of St. Barth have decided to give us each year is the biggest welcome we could expect from the entire West Indies.”

And Andrews is right. The people of St. Barth welcome this event because it isn’t just about boats winning races; it’s about their culture and heritage, subjects referred to again and again during the presentations. Businesses have successfully embraced the cult of the superyacht but it’s the workboats of the past that the islanders celebrate with passion every May.

For more information, visit: westindiesregatta.com

Gary E. Brown is the editorial director of All At Sea magazine and the author of the fast-action thrillers Caribbean High and Caribbean Deep. Visit: garyebrown.net
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“And hoist ... one, two ... slow-down,” the voice of Captain Lammert Ossinga booms across the ship as the latest cargo, that of organic Aloe Vera gel, is hoisted aboard the wooden brigantine Tres Hombres in Bonaire. With crew on deck, and three in the hold below, the grey container of fresh aloe gel is swung aboard from the dinghy that brought it to ship’s starboard side. The gel will be brought ‘emission-free’ to the docks in Amsterdam ready to be sold on the Dutch market.

The sailing vessel Tres Hombres has been slowly gaining fame in Europe and the Caribbean with its cargo-hold full of organic produce, its visionary principles of emission-free trading and its catering to the niche market of ecologically-aware consumers. This year, on her stop in Bonaire, she took on the organic brainchild of pharmacist Jaap Ensing, 100% pure Aloe Vera gel. Ensing’s gel is stabilized in such a way that the plant’s molecular structure and subsequently its particular healing properties are kept alive. It is the purest Aloe Vera gel in the world, according to the chemist.

“Onima Aloe Vera has a low-profile plantation on Bonaire and works together with local farmers. For the past thirty years I have perfected the stabilization of the gel to a minimal organic preservation that keeps the gel 100% pure,” explains Ensing. “That ensures that all the healing properties of the plant are kept alive.”

Ensing smiles as he explains that his profession keeps him in close contact with people suffering from skin problems. Subsequently, his Aloe Vera hobby slowly turned into a line of natural healing products.
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“If you add an effective natural herb or oil like lavender or arnica to the pure aloe gel, it will take that component along and penetrate deeply into the skin. The gel’s healing properties and the properties of arnica, for example, now work from inside out.”

He adds, “Aloe Vera in its natural form is an amazing healer.”

Captain Arjen Van der Veen, who sailed Tres Hombres to Bonaire, agrees and explains that he was interested in transporting the curative Bonairean Aloe Vera gel for years. This year, Ensing is ready to send his Onima Aloe Vera gel on its way.

“We carry organic produce from the Caribbean to Europe,” says Captain Van der Veen. “Our hold is full of cocoa beans from Grenada for example. There is a chocolate factory in Amsterdam that makes scrumptious chocolate bars from these beans. They even come to pick up the cocoa beans with carrier bikes, backpacks, horse and wagon or electric cars, so it is emission-free all the way from the plantation on Grenada to the factory in Amsterdam. There is a niche market for these products that come straight from the source. Our Dutch shipping company Fair Transport is good for the planet and that is what we believe in – as do others. This concept is growing.”

Envisioned by three friends (hence the name Tres Hombres), their Fair Transport shipping company has gained an admirable reputation over the years for a sustainable future with sailing freighters. Captains Arjen van der Veen, Jorne Lange-laan and Andreas Lackner were dubbed slightly ‘crazy’ when they dreamed up their ‘freighters under sail’ but today their idea has taken flight with investors believing in their vision of emissions-free trade. The shipping company has recently added another old-timer to their fleet with the 1873 British fishing trawler Nordlys that is used to transport goods in European waters. Both ships are sailed with traditional rigging. Fair Transport’s future looks bright as they draw up plans of building the very first hybrid ship, the Eco liner, a Dynarig concept with a nineteen meter long steel hull using high-tech sails. It’s a daring concept but so was the birth of Tres Hombres and Fair Trade.
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12° 29' 54" N - 70° 01' 01" 51" W
The beauty of this sailing freighter is what it does to its supporters, who jubilantly await her at every port of call, and to the products she carries, aptly illustrated by the story Captain Lammert tells during their stay in Bonaire. “At one point Tres Hombres was transporting two barrels of bio-dynamic French wine to New York. The ship was not allowed to unload at the docks, so had to return home with the wine still in her hold. Amazingly enough, the wine in those two barrels was superior to the barrels left at home– the journey made the difference. The wine from these barrels sold at 150 euros a bottle! Today we regularly carry some barrels of this specific French bio-organic wine in our hold, just for the journey from great wine to outstanding wine.”

Whether it is the slow rocking of the waves that matures the wine to perfection or the spirit aboard a traditionally rigged brigantine that seeps into the wine barrels remains a mystery. What is sure is that this great team of adventurers, ecologists and idealists aboard the Tres Hombres positively contribute to a greener planet by sailing the best organic Caribbean produce available to an appreciative European market. A winning formula!
Sanny Ensing is a Bonaire-based writer and reporter with an MA in Cultural Heritage Studies and a passion for Caribbean preservation efforts.
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<tr>
<th>Country</th>
<th>Marina Name</th>
<th>Phone</th>
<th>Draft</th>
<th>Fresh Water</th>
<th>Electrical</th>
<th>Cable</th>
<th>Sat TV</th>
<th>Bar</th>
<th>Provisioning</th>
<th>Security</th>
<th>VHF</th>
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<td>The Marina at Emerald Bay</td>
<td>242-336-6100</td>
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<td>30 &amp; 50 single phase; 120/208 3 phase</td>
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<td>5999-767-4627</td>
<td>16'</td>
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<td>110/220 v; 50 hvrz</td>
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<td>Seru Boca</td>
<td>5999-560-2599</td>
<td>14'</td>
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<td>140</td>
<td>127/220</td>
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<td>D.R.</td>
<td>Casa de Campo Marina</td>
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<td>16'</td>
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<td>110/220 v to 60 hrv</td>
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<td>D.R.</td>
<td>Marina Zar Par</td>
<td>809-523-5858</td>
<td>12'</td>
<td>120'</td>
<td>110</td>
<td>110/220</td>
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<td>D.R.</td>
<td>Ocean World Marina</td>
<td>809-970-3373</td>
<td>12'</td>
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<td>Barcadere Marina</td>
<td>345-949-3743</td>
<td>8'</td>
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<td>30, 50, 100 &amp; 200 amp single phase, 100 &amp; 200 amp 3 phase, 60hz</td>
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<td>Clarkes Court Bay Marina</td>
<td>473-439-2593</td>
<td>13'</td>
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<td>52</td>
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<td>Grenada Marine</td>
<td>473-443-1667</td>
<td>15'</td>
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<td>Grenada</td>
<td>Le Phare Bleu Marina</td>
<td>473-444-2400</td>
<td>15'</td>
<td>120'</td>
<td>60</td>
<td>110/220/480</td>
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<td>16</td>
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<td>Grenada</td>
<td>Port Louis Marina</td>
<td>473-435-7431</td>
<td>1476'</td>
<td>90'</td>
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<td>110/208/220/230/240/400/480/630V</td>
<td>● ● ● ● ● ● ●</td>
<td>14</td>
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<td>Prickly Bay Marina</td>
<td>473-439-5265</td>
<td>17'</td>
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<td>●</td>
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<td>Guadeloupe</td>
<td>Marina Bas-du-Fort</td>
<td>590 590 936 620</td>
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<td>Jamaica</td>
<td>Errol Flynn Marina &amp; Shipyard</td>
<td>876-715-6044</td>
<td>32'</td>
<td>600'</td>
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<td>Jost Van Dyke</td>
<td>North Latitude Marina</td>
<td>248-495-9930</td>
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<td>50'</td>
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<td>N/A</td>
<td>●</td>
<td>16</td>
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<tr>
<td>Panama</td>
<td>Bocas Marina</td>
<td>507-757-9800</td>
<td>20'</td>
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<td>110 -220v</td>
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<td>+507 757 8008</td>
<td>19'</td>
<td>220'</td>
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<td>50 Amp 110/220V 60 Hz, 100 Amp 220V 60 Hz, Amp 480V 60 Hz</td>
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<tr>
<td>Puerto Rico</td>
<td>Club Nautico de San Juan</td>
<td>787-722-0177</td>
<td>31'</td>
<td>250'</td>
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<td>120/240</td>
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<td>68</td>
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<tr>
<td>Puerto Rico</td>
<td>Marina Pescaderia</td>
<td>787-717-3638</td>
<td>8'</td>
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<td>787 656 7300</td>
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<td>120/208/240/408V, 2 &amp; 3-phase 50, 100 and 200 amps</td>
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<td>787-842-9003</td>
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<td>110/220V, 30A, 50A and 100A</td>
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<td>787-860-1000</td>
<td>15'</td>
<td>260'</td>
<td>1,000</td>
<td>120/208/240/408V, 2 &amp; 3-phase / 50, 100 and 200 amps</td>
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<td>340-718-1453</td>
<td>8'</td>
<td>100'</td>
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<td>110/220V - 30A, 50A, 200A</td>
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<td>St. Croix Marina</td>
<td>340-773-0289</td>
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<td>150'</td>
<td>44</td>
<td>110/220</td>
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<td>16/18</td>
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### Outside of Caribbean:

| Location                  | Name                                | Phone          | Length | Beam | Draft | 110V Supply | 220V Single-Phase | 220V 3-Phase | 480V 3-Phase | 110/220V | 110/240V | 110/220V/308V | 125/250V 50 Amp | 125/250V 100 Amp | 220V 3-Phase | 480V 3-Phase | 120V/200V | 110/220V/308V | 125/250V 50 Amp | 125/250V 100 Amp | 220V 3-Phase | 480V 3-Phase | 120V/200V | 110/220V/308V | 125/250V 50 Amp | 125/250V 100 Amp | 220V 3-Phase | 480V 3-Phase | 120V/200V |
|---------------------------|-------------------------------------|----------------|--------|------|-------|-------------|------------------|-------------|-------------|-----------|----------|----------------|----------------|----------------|---------------|-------------|-----------|----------------|----------------|----------------|---------------|-------------|-------------|-----------|
| Boston, MA                | Boston Yacht Haven                 | 617-367-5050   | 22'    | 300' | 100   | Cable       | 100 and 200 Amps | 240V Single-Phase | 208V 3-Phase | 110/220V/308V | 110V 30 Amp | 120V 30 Amp | 240V 50 Amp | 208V 3-Phase | 110/220V/308V | 110V 30 Amp | 120V 30 Amp | 240V 50 Amp | 208V 3-Phase | 110/220V/308V | 110V 30 Amp | 120V 30 Amp | 240V 50 Amp | 208V 3-Phase |
| Deltaville, VA            | Deltaville Marina                  | 804-776-9812   | 10'    | 110' | 80    | Cable       | 30/50 Amp       | Cable         | Cable         | Cable       | Cable     | Cable          | Cable          | Cable          | Cable          | Cable       | Cable     | Cable          | Cable          | Cable          | Cable          | Cable       | Cable     | Cable          |
| Cabo San Lucas, Mexico   | Marina Cabo San Lucas              | +52 624 173 9140 | 18'   | 200' | 380   | Cable       | 110V 30 Amp    | 220V 50 Amp    | 100 Amp 3-Phase | Cable       | Cable     | Cable          | Cable          | Cable          | Cable          | Cable       | Cable     | Cable          | Cable          | Cable          | Cable          | Cable       | Cable     | Cable          |
| Montauk, NY               | Montauk Yacht Club                 | 631-668-3100/888-MYC-6668 | 12'   | 200' | 232   | Cable       | 110V 220V/480V 3-Phase | Cable          | Cable       | Cable     | Cable     | Cable          | Cable          | Cable          | Cable          | Cable       | Cable     | Cable          | Cable          | Cable          | Cable          | Cable       | Cable     | Cable          |
| NY Harbor - Jersey City   | Newport Yacht Club/Marina          | 201-626-5550   | 8.25'  | 163' | 154   | Cable       | 110V 220V/308V | 30/50/100 Amps | Cable       | Cable     | Cable          | Cable          | Cable          | Cable          | Cable       | Cable     | Cable          | Cable          | Cable          | Cable          | Cable       | Cable     | Cable          |

### Other Locations:

- **St. Lucia**
  - **Rodney Bay Marina**
    - Phone: 758-572-7200
    - Length: 14'
    - Beam: 285'
    - Draft: 253'
    - Supply: 480V 3-phase 100 amps/leg, 220V 3-phase 100 amps/leg, 220V 50 amps, 110V 30 amps, 50 & 60Hz
    - Contact: 16 FREE

- **The Marina at Marigot Bay**
  - Phone: 758-451-4275
  - Length: 16'
  - Beam: 250'
  - Draft: 40
  - Supply: 110/220/380 50/60Hz
  - Contact: Cable 16/12

- **Island Water World Marina**
  - Phone: 599-544-5310
  - Length: 8'
  - Beam: 90'
  - Draft: 54
  - Supply: Available
  - Contact: Cable 74 FREE

- **Lagoon Marina Cole Bay Wtrft**
  - Phone: 599-544-2611
  - Length: 9'
  - Beam: 100'
  - Contact: 110/220 16 FREE

- **Simpson Bay Marina**
  - Phone: 721-544-2309
  - Length: 13'
  - Beam: 196'
  - Draft: 114
  - Supply: 480V 3-phase 100 amps/leg, 220V 3-phase 100 amps/leg, 220V 50 amps, 110V 30 amps 60Hz
  - Contact: Cable 16/ 79A FREE

- **The Yacht Club at Isle de Sol**
  - Phone: 721-544-2408
  - Length: 18'
  - Beam: 377'
  - Draft: 45
  - Supply: 480V 3-phase 100 amps/leg, 380V 3-phase 100 amps/leg, 220V 3- & single-phase, 100 amps/leg, 220V 50 amps 60Hz
  - Contact: Cable 16/ 78A FREE

- **Captain Oliver’s**
  - Phone: 590-590-87-33-47
  - Length: 10'
  - Beam: 150'
  - Draft: 160
  - Supply: 110/240
  - Contact: 16/67

- **American Yacht Harbor**
  - Phone: 340-775-6454
  - Length: 10'
  - Beam: 110'
  - Draft: 134
  - Supply: 125/250V 50 amp, 125/250V 100 amp, 220V 3- & single-phase, 100 amps/leg
  - Contact: Cable 16/6 FREE

- **Yacht Haven Grande**
  - Phone: 340-774-9500
  - Length: 18'
  - Beam: 656'
  - Draft: 46
  - Supply: 120V 30 amps, 230V 100 amps, 240V 50, 100 amps, 480V 100 amps
  - Contact: Cable 16/10 FREE

- **Nanny Cay Marina**
  - Phone: 284-494-2512
  - Length: 12'
  - Beam: 125'
  - Draft: 200
  - Supply: 110/220
  - Contact: 16

- **Soper’s Hole**
  - Phone: 284-495-4589
  - Length: 25'
  - Beam: 170'
  - Draft: 50
  - Supply: 110/240
  - Contact: Cable 16 Café

- **Village Cay Marina**
  - Phone: 284-494-2771
  - Length: 12'
  - Beam: 200'
  - Draft: 106
  - Supply: 110/220/308
  - Contact: Cable 16/71 FREE

- **Power Boats Ltd**
  - Phone: 868-634-4346
  - Length: 13'
  - Beam: 65'
  - Draft: 40
  - Supply: 115/220
  - Contact: 72

- **Blue Haven Marina & Resort**
  - Phone: +649-946-9910
  - Length: 8.5'
  - Beam: 78
  - Draft: 30/50/100 Amp, 3 phase, up to 480V
  - Supply: Cable 16 FREE

- **Virgin Gorda Yacht Harbour**
  - Phone: 284-495-5500
  - Length: 10'
  - Beam: 180'
  - Draft: 94
  - Supply: 110/220
  - Contact: 16/11

- **Marina Santa Marta**
  - Phone: +57 5 421 5037
  - Length: 11.5'
  - Beam: 132'
  - Draft: 256
  - Supply: 110/220, 60Hz
  - Contact: 16 FREE

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**Ask about adding your marina to the All at Sea Marina Guide**

Contact Advertising: [CONTACT ADVERTISING@ALLATSEA.NET](mailto:CONTACT%20ADVERTISING@ALLATSEA.NET)

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**July 2015 Allatsea.net 71**
## Caribean Boatyards

### All At Sea’s Caribbean Boatyard Guide

<table>
<thead>
<tr>
<th>Location</th>
<th>Name</th>
<th>Latitude</th>
<th>Longitude</th>
<th>Phone Number</th>
<th>Maximum Draft</th>
<th>Maximum Length</th>
<th>Maximum Beam</th>
<th>Maximum At Quay</th>
<th>Power Supply</th>
<th>Amperage</th>
<th>Contact</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Jolly Harbour, Antigua</strong></td>
<td>Jolly Harbour Marina / Boat Yard</td>
<td>17° 04’ 46.4” N</td>
<td>61° 54’ 37.0” W</td>
<td>(268) 462-6041</td>
<td>15’</td>
<td>80’</td>
<td>18’</td>
<td>no limit</td>
<td>110/220</td>
<td>8am-5pm</td>
<td>70</td>
</tr>
<tr>
<td><strong>Antigua</strong></td>
<td>North Sound Marine</td>
<td>17°11’6’</td>
<td>-61° 76’50”</td>
<td>(268) 562-3499 \ (268) 764-2599</td>
<td>15’</td>
<td>no limit</td>
<td>31’</td>
<td>no limit</td>
<td>Anything</td>
<td>24x7</td>
<td>150</td>
</tr>
<tr>
<td><strong>Aruba</strong></td>
<td>Varadero Caribe</td>
<td>12° 32’ N</td>
<td>69° 02’ W</td>
<td>297-588-3850</td>
<td>7’</td>
<td>85’</td>
<td>23’</td>
<td>no limit</td>
<td>120/240</td>
<td>8am-4pm</td>
<td>60</td>
</tr>
<tr>
<td><strong>Tortola, BVI</strong></td>
<td>Nanny Cay Hotel &amp; Marina</td>
<td>18° 25’ 0” N</td>
<td>64° 37’ 0” W</td>
<td>(284) 494-2512</td>
<td>11°</td>
<td>160’</td>
<td>45’</td>
<td>no limit</td>
<td>110v 30amp/220v 50amp/3phase 100amp</td>
<td>7am-6pm</td>
<td>70</td>
</tr>
<tr>
<td><strong>Tortola, BVI</strong></td>
<td>Soper’s Hole</td>
<td>18° 23’ 40” N</td>
<td>64° 41’ 53” W</td>
<td>(284) 495-3349</td>
<td>7°</td>
<td>65’</td>
<td>18’ and 40’</td>
<td>no limit</td>
<td>110/220</td>
<td>8-5, Mon-Sat</td>
<td>45</td>
</tr>
<tr>
<td><strong>Tortola, BVI</strong></td>
<td>Tortola Yacht Services</td>
<td>18° 25’ 0” N</td>
<td>64° 37’ 0” W</td>
<td>(284) 494-2124</td>
<td>10’</td>
<td>68’</td>
<td>20’</td>
<td>no limit</td>
<td>220v, 50A, 110v, 30A</td>
<td>7-4, 7days</td>
<td>70</td>
</tr>
<tr>
<td><strong>Virgin Gorda, BVI</strong></td>
<td>Virgin Gorda Yacht Harbour</td>
<td>18° 45’ 222’ N</td>
<td>64° 43’750”</td>
<td>284-495-5318</td>
<td>10</td>
<td>150’</td>
<td>34</td>
<td>no limit</td>
<td>110/120</td>
<td>7am-6pm</td>
<td>70</td>
</tr>
<tr>
<td><strong>Curaçao</strong></td>
<td>Curacao Marine</td>
<td>12° 0’ N</td>
<td>68’ 0’ W</td>
<td>599 9 562-8000</td>
<td>9’</td>
<td>120’</td>
<td>33’</td>
<td>193</td>
<td>110/220</td>
<td>8am-5pm</td>
<td>60</td>
</tr>
<tr>
<td><strong>Boca Chica, D.R.</strong></td>
<td>Marina Carimar</td>
<td>18° 26’ 4” N</td>
<td>69° 37’ 23” W</td>
<td>(809) 523-9858</td>
<td>7.5’</td>
<td>65’</td>
<td>28’</td>
<td>no limit</td>
<td>110/220</td>
<td>380</td>
<td>9am-5pm</td>
</tr>
<tr>
<td><strong>La Romana, D.R.</strong></td>
<td>IBC Shipyard</td>
<td>18° 23’ 35” N</td>
<td>68° 53’ 55” W</td>
<td>+809 449-3321/3323</td>
<td>12’</td>
<td>110’</td>
<td>26’</td>
<td>no limit</td>
<td>110/220 3 phase 100/50/30 amp</td>
<td>8-5 M-F</td>
<td>120</td>
</tr>
<tr>
<td><strong>Grenada</strong></td>
<td>Grenada Marine</td>
<td>12° 01’ 20” N</td>
<td>61° 40’ 42”</td>
<td>00-1-473-443-1667</td>
<td>12’</td>
<td>75’</td>
<td>315’</td>
<td>0</td>
<td>110/220</td>
<td>8-5 M-F</td>
<td>8-12, Sat</td>
</tr>
<tr>
<td><strong>Grenada</strong></td>
<td>Spice Island Marine Center</td>
<td>12° 5 N</td>
<td>61° 43’ W</td>
<td>473-444-4257</td>
<td>12’</td>
<td>70’</td>
<td>254’</td>
<td>0</td>
<td>110/230</td>
<td>8am-4:30 pm</td>
<td>70</td>
</tr>
<tr>
<td><strong>Panama</strong></td>
<td>Bocas Yacht Services</td>
<td>09° 17’3” N</td>
<td>602° 23’06” W</td>
<td>507-6619-5601</td>
<td>8’</td>
<td>65’</td>
<td>18’</td>
<td>20’</td>
<td>120/220</td>
<td>7:30-3:30pm</td>
<td>60</td>
</tr>
<tr>
<td><strong>Puerto Rico</strong></td>
<td>Varadero @ 37N</td>
<td>18° 04’ 37” N</td>
<td>65° 47’ 57” W</td>
<td>787-656-9211</td>
<td>11’</td>
<td>110’</td>
<td>26’</td>
<td>no limit</td>
<td>50/30 amp</td>
<td>8-5, 7days</td>
<td>110</td>
</tr>
<tr>
<td><strong>Puerto Rico</strong></td>
<td>Puerto Del Rey Marina</td>
<td>18° 17’ 3” N</td>
<td>65° 38’ W</td>
<td>787-860-1000</td>
<td>15’</td>
<td>150’</td>
<td>33</td>
<td>no limit</td>
<td>120/208/240/408v, 2 &amp; 3 – phase / 50, 100 &amp; 200 amps</td>
<td>8am-5pm</td>
<td>155</td>
</tr>
<tr>
<td><strong>Sint Maarten</strong></td>
<td>Megayard</td>
<td>18° 02’ 13.24” N</td>
<td>63° 05’ 08.52” W</td>
<td>1-721-5444-040</td>
<td>12’</td>
<td>200’</td>
<td>33’</td>
<td>12’</td>
<td>110/220</td>
<td>8-5 M-F</td>
<td>150</td>
</tr>
<tr>
<td><strong>St. Lucia</strong></td>
<td>Rodney Bay Marina</td>
<td>14°04’ 32” N</td>
<td>60°56’ 55” W</td>
<td>758-572-7200</td>
<td>11’</td>
<td>75’</td>
<td>28’</td>
<td>no limit</td>
<td>110v/60, 220v/50, 480v/3 phase; 100 amps/leg; 220v 3 phase; 100 amps/leg; 220v/40amps; 100v 30amps; 50 &amp; 60hz</td>
<td>8am-5pm</td>
<td>75</td>
</tr>
<tr>
<td><strong>St. Croix, USVI</strong></td>
<td>St. Croix Marine</td>
<td>17° 45’ N</td>
<td>64° 42’ W</td>
<td>340 773-7029</td>
<td>11’</td>
<td>68’</td>
<td>13-8’</td>
<td>no limit</td>
<td>110v 30amp; 220v 50amp; 3 phase 100amp</td>
<td>8-5, Mon-Sat</td>
<td>60</td>
</tr>
<tr>
<td><strong>St. Kitts</strong></td>
<td>St. Kitts Marine Works</td>
<td>17° 20’3” N</td>
<td>62° 50.1” W</td>
<td>1-869-662-8930</td>
<td>12’</td>
<td>120’</td>
<td>35’</td>
<td>no limit</td>
<td>110/220/3 phase 100amp</td>
<td>7-4 M-F</td>
<td>150</td>
</tr>
<tr>
<td><strong>St. Thomas, USVI</strong></td>
<td>Subbase Drydock</td>
<td>18° N</td>
<td>65 W</td>
<td>340-776-2078</td>
<td>16.5’</td>
<td>190’</td>
<td>50’</td>
<td>no limit</td>
<td>440 three phase/220/110</td>
<td>8-5, Mon-Sat</td>
<td>1000</td>
</tr>
</tbody>
</table>

### Outside of Caribbean:

<table>
<thead>
<tr>
<th>Location</th>
<th>Name</th>
<th>Latitude</th>
<th>Longitude</th>
<th>Phone Number</th>
<th>Maximum Draft</th>
<th>Maximum Length</th>
<th>Maximum Beam</th>
<th>Maximum At Quay</th>
<th>Power Supply</th>
<th>Amperage</th>
<th>Contact</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Deltaville, Va</strong></td>
<td>Deltaville Boatyard</td>
<td>37° 54’ 96.64” N</td>
<td>76° 32’ 96.21” W</td>
<td>804-776-8900</td>
<td>9’</td>
<td>80’</td>
<td>25’</td>
<td>no limit</td>
<td>30/50 Amp</td>
<td>7-5 M-F</td>
<td>35/75</td>
</tr>
</tbody>
</table>

**Ask about adding your Boatyard to the All At Sea Boatyard Guide** Contact Advertising@allatsea.net
The Watermaker that works and works...

Echo Marine Trinidad  www.watermakers.net

ARUBA

The Renaissance Marina, located in the heart of Oranjestad is part of the Renaissance Aruba Resort and Casino and can accommodate more than 50 yachts.

Located at 12°31'01.50"N | 70°02'15.00"W, Renaissance Marina is the island’s most beautiful marina, part of the Renaissance Aruba Resort & Casino, it stretches over much of this picturesque waterfront community combining the largest entertainment and shopping facility in Aruba with the natural beauty of the Marina. Renaissance Marina can accommodate yachts up to 200'.

The marina supplies fresh running water and 110/220/360V 60Hz electricity, satellite TV with security guards on duty 24 hours a day.

Tel: (+297) 588-0260  Fax: (+297) 588-0261  www.renaissancemarina.com  Channel 16  Renaissance Marketplace, Oranjestad Aruba
ST. CROIX, U.S.V.I. Enjoy views of Buck Island, the North Shore and Caribbean Sea from this fully-furnished 1 BR/1 BA ground floor condo located just steps from the beach. Coral Princess is a small condo development located west of Christiansted. This unit is located at the northwest corner of the property next to the pool. Pets allowed. Low monthly condo fees. Seller financing. Price: USD $79,500

JULIE SAN MARTIN, Team San Martin – RE/MAX St. Croix julie@teamsanmartin.com | www.teamsanmartin.com
Cell: (340) 690-9040 | Office: (340) 773-1048 ext. 305

ST. THOMAS, U.S.V.I. Own a large beachfront home on world famous Magens Bay. This 6 BR/5 BA residence sits on over half an acre of land with easy access to its own secluded white sand beach and crystal clear Caribbean waters. Or, purchase as a vacation rental. There’s the ability to separate into four different units: 2 BR/2 BA, 2 BR/1 BA, 1 BR/1 BA, and a studio. Price: USD 1,990,000

KIRK BOEGER, David Jones Real Estate vikirkboeger@gmail.com | www.davidjones.vi
Office: (340) 774-4444 | Cell: (340) 244-9387
ST. JOHN, U.S.V.I. Snorkel, kayak and shell from your own backyard! Spectacular 5 BR/5 BA estate set on 1-plus acre site. One-of-a-kind setting with Caribbean Sea views and lovely breezes. Infinity edge pool, outdoor wet bar and large covered veranda off elegant great room. Lush landscaping. Walking paths meander throughout the property to the swimmable waterfront. Property has undergone complete renovation and is in mint condition. HOA w/protective covenants. Ten minutes to Cruz Bay, restaurants, shops, ferry and car barge. Price: USD $2,850,000

MARY NICKBARG, Broker Associate
American Paradise Real Estate, Inc.
marynickbarg@gmail.com | Cell: (340) 513-2477
www.americanparadise.com

ANEGADA, B.V.I. Six acres of pristine beachfront land is now available for development. This is the BVI’s only coral island. It’s quiet, protected and totally surrounded by fantastic reefs. Great beach combing, swimming and snorkeling. There’s a small airport and ferry service four days a week from Tortola. Price: USD $5,000,000

BONNIE DOUGALL, Dougall Real Estate BVI
bonnie@realestatebvi.com | www.realestatebvi.com
Cell: (284) 541-3003 | Office: (284) 495-3003
JOLLY HARBOUR, ANTIGUA. This beach front building plot measures 80 feet by 165 feet, located on Jolly Harbour’s magnificent North Beach. There is a second plot that fronts the inside marina canal and provides ample room for a boathouse with dock and boat lift. Beachfront homes in this residential neighborhood range from USD $2 million to US $8 million. Price (land only): USD $695,000

GEOFFREY PIDDUCK, AC Real Estate Services
goeffrey@geoffreypidduck.com
Cell: (268) 720-7702

BEQUIA, ST. VINCENT & THE GRENADINES.
The picture perfect sands of Lower Bay are steps away from this west coast property. This 7 BR apartment block set in 0.65 acres is in need of redevelopment. The first building is detached and accommodates a restaurant area with bar. A second building is 1 ½-stories with 4 BR/4BA and a store room. A third building is also a 1.5-story building with 3 1-BR apartments. Beautifully landscaped with mature fruit trees, palms and tropical blossoming plants. Price: USD $300,000

LARA COWAN, Grenadine Escape
lara@grenadine-escape.com | Tel: (44) 203 468 5592
www.grenadine-escape.com
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southerntrades@surfvi.com Fax: 284 494 8009
www.southerntrades.com
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Based in the British Virgin Islands, in the heart of the Caribbean chartering area. From our convenient location, our staff brings over 30 years of charter management and marketing expertise to our clients. Services include (but are not limited to)...

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- Yacht Management / Crew Placement
- BVI Trade Licenses / Work Permits
- Flagging & Registration
- Company Formation
- Charter Yacht Sales
- Insurance

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Tel: 800 605 6142 or 284 494 7955
Fax: 888 546 9672
yachting@charterportbvi.com
Good tidings to all as Sail Caribe and Atlas Yacht Sales expand to the Yacht Club at Palmas del Mar. With over fifteen years of specializing in premier bareboat and crewed charter vessels, and as exclusive dealers for the best fully-equipped Jeanneau sailboats and Lagoon catamarans as well as the Prestige luxury motor yacht line, our boutique company has arrived at a new port to make a second home within the beautiful community of Palmas del Mar where we will also offer our ASA-certified Sailing School.

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Your Caribbean Cruising Connection Since 1981!
TEL: 1-284-494-3260
www.bviyachtsales.com

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CLEARANCE SALES!
Everything needs to go in 3 months - all offers welcome!

- Chris craft Scorpion 31 ft centre console 2x225EFI.......... US$18,000
- Weldcraft fisherman 27 ft 2x225 Yamahas ....................... US$18,000
- Searecuse dinghy 30 ft 2x200 Johnsons .......................... US$12,000
- Rinker Captiva 282 limited edition, great condition........... US$35,000
- Rybovich fisher vintage 46 ft ....................................... US$75,000
- J 120 racing sailing ...................................................... US$125,000
- Bavaria 38 mast damaged ............................................... US$30,000

Contact Ben: ph +1 721 522 4861 & +1 721 527 5006
or Email jelic@onebox.com

FOR SALE: NATIVE BOAT 28’
“Black Angel”
LOCATED FAJARDO, PR
$6,500

FOR SALE: 1984 Eldridge McInnis Trawler
40’ 1984 Eldridge McInnis Trawler
For sale at US$68,000, currently in Antigua. 135 HP Lugger engine, layout gives privacy in her sleeping cabins, while her deck level galley and salon offers good visibility. CONTACT +1(268)7761358

FOR SALE: 1987 SPRONK CATAMARAN 65’
1987 SPRONK CATAMARAN 65’
CONTACT: pbosze@romascogroup.com

FOR SALE: 2002 MAXUM 46’
2002 MAXUM 46’
CONTACT: pbosze@romascogroup.com

1981 OCEANIC 46 FOR SALE
Currently in St. Martin. A great live aboard for family or couple. Navigate in comfort from the aft cockpit or pilothouse. $149,000

FOR MORE DETAILS VISIT: oceanic46forsale.com or call 721.550.8721

CUSTOM HERMANSON 44
Looking for the ultimate ocean steel liveaboard cruiser? Look no further!! $99,999 Can make money with!! www.dutchlove.com

LOVE ALL AT SEA?
Tell an advertiser, I saw it in ALL AT SEA THANK YOU FOR THEIR SUPPORT!
**Casse Tete V** is in very good condition & ready to race or cruise. Refit in 2009. Registered in Bonaire as B-100. 

Price US$ 100,000

For info, contact: josschoonen49@gmail.com

---

**FOR SALE: SWAN 441-R OF 1979**

Must see this Fisher 37 (Yacht World ID #79779-2758928), built in England in 1974. This pilot house ketch located in Guadalupe is suitable for extended cruising or a great live aboard.

Contact Paul at 284 542 9283 paul@nicholsonyachts.com

---

**EL CONDOR** IS FOR SALE

**NEW PRICE $55,000**

Own a Vintage Performance Cruiser with a proven pedigree.

This Pipedream 36.6 sloop is well known in the Caribbean; Solar Mat, Wind Turbine enabled, this cruiser racer is sure to electrify your heart and dreams.

Contact Paul at 284 542 9283 paul@nicholsonyachts.com

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**RUFFIAN** IS FOR SALE

Winner of her class in the 2013 and 2014 Antigua Classic Yacht Regatta’s

Caspe Tete V is in very good condition & ready to race or cruise. Refit in 2009. Registered in Bonaire as B-100. Price US$ 100,000

For info, contact: josschoonen49@gmail.com

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**FOR SALE: SWAN 441-R OF 1979**

**PLEASE SEE PAGE 82**

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**FOR SALE: SWAN 441-R OF 1979**

**PLEASE SEE PAGE 82**

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**FOR SALE: SWAN 441-R OF 1979**

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The first yacht to yacht culinary contest held at the Marmaris Charter Yacht Show, provided the opportunity for chefs to show their talents. I was fortunate to be invited to coordinate this event.

The overall winner was Canadian chef Elizabeth Lee. Here are a few of Elizabeth’s easy dishes …

**ZUCCHINI SALAD**
Prep time: 20 minutes. Cooking time: 15 minutes
Draining time: 1 hour. Serves: 4

2 lb zucchini
1 heaped cup plain yogurt
4 cloves garlic, peeled and minced

Grate the zucchini into a strainer and allow liquids to drain for one hour. Heat the olive oil in a frying pan and cook until zucchini has released and then reabsorbed all of their liquids: then add seasoned salt and allow to cool. Add yogurt, garlic, dill, to the cool zucchini; mix well.

**SEARED SHRIMP SALAD**

1 pound mixed organic salad greens
1 pint cherry tomatoes
3 ½ ounces (100 g) feta cheese
1 teaspoon sea salt
1 teaspoon white pepper
½ teaspoon smoked paprika
½ cup heavy whipping cream
1 tablespoon extra virgin olive oil

1 English cucumber, peeled
1 celery stalk
6 cilantro sprigs
2 lb shrimp, peeled, deveined, tail removed (16-20 count)
1 garlic glove, crushed
½ cup dry white wine
2 cups cooked Quinoa Pilaf (recipe follows)

Rinse salad greens and reserve, chilled. Slice cherry tomatoes in half and reserve. Dice cucumber into ¼-inch cubes and reserve. Slice celery on the bias into 12 long thin wedges; reserve for garnish.

Remove leaves from cilantro sprigs and mince; discard stalks. In a small bowl, crumble feta cheese, add minced cilantro and toss to combine.

Slice shrimp in half lengthwise and season with salt, white pepper and smoked paprika.

Heat a sauté pan over medium heat. Pour olive oil into pan; add shrimp and sauté until shrimp begin to turn pink and curl, about 2 to 3 minutes. Stir in garlic and cook 1 minute longer. Add wine to sauté pan and reduce by half, about 2 to 3 minutes. Add whipping cream, bring to simmer and cook 1 minute. (The sauce will become your warm vinaigrette.)

To plate: spoon 1/3 cup Quinoa Pilaf into the base of 6 individual serving dishes. With a spoon create a well in the pilaf to provide a base for the greens. Top the pilaf with salad greens and arrange tomato and cucumber around the pilaf. Place the seared shrimp on top of the greens and drizzle with the warm vinaigrette. Finish with the herbed feta and sprouts. Arrange the celery garnish creatively on the side of the salad. Serves: 6

**QUINOA PILAF**

½ cup white quinoa
½ cup black or red quinoa
2 cups stock
1 teaspoon dried oregano
1 teaspoon dried basil
1 teaspoon celery salt
½ teaspoon sea salt

In a 3-quart saucepan combine quinoa, stock and seasonings; stir to combine. Bring to a boil, reduce to simmer, cover and cook 15 minutes or until quinoa becomes translucent and the germ shows a visible spiral on the exterior of the grains.

Remove from heat and let stand, covered, for 5 minutes or until all the stock is absorbed. Fluff with a fork and reserve. Makes 2 cups pilaf.
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