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**New rates: 1 June to 30 November 2015**

<table>
<thead>
<tr>
<th>LOA in feet</th>
<th>Daily $/ft/day</th>
<th>Weekly $/ft/day</th>
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<tr>
<td>up to 32</td>
<td>$0.85</td>
<td>$0.77</td>
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<td>$1.10</td>
<td>$0.99</td>
<td>$0.50</td>
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<tr>
<td>up to 50</td>
<td>$1.20</td>
<td>$1.08</td>
<td>$0.55</td>
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<tr>
<td>up to 60</td>
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<td>$1.17</td>
<td>$0.61</td>
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<tr>
<td>up to 80</td>
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<td>$0.85</td>
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<tr>
<td>up to 100</td>
<td>$1.70</td>
<td>$1.53</td>
<td>$0.87</td>
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For yachts above 100 feet LOA, and for bookings of longer periods, please contact us for a personalised quote. Multihulls are charged at 1.5 times the standard rate. Weekly and monthly rates apply to yachts staying consecutively for 7 days or 30 days respectively.
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For boats between 36-59ft, Drum Diameter 5 1/8”, Warping Winch, AISI Stainless Steel 316 base. Vertical watertight motor for easy and fast drop-in installation. This 800W 24V winch is equipped with an epicyclical gearbox, that provides much higher efficiency (40% compared to equivalent traditional gearboxes). Great for hoisting heavy dinghies.

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This month All At Sea takes its annual look at Charter Trends, and if any industry is in a permanent state of flux then it’s the charter boat industry. It seems that every week a charter boat offers guests something new and just keeping up with it makes me dizzy. On boats that are on a par with luxury hotels, services are out of this world. Be it food or fun, all tastes are catered for. Want a massage? No problem, many of the superyachts have a masseuse onboard … and a hairdresser … and a spa … and a submarine … and a helicopter.

When a 120ft charter boat carrying guests of all ages anchored close to us a few months ago, I watched in awe as the crew went to work deploying the water toys … all, it seemed, at the double. Many of the toys went unused or were used once and then forgotten about. There were so many toys that I was sure the yacht would list when the crew piled them all back onboard. The crew did the work in a very professional way, and with a ‘nothing is too much trouble’ attitude, which is the way it should be.

The charter boat industry rode out the financial downturn of the last few years and the future looks bright. There are, however, a few clouds on the horizon. When seasoned brokers talk openly about possible damage to the industry in places like the British Virgin Islands thanks to the threat of increasing fees, fees that ultimately will be passed to the customer, then it is time for stakeholders to take note. Some Caribbean governments have short memories. In the past, certain islands pushed fees beyond acceptable limits and it took a drop in the number of visiting yachts to make them think again. Unfortunately, and to their chagrin, what took a short time to damage took a long time to repair. Let’s hope that history doesn’t repeat itself and governments looking to solve their budget woes by increasing fees on visiting yachts – private and charter – first consult industry specialists. As attractive as areas of the Caribbean are, squeezing more and more money out of an industry that can float its business elsewhere doesn’t make sense.

Plying the same waters as the term charter boats are hundreds of boats that every day take tourists to the scenic beaches and bays that have made the Caribbean famous. Day charter boats come in all shapes and sizes and include powerboats, sailboats, multihulls and monohulls, pirate ships and semi-submersibles. There are even Venetian gondolas. Day charters offer booze cruises, diving expeditions, pub crawls, super-fast sailing on retired race boats and more. We paid a visit to Captain Neil Robert, owner of a popular day charter boat who has been in the trade for almost 20-years. We asked Cap’n Robert what it takes to make a success of sailing off into the sunset every evening. If you think this way of making a living is for you, then turn to page 86 to find out more.

On ocean passages I love chance encounters with creatures of the deep. The thrill of seeing a pod of whales or watching flying fish burst from the water like a fist full of silver coins never loses its allure. But it’s not just creatures of the deep that visit boats on passage and I have had some wonderful encounters with birds. I always log these visits but now, thanks to ‘Birding Aboard’ such information can help in conservation efforts and all sailors can get involved. It’s easy. Just take a picture of your feathered visitor, note the time and place, and when you get a chance email the information to the ‘SeaBC’ citizen science project. They will love you for it and you will be doing your bit for conservation. It’s also a whole lot of fun, especially if you are sailing with kids. See page 52 for details.
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## ISLAND EVENTS & INTERESTS

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Cuba ... That Was Then, This Is Now

### Puerto Rico...
The 2015 Culebra Cup: Fun in Fair Weather

### British Virgin Islands...
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Let’s Start a Day Charter Business

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Grenada’s Underwater Volcano Kick ‘Em Jenny Stirs

### Panama...
Bocas del Toro Boat Yard, Panama

### Resources...

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WHERE IN THE WORLD?
Congratulations to Shai and Lorraine and thanks for reading ALL AT SEA!

Sint Maarten’s Shai and Lorraine Talmi recently met up with S/V Ganesh during Captain Fatty and Carolyn Goodlander’s third circumnavigation. Ganesh, a sister ship to the Talmi’s Gordita, was exploring the waters of Phang Nga Bay, Thailand.

This selfie, credited to Cap’n Fatty, was taken just off Koh Tapu, better known as James Bond Island, famous from the movie The Man With the Golden Gun—a must visit for Bond fans and nature enthusiasts alike.

EDITOR’S NOTE: Lorraine says she was inspired to take along All At Sea on her latest holiday by previous ‘Where in the World’ winner Captain Barry Morgan. If you are similarly inspired and we publish your photo, then we will give you a year’s subscription to the Caribbean’s favorite waterfront magazine. See below for details.

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**SAM MORRELL WINS US JUNIOR SAILING CHAMPIONSHIP**

Sam Morrell, representing the St Thomas Yacht Club, won the Smythe Trophy, which is the US Junior singlehanded Championship.

Sailed in the Byte CII dinghy and hosted by the Wianno Yacht Club in Centerville, Massachusetts, the event featured the top junior sailors from across the USA.

The four-day event saw ten races sailed in consistently windy 10 to 20 knot conditions.

The road to the Smythe Trophy entails a qualification process with VI sailors having to travel to Connecticut or New York and finish in the top two spots to advance to the event finals which are hosted by a different yacht club each summer. This year’s qualifiers were in Bellport, New York where Morrell finished an easy second.

Morrell was joined on the podium by fellow St Thomas sailor and Antilles student Graceann Nicolosi.

In the meantime, the island will host the GP14s Barbados Worlds Championship 2016 and the Seaview Class events. These will be followed later in the year by the ‘Barbados 50 - A Sailing Odyssey’, in commemoration of Barbados’ 50th Independence Anniversary Celebrations.

**BARBADOS TO HOST OK CLASS WORLDS 2017**

Barbados has won the bid for the right to host the OK Class Worlds in 2017 and it is expected that this event will attract 100 of the world’s best sailors to compete against each other in Carlisle Bay. This will mark the first time that Barbados will host two international yachting competitions in one year, as the island will also play host to the very large and popular Finn Masters Worlds.

In the meantime, the island will host the GP14s Barbados Worlds Championship 2016 and the Seaview Class events. These will be followed later in the year by the ‘Barbados 50 - A Sailing Odyssey’, in commemoration of Barbados’ 50th Independence Anniversary Celebrations.

**SAILORS FOR THE SEA AND SUNSAIL PARTNER WITH GLOBAL FINPRINT**

BAHAMAS – Sunsail and Sailors for the Sea have teamed up with Global FinPrint on their first expedition in the Abacos, Bahamas. They will assist the group’s global initiative by supporting a team of scientists to compare various characteristics of reefs to see which ecological factors determine the number, types and sizes of sharks and rays present in a specific reef habitat. With this information the team will be able to prioritize areas for future shark conservation projects. The data from each expedition will be made accessible to students, the general public, governments and other scientists through an open-access database, thereby maximizing Global FinPrint’s impact on marine education and conservation.

“Sunsail is proud to provide our yachts as the platform for this important research helping to ensure the health of the reefs and marine sanctuaries. We place a great deal of interest in what is below the surface of the playground which we inhabit in the charter industry and find it imperative to help maintain and sustain the health of our oceans,” says Brittany Weatherby Riley, marketing manager of Sunsail.

The widespread decline of sharks and rays is a significant
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global environmental issue that requires comprehensive, science-based policies at the domestic and international level.

“Helping boaters understand the complex marine health issues beneath our hulls is paramount to healing the ocean,” says R. Mark Davis, President of Sailors for the Sea.

Demian Chapman, lead scientist for the Global FinPrint said Global FinPrint’s team was grateful to Sunsail for generously supporting their efforts to survey reefs around the world to learn more about sharks and rays. “It seems appropriate to be casting off together by surveying a reef inside The Bahamas Shark Sanctuary to gather data on what we think will be comparatively well protected, robust shark populations.”

SEA HAWK PAINTS PROVIDES PROFESSIONALS AND DIY’ERS TRAINING VIDEO SERIES

Sea Hawk Paints announced the introduction of a new series of informative Hawk Epoxy training videos to provide marine service professionals and do-it-yourselfers proven techniques for protecting and enhancing the longevity of their vessels.

Each video is scripted and shot in a way that provides viewers virtually instant understanding of the wide range of application specific solutions the Hawk Epoxy system provides making it quick and easy to translate the video instructions to real world applications. The first five videos in the series focus on specific solutions for using Hawk Epoxy to perform every-day boat repairs. The topics addressed in the Hawk Epoxy training videos include: Hawk Epoxy Proper Measuring and Mixing, Sealing a Fiberglass Hull with Hawk Epoxy, Patching Holes in a Boat with Hawk Epoxy, Hardware Replacement Adhesion with Hawk Epoxy, and Fairing Hull Imperfections with Hawk Epoxy.

The Hawk Epoxy video series can be accessed on the Sea Hawk Paints website: www.SeaHawkPaints.com/videos

PHILIP WALWYN, YACHTSMAN AND BOAT BUILDER

It is with great sadness that we report the death of Philip Walwyn. The legendary Caribbean yachtsman was completing his 17th crossing of the Atlantic when he apparently lost his footing on deck and fell overboard from his yacht Kate off the English coast.

Walwyn spent most of his life on the Caribbean island of St Kitts, where his family had settled in the 17th century.

A renowned boat builder and world-class sailor, he competed in long-distance short-handed events including the Route du Rhum in 1982, in which he beat the French at their own game by winning the final sprint, and the Round Britain and Ireland races in 1978, 1981 and 1984, when he was twice winner in his class. In 1986-87 he built two six-metre yachts and was both British and European Champion in 1987, despite never having sailed in the class before.

Of all the boats he built, Kate, a first rule (1907) International 12 Meter design, was one of his favorites. Built as a gaff cutter, with a massive boom and mainsail, the rig was later modified with the addition of a mizzen mast. Kate was a regular sight at regattas around the Caribbean, including Antigua Classics.

Walwyn fell into the sea within a mile of Coverack Cove on the Lizard peninsula and within ten miles of his destination, Falmouth harbour, having set sail from Nova Scotia and sailed via the Azores. He had undertaken the voyage to prove that a 12-Metre yacht could be sailed across the Atlantic single-handedly.

PHILIP WALWYN, BORN FEBRUARY 19 1947, DIED AUGUST 3 2015
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EVENT CALENDAR

Please send future events to editor@allatsea.net. This month and next month’s events are currently published here and at www.allatsea.net. Your specific area may or may not be shown based on identified activities for these months.

BOAT SHOW:
- **ANNAPELS, MD**
  - OCTOBER 8 – 12
  - US Sailboat Show
  - www.annapolisboatshows.com
  - 410-268-8828
  
  - OCTOBER 15 – 18
  - US Powerboat Show
  - www.annapolisboatshows.com
  - 410-268-8828

- **FORT LAUDERDALE, FL**
  - NOVEMBER 5 – 9
  - 56th Annual Fort Lauderdale Boat Show
  - www.ShowManagement.com
  - 800-940-7642

CRUISING RALLY:
- **NEWPORT, RI**
  - NOVEMBER 1
  - Annual N.A.R.C. RALLY - Newport to Caribbean
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  - offshorepassage@sprintmail.com
  - 1-800-4-PASSAGE

FISHING TOURNAMENT:
- **ST. THOMAS, USVI**
  - NOVEMBER 7
  - VIGFC Wahoo Wind-Up
  - www.vigfc.com
  - usvigfc@gmail.com
  - 340-775-9144

- **BIMINI, BAHAMAS**
  - NOVEMBER 12 – 14
  - Wahoo Smackdown Series
  - www.biggameclubbimini.com

INDUSTRY CONFERENCE:
- **ORLANDO, FL**
  - NOVEMBER 15 – 18
  - Marine Dealers Conference & Expo
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The only reason to invite guests aboard is to torture them. I’m just being honest.

Let’s put it a different way: ever notice how the word SAILOR and SICKOS have the same number of letters—and start with the same letter as well?

Coincidence? I don’t think so!

Why invite a dirt-dweller aboard if not to enjoy their inevitable, eventual agony? What other reason could there be?

I’ve made peace with this. We sailors have a dark side—that’s a given. Half my guests call me Captain Bligh, while the other half refer to me as Sailor DeSade. So be it. I believe that landlubbers deserve and desire to throw up—it is what they do best. It’s their sole skill—that, and, well, to complain, beg and whimper.

… and pathetically demand to be put ashore, etc.

I try to set the authoritative tone early—via email. “Buy two tiny soft bags,” I write to my potential victims in my brief and chatty 87-page ‘Fat tips, tricks, and suggestions’ passage primer that I pre-send them, “and fill these tiny bags only with what you ABSOLUTELY MUST HAVE, and then leave one of those bags at home.”

Under the ‘using the head—that’s a marine toilet’ section, I write, “It is best if you don’t poop during the week you will
be aboard. We suggest you pre-poop a number of times on the airplane enroute, and take care of any final stinky business ashore. However, if you DON’T WANT TO FOLLOW OUR ADVICE and you DO need to poop whilst at sea—well, we suggest you pump the head until your arm falls off, plus an additional fifty strokes to clear the hoses.”

First impressions are important. I start off enforcing ‘ship’s discipline’ in the parking lot as the taxi driver takes their luggage out of his trunk. I just start punting their bags around the pavement like soccer balls, screaming, “That’s the smallest bag you could find in all America? Really? BULL*#@*!”

The dinghy rides are always fun. I untie the dinghy so I can easily slide it, tell ‘em to ‘step in the center,’ and then swiftly shift my inflatable accordingly. (Dunking them early not only gets them in the right frame of mind—it eliminates any chance they might be able to call the police on their drowned iPhone while screaming, “I’m being kidnapped!”).

Merciless!

Getting aboard is fun as well. I intentionally anchor my 43-foot ketch in a swell. That way, when my transom rises up, I’m able to insert my tender directly under its swim ladder unobtrusively … so that I can ‘tenderize’ my bruised guests before they’re even aboard!

How cool is that?

See, it’s all about advance planning—with a dash of sadoseamanship tossed in for good measure.

Once our guests are aboard and so badly injured they can’t swim away—I hit ‘em with the truth. “This is a Swell Ship for the Captain and a Hell Ship for the Crew!”

Fools that they are, many think I’m joking at this point—an opinion I’ll soon rid them of the hard way.

Just so they quickly know who and what they are dealing with, I show them a garden bug sprayer. “Boats with lots of water use these wasteful things, but we (and now I hold up a tiny perfume atomizer) use these little lovelies to conserve our fresh water supply. Each of you will be issued a personal hygiene teaspoon of fresh water daily—to be used as you see fit … for washing, showering, drinking, cooking, etc.”

Occasionally, one of our guests might be a macho-man. You know the type: works out at the gym, jogs daily, races bicycles on Saturday, and runs marathons on Sunday, etc. To cut them down
to size while under sail, I tell ‘em to haul in on the jib tag line to furl the genoa—but I don’t cast off the sheet to relieve the load.

This is impossible. “Come on, come on!” I shout at ‘em, “what, are you a GIRL? Duh? Put your back into it, man—oh, for gosh sakes! Are you weaker than Bristol Palin’s morals?”

Just when they’re about to give up or cardio-arrest, I tell my wife, “Carolyn, roll up the genoa, please!” as I luff up to relieve the 5,000-pound load. Once, a particularly dumb macho man leapt ahead of Carolyn to help her. She let go of the tag line as I bore off the wind a couple of degrees—and we both chuckled as Mister Macho was dragged forward down the deck and through a very small, painful block.

“Not as strong as you thought, are you?” I taunted our guest, who was now rolled up in the fetal position and whimpering.

The whole idea is to get your guests scampering around the deck in bare feet. They are, hence, bound to break a toe or two! (We rent ‘em empty toothpaste tubes to use as toe-splints—but, of course, these medi-thingies are pricey!)

Ah, isn’t sailing grand?

The women are easy to scare, especially when they’re in the water and you nonchalantly start talking about two highly interesting topics: the stats on menstruation and shark attack.

Men are a tad tougher to intimidate—but muttering about poisonous sea snakes and his ‘soft bits’ usually does the trick.

If there are kids involved, just mentioning how Great Whites view them as, like, wiggling popcorn surface snacks also tends to empty the water.

Actually, when we have guests aboard, I conserve everything but my criticisms.

“There are three types of people I hate,” I tell my shaking guests, “dirt-dwellers, rock-huggers, and shore sluts!”

Boat shoes are another area with easy-pickings—at least in terms of sea-going abuse. If my guests bring new shoes, I claim they haven’t been ‘softened up’ enough for our teak. If their Topsider™ boat shoes are old or obviously used, I eliminate them for having invisible rocks and/or sand wedged in the wavy soles.

You’re damned if you do, and damned if you don’t—actually, you’re totally damned on my vessel the moment you step aboard!

The whole idea is to get your guests scampering around the deck in bare feet. They are, hence, bound to break a toe or two! (We rent ‘em empty toothpaste tubes to use as toe-splints—but, of course, these medi-thingies are pricey!)

Yes, I watch our guests like a hawk—especially at night. We have one iron-clad electrical rule: one light per person, period. The penalty for having two lights on at the same time is keel-hauling—which is always a fine and swell thing to watch if you are the viewer and not the victim. (We seldom haul out and repaint with anti-fouling because this cuts down on the bleeding, and hence the number of Black Tips circling. Besides, the writhing victim tends to de-barnacle our hull during the ordeal as well—a win-win, by any standard.)

Oh, there are a dozen other Fun With Guests tricks as well. For instance, while zooming along with the dinghy being towed astern, we order a male guest to ‘tilt up the outboard’ to reduce drag. Many can’t even pull the dinghy up far enough to attempt a jump. But a few athletic ones actually manage to hop into our inflatable. And, yes, they drop the dinghy painter as they stroll aft towards the engine. If we’ve timed it perfect, the landlubber is just leaning aft over the outboard when the dinghy painter takes up—and sends ‘em ass-over-tea-kettle into the water.

Neat!

… water ballet, Fatty-style!

If you’re into elongating a guest’s arm, for instance—just hand ‘em the bitter end of your anchor chain, tell ‘em sternly to “hold on, don’t let go,” and then release the handbrake on your windlass’s gypsy.

No, there’s never a dull moment aboard Ganesh, our Palmer Johnson 43.

If our guests are a particularly amorous couple—every time I hear a halyard slap, I say loudly to my wife, “… disgusting!”

There are other common tricks, too—like replacing the stuff in their sunblock tubes with poison ivy extract, etc.
The idea is to keep ‘em off balance—drops of hot sauce and red pepper extract concealed in the TP roll are just the start.

Sometimes newbies need guidance. One silly lady thought her Transderm Seasick Patches went behind her ear before I curtly informed her they were chewable. (The belladonna in ‘em causes severe visual hallucinations—hard to handle if expected, impossible if not.)

So how do you tell if you’re winning? Being effective? Achieving your goals? Well, if the guest attempts suicide—that’s always a compliment. So is grabbing the VHF radio mic and frantically shouting out GPS coordinates. Ditto, trying to wave down other boaters—with all their appendages in a full body cast.

I think of shipboard guests as cheap, easily-replaced entertainment units. City sickos have to hunt down their vics—we international yachtsmen have a ready supply.

And, if you’re clever, it is even possible to turn a profit. We demand all passports and ID go into a common ‘ditch bag’ in case we have to abandon ship—and then stop at the first island to sell the highly prized documents.

In addition, I’ve found that you can earn far more by returning your guests to shore rather than picking them up. (Isn’t seasickness a wonderfully strong, highly dependable motivator?).

Of course, many a cruising couple started out as cyber-lovers. Advertising on noonsight.com is common: many CREW WANTED ADS read something like: big-breasted sailing life partner wanted—must be able to cry on very little food and almost no fresh water …

Other such ads make a point of mentioning suffering. One honest skipper is in search of a lady to yell at, belittle, and criticize as well as love and cherish forever. Romantic, eh?

Of course, I may be in the minority. Many long-term cruisers have no use for landlubbers. I, personally, think they have their place: on the rail, feeding the fishes.

EDITOR’S NOTE: Cap’n Fatty and Carolyn are currently in Southeast Asia, culling unsuspecting lubbers directly from the pool bars of famous island resorts.

Cap’n Fatty Goodlander is the author of Chasing the Horizon and numerous other marine books. His latest, Creative Anchoring, is out now. Visit: fattygoodlander.com
It seems as though there are often obscure meanings to names. People’s surnames are often indicative of the occupations of their ancestors. A Cooper was a barrel maker, a Smith worked with iron, a Baker – well, that one’s obvious.

The BVI has some unusual names on its nautical charts. On Jost van Dyke, named for a Dutch pirate, there’s a point named Pull and be Damn’. One can imagine a fisherman rowing his skiff against a current and battling to make headway. Similarly, Throw Way Wife Bay, on Camanoe. Again a fisherman can be imagined making little progress on a lee shore – his boat and catch in danger of being lost. Perhaps the wife was jettisoned, hopefully to swim to the shore. Or perhaps
not, “She were wuthless, judge. Nuttin but ballast! ‘Twas the fish I wanted.”

And then there’s Quart o’ Nancy Point on Cooper Island. A Nancy may refer to a rum drink but really it’s not clear at all, especially after a quart of the stuff. Other nautical names have a definite historical link especially those surrounding the piracy and buried treasure on Norman Island. An excerpt from the log of the pilot cutter Escape, Virgin Gorda, 1933 is historically interesting:

“March 22 – Heavy squalls from the SE during the night, but very little swell coming into the roadstead. Visited a Nova Scotia fishing schooner in the morning, taking a load of very fine ponies on board to ship to Barbadoes. H. the owner of the schooner, a most interesting fellow, and one of the characters known all over the West Indies.

“March 23 – Under way at 1300 nominally for Nassau in the Bahamas, but ready to call at any island that took our fancy. Loaded up with a cargo of vegetables and fruit, a kind present from R., the planter. Sailed over to watch the ponies swimming out to the schooner and being hoisted aboard, a most exciting operation. Ran out of the Sound through Flanagan Pass. What a perfect cruising ground for a small boat and what lovely names. Ding-a-dong Nook, Dead Man’s Chest, Treasure Point, Careening Cove, Fallen Jerusalem! Stevenson must have looked at this chart when writing ‘Treasure Island’.”

So next time you’re sailing the waters of the Caribbean Sea take particular notice of the names on nautical charts and view them with renewed curiosity. Who knows what might lie behind that designation of yore.

Charlie’s sailing over to Money Bay next week.

Julian Putley is the author of The Drinking Man’s Guide to the BVI, Sunfun Calypso, and Sunfun Gospel.
Stand up paddle boarding is an incredibly versatile beast – SUPs are almost limitless with what they can help you achieve. Tez Plavenieks talks us through common SUP design trends.

**ALL-ROUNDERS**

All-round boards are most common. They look like scaled up surfboards – round nosed, tapering to a narrower tail with three fins protruding from beneath. While performing admirably in small waves they provide ample volume and stability on which to learn and progress.

Versatility is the name of the game – all round SUPs are roughly between 9ft – 12ft. However, how long your board is only tells half the story. You’ll also need to account for width and volume. Super stable platforms are anything from 30-inch wide whereas sub 30-inch becomes increasingly wobbly but deliver livelier feels and better manoeuvrability.
Many all-round boards come with windsurf rig attachments. WindSUP, as it’s referred to, is windsurfing as it was back in the day.

TOURING SUPS
If you already have paddling skills then a touring SUP could be for you. Defined by their pointy noses and squared off tails, touring SUPs efficiently knife through liquid. And while performance can be similar to race SUPs they’re usually wider and more forgiving.

The SUP industry is a canny beast. Brands and designers understand product needs to straddle disciplines. Touring SUPs can therefore be a good call for beginners and early intermediates. Many touring SUPs are also pretty adept in waves or catching open ocean rolling swell with breeze on your back – commonly referred to as downwinding. Touring sticks offer increased flat water performance, more engagement and will
have (in my opinion) more longevity but could still be referred to as all-round.

RACE BOARDS
Race boards are the high performance narrow siblings of touring SUPs. Manufactured with speed in mind there’s more to these sleds than meets the eye. Race boards have to span multi-styles – after all, racing can take place on sheltered inland waterways, with barely a ripple, or in open ocean waters with breeze and swell. As such, race boards come with various volume distributions and widths, all of which are designed for specific jobs.

If a race SUP is your desire then deciding in what type of conditions you’ll be paddling is most important. It’s no good plumpring for a narrow flat water machine when your usual paddling haunt is littered with chop and cross winds – you’ll spend more time swimming than sweeping!

SURF SLEDS
One of the most popular areas of stand up paddling is surfing. When we talk about surf SUPs, however, you can actually take almost any style of board into the waves – as long as you have the skills.

Surf SUPs come in all shapes and sizes. While some fortunate riders have access to perfect point breaks, many of us have to make do with gutless beach breaks – and everything else in between. Surf SUPs, therefore, have to cope with a lot.

As with other boards you’ll need to answer some key questions. It’s all very well aspiring to ride low volume/narrow performance sticks but without conditions to drive this equipment it’d be complete folly.

Riders will also need to keep in mind their weight. Paddlers weighing 85kg will struggle to float sub 90L boards – unless they’re extremely wide. It’s worth developing your paddling and wave riding technique on more stable platforms first. You can then downsize accordingly and discover your optimum. Keep in mind, this info barely scratches the surface of wave SUPs – there are SO many more factors that play a part in paddle surfing.

INFLATABLES
Inflatable SUPs continue to be a cracking choice for many. Great for travelling and for those with limited storage – they pack down into handy roll up sizes – inflatables span all disciplines. The technology has come a long way in the last few years and iSUPs are more rigid and stable than they once were. Hybrid shapes are now appearing offering half inflatable/half rigid options. Needless to say, inflatable SUPs are worth a look, whatever area of SUP you sway towards.

PADDLES
In some ways the paddles heading should’ve come first. After all, without paddling, SUP wouldn’t be the sport it is. Suffice to say stand up is a paddle sport first and foremost – due thought should be given to what ‘engine’ you own.
The stresses and strain placed on your body over time should encourage you to purchase as light a blade as possible. Carbon paddles are usually best – although be aware there are still ‘dogs’ out there.

You then have to decide how flexible you like your paddle shaft. Super stiff will deliver maximum efficiency but take its toll on your joints and muscles. Soft flexes will love your body but not be as efficient.

FINS
As with paddles there’s far too little emphasis placed on fins. Another important part of your set up, fins can be used to tune your kit. Many brands, while providing great boards, often supply their kit with low grade skegs – mainly to keep down costs. It’s worth swapping low grade fins for a better set straight away.

When choosing stand up paddle boarding gear it’s wise to try as much kit as you can. This way you’ll be in a better position to buy.

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

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PAN AMERICAN GAMES

CARIBBEAN & INTERNATIONAL

BY CAROL M. BAREUTHER

Thirteen sailors from five island nations represented the Caribbean in sailing at the Pan American Games, held July 10th – 26th, in Toronto, Canada. Two teams won medals, two sailors earned Olympic slots and the rest gained valuable experience as they continue either on their road to Rio or qualifying to compete in the 2016 Summer Olympics.

Gold medals are what Puerto Rico’s Raul Rios and Fernando Monllor proudly wore around their necks after posting first place finishes in seven of thirteen races in the Snipe Class.

“Winning at these Games is a big part of my sailing career because it now gives me a chance to get closer to an Olympic campaign,” says Rios, who hopes to qualify for Rio 2016 in the Men’s 470.

Puerto Rico’s Enrique Figueroa and Franchesca Valdez earned bronze in the Hobie 16 class.

“Conditions were extremely light, sometimes two to five knots. Teams accustomed to these conditions thrived while heavy air specialists such as us struggled. The final medal race was the best of the whole week. The 10-to 14-knots of breeze gave us a chance to prove what we can do – win! After 20 years and five Pan Am Games appearances (medaling in all five) there is not much I want to achieve, except an Olympic medal. We are still working hard to earn a spot for Rio 2016,” Figueroa explains.
Trinidad & Tobago’s Andrew Lewis and Aruba’s Philippine van Aanholt received slots into the Rio Olympics in the Laser and Laser Radial, respectively, with their strong performances.

“My primary objective was to gain the North American region qualifier spot for the Rio Olympics. This meant that I had to beat Puerto Rico, Bermuda and Mexico. Personally, I really wanted to target a medal. Tactically, and in the larger scheme, Olympic qualification was more important, so I put my energies into securing the berth more than anything. Now that I have qualified with a year to spare, it allows me to better prepare for Rio,” says Lewis, who ended seventh.

Philipine Van Aanholt missed medaling by a scant seven points, yet like Lewis, her goal was the larger one of an Olympic qualification.

“There were five of us vying for the one North American spot, so that was tough. Plus, the light winds meant I had to stay mentally focused all the time to look for puffs. It came down to the last race where I beat Kelly (Arrindell, from Trinidad & Tobago). I had a big smile on my face at the end and I saw some spectators looking at me and shaking their head thinking ‘poor girl thinks she earned a medal’. I’ll tell you, I was never so happy with a fourth place since with it I qualified for the Olympics,” says van Aanholt.

The USVI’s Cy Thompson, who has already qualified for Rio 2016 in the Laser, found the Pan Americans a great opportunity to improve his game.

“Three of the guys in the fleet were ranked in the top ten in the world, with many others close behind. It’s pretty impressive to see this level of competition at an event consisting of only 16 competitors. Although I really wanted to medal, if you look at the list of sailors that beat me, I can’t be too unhappy with myself. I believe that I have found some new confidence with certain aspects in my sailing, and I’m excited to see what happens in my next regatta, which will be one of the World Cup events in China later this year,” says Thompson.

Other Caribbean sailors competing in the Pan Am Games included St. Lucia’s Stephanie Devaux-Lovell in Laser Radial, the USVI’s Mayumi Roller and Kayla McComb in 49erFX, and the USVI’s Peter Stanton and Puerto Rico’s Ramon Gonzalez in Sunfish.

For full results, visit: www.toronto2015.org/sailing

Carol M. Bareuther, RD, is a St. Thomas, U.S. Virgin Islands based marine writer and registered dietitian.
CELEBRITIES, PARTIES & BOATS
CARIBBEAN & INTERNATIONAL  BY CAROL M. BAREUTHER

The Caribbean’s peak charter season kicks off in the fall with charter yacht shows in the U.S. and British Virgin Islands and Antigua. Here’s a preview of what’s new at this year’s events.

**VIRGIN ISLANDS CHARTERYACHT LEAGUE FALL YACHT SHOW**
A celebrated sailor, celebrity chef and 50s-themed celebration are what’s new at this 41st annual event, known as the smallest of the fall Caribbean charter yacht shows.

“Our size is actually highly beneficial,” says Virgin Islands Chartyacht League (VICL) executive director, Brianne Beatty, who expects 80 to 100 brokers from the U.S., Europe and the Caribbean and a fleet of 40 yachts to attend the 2015 show. “The atmosphere is relaxed, everyone is less rushed, and there’s ample time for brokers to visit aboard each yacht and get to know the crews.”

The VICL show’s niche is fully crewed monohulls and catamarans ranging from less than $10k per week to upwards of $50k and everything in between. The overwhelming majority of this year's fleet is sailing yachts, specifically catamarans, with a couple of motor yachts expected. Beatty says she welcomes the idea of growing the show to include megayachts in the future, although November is a little early in the season for most yachts of this type to return to the Caribbean.

One captain attending is Captain Bill Pinkney aboard Lady Dee. Pinkney is the first black man to sail solo around the world by way of Cape Horn. Jennifer Carroll, who made it to the final four on the reality show Top Chef, will judge the culinary contest. Proceeds from the incredible raffle at the 50s Sailor theme party will benefit a military charity.

“This year means even more to the U.S. Virgin Islands with the amendment to the six-pack law that recently passed. We have
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FC 60V, 90 & 180
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CHARTER YACHT SOCIETY (CYS) OF THE BVI CHARTER YACHT SHOW

Brokers, the selling force of crewed charter yacht vacations, appreciate seeing and getting to know crews as they participate in various events. To this end, organizers of this 34th annual show have newly added two social events. The Yacht Hop – Anything from A to Z, gives crews a chance to show their creative side by building a theme based on a letter of the alphabet. This year’s final dinner will be a Masquerade theme. No costumes required, just a mask.

“Luxurious yet affordable is what set’s our show apart,” says Janet Oliver, executive director of the CYS of the BVI. “The yachts at our show are not mega-yachts but the service provided by crew is still five-star and the accommodations luxurious.”

Oliver expects a full fleet of 70 to 75 yachts open for show and a broker contingent that should rival last year’s record of 125. There’s a trend towards more brokers from Europe. All brokers, she says, appreciate crews having as much on display as possible from charter linens, at least one table setting and available toys. In other words, they like to see the yachts as clean and tidy as these floating hotel rooms will appear when guests first arrive.

Charter yachts are big business in the BVI.

“Sixty-two percent of our visitors come to visit the BVI to go on a yacht. We have about 700 bareboats and over 100 crewed yachts. Our sector of 100 yachts contributes US $52 million to
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the VI economy. We are blessed with fabulous sailing grounds: gentle trade winds, topographic diversity from islands made of volcanic rock to limestone, vibrant dive sites, and an industry infrastructure in place which is world class,” says Oliver.

November 9th-12th 2015, Nanny Cay Resort and Marina, Tortola, British Virgin Islands: www.bvicrewedyachts.com

ANTIGUA CHARTER YACHT SHOW

New boats, which have only been seen by a handful of brokers, are creating a buzz for this 54th annual show. Among these new-shows are St. David, a 197ft Benetti motor yacht, and Rox Star, a 130ft sailing yacht.

“We anticipate having our usual numbers of around 100 yachts,” says Sarah Sebastian, co-manager with Afsaneh Franklin. “They seem to be getting bigger each year, with more motor yachts signing up as well as the larger sailing yachts. We expect around 300 brokers, from as far as New Zealand, Australia, Bali, and countries in Europe, Turkey, Greece, Russia, Thailand, USA and Canada.”

What sets the Antigua show apart from its counterparts in the U.S. and British Virgin Islands, aside from the size and number
of yachts, is its venue. The show is spread over three large marinas each capable of docking 120-plus yachts. Without private boats in the way for these five days, it’s easy for brokers to easily visit all yachts. Plus, all the accommodations in the area are reserved for show attendees creating a networking paradise.

“The Antigua Charter Yacht Show kick starts the Antigua yachting season very nicely for all businesses in the area and brings in untold revenue to this sector,” says Sebastian.

December 4th-10th 2015, Nelson’s Dockyard Marina, Falmouth Harbour Marina & Antigua Yacht Club Marina: www.antiguayachtshow.com

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

TECHNOLOGY   BY GLENN HAYES

Point of view videos are everywhere. You can see them online, in commercials, reality shows and even documentaries – all shot with small lightweight mini cameras that produce incredible professional quality video, eye-popping slow motion capture and still images, all in a tiny package. As time has passed they have evolved and are now even better and within reach of almost anybody who wants to record his or her adventures, be it extreme watersports or a cruise through the islands.

Because of their enormous popularity, there are many companies jumping on the bandwagon and producing a plethora of action cameras, but the leading brand by sheer volume of sales and name recognition in this category is GoPro.

Credited with producing and growing the now enormously popular category of cameras to what it is today, GoPro has a line of cameras that can fit anyone’s needs and budget with its recently released GoPro Hero 4 Session camera topping the list. This new camera is representative of where this category is heading.

The GoPro Session is the company’s smallest camera yet but is one of its most capable. With stunning specifications for a camera of its size (just one and a half inches cubed) it is 50% smaller than its predecessor and 40% lighter, making it almost unnoticeable when wearing or mounting it. Because of its small size, and newly designed low profile frame, it does not stick out as much as previous cameras and will automatically turn the frame if mounted upside
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Gunboat Founder and CEO

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down. The small black cube does not have a bulky housing like other models but is still waterproof to 33ft (10m). It does come with a small skeleton type frame, however, that locks on to its tiny body, which allows you to mount it to any of the wide array of available GoPro accessories. There are a couple of mounts in the box but other useful accessories are worth looking at for use around the boat. GoPro even offers specially designed mounts for your dog should you want Fido to film your next epic adventure.

Although small, this camera is in no way limited in capability. Able to shoot professional quality 1440p30 and high definition 1080p60 along with exceptional quality, sharp slow motion at 720p100 – that’s one hundred frames a second! Still images can be shot at 8 mega pixels, in time lapse...
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Other features include dual speakers that intelligently know when wind noise is occurring and will switch to the microphone on the opposite side of the wind to allow for clearer audio.

There are many options from GoPro and other companies with technology constantly improving their capabilities. Garmin, for example, is just releasing its new Virb X and Virb XE action cameras that have many of the capabilities of the GoPro Hero line but also add data onscreen, so the video capture can include data such as speed, G-forces, amount of air achieved and a variety of other data obtained from the internal GPS sensor and remote sensors. All this data can be selected, programmed and displayed on the video as it is recorded and played back.

Already impressive, it will be interesting to see what the future brings with these tiny cameras and what incredible videos can be created capturing our adventures.

Glenn Hayes is a freelance photographer and writer living in Florida. Specializing in marine and location photography, his work covers commercial, editorial and fine art work. www.HayesStudios.com
Arms full of groceries; we rushed down the dock and huddled under the Bimini just seconds before the sky unleashed a deluge of rain. As we were congratulating ourselves on our perfect timing, the drops began to seep through our aging canvas.

“It really does need to be replaced,” my husband Eric said regretfully.

We had been having this discussion for the past year. Like most sailors, we are frugal; we never replace what isn’t broken. We are still using an icebox that Eric converted 18 years ago using parts salvaged from my sister’s dorm room refrigerator because it is still running. Recently retired, we were reluctant to spend next season’s cruising budget on a Bimini—even if it did leak.

“I’ll make it myself,” I said.

Before I even threaded the needle of my borrowed machine, I spent hours watching free videos from Sailrite’s online DIY library.
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www.sailopo.com
My last (admittedly unsuccessful) sewing experience was four decades ago, but a lack of funds is an excellent motivator. With no job and a mother-in-law who conveniently owned a Sailrite™ sewing machine, it seemed the perfect time to learn something new.

RIGHT INFORMATION
When you know nothing about a topic, it’s good to admit it. Before I even threaded the needle of my borrowed machine, I spent hours watching free videos from Sailrite’s online DIY library. They cover everything from machine use to basic skills like stitching seams and putting in zippers. I practiced what I saw, removing and replacing zippers on old jackets and stitching together scraps of denim to become familiar with the machine and different sewing techniques.

RIGHT MATERIALS, RIGHT EQUIPMENT
This is not a job I wanted to have to do again soon, so I invested in quality materials. The greatest expenditure is the fabric, but it pays to compare prices: Sunbrella™ online ranged from as little as $16.97 to $29.99 a yard for the same 46” width. Marine-grade zippers and UV thread, though more expensive than the ‘outdoor’ versions found in most fabric stores, will last longer. Sunbrella binding is also worth the cost—it saves time and gives the edges a finished look. The right needles for the job are also essential. I used the chart of recommended needle sizes for different thread types/fabrics found in the machine’s manual and ordered extra, knowing some would break.
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An industrial sewing machine is the most essential piece of equipment, but some additional accessories can make the job easier. Pinning canvas is a painful and frustrating endeavor; using double-sided fabric tape allows you to effectively place zippers or fold seams without pins, leaving the tips of your fingers intact. A magnetic fabric guide is an inexpensive tool to help you maintain a straight line. My favorite, the swing-arm binder, folds the binding over the fabric’s edge and feeds both through the machine far more precisely than I could by hand.

Patterning material is also helpful, though you can make your own for free. While I took apart the original as a pattern for the Bimini, we did not have a binnacle cover and wanted one to match. I made the pattern by using a permanent marker to trace the binnacle’s outline on used plastic sheeting from an appliance purchase. After cutting out the pieces, I put them together with painter’s tape to check the fit, and then disassembled them for use as pattern pieces.

RIGHT SPACE
Where you work is an important consideration. A Bimini is not a dining room table job. We cleared out space in our garage and made sure the cement floor was clean and dry, giving me enough space to lay out 50 square feet of fabric. My husband’s worktable was already well lit, but he also fitted it with a removable swinging arm to support heavy lengths of cloth so they didn’t pull down when feeding one end under the machine’s foot. He even rigged a wooden base from spare 2 X 4s to support the Bimini frame, allowing me to get a custom fit without making trips to the boat.

WHAT CAN GO WRONG?
Even armed with the right information, materials, equipment and space, things will go wrong. There are always operator errors, like stitching on seven feet of binding before realizing the bobbin is out of thread, and even the best machine is not ‘set it and forget it’. Going through heavy fabric often pounds the needle up and can force the machine itself out of proper timing. Using the instructions manual we were able to correct both of these problems, but I learned to check the needle height and timing each day before sewing to prevent dropped stitches.

Less than a month after sitting under our leaking Bimini, we installed a new replacement, along with a matching boot, and binnacle cover. We did it all – and acquired a new skill – for under $300, proving that old dogs really can learn new tricks.
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BIRDING ABOARD ‘SEABC’ HAS SAILORS REPORTING UNUSUAL BIRDS

OUR NATURAL WORLD

Word is getting out among sailors worldwide to help report back on the birds they see at sea—and they are spotting some unusual birds, from the Caribbean to the Indian Ocean to the Arctic’s Northwest Passage.

The ‘SeaBC’ is a citizen science project coordinated by long-distance birdwatching sailors from around the world.

Reports are contributed to Cornell University’s eBird database, so boaters’ sightings become a resource for scientists and conservationists worldwide. Participation is designed to be simple for non-birders juggling navigation and boat-handling. They are simply asked to photograph any birds seen at least two miles from shore, followed by a snapshot of their navigation display’s coordinates if their camera is not geo-tagged.

“The reports and photographs that are starting to come in are phenomenal,” says founder Diana Doyle. “Inexpensive zoom cameras let scientists tap into the sightings of recreational boats as they transit seldom-birded waters. They can be our eyes on the water.”

Because there is so little coverage of pelagic areas, the odds are high for a ‘birder aboard’ to contribute a notable sighting. Here are a few examples:

Sailing vessel S/V Aventura IV, with the Blue Planet Odyssey through the Northwest Passage, photographed a rare...
Woodpeckers at sea, for the second season in a row, Northern Flicker reported 20 to 60 miles off the mid-Atlantic coast of the U.S.

white morph Gyrfalcon cliff-nesting on an island in the Canadian Arctic Archipelago in Nunavut. Their sighting adds to a lone 1999 historical eBird report of a Gyrfalcon at the same location.

A 24-year-old, who crossed the Atlantic with his father on S/V Themis as part of the Atlantic Odyssey fleet, captured stunning photographs of a Trindade Petrel about 1,000 miles east of Martinique. A Trindade Petrel also was reported independently by S/V Joyant about 900 miles east of Antigua. Trindade Petrel is a recently split species, considered vulnerable with uncertain global population and range.

Two homeschooled children, ages 10 and 11, logged all the birds they saw during their two-week transatlantic, scoring a Red-billed Tropicbird and Masked Booby closer to Cape Verdes than their expected stronghold in the Caribbean.

In that same fleet, S/V Gemme and S/V Fleur de Sel documented flocks of Cattle Egrets in the middle of the Atlantic Ocean, thousands of miles from land. The Cattle Egret has had one of the most wide-reaching and rapid expansions from its native range in Africa, spreading northward through South and North America since first sighted in Guiana in 1877. They are presumed to have flown across the Atlantic, given that immature Cattle Egrets will disperse up to 3,100 miles from their breeding area. So Lanzarote to Martinique is just a jump across the pond!

Reports of tropicbirds, boobies, noddies, gulls, terns, auks, puffins, fulmars—along with photographs of difficult to identify shearwaters and albatrosses—make up the bulk of the Birding Aboard project. These include reports such as Black-footed Albatrosses off the Alaska coast, summer breeding flocks of Dovekies in Arctic waters, Iceland Gulls in winter off New England, migrating Phalaropes off Newfoundland, Yellow-nosed Albatross off South Africa, Cory’s Shearwater off Morocco, and Fea’s Petrel off Cape Verdes. All these reports help fill in distribution and abundance data in underbirded areas.

There are also reports of hitchhiking land birds. These sightings reinforce recent tracking evidence that tiny songbirds are able to migrate long distances over the ocean and are not all ‘storm waifs’.

Michael Schrmpf, eBird reviewer for pelagic reports who confirms the more difficult SeaBC identifications, says of the project: “The response we’ve gotten from boaters is phenomenal—it’s great to get reports from spots on the map with very low coverage.” When asked about SeaBC’s use of photographs, he added: “The photographs are invaluable. Most importantly, they let us assist in identifying the bird. The main goal of these photos is documentation—folks shouldn’t worry about getting a ‘professional-looking’ picture.”

The SeaBC is a Clean Wake Project of the Seven Seas Cruising Association, an Environmental Programme of the Ocean Cruising Club, and a Project of the Blue Planet Odyssey. For more information, visit:www.birdingaboard.org and Cornell University’s eBird database:www.ebird.org
Bimini, Key West, The Keys, South Beach
All from Dream Yacht Charters Florida base. Call now for more information on your sailing vacation: 866.469.0912
In this section, get to know nine of the Caribbean’s top yacht brokers—you’ll be impressed by the depth of hands-on nautical knowledge they bring to their work. When you’re on the emotional journey of buying or selling a boat, experts like these can reduce your stress level fast.

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

Caribbean yacht brokers offer a treasure trove of knowledge you can tap into on critical matters like insurance, delivery, registration, crew staffing, maintenance, and provisioning—even the best places to cruise. After all, they know these waters better than anyone else.
Ashley Yachts has been a fixture on the Charleston waterfront for over 30 years, and remains one of the area's top local brokerages specializing in both power and sail world-wide. With a large full-time staff of active boaters who are Certified Professional Yacht Brokers, Florida licensed and bonded, and USCG licensed Captains, the crew at Ashley Yachts is eager to provide you with the personal attention necessary to make the buying or selling of your yacht an easy and enjoyable experience.

With a constant emphasis on integrity, hard work, and gracious conduct, our team of refined and reputable brokers will utilize their experience and expertise to help you get your dreams off the dock!
Jim Veiga is the owner and principal broker for Atlas Yacht Sales, the only authorized Jeanneau sailing yacht and Lagoon catamaran dealership in the Caribbean with new models in stock. Founded in 1998 in Fajardo, Puerto Rico at Marina Puerto Del Rey, Atlas specializes in many facets of the sailing industry. Atlas operates a new sailboat dealership for Lagoon, Jeanneau, and Prestige Motor Yachts, a YBAA Yacht Brokerage, bareboat sailing charters through SailCaribe Yacht Charters, an ASA Sailing School as well as a full service boatyard. With new offices and facilities, recently open in Palmas del Mar, Atlas is now in 2 great locations in Puerto Rico to facilitate everything that’s involved in the listing and sale of your boat as well as delivering your new yacht or managing your new yacht in the SailCaribe fleet. Marina Puerto Del Rey is the largest and most full service marina in the Caribbean with shops and restaurants and has haul out and storage facilities for just about any size sailing vessel. In 2013, Atlas opened up a satellite sales office for their new model Jeanneau sailboats in St. Augustine, Florida. New Jeanneau sailboats are commissioned by Atlas in their boat yard facility and on display in historic St Augustine, a beautiful place to visit and pick up your new Jeanneau.

SailCaribe Yacht Charters was also founded by Jim in 2006. SailCaribe offers professional yacht management and bareboat charters on new Lagoon Catamarans and Jeanneau sailboats. SailCaribe has been described by many who have chartered with them as “first class, boutique sailing charter operation.” Jim and Debbie have perfected this concept by offering quality, well-equipped new vessels and personal attention to all of their guests. Sailing in the Spanish Virgin Islands of Puerto Rico is said to be like the BVI and USVI 40 years ago as it is not over developed or crowded with boats wrangling for moorings.

Clients who purchase their new vessels and place them in management with SailCaribe may take advantage of tax advantages under the Nautical Tourism Law passed to stimulate this industry in Puerto Rico. Through Act 20 and 22, the Government of Puerto Rico also offers a “0” state and “0” federal income tax advantage for US citizens who move to PR and become residents. Moving to the Caribbean and cruising on the yacht of your dreams just got a lot more attractive!

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

Atlas Yacht Sales/SailCaribe Yacht Charters • PO 1306 Ceiba, PR 00735
787-889-1978 or 787-439-2275 • jim@sailatlas.com • www.sailatlas.com • www.SAILCARIBE.com
BVI Yacht Sales is located at Nanny Cay Resort and Marina, the premier marine service location in the British Virgin Islands. This facility includes a 200-slip marina and full service yard, comfortable hotel and good restaurants set on a tropical island offering our clients the most enjoyable Caribbean yacht purchase experience possible.

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

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

Brian’s knowledge of yachts is full and far reaching and he puts this to work helping you fully understand the boats you are considering buying. Having made a living upgrading boats and having rebuilt many too, Brian is very well equipped to advise sellers on the right little things that can be done to get the best sale price, fast! Brian actively cruises with his son Rayne (12) who is a competitive optimist racer and actively explores the BVI during off time onboard their Kendall 32 ‘Nerites’.

Chris Simpson has been a full time broker and co-owner of BVI Yacht Sales for 18 years. Prior to brokering he was Operations Manager for TMM Yacht Charter’s largest base, taking care of 50 yachts for many years. Chris’s early passion was teaching sailing, which he did for a decade in the U.K., including running his own RYA School with his wife and co-owner of BVI Yacht Sales, Karen. Chris has spent the last 30 years in the sailing industry as well as much of his childhood years cruising offshore with his parents which, combined with his other sailing, totals around 40,000 miles. Chris is an RYA Yachtmaster Instructor who has a well rounded knowledge of most things nautical which he is always happy to share with clients.

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

Candid, passionate and very strong service ethics.
Dauvillier Yachting is the largest independent yacht broker in the Southern Caribbean. Based in Curaçao, the Dutch Caribbean, between Aruba, Bonaire and Latin America, Dauvillier Yachting offers brokerage services for yachts from 40 to 100 ft.

We can help you achieve your objectives and dreams, our team is ready for you! Dauvillier Yachting provides the following services: Yacht Brokerage, Yacht Agent, Yacht Provisioning, Yacht Survey, Curaçao Customs, Immigration, Port Authority Services.
Denison Yacht Sales is a leader in the yachting industry with a rich family history dating back to 1948. The company provides complete yachting services worldwide, from sales and charter to yacht management and new construction.

Yacht Broker Wiley Sharp leads the Denison team at their St. Thomas office located at American Yacht Harbour in Vessup Bay. Centrally located in Red Hook, Denison provides brokerage and charter services throughout the Caribbean.

Wiley grew up on the West Coast of Florida where he began sailing and fishing at a very young age. He obtained his captain’s license after graduating high school. This took him down to Cape Town, South Africa to face some of the toughest seas in the world.

After earning his 200-ton captain’s license, Wiley worked in the Bahamas as a charter captain and then in St. Vincent as an operations manager for a large charter company. After a period of time in St. Vincent, he moved to Grenada to open and manage a new charter operation with a fleet of 20 yachts and catamarans.

Wiley has thousands of miles at sea and countless hours maintaining boats. His lifelong passion for boating and knowledge of the product make Wiley a great choice for clients looking to buy or sell their next cruising yacht.

In addition to the St. Thomas office, Denison’s second Caribbean location is in Fajardo, Puerto Rico, a major boating city bordered by beautiful beaches. The clear water surrounding Fajardo make it a haven for watersports.

Yacht Broker Stanley J. Castro operates the Caribbean business via a strategic partnership with Denison’s office in Fajardo, Puerto Rico located at Villa Marina Yacht Harbour. Stanley was born and raised in San Juan, Puerto Rico and has over 19 years of experience in the yachting industry.

Stanley began his career in 1995 and gained diverse experience in sales and maintenance in the Caribbean marketplace while working as General Manager for Industrial & Marine Service, a boat dealer and brokerage firm founded by his father in 1975.

A billfish aficionado, with a great understanding of Puerto Rico and the U.S. Virgin Islands, Stanley is an active participant and leader in the Billfish Tournaments series in the Caribbean, where he has won a number of white and blue marlin honors.

Wiley and Stanley are both available to assist any and all yachting needs in the Caribbean.
Probably the thing I love best about what I do is being at the cusp of change in people’s lives. I facilitate people moving on to The Next Big Thing...buyers and sellers alike.

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

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

It’s that simple.

I have a background in the design, sales and installation of big ticket communication systems, where a knowledge based, proactive service was imperative. A lifetime spent tinkering with things mechanical, together with time spent as an apprentice aircraft mechanic before I came away, certainly helps too!

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

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

The brokerage was the next logical step...and we understand silver service!

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

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

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

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

Richard Vass, Giles Wood and Gwenaëlle Robic at the Tortola base of 400+ yachts.
The Multihull Company prides itself on not just knowing the locals but on being a local! We speak the language, so to speak, know where the safe harbors and the rough passages are whether you are buying or selling a catamaran. TMC is the industry leader in sales of voyaging catamarans with documented market intelligence on what is selling, why and for what price. This is invaluable when you are buying or selling.

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

So, meet our team.

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

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

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

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

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

With our experienced team of brokers throughout the Caribbean, as well as around the world, The Multihull Company is surely the only destination you need to consider when buying or selling a catamaran!
Established in 2003, The Yacht Shop is the largest registered yacht brokerage based in Dutch Sint Maarten. With an international clientele of both buyers and sellers, we take pride in our service oriented approach. We offer new and pre-owned mono hulls, catamarans, powerboats, and ex-charter vessels. Our yard and mooring facilities are located in Simpson Bay Lagoon, just minutes from Princess Julianna International Airport.

The Yacht Shop team consists of 3 brokers, a mechanic, and a refit specialist. The team members have over 100 years of combined boating experience. We can register your vessel, provide tax and insurance advice, and direct you on a path to live the dream.

Comments on our brokers from a few of our many loyal customers:

“Michael has it down to an art, he has the answers, and the resources. Above all he has the integrity. He is genuine, able to listen and respond with point blank factual responses, with only my best interest in mind. Michael, you and your team “ROCK”. Thank you for making my Caribbean Dream come true, I am eternally grateful for the experience, and emotionally grateful for your friendship and support.”

— Andrew Gibson, Ontario, Canada, S/V ADELA

“Six boats bought and sold with Michael at The Yacht Shop and couldn’t be happier with the service. He takes care of everything for us, so we don’t have to be there unless it’s for Fun & Sailing! 10 years into the relationship and the service just keeps getting better. Buy or Sell with confidence from him as he’s got your back - Always!”

— Larry Morton, Ontario, Canada, S/V SUN OF MOONDANCE and M/V REraft

“David provided me with all the information to make a confident and informed purchase - sight unseen. Upon my arrival, he was instrumental in orienting me to the island’s infrastructure, and its services. I will return to purchase another boat through The Yacht Shop, with David’s recommendations.”

— Lewis Bennett, Goldcoast, Australia S/V ASTERIA

“I have purchased 2 boats from David and contemplating a third. David’s local knowledge and his integrity was an immense help to me. I leave my boat in St Maarten and in my absence, no matter how small a request, David is there to help—long after the purchases. Trust and friendship develops in these circumstances.”

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CARIBBEAN CHARTER TRENDS FOR THE 2015-2016 SEASON

BY CAROL M. BAREUTHER

eco-consciousness – Connectivity & On Board Amenities – Future Bookings. These are a few of the hot topics All At Sea posed to nine crewed and bare-boat charter companies represented throughout the Caribbean and asked them for a trends forecast. Here’s what we discovered:

YACHT TYPE
True sailors continue to love the monohull ride and there are a few new builds popping up in charter fleets.

However, “there’s unprecedented growth in catamarans. Sailing catamarans 46-to 48-feet in length are preferred by most charter guests,” says Ian Pedersen, marketing manager for The Moorings – North America, headquartered in Clearwater, Florida.

There’s a significant shift from sail to power, according to Raul Bermudez, vice president of the charter division and Aguila Yacht Sales, for Clearwater, Florida-based MarineMax. “Even ‘sailors’ prefer the comforts that power catamarans offer. Our new MarineMax 443 is sold out for the next 12 months. The master cabin of this model spans the entire 21ft 6in beam with a king size bed that has full walk around access.”

FOOD & BEVERAGE
“Healthy and low-fat is still requested on crewed yachts,” says Ann McHorney, director of charter sales for Select Yachts, with offices in Ft. Lauderdale, Florida and St. Maarten. “Gluten
free is still a happening thing. Food stacking and artistic sauce ‘painting’ makes for pretty dishes.”

On the bareboat side, “guests like to provision themselves at large discount supermarkets like Walmart,” adds Jim Veiga, owner of Sail Caribe and Atlas Yacht Sales, in Ceiba, Puerto Rico.

**CONNECTIVITY & ON BOARD AMENITIES**

“Connectivity is hugely important, now bordering on expected,” says Steve McCrea, president of Ed Hamilton & Co., based in Edgecomb, Maine.

MarineMax’s Bermudez agrees. “Most guests, especially the younger ones, want to stay connected and brag about their vacation on Facebook and other social media sites. We offer free Wi-Fi access on all of our boats as part of the charter.”

Guests hiring from Horizon Yacht Charters, in St. Georges, Grenada, receive a complimentary local phone to use for their voyage. “They find hot spots for internet access or get a special roaming SIM card for iPhones. Our yachts also have plugs available for iPad and iPhone charging,” explains managing director Jacqui Pascall.

Beyond Internet access, Hamilton’s McCrea says, “The next big item for bareboats is a watermaker, which is starting to appear in fleets.”
“Kayaks, SUPs and surfboards are all popular,” explains Narendera Sethia, director at Barefoot Yacht Charters, in St. Vincent and the Grenadines. “One water sport we’ve seen grow is kite-surfing. There are excellent places for this in the Grenadines, such as Windward Bay on Mayreau, and Ashton Harbour at Union Island.”

Cutting edge for large yachts, adds Sail Caribe’s Veiga, “are large inflatable water toys such as slides and trampolines.”

**LOCATION, LOCATION, LOCATION**

“The BVI is called the ‘Sailing Capital of the World’ for a reason. That said, we have seen exciting growth in other destinations like the Bahamas, St. Martin and Belize,” says the Moorings’ Pedersen.

The Grenadines are starting to eclipse the St Maarten/Antigua/Leewards cruising ground, adds Barefoot’s Sethia. “This is certainly true for bareboats and is reflected in the number of yachts now available in this region for charter. When St Vincent’s international airport opens, likely in 2016, we think that the Grenadines will see even more of an increase in overall charter business.”

“We are getting more USVI start requests, partly because of the convenience and partly because the easing of the six-pack law makes USVI pick-ups for larger groups easier now,” says Select Yachts’ McHorney.

**PEAK PERIODS**

“Christmas and New Year’s Holidays are the top weeks, followed by March or April, depending on when schools have Easter break. June and July are also well-liked by families or those involved in education. Non-traditional months gaining in popularity include August and October. This is because there are some deals to be had during these months and the weather is still fantastic in the Caribbean,” says MarineMax’ Bermudez.

Easter is definitely growing in popularity, tells Cindy Chestnut, who with husband Brian, own Conch Charters in the BVI. “We could charter three times the boats if we had them during this holiday.”
“The summer months are increasing in bookings quite rapidly, perhaps spurred on by the now widespread availability of air conditioning on charter yachts,” says the Moorings’ Pedersen.

ECO-CONSCIOUSNESS
“There’s no question that guests are becoming more environmentally aware. Holding tanks are a must, and indeed are legally required in many – but not all – destinations. Dish detergents, body lotions and soaps that are organic rather than chemically-based are also important,” tells Barefoot’s Sethia.

There’s no need to sacrifice luxury in order to be environmentally friendly and provide a fantastic vacation,” says Brianne Beatty, broker at Flagship Charter Yacht Services and executive director of the Virgin Islands Chartyacht League, in St. Thomas. “Crewed charter yachts are an incredible example of this, for example providing sustainable solar power, filtered water through water makers, reusable water bottles, eco-friendly cleaning products and scavenger hunt style beach clean ups.”

WHO CHARTERS?
The core of the charter industry remains couples ages 45 to 65 years, mostly residing in the coastal regions of the United States and Canada. Beyond this, charter clients are getting younger, especially those booking chartering power boats, while at the same time three generational family charters are prevalent.

“Growing markets for us have been Brazil and Russia, both home to huge sailing communities and, we think, still relatively untapped markets. India is another country poised to become a huge potential source of charter guests. The more affluent Indians are well-heeled, willing to spend money and are looking for further-afield destinations and leisure pursuits,” says Barefoot’s Sethia.

BOOKINGS
Charter yacht bookings were strong this year and look even more so for 2016, according to the Moorings’ Pedersen. There’s a strong trend towards advance bookings being made four to six months prior to the scheduled departure date, which is a very encouraging sign.”

Carol M. Bareuther, RD, is a St. Thomas, U.S. Virgin Islands based marine writer and registered dietitian.
n 1994, I had the good fortune to sail to Cuba from Jamaica, and spend the three most enjoyable weeks of cruising in my life. This past spring, I had the opportunity to fly to Havana from Miami to experience the changes there and learn about the future of yachting in Cuba.

Twenty one years ago Cuba was in a severe economic crisis due to the collapse of the Soviet Union in 1991. During that time, known as the ‘special period’, Cuba lost 80% of its market for exports and 80% of the imports coming into the island nation. Shortages of food, gasoline and diesel were commonplace. Russian language teachers, mostly women, were suddenly out of work. Times were very, very difficult.

Even so, Cubans welcomed American sailors, like me, without hesitation into their homes and into their lives. They pooled their rationed food to make us dinner, gifted us...
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with rum and cigars and invited us to family celebrations. What stood out in my mind two decades ago was the spirit of optimism among teenagers about the future of Cuba. Having sailed professionally to just about every island in the Greater and Lesser Antilles, I was used to hearing kids of high school age talk about leaving the island and going to college in the U.S., Canada or Europe. Most added they didn’t expect to move back to their island of birth, as they didn’t see a future there.

In Cuba it was different. All the young people I met looked forward to a future in Cuba working as architects, engineers or doctors and getting their country out of the economic doldrums. Those teenagers are now well into their careers and are well positioned for the biggest change in their lives: the normalization of relations with the United States. Today, the friendship toward Americans is still very palpable, but tinged with a degree of both excitement and hesitation toward the future. Excitement for the entrepreneurial opportunities that American tourism will offer; hesitant about the overwhelming impact that American culture might have on Cuba’s heritage.

The reopening of the U.S. Embassy in Havana and the rapid moves towards normalization of the two countries are making for heady times for the future of American tourism there, but what about American yachtsmen wanting to sail to Havana? What are the current rules and regulations for U.S. flagged yachts visiting Cuba?

In 2004, the USCG enacted regulations for U.S. vessels entering Cuban territorial waters, and this regulation is still in effect today:

Any U.S. vessel or vessel assimilated as one without nationality less than 328ft (100m) in length must have a Coast Guard permit to depart from the 12-mile territorial sea and thereafter enter Cuban territorial waters regardless of intervening entry into, passage through, or departure from any other territorial waters. The regulations are enforceable against the vessel, its owner, agent, master, officers, persons in charge and members of the crew.

The application for this permit is Form CG-3300. Once the application is completed it is then faxed to the Seventh Coast Guard District in Miami for processing. The permit application must include the following information:

A Bureau of Industry and Security (BIS) export license from the

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U.S. Department of Commerce. A license from the U.S. Department of Treasury, Office of Foreign Asset Control (OFAC). An applicant seeking to enter Cuban territorial waters pursuant to a general OFAC license must explain in detail why the applicant qualifies for the particular general license. The names of the vessel’s owner, master, officers, operator, persons-in-charge, or crewmembers if applicable.

While this process may seem onerous, on the average the permit is granted within 30 days.

What are the penalties for unauthorized entry into Cuban territorial waters? The regulations are quite clear:

Whether sailing into Havana, Varadero, Cienfuegos or Santiago de Cuba, be prepared to absorb a culture and heritage that has been forbidden to American citizens for over 50 years.

Failure to comply with the Coast Guard, Commerce, Treasury, or other Federal government regulations regarding travel to Cuba will subject violators to federal criminal prosecution, as well as possible administrative proceedings by the Department of Commerce and Department of Treasury. Penalties for violations of these Federal statutes and regulations can result in fines, imprisonment, vessel seizure and forfeiture, and denial of future export privileges.

In addition to the vessel’s permit, visas issued by the Cuban government will need to be secured prior to departure for all persons aboard the yacht. The U.S. State Department advises all travelers to contact the new Cuban Embassy in Washington, D.C., “to determine the appropriate type of visa required for their purpose of travel.”

Whether sailing into Havana, Varadero, Cienfuegos or Santiago de Cuba, be prepared to absorb a culture and heritage that has been forbidden to American citizens for over 50 years. It is a cruise that you will long remember.

Capt. Jeff Werner is a 23 year veteran of the yachting industry. In addition to working as a captain on private and charter yachts, both sail and power, he is a certified instructor for the RYA, MCA, USCG and US Sailing.
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The weekend of July 24th – 27th was full of pre and post-regatta fun activities for all participants in this renewed race around the island of Culebra, organized by BRISA (Borinquen Islands Sailing Association). On July 24th, thanks to the generous support and sponsorship of Heineken and its distributors, preregistration at Villa Marina’s San Seba Lounge saw participants register for the event and sign release documents. On Saturday July 25th at 1000 hours, nine boats met in the waters west of Palomino Island and left together on a port tack towards Las Pira­guas seeking a good lay line for Bola de Funche or Luis Peña. Winds were 17-20 knots and seas were from 3-5 feet at least between Bajo Blake and the first large reefs near Luis Peña. Once inside the Luis Peña channel, it was a relief beating and tacking between the big island and Luis Peña up to Punta Soldado, with a light chop and gusts created by the hills on the big island. Most boats were in by 3:30pm and anchored or took a mooring in Dakity, a breezy and beautiful anchorage at the entrance of the Ensenada Honda harbor.

In the evening, participants went into town for music and partying with Millo Torres playing at the town plaza. Others stayed in Dakity for a good night’s rest to be in shape for the race around the island the next morning.

On Sunday the start sequence began at 1050 hours with all boats circling inside Ensenada Honda, including Botox Barbie, a Hunter 54 sailed by St. Thomas Captain Warren Stryken who, along with his young and radiant crew of three, had ventured down from the neighboring U.S. Virgin Islands to join the race and festivities.

The start line was between the Committee boat and a red nun buoy in front of Punta Cabras, with race Officer Jose Cacho Pastrana and other BRISA volunteers directing the proceedings. Before the first gun, the schooner Russame with Capt. Mike Brown at the helm departed towards the east. With all five sails drawing, he set the pace for the two fleets (Jib & Main and CSA Spinnaker Racing) to follow. The simple course
Puerto Rico

off Culebra to port and back to the finish line between a buoy and a flag-bearing committee member on Punta Aloe was a challenging mix of reaching or running westward and tacking duels eastward.


The awards ceremony took place at the Club Seabourne Hotel and Restaurant in Fulladosa Bay, where participants enjoyed delicious paella, many Heinekens and a beautiful setting.

Organizers say that thanks to good weather, the BRISA organizing committee, Heineken, Smile and Wave Sailing, Yacht Scoring, Culebra Mayor William Solís Bermúdez and Club Seabourne, among others, the regatta was a total success. “We hope that next year many more sailors from Puerto Rico and neighboring islands come and share in the fun regatta around the beautiful island of Culebra,” they said.
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A n encyclopaedic memory, attention to detail and personable quick witted joie de vivre has led Dick Schoonover, manager of the crewed yacht clearinghouse, CharterPort BVI, in Tortola, to be one of the most recognized and successful in this industry. A native of the U.S. state of Oregon—who never set foot on a boat in his first 29-years except for a brief salmon fishing excursion—Schoonover, who called himself at the time a ‘refugee from the rain’ in the Pacific Northwest, flew sight unseen into St. Thomas days after Hurricane Hugo devastated the island. Several months later, serendipity struck and this Scandinavian history major landed his first job in yachting.

“I was watching football games on TV at a Frenchtown bar New Year’s Day of 1990 when an arm reached out and grabbed me. It was a classmate from the University of Oregon, Sue Collins. A few months later, Sue said she was off to England and leaving behind her position at Regency Charter Services in the old yacht Haven Hotel. I walked into Regency the next day, applied and landed Sue’s vacated position of central agent. Kathleen Mullen, Regency’s owner, took me under her metaphorical wing and taught me the ropes, or rather, the lines,” Schoonover tells.

Schoonover moved to Tortola five years later at the invite of Tom DeMartine of Seven Seas Charters who had just purchased Virgin Islands Sailing. Since then, he’s worked at Yacht Connections & Caribbean Connections, and for the past dozen years at CharterPort BVI.

“The single biggest change in the industry since I started has been the internet. Telephones and snail mail ruled everything in the past. Paper brochures were a must. Now, it’s all about having a good webpage with great images on-line,” Schoonover says. “The other is the multihull revolution. We’ve gone from nearly all sailing monohulls and a small portion of diving-oriented trimarans, which looked suspiciously like they were built in someone’s backyard, to production catamarans by far the bulk of the fleet.”

The charter industry today boasts many advantages. In the BVI, there’s a ‘moveable feast’ or in other words lots to amuse the chartering masses,” Schoonover says.
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The charter industry today boasts many advantages. In the BVI, there’s a ‘moveable feast’ or in other words lots to amuse the chartering masses. Combine this with the inflation in the size of yachts and the creature comforts they provide and chartering has become far more enticing to many than a hotel or villa holiday, Schoonover says.

On the other hand, one of the biggest challenges in the industry is ever-increasing government taxation.

“The bureaucracy has a way of tainting things. Nothing against paying fair taxes, but the concept or feeling of nickel-and-diming someone is not positive,” Schoonover says.

“In the Virgins, we’ve always been keen to try and present an all-inclusive sort of holiday; it’s easy to sell. This has for nearly 20 years included local taxes. But when each and every government agency and bureau wants to dip their individual fingers into the charter till, pretty soon the charter yacht owners and crew start shying away from the all-inclusive concept and shifting the tax burden over to the charterer. This seems to be bad marketing strategy to me, both nationally and from the individual yacht’s point of view. The bureaucracy has a way of tainting things. Nothing against paying fair taxes, but the concept or feeling of nickel-and-diming someone is not positive,” Schoonover says.

Sand and sea figures keenly into Schoonover’s play as well as work. A newlywed, who married Tamara ‘TJ’ Alan in August, the two enjoy everything from beach time to visiting other islands such as St. Maarten for short holidays.

In the future, Schoonover sees crewed chartering in the BVI becoming even bigger.

“If taxation becomes more vexing, it would not surprise me to see changes in the method charter fees are calculated (plus-all-expenses versus all-inclusive),” he says. “Beyond this, Virgin Gorda may grow as a basing option; there’s lots of money making the rounds over there.”

Carol M. Bareuther, RD, is a St. Thomas, U.S. Virgin Islands based marine writer and registered dietitian.
LET’S START A DAY CHARTER BUSINESS

ST. MAARTEN / ST. MARTIN

STORY AND PHOTOS BY THE EDITOR

We’ll move to the Caribbean, buy a boat and make lots of money doing day charters. The living is easy and we get to sail and party every day. What could go wrong?”

All At Sea asked Captain Neil Robert, owner/operator of one of the most successful day charter boats in St. Maarten, about what it takes to run a successful day charter business.

Based on the island since 1994, Captain Neil Robert has run a charter boat for the last 19 years and recently upgraded to a 62ft motor catamaran. Robert says when he arrived in St. Maarten he stumbled into the day charter business by agreeing to take a few people out for the day on his 41ft sailing catamaran Celine. The people enjoyed themselves so much that they made him an offer for the boat, which he turned down. He was then asked by a broker if he would be interested in taking over five day charters as the boat that was booked to do them had sunk in hurricane Luis. Although he had no experience, he agreed and has never looked back.

Since he began in the business the chances of a similar start-up are now unlikely. Stringent rules and regulations have seen to that.

If the business is to make money then having the right boat is vital. Although Robert’s sailing cat was licensed for 20 guests,
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he limited the number to 16 for comfort. I asked if the move to Celine too, which is licensed for 49, was proving cost effective.

“On the 41ft cat, I had a lot of charters with four to six people, and because my running costs were low, I could still do it. Put four to six people on this boat and I don’t cover costs. I need more volume on this boat.”

Before buying Celine too, Robert had her surveyed and consulted maritime safety inspectors. They confirmed that with a proper refit, the boat would comply with the required European standards and be issued a license for day charter. Had this not been confirmed, Robert would never have bought the boat. With the inspectors, he drew up a list of what needed to be done and at each stage of the refit asked them back to the boat to ensure there were no mistakes in following the 169-page book of rules and regulations.

His advice to would-be owner/operators is: “Do it right the first time and it won’t have to be redone. Don’t cut corners. Remember, on a charter boat there’s a huge amount of maintenance. Everything has to work all the time.”

Customer service is everything and on days where the weather may be too bad to go to the advertised destination, Robert tells his guests “breakfast is on me.” He then suggests a change of destination to suit the conditions and if that’s not to their liking, offers them a full refund.

Celine Charters offer private charters, full and ¾ day charters, sunset cruises and a pub crawl. Many of Robert’s guests return time after time and the business has been awarded a Trip Advisor Certificate of Excellence.

Keeping the same crew is important. In an industry known for its rapid turnover of personnel, one of Robert’s crew has been with him for three years.

To keep crew happy, Robert says he pays good wages, above the industry average, and there’s a rule of no shout-
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ing between skipper and crew. Harmony between guests, skipper and crew make for an enjoyable charter experience. “We are attentive, very safety conscious, and the crew is not allowed to drink.”

He adds, “Tips are excellent.”

Like many in the industry, Robert acknowledges the need to maintain a presence on social media. “Social media is very important and it is becoming more and more important. It’s one of my weak spots,” he admits.

He says he doesn’t like the hard sell and prefers the personal touch. Celine Charters are committed to providing guests with exactly what is offered in the brochure. This means quality food and drink and a safe and comfortable trip to an interesting destination.

Robert says he is always willing to help people who want to get into the business as so many people helped him along the way. “I love what I do. If somebody’s interested in chartering they are welcome to contact me and I’ll help them in any way I can. I’ve helped several people, given them guidelines as to what I think they should look at.”

For more information, visit sailstmaarten.com

Gary E. Brown is the Editorial Director of All At Sea. He is the author of the thrillers Caribbean High and Caribbean Deep. Works of nonfiction include, Biscay: Our Ultimate Storm. Visit: garyebrown.net
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2015 is a monumental year for Grenada’s minute island of Carriacou, marking the 50th anniversary of their most famous vessel and the beginning of one of the longest running regattas in the region.

In the 1960s, J. Linton Rigg sailed to Carriacou, moving ashore to take command of the Mermaid Tavern. With a maritime history that included work with famed yacht designer Starling Burgess and having started the Out Island Regatta in the Bahamas, it is no surprise that he was watching the beach. Boats were built on the water’s edge but, he noted, interest and numbers were dwindling.

Rigg hatched a plan that would not only spark a resurgence of boatbuilding but spur local economy as well. He teamed with master shipwright Zepharan Maclaren and together they created the sloop Mermaid of Carriacou. Seven months after that 44-foot gaffer was launched, the island held the first Carriacou Regatta with every entrant after the EC$500 purse offered by Rigg.

His boat won that year—and for nine years that followed—but builders and sailors were not dismayed. More vessels were built to work the sea, fishing or hauling cargo and contraband but each August, they trained and tuned up for the big prize.

The art of building with wood lives on in Carriacou despite the modern wonders of steel and fiberglass. Tools and skills have been handed down through multiple generations and
today, there are a few builders who still make their living crafting boats on the beach.

Recently, I set out to see the new build in the hamlet of Windward. The journey began as I boarded a local bus. On mentioning my mission and Mermaid's anniversary, passenger Samuel Alister said, in his rich West Indian accent: “I was there when they launch; do a lotta cookin’ and drinks. The poleese band was there. I was in primary school. I does take part in launching she. They have a block and tackle. I help pull it into the sea.”

Another man, George Bethel, chimed in, “Zeph MacLaren wuz my mother’s brother. I remember the day Mermaid launch. I remember the setting of the keel; layin’ the frames. I play there. I was eight-years-old.” Mermaid of Carriacou was an old friend to many on the island and the new vessel was just as popular.

The bus stopped at Windward’s Disco and they waved enthusiastically, pointing me toward the beach path that would lead to the new builds. I followed a wire and palm frond fence until I found two vessels: One, the much talked about sloop and the other, a 65ft cargo vessel.

The boats were surrounded by piles of wood and makeshift tool benches; four men worked industriously. They stopped long enough for introductions and a thumbs-up allowing me to photograph the action. Visitors are, I surmised, a common occurrence in that yard, when I spotted the wooden ‘donation’ box on the bow of the new sloop.
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The island of Saint Lucia was made for sailing – 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 Petit 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.

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The designer and overseer of the project is Alwyn Enoe, who lists among his many credits the building of Genesis, Zemi, and Ocean Nomad. His final build, Exodus, was completed with his sons in an apprenticeship effort to pass on the skills and tools that Alwyn inherited decades before from shipwrights on the beach.

The Exodus project, from idea to build, launch, and first race, was filmed by Alexis Andrews for the inspiring film, Vanishing Sail, which had its world premiere in May at the St. Barths Film Festival.

Enoe’s sons, Callistas and Terry, are the hands-on guys for the latest Carriacou sloop and they’re working against the clock, hoping to be the fastest entrant in the Golden Jubilee race in August. They did take a short break to attend the premiere of Vanishing Sail, since, after all, the three Enoe brothers and father, Alwyn, were the stars of the show. But back in Windward, it’s an all-consuming business to get the boat completed, despite the often calamitous challenges of island time.

Calistas described the 42ft sloop with 12ft of beam, “It’s an old, newish design. The bow’s different.” This vessel, like each since Mermaid, has had some minor changes and it’s during the Regatta that designers learn the outcome of their art.

For this 50th Regatta, the new vessel will sail in company with many of her older sisters and no matter which vessel turns out to be the fastest, each of them will be a winner.

Jan Hein and her husband, artist Bruce Smith, divide their time between the Caribbean the Pacific Northwest with a boat and a life at each end: www.brucesmithsart.com
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Mother Nature was on Caribbean mariners’ minds in July. Not only did the Atlantic’s hurricane season start on the first day of the month, but undersea volcano Kick ‘em Jenny erupted.

“On July 23rd and 24th we recorded two strong seismic signals from the volcano that we interpreted as evidence of a submarine explosion or eruption,” tells Dr. Frederic Dondin, research fellow in volcanology at the University of the West Indies’ Seismic Research Center (UWISRC) in Trinidad & Tobago. “Signals of the explosions were picked up at our station, by seismic stations to the north in the French West Indies of Martinique and Guadeloupe and also as far north as Puerto Rico.”

July marked the first eruption for Kick ‘em Jenny, located five miles north of Grenada (12.18°N, 61.38°W), since 2001. The short 14-year gap isn’t surprising. According to scientists, Kick ‘em Jenny is the only ‘live’ submarine volcano in the Eastern Caribbean. It’s also the most frequent volcano, under or above the sea, to erupt in the region, having done so over a dozen times since it was first discovered in 1939.

Kick ‘em Jenny could present a couple of big problems to mariners if she were to erupt more forcefully. First, hot rocks thrown up in the air via a column of water could endanger passing boats up to three miles away. Secondly, large sea waves or tsunamis could result. The worst case scenario, because the volcano’s vent is so far underwater at 880-feet, is a 30-foot high wave in open waters. Thirdly, large amounts of gas bubbles released into the water even during quite times can lower the density of seawater above the volcano’s vent so much that ships can lose buoyancy and sink.

“In the case of Kick ‘em Jenny there is always a restricted area for marine traffic. This is a distance of one mile during a non-volcanic activity period. In a time of unrest, as with the confirmed eruptive activity we saw in July, the restricted area is increased to three miles,” says Dondin.

The first moment Kick ‘em Jenny displays signs of unrest, as it did in July, UWISRC scientists reports directly and daily to officials at Grenada’s National Disaster Management Agency. From there, the Agency issues marine security warnings and public alerts to mariners in the area. This system assures it won’t take long for mariners to receive a warning the next time Kick ‘em Jenny erupts.

For more information, visit: www.uwiseismic.com

Carol M. Bareuther, RD, is a St. Thomas, U.S. Virgin Islands based marine writer and registered dietitian.
Many sailing aficionadas refer to Bocas del Toro, Panama, as ‘The Undiscovered Caribbean’. Recently, this little-known but greatly appreciated archipelago became even more cruiser friendly with the addition of an American owned and operated boatyard. It is a full-service facility that doesn’t just allow do-it-yourselfers, but actually encourages them.

They recently finished handling their 100th boat, and to celebrate that milestone they are offering All At Sea readers and near future customers planning to do their own work in the yard, five free lay days if they mention this article.

But if someone prefers letting the experienced yard crew handle the operation, the fee scale is very reasonable. In fact, many who begin doing their own bottom job, suddenly have an epiphany and realize that at those prices perhaps they should farm out the work and dedicate themselves to perfecting their rum punch recipe.

In doing his 100th boat assessment, owner Courtney Parks realized that so many clients wanted to service their engines while hauled out, that he now has a full-time diesel mechanic on the premises. A skilled welder is also available.

To celebrate, they are offering All At Sea readers and near future customers planning to do their own work in the yard, five free lay days if they mention this article.
Hull and deck painting has become a specialty in the yard. Along with the usual boatyard supplies, the marine store carries a line of top quality Latin American bottom paints.

The nearby town, which has a pleasant if un-gentrified character, is a short cab ride away where one can purchase groceries, hardware, marine parts, and inexpensive meals.

According to the owner, the yard will soon be adding a few low-priced sleeping rooms for those who don’t like climbing up and down ladders onto their yard-dust coated boats.

Panama has never suffered a hurricane, so if you are looking for safe, long-term storage, this is the place. However, because the business has been steadily increasing, this dry-storage option will not last forever.

The setting for the yard is gorgeous and the approach channel is deep and easy to navigate – so deep that you might encounter a Chiquita banana ship as you approach. For further info and a price sheet and to make a reservation, visit: www.bocasyachtservices.com

MORE ABOUT THE BOCAS DEL TORO ARCHIPELAGO

Bocas del Toro is a flat out superb cruising ground. There are several big islands with peaks of about 400ft and a whole bunch of mangrove islands that top out around waist height.

The reefs are young and show little signs of bleaching. Surfing is sensational. While hiking you might encounter monkeys, parrots, sloths and frogs as colorful as M&Ms. Many ex-pats live on the shorelines or on their own islands and they always welcome a visit from a sea gypsy. There are dozens of completely empty anchorages and because it is an inland sea, the waves are never more than thigh-high. The only reason to put in a double reef is to see if you can still remember how to do so.

The little town of Bocas del Toro is charming in an uber-funky way and has much to offer. Dozens of bars and restaurants, an assortment of hardware stores, and a plethora of family-run Chinese grocery stores where you will often find three generations working side by side.

The area attracts the more adventurous traveler types – surfers, backpackers and sailors. You would never mistake it for a trendy cruise ship port. In fact, it is so laid-back that it is almost laid-over.
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<td>Bocas Marina</td>
<td><a href="http://www.bocasmarina.com">www.bocasmarina.com</a></td>
<td>507-757-9800</td>
<td>20'</td>
<td>150'</td>
<td>83</td>
<td>•</td>
<td>110 -220v</td>
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<td>Panama</td>
<td>Red Frog Beach Marina</td>
<td><a href="http://www.IGYdestination.com">www.IGYdestination.com</a></td>
<td>+507 757 8008</td>
<td>19'</td>
<td>220'</td>
<td>84</td>
<td>•</td>
<td>50 Amp 110/220v 60Hz, 100 Amp 220v 60Hz, 200 Amp 480V 60Hz</td>
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<td>Puerto Rico</td>
<td>Club Nautico de San Juan</td>
<td>787-722-0177</td>
<td>31'</td>
<td>250'</td>
<td>121</td>
<td>•</td>
<td>120/240</td>
<td>•</td>
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<tr>
<td>Puerto Rico</td>
<td>Marina Pescaderia</td>
<td>787-717-3638</td>
<td>8'</td>
<td>65'</td>
<td>97</td>
<td>•</td>
<td>110/220</td>
<td>•</td>
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<td>Puerto Rico</td>
<td>Palmas del Mar Yacht Club</td>
<td><a href="http://www.IGYdestination.com">www.IGYdestination.com</a></td>
<td>787 656 7300</td>
<td>14'</td>
<td>175'</td>
<td>158</td>
<td>•</td>
<td>120/208/240/408V, 2 &amp; 3-phase 50, 100 and 200 amps</td>
<td>•</td>
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<td>11/16</td>
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<tr>
<td>Puerto Rico</td>
<td>Ponce Yacht &amp; Fishing Club</td>
<td>787-842-9003</td>
<td>20'</td>
<td>150'</td>
<td>169</td>
<td>•</td>
<td>110/220V, 30A, 50A and 100A</td>
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<td>Puerto Rico</td>
<td>Puerto Del Rey Marina</td>
<td>787-860-1000</td>
<td>15'</td>
<td>260'</td>
<td>1,000</td>
<td>•</td>
<td>120/208/240/408V, 2 &amp; 3-phase / 50, 100 and 200 amps</td>
<td>Cable</td>
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<td>787-863-0313</td>
<td>12'</td>
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<td>110/220</td>
<td>Cable</td>
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<tr>
<td>St. Croix</td>
<td>Green Cay Marina at Tamarind Reef Resort</td>
<td>340-718-1453</td>
<td>8'</td>
<td>100'</td>
<td>154</td>
<td>•</td>
<td>110/220V - 30A, 50A, 200A</td>
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<td>St. Croix</td>
<td>St. Croix Marine</td>
<td>340-773-0289</td>
<td>11'</td>
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<td>44</td>
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<td>VHF Channel</td>
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<td>Other Services</td>
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<td>St. Lucia Rodney Bay Marina</td>
<td>758-572-7200</td>
<td>14</td>
<td>285</td>
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<td>480V 3 phase 100 amps/leg, 220V 3 phase 100 amps/leg, 220V 50 amps, 110V 30 amps, 50 &amp; 60hz</td>
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<td>✔</td>
<td>✔</td>
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<td>St. Lucia The Marina at Marigot Bay</td>
<td>758-451-4275</td>
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<td>110/220/380 50/60Hz Cable</td>
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<td>Available Cable</td>
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<td>110/220</td>
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<td>St. Maarten Simpson Bay Marina</td>
<td>721-544-2309</td>
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<td>480V 3 phase 100 amps/leg, 220V 3 phase 100 amps/leg, 220V 50 amps, 110V 30 amps 60hz</td>
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<td>✔</td>
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<td>✔</td>
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<td>✔</td>
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<td>721 544 2408</td>
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<td>St. Martin Captain Oliver’s</td>
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<td>110/240</td>
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<td>St. Thomas American Yacht Harbor</td>
<td>340-775-6454</td>
<td>10</td>
<td>110</td>
<td>✔</td>
<td>125/250V 50 amp, 125/250V 100 amp, 220V 3- &amp; single-phase, 100 amps/leg</td>
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<td>✔</td>
<td>✔</td>
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<td>✔</td>
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<td>St. Thomas Yacht Haven Grande</td>
<td>340-774-9500</td>
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<td>656</td>
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<td>120V 30 amps, 208V 100 amp, 240V 50, 100 amps, 480V 100 amps</td>
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<td>Tortola, BVI Nanny Cay Marina</td>
<td>284-494-2512</td>
<td>12</td>
<td>125</td>
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<td>110/220</td>
<td>✔</td>
<td>✔</td>
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<td>284-495-4589</td>
<td>25</td>
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<td>110/240 Cable</td>
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<td>Tortola, BVI Village Cay Marina</td>
<td>284-494-2771</td>
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<td>110/220,908 Cable</td>
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<td>Trinidad Power Boats Ltd</td>
<td>868-634-6346</td>
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<td>115/220</td>
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<td>Turks &amp; Caicos Blue Haven Marina &amp; Resort</td>
<td>+649-946-9910</td>
<td>8.5</td>
<td>220</td>
<td>✔</td>
<td>30/50/100 amp, 3 phase, up to 480V Cable</td>
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<td>Virgin Gorda Virgin Gorda Yacht Harbour</td>
<td>284-495-5500</td>
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<td>110/220</td>
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<td>16/11</td>
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<td>Colombia Marina Santa Marta</td>
<td>+57 5 421 5037</td>
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<td>132</td>
<td>✔</td>
<td>110/220, 60hz</td>
<td>✔</td>
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<td>16</td>
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**OUTSIDE OF CARIBBEAN:**

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<th>City</th>
<th>Marina Name</th>
<th>Address</th>
<th>Length (m)</th>
<th>Draft (m)</th>
<th>Fresh Water</th>
<th>Electric Supply</th>
<th>Cable</th>
<th>Satellite TV</th>
<th>VHF Channel</th>
<th>Provisioning</th>
<th>Security</th>
<th>Shower/WC</th>
<th>Bar/Restaurant</th>
<th>Guest Services</th>
<th>Other Services</th>
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<tbody>
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<td>Boston, MA</td>
<td>Boston Yacht Haven</td>
<td>617-367-5050</td>
<td>22</td>
<td>300</td>
<td>✔</td>
<td>480V, 100 and 200 amps, 240V single-phase, 208V 3-phase, 100 amps, 240V, 50 amps, 120V, 30 amps</td>
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<td>✔</td>
<td>✔</td>
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<td>Deltaville, VA</td>
<td>Deltaville Marina</td>
<td>804-776-9812</td>
<td>10</td>
<td>110</td>
<td>✔</td>
<td>30/50 Amp</td>
<td>✔</td>
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<td>✔</td>
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<tr>
<td>Cabo San Lucas, Mexico</td>
<td>Marina Cabo San Lucas</td>
<td>+52 624 173 9140</td>
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<td>200</td>
<td>✔</td>
<td>110V 30 amps, 220V 50amps, 100 amp 3-phase</td>
<td>✔</td>
<td>✔</td>
<td>✔</td>
<td>✔</td>
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<td>Montauk, NY</td>
<td>Montauk Yacht Club</td>
<td>631-668-3100/888-MYC-8668</td>
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<td>200</td>
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<td>NY Harbor - Jersey City</td>
<td>Newport Yacht Club/Marina</td>
<td>201-626-5550</td>
<td>8.25</td>
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<td>110V, 220V 30/50/100 amps</td>
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**ASK ABOUT ADDING YOUR MARINA TO THE ALL AT SEA MARINA GUIDE CONTACT ADVERTISING@ALLATSEA.NET**
# CARIBBEAN BOATYARDS

**All At Sea’s Caribbean Boatyards Guide**

<table>
<thead>
<tr>
<th>Jolly Harbour, Antigua</th>
<th>Jolly Harbour Marina / Boat Yard</th>
<th>17 04' 46.4 N</th>
<th>61 54' 37.0 W</th>
<th>(268) 462-6041</th>
<th>15'</th>
<th>80'</th>
<th>18'</th>
<th>no limit</th>
<th>110/220</th>
<th>8am-5pm</th>
<th>70</th>
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<tbody>
<tr>
<td>Antigua</td>
<td>North Sound Marine</td>
<td>17.1167</td>
<td>-61.750</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>
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<tr>
<td>Aruba</td>
<td>Varadero Carolina</td>
<td>12 32' 0 N</td>
<td>70 02' W</td>
<td>297-588-3850</td>
<td>7'</td>
<td>85'</td>
<td>23'</td>
<td>no limit</td>
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<tr>
<td>Tortola, BVI</td>
<td>Nanny Cay Hotel &amp; Marina</td>
<td>18 25' 0 N</td>
<td>64 37' W</td>
<td>(284) 494-2512</td>
<td>11'</td>
<td>160'</td>
<td>45'</td>
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<td>110v 30amp/220v 50amp/3 phase 100amp</td>
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<tr>
<td>Tortola, BVI</td>
<td>Soper’s Hole</td>
<td>18 25' 0 N</td>
<td>64 37' W</td>
<td>(284) 494-2124</td>
<td>10'</td>
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<td>18'</td>
<td>no limit</td>
<td>120/220</td>
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<tr>
<td>Tortola, BVI</td>
<td>Tortola Yacht Services</td>
<td>18 25' 0 N</td>
<td>64 37' W</td>
<td>(284) 494-2124</td>
<td>10'</td>
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<td>18'</td>
<td>no limit</td>
<td>120/220</td>
<td>8-5, Mon-Sat</td>
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<td>Virgin Gorda, BVI</td>
<td>Virgin Gorda Yacht Harbour</td>
<td>18 45222</td>
<td>64 43750</td>
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<td>10</td>
<td>150</td>
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<td>110/120</td>
<td>7am-6pm</td>
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<td>Curação</td>
<td>Curacao Marina</td>
<td>12° 01' 0 N</td>
<td>68' 0 W</td>
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<td>9'</td>
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<td>33'</td>
<td>193</td>
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<td>Boca Chica, D.R.</td>
<td>Marina ZarPar</td>
<td>18 26.4 N</td>
<td>69 37.23' W</td>
<td>(809) 523-958</td>
<td>7.5'</td>
<td>65'</td>
<td>28'</td>
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<td>110/220</td>
<td>9am-5pm</td>
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<td>La Romana, D.R.</td>
<td>IBC Shipyard</td>
<td>18° 23' 35&quot; N</td>
<td>68° 53' 55&quot; W</td>
<td>+809 449-332/3323</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>
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<td>Grenada</td>
<td>Grenada Marine</td>
<td>12° 01' 20 N</td>
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<td>0-1-473-443-1667</td>
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<td>75'</td>
<td>31'</td>
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<td>61 43' W</td>
<td>473-444-4257</td>
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<td>Panama</td>
<td>Bocas Yacht Services</td>
<td>09° 17.3' N</td>
<td>65° 23.06' W</td>
<td>787-656-9211</td>
<td>11'</td>
<td>110'</td>
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<td>no limit</td>
<td>120/220</td>
<td>7:30-3:30pm</td>
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<td>Varadero @ Palmas</td>
<td>18° 04' 37&quot; N</td>
<td>65° 47' 57&quot; W</td>
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<td>110'</td>
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<td>120/220</td>
<td>8-5, 7 days</td>
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<td>Puerto Del Rey Marina</td>
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<td>65° 38' W</td>
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<td>Megayard</td>
<td>18° 02' 13.24 N</td>
<td>63° 05' 08.52 W</td>
<td>1-721-5444-060</td>
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<td>200'</td>
<td>33'</td>
<td>12'</td>
<td>110/220</td>
<td>8-5 M-F</td>
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<td>St. Lucia</td>
<td>Rodney Bay Marina on IGY</td>
<td>14° 04' 32&quot; N</td>
<td>60° 56' 55&quot; 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, 100amps/leg, 220v/3 phase, 100amps/leg, 220v/40amps, 100v/30amps, 50 &amp; 60hz</td>
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<td>St. Croix, USVI</td>
<td>St. Croix Marine</td>
<td>17° - 45'</td>
<td>64° - 42' W</td>
<td>340 773-0289</td>
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<td>68'</td>
<td>13' 8&quot;</td>
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<td>St. Kitts</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>
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<tr>
<td>St. Thomas, USVI</td>
<td>Subbase Drydock</td>
<td>18 N 65 W</td>
<td>340-776-2078</td>
<td>165'</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>
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</table>

**OUTSIDE OF CARIBBEAN:**

| Deltaville, Va         | Deltaville Boatyard             | 37° 54' 96.64 N | 76° 32' 94.21 W | 804-776-8900 | 9' | 80' | 25' | no limit | 30/50 Amp | 7-5 M-F | 35/75 | • | • | • | • | • |

ASK ABOUT ADDING YOUR BOATYARD TO THE ALL AT SEA BOATYARD GUIDE CONTACT ADVERTISING@ALLATSEA.NET
### Southeast U.S. Marinas

**All At Sea’s Southeast U.S. Marinas Guide**

<table>
<thead>
<tr>
<th>City</th>
<th>Name</th>
<th>Address</th>
<th>Phone</th>
<th>Height</th>
<th>Beam</th>
<th>Length</th>
<th>Draught</th>
<th>Power</th>
<th>Hours</th>
<th>Lift Capacity</th>
<th>Notes</th>
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</thead>
<tbody>
<tr>
<td>Deltaville VA</td>
<td>Deltaville Yachting Center</td>
<td><a href="http://www.dycboat.com">www.dycboat.com</a></td>
<td>804-776-9898</td>
<td>10'</td>
<td>70'</td>
<td>78'</td>
<td>no limit</td>
<td>30/50 Amp</td>
<td>8-4:30 M-F</td>
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<tr>
<td>Morehead City NC</td>
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<td></td>
<td>252-726-6862</td>
<td>10'</td>
<td>70'</td>
<td>98'</td>
<td>200'</td>
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<td>24x7</td>
<td>50 ton travelift</td>
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<tr>
<td>Beaufort NC</td>
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<td></td>
<td>252-728-7100</td>
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<td>135'</td>
<td>30'</td>
<td>30/50/100 Amp</td>
<td>24x7</td>
<td>50/75/200 ton travelift</td>
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<td></td>
</tr>
<tr>
<td>Clear Lake Shores TX</td>
<td>Legend Point Condominiums &amp; Marina</td>
<td><a href="http://www.legendpointmarina.com">www.legendpointmarina.com</a></td>
<td>281-334-3811</td>
<td>7'</td>
<td>48'</td>
<td>254'</td>
<td>no limit</td>
<td>30/50/100 Amp</td>
<td>8-4:30 M-F</td>
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<td>St. Petersburg FL</td>
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<td>727-822-2886</td>
<td>10'</td>
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### Southeast U.S. Boatyards

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<td>28'</td>
<td>74'</td>
<td>30/50/100 Amp</td>
<td>24x7</td>
<td>165 tons travelift</td>
<td></td>
</tr>
<tr>
<td>Mobile AL</td>
<td>Dog River Marina</td>
<td></td>
<td>251-471-5449</td>
<td>8'</td>
<td>85'</td>
<td>22.5'</td>
<td>75'</td>
<td>30/50/100 Amp</td>
<td>24x7</td>
<td>70 tons travelift</td>
<td></td>
</tr>
<tr>
<td>Orange Beach AL</td>
<td>Saunders Yachtworks</td>
<td></td>
<td>251-981-3700</td>
<td>6'</td>
<td>85'</td>
<td>21.5'</td>
<td>no limit</td>
<td>30/50 Amp</td>
<td>7-5 M-F, Sa-Su by app’t.</td>
<td>60 tons travelift</td>
<td></td>
</tr>
</tbody>
</table>
Palm Beach, Florida. This tri-level townhome on the top of the Esperante Building offers breathtaking views of the ocean, city skyline and intercostal from the 19th Floor. The building provides world class services. Amenities include a private elevator, 24/7 security, high tech camera monitoring, 5 star conference facilities, state-of-the-art fitness center, concierge services, cafe, valet and private secured enclosed 2-car garage. Price: USD $935,000

Ginger Hornaday, Douglas Elliman Real Estate
ginger@gingerhornaday.com
www.gingerhornaday.com | Cell: (954) 682-2196

Jack Kennedy, Engel & Volkers
John.Kennedy@evusa.com
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Prospect Point, Grand Cayman. Enjoy magnificent views of the Caribbean Sea from this 5-BR 7-BA ‘turn-key’ Smart Home with its impact windows throughout and seaside storm shutters, cathedral ceilings and second floor gallery. Like to entertain? Unrivaled features include a media room and bar, exquisite formal dining, seafront patio and pool, outdoor kitchen and deck fronting 140-ft of beach. Top quality fixtures, fittings, appliances, furnishings and artwork included in the sale price. Ten minutes from Georgetown. Price: US 4,995,000

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jc@cierealty.ky | www.coldwellbankercayman.com
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PORT ANTONIO, JAMAICA. Opportunity of a lifetime in a part of the island made famous by Hollywood royalty in the 1940’s and 1950’s! This 33-bedroom, ocean-view estate sits on a sprawling and virtually untouched 27 acres. There’s a well-equipped nature spa, swimming pool, restaurants, bars and fantastic waterfront entertainment area plus expanse for soft water sports like kayaking and stand-up paddleboard. Bay View Villas is a great investment. Price: USD $5,000,000

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michelle@villagerealtyorientalnc.com

More photos at www.villagerealtyorientalnc.com
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Westcott@candw.ag
Cell: (268) 727-8385 | Office: (268) 461-7207

SABADECO, BONAIRE. Relish the unmatched panoramic views from the covered porch and infinity pool deck of this 3 BR 3.5 BA luxury villa. Features include cathedral ceilings and a coral stone wall in the living room, dining area with access to the wide covered terrace, and separate guest apartment with living room, kitchen, bedroom and bathroom. Garage, laundry and maid’s room on property. Walk down natural stone stairs to your private beach with gazebo. Price: US$ 2,500,000

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corine@sunbeltbonaire.com | www.sunbeltbonaire.com
Office: (+599) 717-6560

BEQUIA, ST. VINCENT & THE GRENADINES. Step from picture perfect sands of Adams Bay into this magnificent 5 BR contemporary house and its beautiful 360-degree commanding views. Luxury accommodation and two pools overlook the southern Grenadines islands and St. Vincent and St. Lucia to the north from within a lush landscape bordering a nature reserve. Excellent spot to watch the sunset and sunrise and all sailing boats pass by. Price: USD $5,500,000

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Carl Olivier was born in Cape Town, South Africa. Growing up just a stones throw from the ocean, he soon developed a love for the sea, surfing, windsurfing, snorkeling and fishing. He attained his scuba and powerboat licences and through his love of the sailing lifestyle, together with his innate business sense, he found his niche in yacht brokering. After 5 successful years as a yacht broker in South Africa, Carl went on to form his own brokerage, which he sold 5 years later, to take his family cruising. Almost 2 years and 14,000nm later, Carl has made the Caribbean his home. His decade of yacht sales experience, together with his first-hand knowledge of on-board systems and maintenance, provides his clients with a holistic sales service. Carl continues to live aboard, enthusiastically serving TMC clients in and around the Virgin Islands. Contact Carl today for any assistance you might need in buying or selling a catamaran.

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$232K, new upholstery

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2011, private
$319K, well equipped

LAGOON 440
2009, ex charter
$316K, perfect cat

76 FT. DAY CHARTER CAT
1998, 70 passenger
$550K, big $ maker

BENETEAU CYCLADES 51
2006, ex charter
$129K, clean, 5 cabin

BENETEAU OCEANIS 54
2012, ex charter
$385K, modern beauty

JONGERT TREWES 60
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$259K

BENETEAU CYCLADES 51
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NAUTOR SWAN 57
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2011, private
$316K, perfect cat

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1999, new engine
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- **2001 maxim 38**
  - Owners version
  - Really clean $215K

- **Mainship Trawler**
  - Immaculate...
  - Give away.
  - $69K

- **2011 Lagoon 56**
  - Gorgeous. Owner's version.
  - Two owners since new. Check her out!

- **Fountaine Pajot Cassamance**
  - 45 ft Blue water ready.
  - Industrial grade Bullet proof Vessel $219K

- **1999 Lagoon Athena 38**
  - New engines and other upgrades
  - $129K Excellent value!

- **Van Der Stadt Deck saloon in Steel**
  - Seriously Bullet Proof Blue water cruiser.
  - Everything you need to stay offshore, $199K E Replacement over $700K

- **56 ft Stealth Power Cat.**
  - One owner, never chartered. Glorious luxury & stunning speed. $825K

- **1999 Leopard 38**
  - Owners version. Beyond immaculate blue water ready. Has it all...See website for details.
  - $495K

- **Immaculate 2008 Voyage four cabin**
  - Privately owned Beauty!
  - $495K Offers.

- **Sovereign 400**
  - Lying RL.
  - Blue water ready. $99K

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- **2010 Voyage 50**
  - OWNERS VERSION. Immaculate and fully loaded.
  - See website for details.
  - $235K Offers...

- **2007 Leopard 43**
  - OWNERS VERSION
  - Immaculate!
  - $235K Offers...

- **36 FT. Jaguar**
  - Clean and ready to go.
  - $149K Offers...

- **Laurent Giles 57 Yawl**
  - Blue water End of days Circumnavigator. Easily Short handed.
  - $445K Offers

- **Jeanneau S.O 49**
  - Beyond immaculate.
  - See website for details.

- **X Factor...X Yachts 99**
  - Beautiful and rebuilt
  - $39K

- **1992 Sovereign 54**
  - Possibly the most elegant and beautiful boat around $395K

- **1999 Irwin 68**
  - Cutter Rigged Ketch.
  - Full over haul 2014.
  - One owner for 22 years!!! $319K

- **1997 Bavaria 46e**
  - Owners version. W/maker, genset, bow thruster.
  - Beautiful. Offers!

- **END OF DAYS FLOATING CITY**
  - El Zorro is back! POA

- **Morgan 46**
  - The most beautiful boat in the world... Really......
  - $169K

- **1984 CSY 44 Cutter**
  - Deep Draft Version. Everything new $49K Offers!

- **1990 Tayana 52**
  - Darling Blue $230K absolutely spic and span and ready to go...

- **1999 Formosa 68 Pilothouse**
  - New world charm in a newly refitted boat.
  - Formosa 68 Pilothouse $399K

- **Knyasa 44**
  - Owners version
  - Blue water live aboard.
  - Spotless and immaculate. $410K

- **2000 Beneteau 46**
  - Owners version.
  - Never chartered full loaded.
  - $149K

- **2001 Spotless Jeanneau Deck Saloon 43**
  - Never chartered blue water ready.
  - $129K

- **Immaculate Irwin 68**
  - Owners version
  - Blue water live aboard.
  - Spotless and immaculate. $410K

- **2001 Beneteau 331**
  - Spotless
  - Never chartered.

- **2001 Spotless Jeanneau**
  - Deck Saloon 43
  - Never chartered, blue water ready. $129K

- **2000 Beneteau 46**
  - Owners version.
  - Never chartered full loaded.
  - $149K

- **1999 Lagoon Athena 38**
  - New engines and other upgrades
  - $129K Excellent value!

- **Van Der Stadt Deck Saloon in Steel**
  - Seriously Bullet Proof Blue water cruiser.
  - Everything you need to stay offshore, $199K E Replacement over $700K

- **56 ft Stealth Power Cat.**
  - One owner, never chartered. Glorious luxury & stunning speed. $825K

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  - Industrial grade Bullet proof Vessel $219K

- **1999 Lagoon Athena 38**
  - New engines and other upgrades
  - $129K Excellent value!

- **110V steel Project...**
  - all kinds of possibilities.
  - Lying S Africa.
  - Unlaunched. $395K

- **1997 Bavaria 46e**
  - Owners version. W/maker, genset, bow thruster.
  - Beautiful. Offers!

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- **2001 Spotless Jeanneau Deck Saloon 43**
  - Never chartered, blue water ready. $129K

- **Knyasa 44 Owners version**
  - Blue water live aboard.
  - Spotless and immaculate. $410K

- **End of days 65 ft Steel Ketch.**
  - Awesome blue water family live aboard or charter vessel.
  - $325K

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**OFFERS**

**REduced**

**Immaculate Irwin 68 cutter Rigged Ketch.**
- Full over haul 2014.
- One owner for 22 years!!!
- $319K

**Immaculate**
- $495K Offers.

**End of days 65 ft Steel Ketch.**
- Awesome blue water family live aboard or charter vessel.
- $325K

**Glorious old world charm in a newly refitted boat.**
- $825K

**Van Der Stadt Deck saloon in Steel. Seriously Bullet Proof Blue water cruiser.**
- Everything you need to stay offshore, $199K E Replacement over $700K

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**2000 Beneteau 46**
- Owners version.
- Never chartered full loaded.
- $149K

**2001 Spotless Jeanneau Deck Saloon 43**
- Never chartered, blue water ready. $129K

**Knyasa 44 Owners version**
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Great fishing, cruising and family boat, sleeps four, galley kitchen. 12’ beam, great electronics, dive platform, twin 350 inboard marine power gas. This is alot of boat for the money. Very spacious. Located in Deerfield Beach Florida. Tower for this boat is not shown but is available. PLEASE EMAIL AT JREGUEZ@AOL.COM FOR MORE INFO. $29,000

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"Black Angel"
LOCATED FAJARDO, PR
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"Black Angel"
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MAJOR DUTIES AND RESPONSIBILITIES include Parts Sales, Service Department Support and supervise 3-4 Parts Sales employees. Train Parts Sales employees on Products and Software.

MINIMUM REQUIREMENTS: Excellent computer skills, Ability to conduct Parts research using online programs, Minimum 5 years’ experience in parts sales, 1-2 years supervisory experience, Valid driver’s license, Maintain excellent customer satisfaction, Ability to lift or move moderately heavy items, Must be able to work early shift to open shop and work Saturdays

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Our advertising has been and continues to be very successful but following the success of agents in other parts of the world we would like to compliment our advertising with a person or persons on the ground. This is a commission based opportunity and we will assist you in building your agency with any promotional material or advertising you need to get started.

If you are in the marine business or if you are a boat owner that would like an additional income please email me: malcolm@edwardwilliam.com

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**Dock Space**

**Boat Storage Haul-Out**


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**Employment**

**Help Wanted: Parts Sales Supervisor** for Marine & Industrial Engine/Generator Distributor in Road Town, Tortola

Job Summary: To research and supply Parts to retail, wholesale, fleet and internal customers in a prompt and accurate manner, in addition to supervising Parts Sales employees. Major Duties and Responsibilities include Parts Sales, Service Department

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FALLING FOR FALL FOOD

THE DISH  BY CAP’N JAN ROBINSON

Fall has arrived in Northern America; the leaves are turning into beautiful colors and the weather is cool and crisp. Many of the lucky ones who escape the winter to the Caribbean are boarding their boat or a boat they have chartered. Celebrate the season with some of my favorite ‘fall’ easy to prepare recipes and one of my favorite sayings “Once you go fresh, you will not want to go canned!”

PORTABELLA VEGETABLE STACK
Prep time: 15 minutes. Cooking time: 15 minutes. Serves: 4

Virgin olive oil  Zucchini or Summer Squash
4 Portabella mushrooms  Tomatoes
Pesto or Goat Cheese  Red Onions
Yellow, Red and Orange Bell Peppers  Cheese

Each individual vegetable is cooked separately and seasoned accordingly. Sauté the portabella slowly on the stovetop with pesto or goat cheese inside. Important to cook slowly. Sear, brown and season the zucchini and/or summer squash rounds. Season with oregano and/or different herbs. Roast yellow, red, and orange pepper slices (sliced a little smaller than the portabella).

Oven roast tomato slices and onions, etc. Stack them together with a layer of sliced cheese in the middle, skewer and place in oven for 10 minutes to melt the flavors together. You can use basil leaves or other herbs inside to add the flavors.

NOTE: Serve with sautéed asparagus and spinach or any other side dishes that you may like.

CARIBBEAN SHRIMP
Prep time: 10 minutes. Chilling time: 1 – 4 hours. Serves: 4

2 tsp vegetable oil  1 tsp soy sauce
1 tbsp minced fresh ginger root
1 lime, juiced
1 clove garlic, minced
1 tsp baking powder
¾ tsp crushed red pepper flaked
1 lb large cooked shrimp, peel, tails on
½ cup chopped fresh cilantro

In a large bowl combine oil, ginger, lime juice, garlic, soy sauce, and red pepper; mix well. Stir in shrimp and cilantro. Cover and refrigerate 1 to 4 hours before serving. Stir occasionally while chilling.

HINT: Great for a hors d’oeuvre or starter over lettuce

TRIPLE CHOCOLATE FUDGE PROTEIN BROWNIES
Prep time: 15 minutes. Cooking time: 34 – 38 minutes
Cooling time: 30 minutes. Serves: 16

1-1/2 scoops of chocolate protein powder
½ tsp baking powder
1/4 melted coconut oil
3 egg whites
½ cup plain nonfat Greek yogurt
½ cup Splenda
½ cup maple syrup
¼ cup gluten-free, sugar-free chocolate chips

Preheat oven to 325 degrees F. Line an 8x8 baking dish with parchment paper, and spray with cooking spray. Set aside. In a blender or food processor, add in protein powder, almond-meal flour, coconut flour, cacao powder, Splenda, baking powder, sweet potatoes, coconut oil, egg white, Greek yogurt, and maple syrup. Turn the mixer on and blend the batter until it is completely smooth. Stop and scrape the bottom and sides of the mixer to ensure the batter is well combined. Stir in chocolate chips.

Spoon brownie batter into prepared baking dish and smooth down with a spoon. Bake in the oven for 34-38 minutes. Remove from the oven and let cool for at least 30 minutes. Slice brownies into 16 even pieces. Serve and enjoy.

Capt. Jan Robinson’s Ship to Shore Cookbook Collection is available at your local marine or bookstore. Visit www.shiptoshoreINC.com E-mail CapJan@aol.com.
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For over 40 years, Lofrans engineers have been dedicated to one single objective: designing and manufacturing windlasses and anchor management solutions that combine top performance, absolute safety and stylish design on deck.