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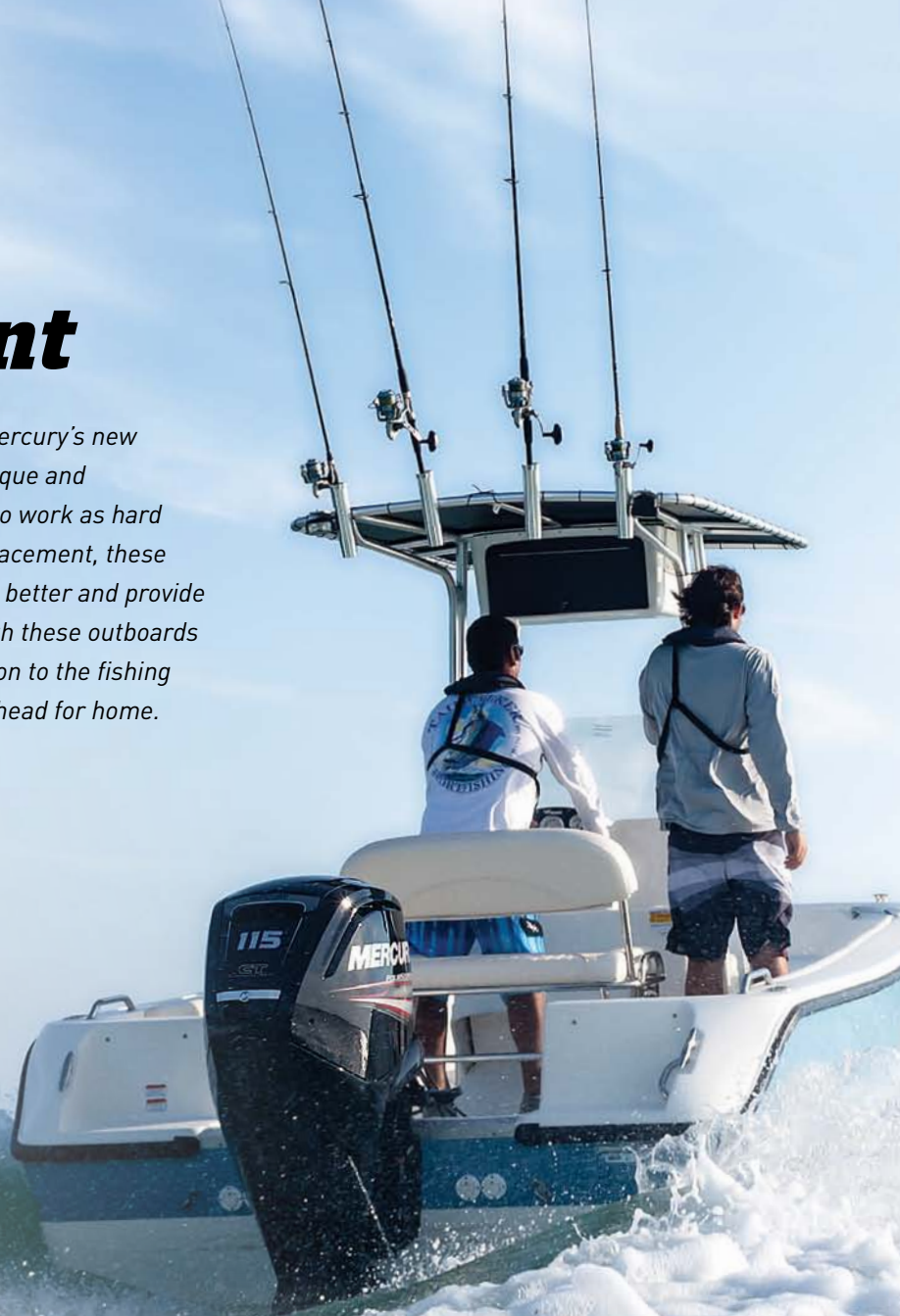
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# ROW ROW ROW YOUR BOAT

As the editor of *All At Sea*, I am lucky enough to live on the Caribbean island of St. Martin/St. Maarten, one of the world's great nautical crossroads. Arguably, Dutch St. Maarten led the marine industry forward taking the initiative at a time when other islands were happy to drift along, content with what they had and comfortable with a laid-back take it or leave it attitude. How times have changed and over the last few years islands that once happily watched yachts sail by on their way to somewhere else are now in a headlong rush to update their infrastructure, spurred on by developers and entrepreneurs more than ready to trade marine services for spiraling amounts of disposable income. Fortunes have been made in the Caribbean yachting industry and it is beyond doubt that yachting benefits an island's economy. Yes, the big money is at the top. Docking a 130ft yacht doesn't come cheap, then again, marina maintenance and providing an attractive environment decent enough to lure yachts away from the competition is a costly business. Apart from industries servicing the actual seagoing, the so-called financial trickledown effect, much vaunted by politicians and those at the top, is an established fact. I see this every day on my own island, where cash generated by the yachting industry sustains everything from car rental, taxis, flower sellers, bar owners and a myriad of restaurants and local shops. Yachting and local business working together to promote a destination, up-and-coming or well established, is essential if that destination is to prosper. Even more so where high and low seasons are a defining factor.

Having benefited immensely from the upsurge in recreational and sports yachting, it's nice to see marine service providers taking it a step further by becoming involved in the local community. This month we are delighted to report on an initiative put together by the behemoth of the marina business Island Global Yachting. Their 'Inspire Giving through You' scheme is taking place on a massive scale that reaches far beyond the Caribbean. IGY has set a precedent and hopefully other organizations and marine businesses will follow suit. Such initiatives, large or small, are of benefit to us all. You can read about 'Inspire Giving through You' on page 47.

Every month, we bring you features and stories on a wide range



of topics and this month is no exception. As we went to press, sixty or more adventurers were abroad on the wide Atlantic Ocean, rowing toward Antigua. I have crossed the Atlantic in a very small boat, but a rowboat! Now that takes guts and determination and it probably helps if you are a little crazy. In this extreme sport, which traditionally is dominated by men, one team of four female rowers are competing under the brazen name *Row Like a Girl*, and right from the start they were giving the guys a run for their money. *All At Sea* have their eyes on the team of four men from Antigua who are, in effect, rowing home. By the time this edition hits the stands, the drama will have played out. Some teams will have rowed to glory, while others will have abandoned the row for various reasons. There are certainly easier and more comfortable ways of reaching the lovely Caribbean but I doubt any garner as much respect. Page 30 has the story.

In December we ran a series of book reviews, which we also broadcast in our monthly Podcast. Our book reviews, print and audio, were so well received that we are going to do it again. I already have a couple of books lined up but we are happy to take more. If you have written a book and would like to submit it for review, then drop me an email. Books should have a nautical theme, fiction or nonfiction, and you must be willing to send us a copy, print or eBook.

See you on the water!

**Gary E. Brown,**  
Editor



## LISTEN TO THE PODCAST

Every month Gary records a podcast. The podcast is available on iTunes or you can download it to your mp3 player, tablet or computer by following the links on our websites: [allatsea.net](http://allatsea.net) and: [garyebrown.net/audiovideo.html](http://garyebrown.net/audiovideo.html)



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# WE WANT TO HEAR FROM YOU

Dear *All At Sea*,

Shortly before arriving at Icacos Island (off to the east of Cabo San Juan, Puerto Rico) during a north swell but very light wind, *Tinglar* encountered a floating mass of tangled rope, canvas, nets and tarps covering an area of approximately 20 square feet.

We lowered our jib, turned around, looped one of the ropes and motor sailed the mass to Icacos, where we anchored and took around two hours to cut, untangle and load on the boat what is shown in the photograph taken at Marina Puerto Chico.

Any vessel of any size would have tangled their screw(s) if they ran over this floating mass. I believe that the same would have happened to any small or large marine mammal swimming past or near this mass of knots and tangled ropes.

This is an example of some negligent, ignorant and/or criminal SOB that preferred to just throw overboard or leave in the ocean this tangled mass. Then again, it could have been from a sunken vessel of which we would have heard of in the news. I hope it is not from the latter.

The point is that this was a hazard to navigation and should be used as an example to alert mariners on the apparent increase in these types of hazards in and around Puerto Rican waters.

Protecting our surrounding marine habitats should be every mariner's ethic as well as sharing good and bad news of hazards for the benefit of others.

F. Inserni, *S/V Tinglar*

---

Hi Gary,

I was delighted to read the article 'Message in a Bottle' in the November 2015 *All At Sea*. The past 20 years I've sailed on Captain Ron Aren's Gallant 53 *Alaunt*, homeport St. Thomas, USVI. I've tossed many a wine bottle overboard with a message and business card. In the late 1990s I actually had two replies. The first bottle was tossed between Monserrat and Guadeloupe and was found about six months later in Port Everglades, Florida. The young man who called me was on a jet ski when



he found my bottle and called when he stopped for lunch. He gave me his name and address and I sent him a postcard from St. Thomas. The second bottle was tossed off the coast of Grenada and found only a few months later in Grand Cayman. The gentleman who called me (collect) said he found it on Seven Mile Beach and told me his name was 'Trashman'. That's all I could get out of him, so he didn't get a postcard.

My last bottle was tossed December 2 2015, between Antigua and St. Barth and I'm hoping for a reply. I'll let you know if I get one.

I really enjoy your magazine! Keep up the good work!!

Carol King, *S/V Alaunt*  
[www.alauntcharters.com](http://www.alauntcharters.com)  
St. Thomas, USVI

---

Please send your letters to [gary@allatsea.net](mailto:gary@allatsea.net). Letters should be no more than 250 words and include a photo when possible. Letters may be edited for clarity.



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# FEBRUARY 2016



The Caribbean's Waterfront Magazine



## DEPARTMENTS

- 8 EDITOR'S LOG**
- 10 LETTERS TO THE EDITOR**
- 16 WHERE IN THE WORLD?**
- 18 CARIBBEAN NEWS**
- 23 EVENT CALENDAR**
- 24 SAILING HUMOR**  
Sea Gypsy Forever  
(Doomsday at the Marina)  
Sailing with Charlie: Fun
- 30 OCEAN ROWING**  
Atlantic Challenge Race:  
Crew From Antigua in  
World's Toughest Row
- 34 CHARTER BUSINESS**  
Profile: Sylvia Weston,  
Charter Broker,  
Nicholson Yacht Charters

- 38 CRUISING**  
A Cruiser's Toolbox
- 42 POWERBOATING**  
Cataño Challenge Wraps  
Up 2015 Puerto Rico  
Offshore Series
- 46 MARINAS**  
New IGY Marina Program  
Gives Back to Local  
Communities
- 50 SEAMANSHIP & VOYAGING**  
The VHF Radio Distress Call
- 54 SAIL TECHNOLOGY**  
Furling Headsail Sizes:  
Making the Right Choice

## FEATURES

- 58 TEN TOP  
CARIBBEAN HIKES**

## RESOURCES

- 104 ISLAND REAL ESTATE GUIDE**
- 106 CARIBBEAN BROKERAGE**
- 115 MARKETPLACE**
- 122 SPONSOR DIRECTORY**
- 124 THE DISH**  
From the Heart

*Continued on page 14*

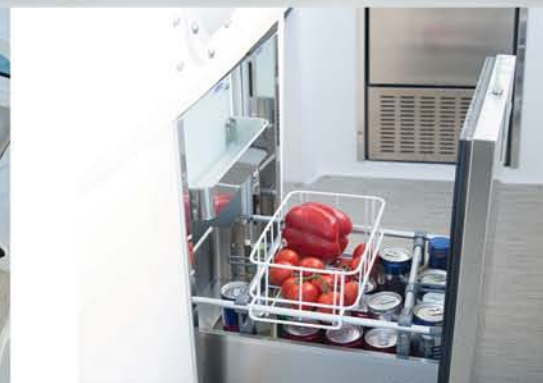
COVER SHOT: Kitesurfing in Caberete, Dominican Republic  
**Photo: Kevin Langeree**

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## ISLAND EVENTS & INTERESTS

- 16 MAP**
- 64 BAHAMAS**  
Spearfishing: Catch of the Day
- 68 DOMINICAN REPUBLIC**  
Perfect Your Kite-Surfing Skills  
at the Cabarete Pro Series 2016
- 74 U.S. VIRGIN ISLANDS**  
Coral Bay Thanksgiving Regatta
- 78 BRITISH VIRGIN ISLANDS**  
Hitching a Ride on a RC44  
BVI Charter Show Culinary  
Competition: Eat Smart,  
Eat Fresh

- 90 ST. LUCIA**  
St. Lucia's Mango Bowl  
Regatta: Sailors Enjoy  
Sweet Success
- 94 GRENADA**  
Return to Grenada:  
A Cruiser Remembers  
an Invasion

## RESOURCES

- 100 CARIBBEAN MARINAS**
- 102 CARIBBEAN BOATYARDS**
- 103 SOUTHEAST U.S.  
MARINAS & BOATYARDS**



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**NEXT MONTH IN ALL AT SEA:**  
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**Accounting,  
Subscriptions:**  
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Owned and Published by  
Kennan Holdings, LLC  
382 NE 191st Street #32381  
Miami, Florida 33179-3899  
**phone (410) 929-2248**  
**fax (815) 377-3831**

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# WHERE IN THE WORLD?

Congratulations to Kevin & Christine and thanks for reading *ALL AT SEA*!



Kevin and Christine Gooch sent us this photograph of them reading *All At Sea* as they wait to descend in the Kirkfield Lift Lock on the Trent-Severn Canal in Canada. Christine said that in this unusual type of lock, boats descend or ascend a total of 49ft while floating in one of a pair of water-filled 'pans'. The two pans are connected by pipes; the weight of an extra foot of water in the descending pan lifts the ascending one.

The two Brits normally spend winter cruising the Caribbean on their Prout 38 catamaran *Sweet Sensation* but in 2015 decided to take 18 months to cruise from Trinidad to the Bahamas and then complete America's Great Loop up the east coast ICW, through the Great Lakes and back down the Mississippi and Tennessee – Tombigbee to the Gulf of Mexico.

From the Gulf, the voyagers say they will head down through the Caribbean, hoping to arrive back in Trinidad in April 2016 after travelling almost 15,000 miles.

---

Send us a high-resolution picture of you reading *All At Sea*, along with a description of when and where it was taken, and you may win a free subscription. We will select one winner a month. Please send images & your information to: **subscribe@allatsea.net** or mail to: **382 NE 191st Street #32381, Miami, Florida, 33179-3899.**

Cuba

Haiti

Dominica

## ISLAND EVENTS & INTERESTS

ALL AT SEA'S  
Caribbean Coverage



**PAGE 68**

**Perfect Your Kite-Surfing Skills at the Cabarete Pro Series 2016**

Colombia



an Republic

Puerto Rico

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

British Virgin  
Islands  
(B.V.I.)

Anguilla

St. Maarten/St. Martin

St. Barthelemy

Saba

St. Eustatius

St. Kitts & Nevis

Barbuda

Antigua

Montserrat

Guadeloupe

Marie-Galante

Dominica

Martinique

St. Lucia

Barbados

St. Vincent &  
The Grenadines

Bequia

Carriacou

Grenada

Tobago

Trinidad

Venezuela



**PAGE 83**

BVI Charter Show  
Culinary Competition:  
Eat Smart, Eat Fresh

**PAGE 94**

Return to Grenada:  
A Cruiser Remembers  
an Invasion

## Caribbean Sea

# CARIBBEAN NEWS



AED Fund (from left): Sean Santos, VIPD/Marine/Training; Jason Henry, St. Croix Rescue Field Ops/Marine; Cher Will, AED Fund; Howard Forbes, Sr., DPNR Police/Environmental Enforcement; Shauna Richards, Office of Sen. Sanes; -Mark Corneiro, VIPD Act. Deputy Chief, and Modestus John-Baptiste, St. Croix Rescue Asst. Chief

## **AUTOMATIC EXTERNAL DEFIBRILLATORS PRESENTED TO MARINE FIRST RESPONDERS IN ST. CROIX**

In December, the AED Fund presented new Automatic External Defibrillators (AEDs) to the St. Croix Rescue Squad, the Department of Planning and Natural Resources (DPNR), the Virgin Islands Police Department Marine Unit and the VIPD Training Unit. Four years ago, there was just one AED on the island. The addition of four AEDs, purchased for US\$6000, brings their number to 124, in 91 St. Croix locations.

"When someone stops breathing, is non-responsive, and has no heartbeat, there is a ten-minute critical window before that person dies. Having an AED nearby can be the difference between life and death for that person," said Project Director Cher Will.

She said that AEDs on the Marine units of first responders means that visiting and resident boaters - and also tourists - have a better chance of surviving a heart attack on board.

The new AED units will be on or near the water in both Christiansted and Frederiksted, and are available by calling 911.

---

## **PARTS & POWER APPOINTED AS CARIBBEAN DISTRIBUTOR FOR KUBOTA ENGINES**

BVI-based Parts & Power are now the Eastern Caribbean distributors for Kubota Generators, Engines and Parts.

In a recent announcement, the company said they hold stock of Kubota generators and parts to ensure immediate availability and customers in the British Virgin Islands can purchase

directly from Parts & Power in Port Purcell, Tortola. A stock of generators is also held in a Bonded warehouse, ready for immediate dispatch to customers in other parts of the Caribbean. [www.partsandpower.com](http://www.partsandpower.com)

### ROYAL BVI YACHT CLUB PRIZE GIVING AND ANNUAL AWARDS PRESENTATION

The 2015 prize giving ceremony took place during the Commodore's Dinner where the Royal BVI Yacht Club also presented its annual achievement awards.

In the Youth Categories, the Best Club Helm award went to Nathan Haycraft, while Samuel Allen picked up the Most Improved Dinghy Award. Danny Petrovic was awarded the Best International Youth award, the award coming just weeks before he left for Malaysia to represent the BVI at the ISAF Youth World Championship. The INTAC Sportsmanship Award was presented to Thad Lettsome.

"It is always difficult select the winners of these awards," said Commodore Tod Patterson. "So many of our young sailors show remarkable talent and commitment to their sailing the future is definitely bright for Team BVI."

Winners in the adult categories included Aaron Gardner, Chris Haycraft and Dick Schoonover.

Nathan Haycraft accepts the Best Club Helm award from Commodore Tod Patterson



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## GREENHALGH PUTS STAMP ON AMLIN INTERNATIONAL MOTH REGATTA



**HAMILTON, BERMUDA** — Great Britain's Rob Greenhalgh stamped his dominance on the inaugural Amlin International Moth Regatta hosted by the Royal Bermuda Yacht Club and sailed December 5-11.

Lying second overall entering the final day, Greenhalgh won all three races to win the championship and the winner's share of \$5,000 of the \$10,000 prize purse.

"The week has been fantastic," said the 38-year-old Greenhalgh of Hamble, England. "It's been good to come to a new venue. Everyone's been very hospitable. I hope it keeps going."

"Amlin is very proud to have supported this year's successful Moth Regatta, which featured world class sailors in a world class sailing destination, Bermuda, the home of the 2017 Americas Cup," said Rob Wyatt, CEO of Amlin's Bermuda Branch. "We have been involved in specialist [re]insurance for over a hundred years and supporting exciting events like this enables us to reinforce our connection with the marine industry and with Bermuda."

For full results and more, visit: <http://bermudamoths.com/index.php/results>



Roberto – Tropea



Antonis – Porto Kaiti



Frederic – Viticcio



Charles – Porquerolles



Christophe – P



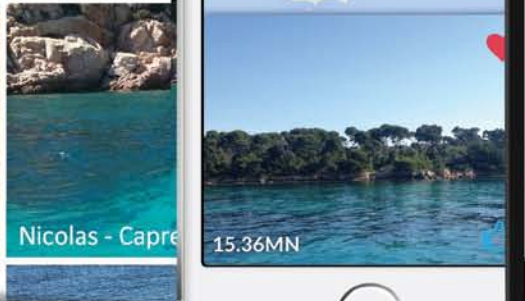
Olivier – Réserve de la Mala



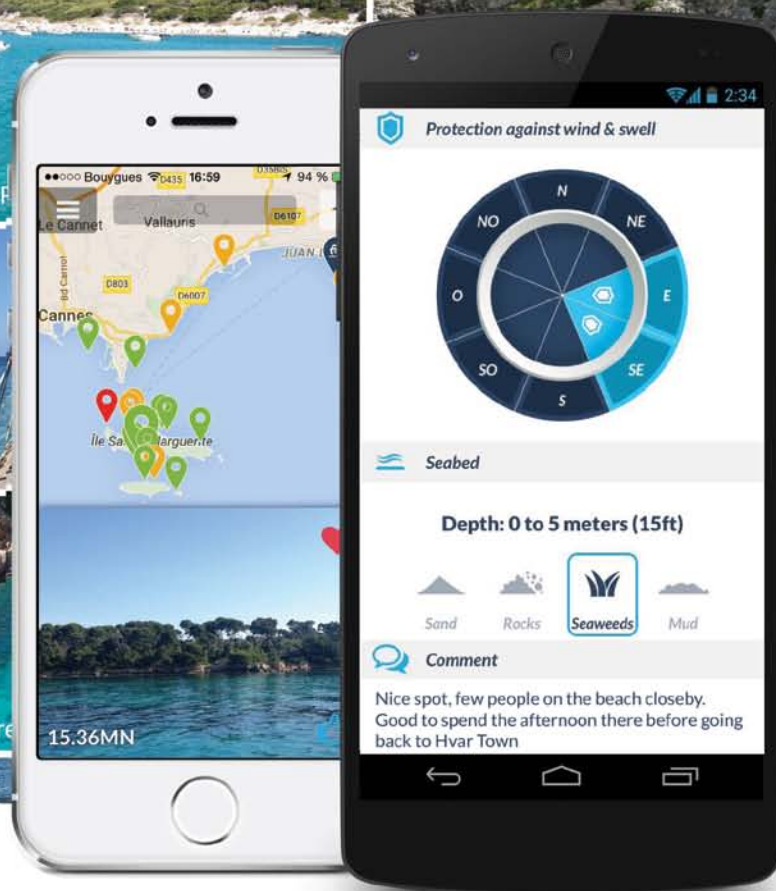
Tim A. – Ibiza



Pedro – Es Caló, Ibiza



Nicolas - Capre



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**Phaedo3 arrives with the dawn in Port Louis, Grenada to take Line Honors in RORC Transatlantic Race**



PHOTO: RORC/ORLANDO K. ROMAIN

### **PHAEDO3 TAKES LINE HONORS IN RORC TRANSATLANTIC RACE**

**GRENADA** – No need for pistols at dawn as Lloyd Thornburg's mighty green MOD70, *Phaedo3* crossed the finish line off Quarantine Point, completing the 2015 RORC Transatlantic Race in 5d 22h 46m 03s. Waging a 'Master and Commander' style battle from the start in Lanzarote, Team Phaedo held onto their lead, finishing less than two hours ahead of Tony Lawson's MOD70, *Ms Barbados* (Concise 10) and taking Line Honors victory in the second edition of the race.

Despite the dawn arrival, *Phaedo3* received a huge Spice Island welcome in Grenada after over 3,500 miles at sea from the RORC Race Team, CEO of the Grenada Tourism Authority Rudy Grant, and General Manager Glynn Thomas and his team from Camper and Nicholsons, Port Louis Marina – all there to greet the crews on the dock following much anticipation and excitement in Grenada for the first arrivals.

After champagne and a few cold beers, the whole team jumped into the pool and *Phaedo3's* Co-Skipper, Brian Thompson raved about the race:

"It was a fantastic race. What could be better than two great islands to start and finish in (Lanzarote and Grenada); it is a really good race course and we had a great competitor in *Concise*! It was a great match race across the Atlantic and we were never more than 70 miles apart. That's only two and a half hours at the speeds we were going, equivalent of 20 miles apart on normal boats. We also did nearly 678 miles in one day and we averaged 28.3 knots which is fantastic."

For more information and full results, visit: <http://rorctransatlantic.rorc.org>

## EVENT CALENDAR

Please send future events to [editor@allatsea.net](mailto:editor@allatsea.net). This month and next month's events are currently published here and at [www.allatsea.net](http://www.allatsea.net). Your specific area may or may not be shown based on identified activities for these months.

### BOAT SHOW:



**MIAMI, FL**

**FEBRUARY 11 – 15**  
Yachts Miami Beach  
[www.showmanagement.com](http://www.showmanagement.com)

**FEBRUARY 11 – 15**  
Miami International Boat Show  
[www.miamiboatshow.com](http://www.miamiboatshow.com)



**WEST PALM BEACH, FL**

**MARCH 17 – 20**  
Palm Beach International Boat Show  
[www.showmanagement.com/palm-beach-international-boat-show-2016/](http://www.showmanagement.com/palm-beach-international-boat-show-2016/)

### FISHING TOURNAMENT:



**DOMINICAN REPUBLIC**

**MARCH 29 – APRIL 3**  
International Casa de Campo Blue Marlin Classic Tournament  
[www.marinacadeCampo.com.do](http://www.marinacadeCampo.com.do)  
809-523-2111

### SAILING REGATTA:



**ANTIGUA**

**FEBRUARY 12 – 15**  
Jolly Harbour Valentine's Regatta  
[www.jhycantigua.com](http://www.jhycantigua.com)  
[nickwhite55@hotmail.com](mailto:nickwhite55@hotmail.com)

**FEBRUARY 22 – 26**  
RORC Caribbean 600  
[www.caribbean600.rorc.org](http://www.caribbean600.rorc.org)  
[racing@rorc.org.uk](mailto:racing@rorc.org.uk)  
+44 (0) 207 518 3131



**BEQUIA**

**MARCH 24 – 28**  
Bequia Easter Regatta  
[www.bequiaregatta.com](http://www.bequiaregatta.com)  
[bequiasailingclub@gmail.com](mailto:bequiasailingclub@gmail.com)



**MARTINIQUE**

**FEBRUARY 11 – 14**  
Round Martinique Regatta



**MIAMI**

**FEBRUARY 10 – 14**  
Miami to Havana  
[www.havanarace.org/](http://www.havanarace.org/)



**PUERTO RICO**

**FEBRUARY 4 – 7**  
Club Nautico de San Juan International Dinghy Regatta  
[www.nauticodesanjuan.com](http://www.nauticodesanjuan.com)  
[vela@nauticodesanjuan.com](mailto:vela@nauticodesanjuan.com)  
787-722-0177

**FEBRUARY 19 – 21**

Puerto del Rey Sailing Challenge  
[www.puertodelrey.com](http://www.puertodelrey.com)  
[marina@puertodelrey.com](mailto:marina@puertodelrey.com)  
787-860-1000



**ST. BARTHELEMY (ST. BARTH)**

**MARCH 24 – 27**  
St. Barth Bucket Regatta  
[www.bucketregattas.com](http://www.bucketregattas.com)  
[hank@bucketregattas.com](mailto:hank@bucketregattas.com)  
401-965-3256



**ST. MAARTEN / ST. MARTIN**

**MARCH 3**  
Gill Commodore's Cup Regatta

**MARCH 4 – 6**

St. Maarten Heineken Regatta  
[www.heinekenregatta.com](http://www.heinekenregatta.com)  
[regatta@heinekenregatta.com](mailto:regatta@heinekenregatta.com)  
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**ST. THOMAS, USVI**

**MARCH 25 – 27**  
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[www.stthomasinternationalregatta.com](http://www.stthomasinternationalregatta.com)  
[stycisv@gmail.com](mailto:stycisv@gmail.com)  
340-775-6320



**VIRGIN GORDA, BVI**

**MARCH 9 – 12**  
Loro Piana Caribbean Superyacht Regatta and Rendezvous  
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[info@yccs.vg](mailto:info@yccs.vg)  
284-393-2000

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# SEA GYPSY FOREVER (DOOMSDAY AT THE MARINA)

SAILING HUMOR BY CAP'N FATTY GOODLANDER



I grew up in a Utopian bubble with the belief that life was getting better because life would always get better—especially for us clever Westerners. We'd end up with more freedom, better education, a more informed electorate, better health care, cleaner air, and clearer water. Best of all, the middle class would continue to expand to encompass the lower classes—and economic prosperity would bless us all, just as surely as a rising tide lifts all boats. As benign *spirituality* grew, the need for evil religion (our rabbit god is better than your duck god) would cease. And that, best of all, new technology (bigger, better, faster, smarter) would pave

the way—and pay the way—for a lifetime of ease and convenience. Food would be abundant; just reach out to Mother Ocean for another fish and some delicious algae cookies. Most of all, I dreamed of a day in which fairness and justice prevailed, where due process was reverted, and where—in the words of the living, breathing hero I marched beside numerous times—a man would be judged by the content of his character not the color of his skin.

And, for many decades, the world unfolded so I could convince myself I was correct—if not in the specific, then within



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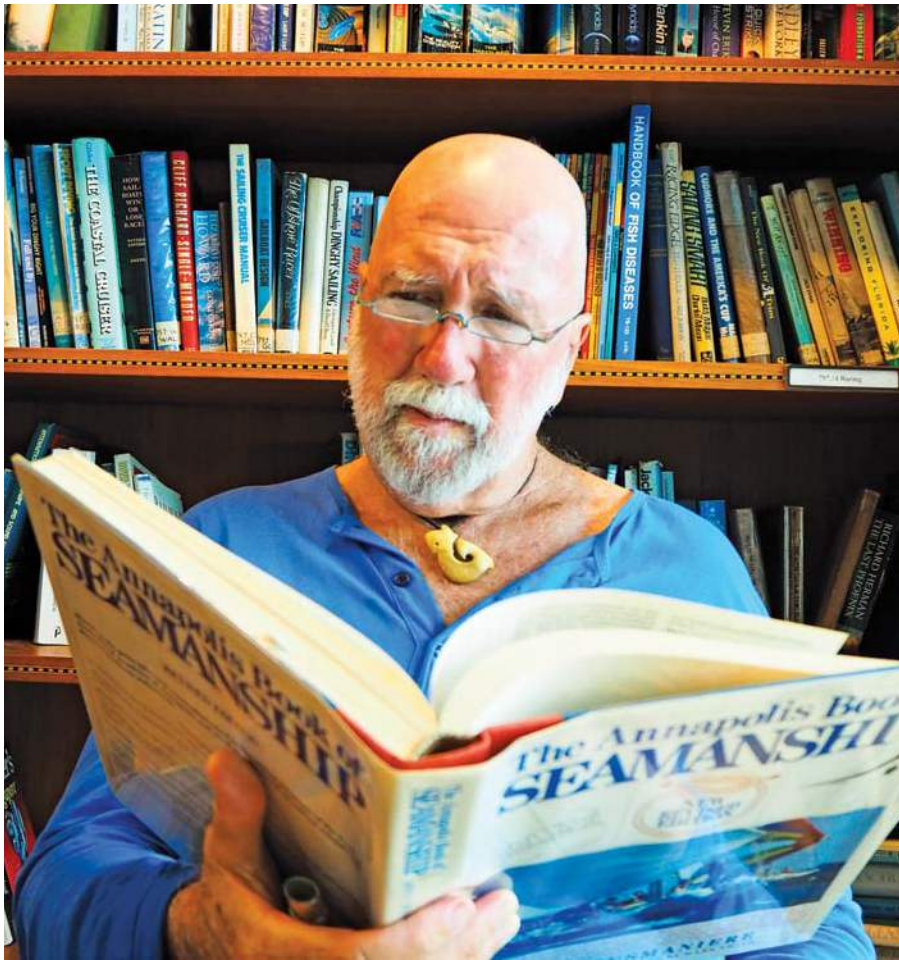


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the general trend. Hope was in air. We'd have a worldwide revolution without spilling a drop of blood—even the Beatles were onboard! Alas, I begrudgingly came to the conclusion that my timetable smacked of naivety. As I hit my 50s, it became apparent to me that, as much as I'd like to, I probably wouldn't see the day when peace and love were the two most honored components of daily life, but my lovely daughter Roma Orion would.

I could live with that—or, more accurately, die with it.

All of the above was based on the simple premise that democratically-elected leaders would represent the best interests of their constituency, that statesmen would be statesmen, and that the U.S. Constitution would protect us each step of the way—because when that revered document was found lacking we could amend it as we were doing with the Equal Rights Amendment. (Remember that concept—how important it was at one point in HIStory?)

But I, as an international sea gypsy, took this entire school of euphoric thinking one step further: that the reason there were

these ridiculous little boutique wars in Third World countries was because people couldn't move their *stuff*. That war was a *stuff* thingy. And, thus, when mankind began to value personal experience & personal growth over plastic trinkets from Walmart, there'd be less value to war. The people would be more mobile and this mobility would dramatically change life in the local village because there would be no real need for a local village—that once we were wireless, we'd be address-less as well. People wouldn't need a fort because they'd have a Ford, and could see the USA in their Chevrolet. Who needed old-fashioned boundaries if they were broad-banded? Ah, sweet! And that this smooth mobility would, ultimately, free us from the scrounge of nationalism, that time-honored, ever-ready excuse for killing the other fellow because he wore his hair a certain way, or trimmed his toe nails in a jagged line—whatever, dude.

Since I grew up on the schooner *Elizabeth* and ocean-sailed on a succession of craft called *Corina*, *Carlotta*, *Wild Card*, and *Ganesh* it was only natural that I incorporate yachts and yachting into my world-view. I'd be a citizen of the world. Yes, I'd retain my U.S. Citizenship with all its tribal badging, sure, but more as a sports affiliation like, say, rooting for Manchester United, the Green Bay Packers, or wearing a Messi t-shirt. All my *stuff* (and my entire professional life) would be on hard drives and SD cards and USB drives and computers and tablets and Kindles on my boat.

It was a complete vision of a new reality, an entire fresh perspective birthed from the deck of a small private windborne yacht. The entire world would be my playground, and every country (with any economic sense) would be on my menu. I'd have more freedom and more lifestyle options than any man ever born. I'd vote with my keel and my worldwide mobility would be the Magic Key. Once citizens were considered customers rather than passive victims—Utopia would result.

Life would become a waterborne borderless mega party.


Each nation would strive to provide the highest quality of life to its customers—and those hardworking nations that suc-

ceeded would be rewarded by an entire new style of slow-speed ecologically-pristine tourism. At last, the *individual* would be king of any country he resided in—or he'd just sail away to greener pastures on his Hylas 49.

This worked. It really did. There was a brief window. I took part in it. Then, one fateful day in the fall of 2001 I was putting my dinghy on deck in Darwin, Australia, in preparation of shoving off for Indonesia (the world's largest Islamic country) when an Aussie couple rowed up, nodded sadly at my fluttering American flag of registry, and said, "We are oh-so sorry!"

The government went from watching *out* for its citizens to peering in at them suspiciously—with the largest theft of civil liberties in the world pushed through under the double-speak of the Patriot Act.

And everything fluttered down with those buildings. The terrorists didn't enslave us; we enslaved ourselves. We built walls and we tortured and we droned without the slightest thought we were sentencing ourselves to the same. The One Percenters waved the flag so vigorously we failed to notice their banks stealing our money. The government went from watching *out* for its citizens to peering in at them suspiciously—with the largest theft of civil liberties in the world pushed through under the double-speak of the Patriot Act. Of course, the opportunistic Somali pirates launched their boats. Of course, *People* magazine distracted us with tales of the Kardashians. Of course, the majority of Baltimoreans rebelled against being used for target practice. Sure, Facebook erupted with the 'news' of the Starbuck's holiday coffee cup.

Yesterday I took my two year old granddaughter Tessa Maria kayaking around the harbor. At first, I had her in front—even-  
tually I sat her aft so she couldn't see my eyes leaking. We paddled around for about an hour—with me asking myself, all the while, how could my generation—so intent on quality-of-life issues—bequeath a planet afire? 

Cap'n Fatty Goodlander and his wife Carolyn are currently on their third circumnavigation. Fatty is the author of *Chasing the Horizon* and numerous other marine books. His latest, *Creative Anchoring*, is out now. Visit: [fattygoodlander.com](http://fattygoodlander.com)

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# SAILING WITH CHARLIE: FUN

**SAILING HUMOR** BY JULIAN PUTLEY  
GRAPHICS BY CHRISTINE TAYLOR



February is the coldest month of the year in the northern hemisphere –somewhat surprising really since the winter solstice passes some five weeks prior to February 1st. In the Caribbean, February is the middle of the high season when thousands of shivering folk from high latitudes head south to warmer climes. Who can blame them? Trudging around in the snow and the sleet with traffic jams and dark, short days versus sailing in the sunshine on turquoise seas with brisk trade wind breezes would seem to be a no brainer. Strangely, though, there are some Caribbean masochists who long to go north to experience freezing cold weather, to go sliding down slippery slopes on flat boards, dodging trees and avoiding ravines – only to exclaim to each other, later in the bar, how brave they were and how fast they went. Your average skier also risks life and limb by sitting over perilous snowy cliffs

in a swinging chair on a greased wire getting hauled up to the top, only to disembark and then slide down to the bottom again.

It was only recently that Charlie sailed on a nice Jeanneau, named by the owners: *Sea and Ski*. Was it water skiing they were referring to? The fact is that a Caribbean sailing adventure/vacation is one of the most exhilarating experiences on the planet. Charlie usually starts a charter (weather co-operating) with a windward beat, rail under, spray flying. He looks for white knuckles and a shriek or two to ensure an adrenaline rush and post-sail lively chatter. The conversation at the first night's happy hour gives Charlie a direction on how he should continue the island adventure. If it was all too tame then diving with sharks off Anegada might liven things up. Alternatively, if that first sail was too exciting then gentle

reaching with tropical cocktails in hand could be the answer (Charlie has a say in measuring the tipples). The point is that the Caribbean cruise must be memorable. Kite boarding, wake riding on a tube, flying a hull on a Hobie are all exhilarating pastimes. Now, with GoPro mounted drones all the action can be recorded for memorable movies back home (including that *accidental* shot of those hot, topless babes sunbathing on the cat' at the far side of the anchorage).

Exciting memories sometimes come in unforeseen ways. Charlie recalls a recent incident while at the helm of an aging 50 foot catamaran maneuvering through the mooring field at the Baths, a popular BVI beauty spot.

I glanced off a nice little mono with only minor scratches and almost hit a shiny mini mega yacht. By this time the guests were wondering what the hell I was doing, while others on neighboring boats were pointing and shouting.

"As I approached the mooring I put the port engine in reverse to swing the boat to port. To my surprise the boat leapt forward – so I gave it a bit more throttle to see if it would engage reverse but the boat simply charged forward even more. I glanced off a nice little mono with only minor scratches and almost hit a shiny mini mega yacht. By this time the guests were wondering what the hell I was doing, while others on neighboring boats were pointing and shouting. By sheer good fortune I came up alongside another mooring ball and a guest, Bob, managed to grab it with the boat hook and make the pennant fast. Pphheww! What a relief! Well you may have guessed it! The port engine transmission cable had snapped whilst still in forward but the throttle still worked."

It was an unexpected event, but never-the-less an eventful one. By the end of happy hour that evening Bob was the hero and Charlie gave him a 'Big Up'.

Could skiing really be this much fun?



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

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# ATLANTIC CHALLENGE RACE: CREW FROM ANTIGUA IN WORLD'S TOUGHEST ROW

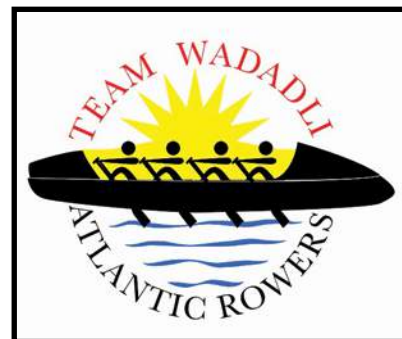
OCEAN ROWING BY ROB LUCEY



The men from Antigua (from left): Nick Fuller, Peter Smith, JD Hall and Archie Bailey

In 1896, two Norwegian immigrants to America became the first people in recorded history to row across an ocean. The oyster fishermen set out from Manhattan, N.Y., in an 18-foot oak vessel on June 6th and made landfall 55 days later on the Cornish Peninsula of Great Britain. From there, they continued rowing to Le Havre, France.

Nearly 120 years later, their accomplishment has evolved into the extreme sport of ocean rowing with carbon fiber and fiberglass boats designed for performance. The modern boats have more in common with a spacecraft than the vessel rowed in the 19th century.



Currently, as many of 62 people should be at sea attempting a similar feat in a fleet of 26 vessels participating in the Talisker Whisky Atlantic Challenge. The race started December 20 from San Sebastian de La Gomera in Spain's Canary Islands, where Christopher Columbus first set sail for the New World. Rowers will continue to Nelson's Dockyard in Antigua. The previously biennial event becomes an annual race with this year's row.

The first of nine four-man (including a couple of four-woman) teams should complete the 5,000 km crossing about 40 days after starting. This class includes the only Caribbean-based competitors, Team Wadadli (named for the pre-Columbian Amerindian name for the island of Antigua).

"For several years, we have enviously watched small contingents of brave-hearted and adventurous individuals row into English Harbour here in Antigua, as they complete the Atlantic Campaign's Rowing Challenge, the so-called 'World's Toughest Ocean Rowing Race'," the team says on their website (antiguaatlanticrowers.com). "We have decided that it is now time that an Antigua team should be put together as a fours entry and give it a go."

Some racers have been life-long rowers who compete at a professional level. Others are endurance athletes or enlisted personnel looking for their next big challenge. Some are just seeking that one great adventure of their lifetime.

Team members are family doctor Nicholas Fuller, 67; boat builder Peter Smith, 74; commercial fisherman and cargo boat captain Archie Bailey, 50; and small boat skipper John D. Hall, 29. Before the race, the team practiced rowing their boat *Wa'Omoni* around the island, finding that their individual skills meshed well. The team boasted of their unique motivation: "Unlike all the other entrants, every stroke gets us closer to home!"

In addition to acquiring the pricey boats and gear, all of the race participants have signed lengthy waivers, participated in a three-day orientation class, and paid a hefty entry fee to Atlantic Campaigns SL, the Spanish company organizing the race. Each has also named a charity to benefit from funds raised through donations to the racers. Team Wadadli has chosen St. John Hospice as its beneficiary.

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The fleet of boats before the start

The 11 pairs teams are expected to straggle into port within a few weeks after the fours. They should be followed by the half dozen solo entrants who are expected to take as long as 90 days to complete the course. Those brave souls range from a 19-year-old British aerospace engineering student with ten years of rowing experience, to a 58-year-old who has run the length of Great Britain, as well as marathons across the Sahara Desert and the North Pole.

Participants in the race are a mixed lot, coming from South Africa, Italy, Australia and the United States, although the United Kingdom has by far the greatest representation with 19 boats entered. Some racers have been life-long rowers who compete at a professional level. Others are endurance athletes or enlisted personnel looking for their next big challenge. Some are just seeking that one great adventure of their lifetime.

In past races, a few entrants turned back shortly after the race began, finding they were unprepared for the hardship. Others have called for rescue after being battered by weather or suffering equipment failures.

To successfully complete the challenge, they must reach the

distant shore with no assistance. A couple of sailboats will be running along the course to keep tabs on participants and carry a crew to document the race, but with the fleet so spread out, any assistance requested could take days to arrive.

"The race is 100 percent unsupported," said Houston, Texas rower Greg Wood, a 35-year-old member of U.S. team Latitude 35. "You leave with everything you need until you get to the other side. Racers typically lose 10% of their body weight."

The boats are carrying solar powered communications gear to check in regularly. They are also equipped with tracking devices so that rowing fans can track the progress of participants via the race website: [www.taliskerwhiskyatlanticchallenge.com](http://www.taliskerwhiskyatlanticchallenge.com)

*Rob Lucey cruised through the Caribbean with his wife aboard their 38-foot sloop Sea Spell before they launched a boating magazine in the Carolinas. He currently resides in Texas where he occasionally sings sea shanties aboard the 1877 Tall Ship Elissa.*

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# PROFILE: SYLVIA WESTON, CHARTER BROKER, NICHOLSON YACHT CHARTERS

CHARTER BUSINESS BY CAROL M. BAREUTHER



She didn't grow up yachting. Yet today, Antigua native Sylvia Weston is one of the most respected brokers in the crewed charter business. For one, Weston was educated in the industry by one of its pioneers: the Nicholson family. Secondly, and most importantly, in her 42-year career she's toured destinations, met crews and evaluated vessels around the globe and this has imbued her with a wealth of yachting knowledge. It's also given Weston a special knack for matching guests with the right boat and crews whether they be movie stars or mere mortals.

"When I graduated from the Princess Margaret School, I needed a job and interviewed at Nicholson Yacht Charters in St. John's where Julie, Rodney and the Commander worked," says Weston. "They hired me as a stenographer. Julie would

dictate and I'd listen, write in shorthand and transcribe. It wasn't long before I could walk you through every detail of a yacht before I'd seen it."

Soon Weston was on those yachts and out sailing as part of her new job. There'd be day sails from St. John's to Curtin Bluff and overnight sails from English Harbor to Green Island. Barbeques, bonfires and ballads played by Joel Byerly on guitar aboard his *Lord Jim*, anchored nearby, provided the entertainment. All the while, Weston got a feel for different styles of yachts, how the crew operated and the social scene that made charters so much fun.

"There were many classic yachts back then like Sparkman & Stephens and Hinckleys," Weston recalls. "There was always



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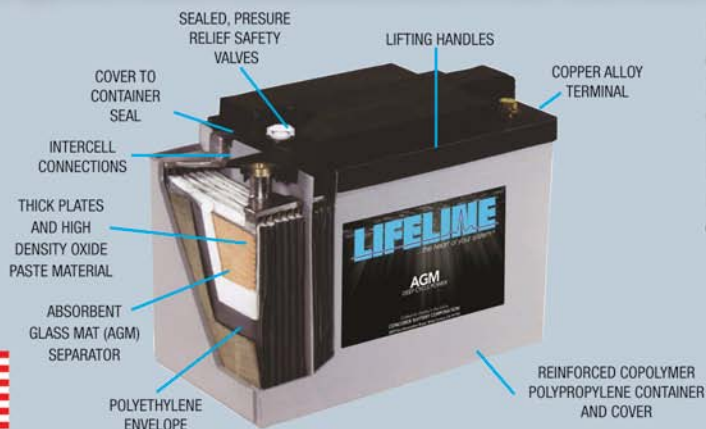
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elegance too. Chef's prepared fresh foods, crews set elegant tables and dinners were served by candlelight. After all, service is the motto of the yachting industry. As for water toys, swimming was the natural sport as well as snorkeling and fishing. Electronics were not what we have today. I remember having a Telex in the St. John office. If we needed to contact a yacht, we'd get on the radio in the Commanders office in St. John, call to the English Harbor office and it would be broadcast there to the specific yacht."


Weston moved to the U.S. in the 1970s where she set up the Cambridge, Massachusetts, brokerage office of Nicholson Yacht Charters around the same time Julie Nicholson established an office in the family's longtime favorite summer destination in Blue Hill, Maine. Over the years she has had many fun experiences.

"One year, when the boat show was at the St. James Club, I remember going on a yacht and out came a friend of the owner. It was actress Debbie Reynolds," says Weston. "Another time, after we had a yacht fully provisioned for a European client, the captain told me they were ashore in Tortola and the client wanted to know who owned the chickens in the street. Seems he was accustomed to very fresh chicken."

Learning about people of different cultures and the close-knit nature of the yachting community is what Weston says she enjoys best about being a charter broker. She's traveled to France, Turkey, Italy, Greece, Phuket and Tahiti and made many friends along the way. One year in San Remo, after the Monaco Yacht Show, she emerged from her hotel to be greeted by a friendly face passing by: a captain she had met in Antigua.

"I love interacting with the people for whom I'm planning a charter. Getting to know what they like, their aspirations and bringing their expectations to a reality. Putting two sets of people together who don't know each other, clients and crews, creates a bond. To be part of that, one of the persons involved when that goodness happens is marvelous," she says.

Weston's advice to those who would like to become charter brokers is to intern or to work first as crew.

"I learned from my teachers, Julie, Rodney and the Commander," says Weston. "But you must remember; to learn you need to put forth the effort in observing and absorbing the information from the people around you." 

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

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# A CRUISER'S TOOLBOX

CRUISING BY BIRGIT HACKL



Sail repairs while on passage

Whenever I'm given the choice on clearance forms whether our boat classifies as a Commercial Vessel or Pleasure Craft I fight the urge to draw another box with the label 'Floating Workshop' or 'Sailing Building Site'. Not that life on *Pitufa* is unpleasant, but we constantly find things to repair/improve/maintain and hardly a day passes without us getting out the toolbox. If you enjoy cruising remote areas (like we do), you have to rely on your own resources and carry lots of spare parts and universal tools and materials to repair, build and make do whenever problems occur.

## SPARE PARTS

For our engine we carry oil and diesel filters, a v-belt, a thermostat, impellers and a cover plate with matching O-rings for the sea water pump. Since a nasty incident during which



Getting ready to paint

the newly changed engine oil was sprayed across the engine room thanks to a dodgy no-name oil filter, we always have extra bottles of oil on hand (and genuine filters).

Outboard engines love attention and we have spark plugs and a starter line for ours in the spare parts locker. Tiny brushes (e.g. interdental toothbrushes) come in handy when cleaning the carburetor.

A watermaker adds comfort and peace of mind to cruising, but it also requires filter elements, pump oil and service kits.

We also carry service kits for our scuba gear.

Kites, folding bikes, mini-mopeds, kayaks, stand-up paddles and quad-copters can add fun to the cruising life, but at some point even big yachts will run out of space in the spare parts locker.

A broken fridge means spoiled food and warm beer—a nightmare for cruisers, but for DIY you'll need coolant and a gauge to check the pressure and to refill with gas, a vacuum pump and a generator that can handle its load, soldering gear, a spare compressor, an electronic unit, filter/dryer elements, copper tubes—and the know-how to use it all.

### UNIVERSAL DIY MATERIAL

It's impossible to carry new parts for every occasion, but many repairs can be improvised. *Pitufa* carries two big boxes with stainless-steel bolts and nuts in all sizes. Last year the main-sheet suddenly let go and slammed across the cockpit. We quickly drilled out the broken swivel pin on the traveler car and replaced it with an M10 bolt—the result is stronger than the original.

Rivets in combination with metal plates and tubes can reinforce weakened structures, e.g. a hairline crack in the boom or a cracked stanchion when there's no welder available. Threaded rod (stainless) and aluminum L-sections proved useful for improvisations on *Pitufa*.

When the engine or other usually reliable devices suddenly quit, the fault often lies with a dodgy wire or terminal. The marine environment gnaws on cables, so it's advisable to carry different sizes of tinned wire and cable and an assortment of terminals. Searching for faulty wires behind paneling, in well-filled lockers, in the bilge or inside stanchions isn't fun, so investing in good quality pays off in the long run.

When the water pressure pump suddenly started running, Christian reluctantly slipped into his role as plumber. Finding

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Working on the dinghy cover

the dripping hose in the engine room was the hard part, however, the repair wasn't a big deal as we have a special locker just for hoses, hose clamps and fittings, which also proved useful when we built various rainwater collection devices.

Our sewing box contains the regular sail repair kit with repair-tape and Dacron pieces, but also a few hundreds of yards of UV-resistant thread, extra strong needles, an awl, zippers (UV-resistant without metal parts), Velcro, a big piece of tarpaulin, a roll of Sunbrella and stainless grommets. With the help of our sturdy sewing machine, we've managed sail repairs while on passage and even made sun awnings and a cover for our dinghy.

For quick repairs we rely on a sticky assortment of super-glue, contact cement, silicone, 3M adhesive sealants, metal putty and duct tape.

Big or small, classic or ultra-modern—every yacht is stricken with ailments at some point. Elderly boats fight fatigue of material, new ones suffer from childhood diseases and, unless there happens to be a boatyard around the corner, you'll have to try your luck with repairs or make a beeline for the nearest port. Even when professional (and pricey) help is available, doing the job yourself not only helps the budget, you feel a sense of achievement knowing you've tackled and completed a tricky repair. 🛠️

---

*Birgit Hackl, Christian Feldbauer and their ship's cat Leeloo set sail towards the horizon in June 2011 on their yacht Pitufa. Visit their blog: [www.pitufa.at](http://www.pitufa.at)*

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Hacksaw for metal

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Clamps and vice grip

Hammers (big and small)

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Soldering iron

Ratchet wrench and socket set

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# CATAÑO CHALLENGE WRAPS UP 2015 PUERTO RICO OFFSHORE SERIES

POWERBOATING BY CAROL M. BAREUTHER



The offshore powerboating community in Puerto Rico celebrated the close of its 2015 season with the Cataño Offshore Challenge. This extremely popular event, held in San Juan Bay the weekend of December 4th to 6th, also marked an occasion where organizers looked ahead to the latest trends in powerboat racing and to the events the non-profit Puerto Rico Offshore Series, Inc., (PROS) will host in 2016.

"The Cataño Offshore Challenge is the most important of our four annual races because the champions from each class are decided at this event," says Benny Nieves, PROS president.



Teams on 13 boats and 20 jet skis competed in five classes each. The offshore category featured a first-time center console class. This was created because of the large number of boats of this type in Puerto Rico and the demand from owners who wanted to race in an organized circuit. Participants in other classes ranged from 24ft single engine monohulls to 36ft triple engine catamarans. The jet skis started first and

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completed ten laps on a two-mile course, while the offshore boats raced 12 laps on a four-mile course.

Jet ski offshore winners by class were Mariam Torres (Sport), Juan Carlos Gonzales (200 HP), Waldema Rosario (250 HP), Emmanuel Hernandez (300 HP) and Fabian Maizonet (Modified), with Maizonet championing overall.

In the Offshore classes, Fumiga tu Bote finished first in the Center Console class, followed by Leriam Racing (Pleasure Sport/Entry Level, 60mph), Happy Life/Pantera (Pleasure Modified, 70mph), Silva Racing (Super Light, 100mph) and Marina Costa Azul (SuperModified 120mph), with Marina Costa Azul taking the overall honors.

"What made the Cataño Offshore Challenge so much fun were the fans! Offshore powerboat racing has been happening in Puerto Rico since the 1980s. In every event, and especially this

one, it's fun to talk with the fans, listen to their racing stories and see how excited they get when the races start," says Nieves.

Fans also enjoyed the Race Village ashore. Here, for the entire weekend, there was a festival of live bands, food, drink, dealers with jet skis and boats on display, and a chance to see the boats participating and meet the crews.

"New was the combination of powerboats and jet skis in the same event. This combination worked very well in the 2015 season because it offered more races in a single day and more fun for the public to watch," says Nieves.

In 2016, PROS plans venue changes which in the past have included Fajardo, Ponce, Mayaguez and Cataño. There will be more amenities for the public. Plus, there will be new boats racing such as the Pantera Racing Team with its latest 35ft twin step hull. The season kicks off in March.



"It's very easy to join in offshore racing in Puerto Rico because we arrange classes by speed in the boats and horse power in the jets skis. Our offshore classes range from F or 'family' class that tops at 60mph to the C class running over 100mph. Classes are monitored by GPS. In the jet skis, classes range from 200, 250 and, 300 horse power to the X class, which is the only modified class in the jet skis. Inspections from our technical staff are very rigorous. We invite any team who wants to, to come and race!" says Nieves.

For more information, contact Nieves: (787) 396-6863, Email: [benny4545@hotmail.com](mailto:benny4545@hotmail.com) or visit [www.facebook.com/Puertoricooffshoreseries/?fref=ts](http://www.facebook.com/Puertoricooffshoreseries/?fref=ts)

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



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# NEW IGY MARINA PROGRAM GIVES BACK TO LOCAL COMMUNITIES

MARINAS BY CAROL M. BAREUTHER



PHOTO COURTESY OF JIMMY LOVELAND

Repairs and maintenance to a community pool facility in St. Thomas is on the list of IGY projects

A new initiative is linking sea and shore-side communities. 'Inspire Giving through You' is a community-based initiative launched in November by IGY Marinas, a Fort Lauderdale, Florida-headquartered international marina network spanning two hemispheres. The first projects get underway this month in eight locations in the Caribbean and Latin America.

"We've been an active contributor in the local communities in which we operate for years now, contributing to a number of charity events, fundraisers, maritime youth programs, fishing tournaments and conservational projects," explains IGY Events Coordinator Amberly Chojnacki. "Last year, our executive team decided we should get everyone involved, from strategic partners and marina staff to marina guests, boat owners, captains and crews. The main goal of this project is to encourage others to make the commitment to serve alongside IGY by inspiring others through the act of giving back."

Community outreach days are set for February 20th and June 11th 2016. The February events will take place with Blue Haven Marina, Turks & Caicos; Yacht Haven Grande and American Yacht Harbor, St. Thomas; Yacht Club at Isle de Sol and Simpson Bay Marina, St. Maarten; Rodney Bay Marina, St. Lucia; Marina Cabo San Lucas, Mexico, and Marina Santa Marta, Columbia.

Pantry stocking, deep cleaning, and tidying up the grounds and gardens of a nearby children's home is the community project planned in the Turks & Caicos.

"We visited the home earlier in the year to see how we could assist," says Adam Foster, General Manager of Blue Haven Marina. "It became obvious staple foods were needed. We are lucky to deal with high net worth individuals who were happy to assist with donations of nonperishable food items, as well as clothing. As part of this project we invited the kids and their caregivers to the marina for a tour, where we spoke about how potential careers in the maritime industry. On the 20th we will take a team from the Resort and Marina as well as captains and crew that wish to assist. Our commitment to this project will be an ongoing commitment, not just a few days a year."

In St. Thomas, staff will assist with repairs and maintenance to a community pool facility.

"The St. Thomas Swimming Association's Community Aquatic Center is where our MVP (Marine Vocational Program) students learn to swim," says Jimmy Loveland, program founder and director of the USVI Open/Atlantic Blue Marlin Tournament. American Yacht Harbor Marina hosts the annual tournament every August. "Once they know how to swim, they

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move into learn to scuba dive and learn to sail programs. This provides a foundation and preparation for hospitality careers in our marine industry."

Making improvements to the grounds of a community center for high-risk teens is the project on tap in St. Lucia.

"Partnering with the Boys' Training Centre was only natural, considering the center's proximity to the marina is a three-minute drive away," says Shane Macauldy, marketing, sales and events manager at Rodney Bay Marina. "The center is blessed, or some would say encumbered with a large land area. Our plan is to landscape the entire area. In addition to staff members, yachtsmen and yachtswomen in the marina will tag along with their gloves, rakes and shovels. We specifically chose a project that requires very little specialization so as to get everyone involved."

In Colombia, renovations to the Sierra Laguna foundation's school yard include demolition of unsafe cracked and fragmented concrete and tiles.

"The current condition of the yard is unsafe. By enhancing the outdoor space, it will create an inviting and welcoming space



for relaxation, recreation, and various interactive activities. The children and adults of the foundation would greatly benefit from the improvements," says Valerie Mazenett, the non-profits support staff. "The Sierra Laguna foundation expresses its deepest appreciation of gratitude, the school yard has been in need of help for some time now, and on February 20th 2016 we will have a brand new recreational area!" IGY Marinas is looking for volunteers to help with demolition of walkways, install playground equipment, plant indigenous shrubbery throughout the property, and update the overall safety of the yard.

On June 11th, 'Inspire Giving through You' projects will take place at Red Frog Resort and Marina, Bocas del Toro, Panama; the Newport Yacht Club & Marina, Newport, NJ; North Cove Marina, Manhattan, NY; and the Montauk Yacht Club Resort & Marina, Hamptons, NY.

For more information and to sign up as a volunteer, visit: [www.igymarinas.com/igy-community-service](http://www.igymarinas.com/igy-community-service)

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

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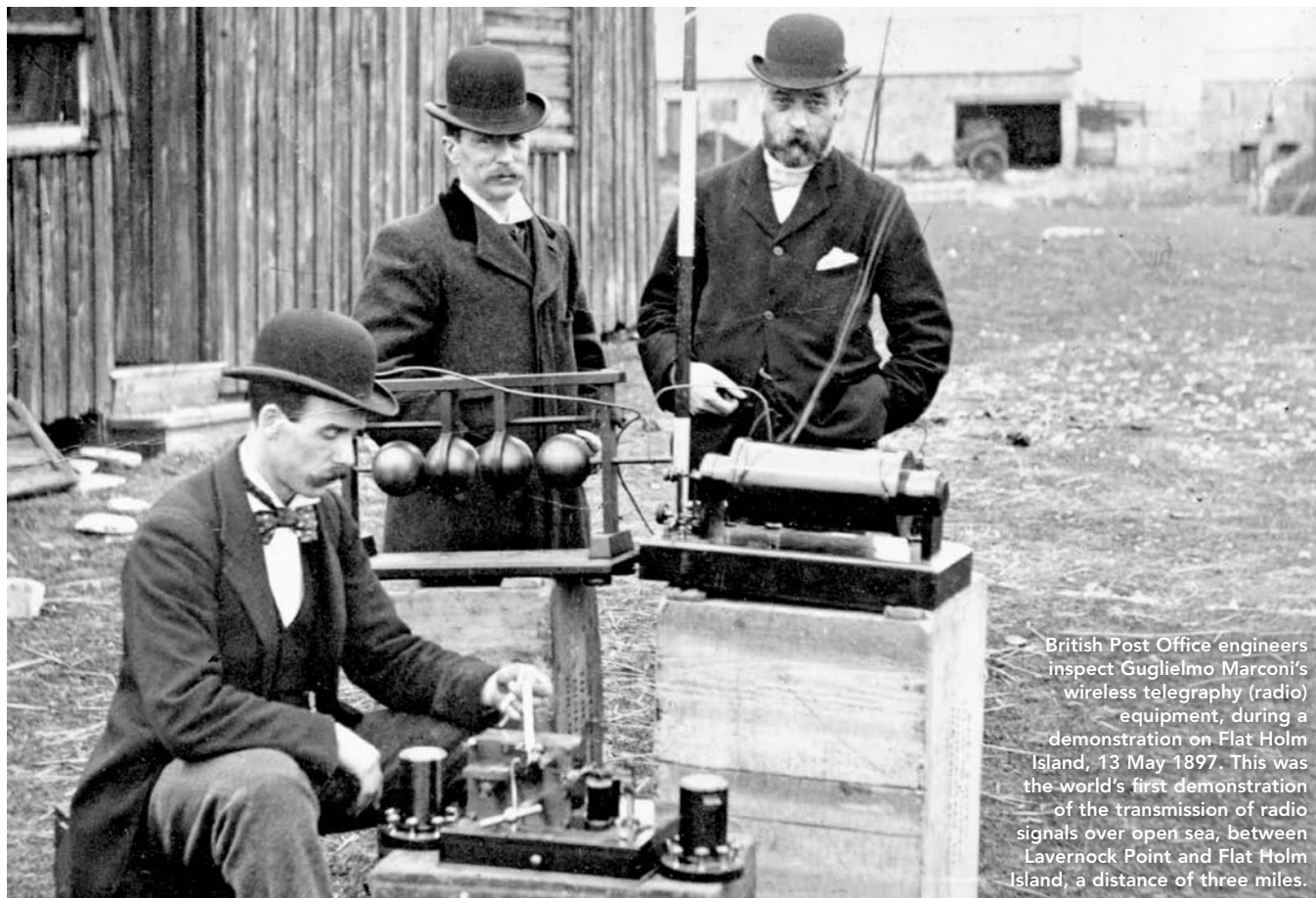


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# THE VHF RADIO DISTRESS CALL

SEAMANSHIP & VOYAGING BY CAPT. JEFF WERNER



British Post Office engineers inspect Guglielmo Marconi's wireless telegraphy (radio) equipment, during a demonstration on Flat Holm Island, 13 May 1897. This was the world's first demonstration of the transmission of radio signals over open sea, between Lavernock Point and Flat Holm Island, a distance of three miles.

Radio or 'wireless' was first used aboard ships early in the 20th century. The wireless signal itself was just the carrier for telegraph and telephone messages through the ether. Telegraphy was sent via Morse code and telephony was done by voice. In those early years, most ship to shore and intership communication was done by telegraphy.

Maritime distress signals of that era developed from the telegrapher's lexicon. Many of the new shipboard telegraphers who worked in the 'radio shack' began their careers as postal or railroad Morse code operators ashore. As a consequence, the first maritime telegraphic distress signals reflected that heritage. The code letters 'CQ' were a general call used on land telegraph lines and, in 1904, the Marconi Wireless Company tacked on a 'D' to that for ships. From that time on, 'CQD' was the Morse code signal for 'All stations, Distress' and specifically used for ships.

It was the Marconi operator aboard the *Titanic* who, in 1912, relayed that disaster to all ships at sea and the rest of the world using 'CQD'. As an extra measure, the *Titanic's* radio officer also interspersed his repeated distress calls with the less well-known telegraphic SOS. Germany had been using SOS for ship distress calls since 1905, but it was not widely adopted. Even though many sailors believe it stands for 'Save Our Ship' or 'Save Our Souls', it was selected purely because of its unmistakable character as a Morse code sequence. That easily recognizable dit-dit-dit dah – dah – dah dit-dit-dit, meant that receiving stations were to immediately cease handling all other traffic and quickly answer that distress signal.

Voice communication between vessels by radio didn't become commonplace until World War II, when the precursor of VHF radio was used for direct bridge-to-bridge conversations. It was known as TBS or 'Talk Between Ships'. The international marine VHF channels, as we know them today,

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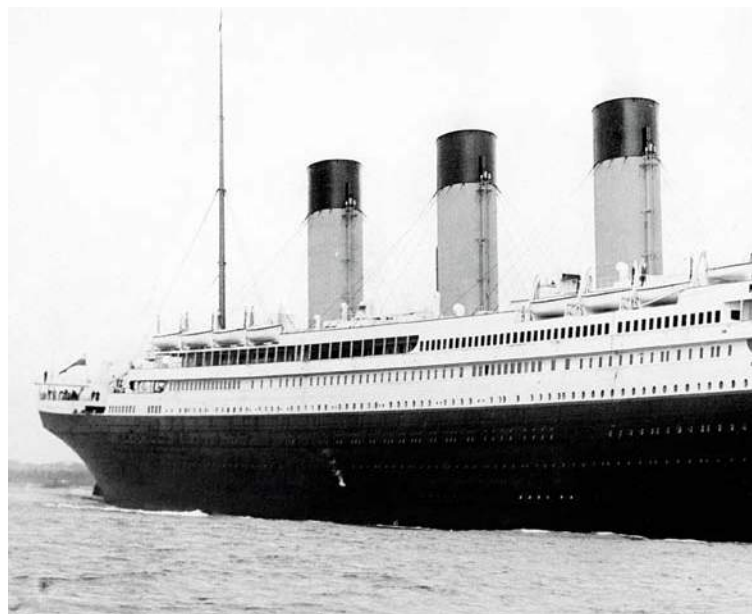
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were codified in 1959 by the International Telecommunica-  
tion Union, at a time when megahertz were known as 'mega-  
cycles per second'.

Between World War I and World War II, the telegraphic SOS  
became the defacto maritime distress call. In addition, XXX  
was used as an urgent signal, being less urgent than SOS.  
XXX was used when there was concern for the safety of a ship  
or the safety of person on board. TTT was used as a safety  
signal to precede ice, storm and other navigational warnings  
including coastal artillery practice.

For a voice distress call, instead of using SOS, VHF marine  
radio protocol adopted the word 'Mayday'. This is the Angli-  
cized pronunciation of the French *m'aidez*, or 'help me'. The  
voice equivalent of XXX became the word 'Pan'. That corre-  
sponded to the French pronunciation for *panne*, which means  
'breakdown'. And TTT was replaced by 'Security', using the  
phonetic French 'Securitay'. The French word *sécurité* trans-  
lates into 'safety'.

When is Mayday used? The regulatory definition of 'distress'  
is that "a vessel, vehicle, aircraft or person must be in grave or  
imminent danger." And it is solely the judgment of the person  
in charge of the vessel in distress, whether the 'grave and im-  
minent' scenario is met.

The voice procedure for a Mayday is divided into two parts,  
the distress call and the distress message, both transmitted  
in sequence on Channel 16 at high power. "The distress call  
is the initial 'shout for help', intended to alert listeners to the  
coming message. The distress message conveys important




A Marconi radio operator transmitted a distress signal from the ill-fated liner RMS Titanic

information to potential rescuers." The distress call is simple. It is "Mayday" spoken three times slowly and clearly, followed by "this is" and the name of the vessel said three times. The vessel's radio call sign and Maritime Mobile Service Identity (MMSI) number, spoken once, round out the call.

The distress message is a slightly more complex. With the high stress levels triggered by an emergency, it is helpful to have a tool for remembering all the bits that are part of the Mayday message. The mnemonic device "MIPDANIO" fits the bill nicely:

- M - Mayday
- I - Identity
- P - Position
- D - Distress
- A - Assistance
- N - Number
- I - Information
- O - Over

In the next article in this series, the use of MIPDANIO will be explained, as well as what to do if you hear a distress call, the importance of radio silence and how to relay a distress message. 

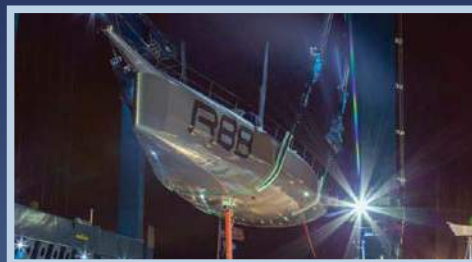
Capt. Jeff Werner is a 23 year veteran of the yachting industry. In addition to working as a captain on private and charter yachts, both sail and power, he is a certified instructor for the RYA, MCA, USCG and US Sailing.



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# FURLING HEADSAIL SIZES: MAKING THE RIGHT CHOICE

**SAIL TECHNOLOGY** BY ANDREW DOVE MANAGER NORTH SAILS CARIBBEAN



A few years ago I was asked to quote on a headsail. It was a big boat, the mast was forty meters tall and unusually the sail used hanks in the classic manner. Excitedly I researched the subject and with confidence arrived aboard to present my project. The owner immediately informed me that he never went forward when sailing and that he employed crew to handle the sails.

Most of my customers today have one or more furling systems. To try to answer the question about suitable headsail size, let's apply a logical format and presume that you don't have paid hands and that the crew you have you love and respect.

Initially, I would like to consider fairly modern cruising boats. Many can carry genoas of 150% but smaller sails are common in the Caribbean. As a rule I think that there are two checks to be made aboard. Firstly, how does the boat balance? If the conditions are good, go on the wind, sheet in, and establish

A sail maker will generally take rig measurements to ensure the sails fit with the rig but it's good to have your own idea on things. There are shapes and sizes that just don't fit.

a small heel and get an idea of how much helm you have. The boat should try to luff but hopefully you are not fighting it with the boat's rudder, which will apply the brakes. Take a good look at the headsail and record its shape.

Next, look up at the spreaders. Do they, or with sail size changes are they likely to, interfere with the leech of the sail? A sail maker will generally take rig measurements to ensure the sails fit with the rig but it's good to have your own idea on things. There are shapes and sizes that just don't fit.



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One needs to keep in mind that a new sail should perform better than an old one. With time tapes shrink, this can have a radical affect on sail performance. The simple procedure of removing the tape then sewing it back on will often return the sail close to its original flying shape. Leech tapes shrink as well increasing hook. This can be made much worse if poor repairs are made, adding tapes and UV cover upon old.

If you are happy with the sail and especially if you have in line spreaders then fine tune. If you're a pure cruising person then don't make the clew too low. It makes the sheeting angle critical and you loose visibility. Check the helm. Check the fit. Old sails can be used as a guideline but be careful, they must be truly stretched out if measured.

If you have sweptback spreaders then you do have another option. You may have sheeting issues but you can consider non-overlapping battened sails. The battens can be used to reduce leech hollow or add positive roach. To windward a well built blade has a clean exit and will twist easily. Off the wind, it may normally require a Barber hauler. Typically such battens are vertical. They are generally tapered and front loaded, and that can be confusing, keep the taper towards the luff. The sail must be furled with the batten on the inside of the furl so as not to rip off the pocket. The sail needs to be overbuilt a little. If the sail flogs then the inertia of the batten can cause damage. Longer battens are probably better once installed but in a breeze can be extremely difficult to handle on the foredeck. The sail, when hoisting, has a greater tendency to pull backwards and out of the head furl grove. If possible motor backwards in a sheltered bay to reduce apparent wind while hoisting, this can really help.

New roller battens by C Tech from New Zealand appear to be a practical alternative.

In light airs one has to ease and lean on the sail longer than one thinks and to keep things working at the lower end of the range requires concentration and technique. Maybe to compensate one has to accept to motor a little more or consider the addition of a code sail of some kind. When the wind picks up these big blades are powerful through the waves and with all headsails a good rope luff should maintain reasonable sail shape when partially furled.

One thing is certain, try to own your choice. Understand its advantages and disadvantages. When that squall does hit you after the sun has set and you're wet and hungry, the sail maker may well be in the comfort of his home and you may wish you had 'paid crew'.

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# TEN TOP CARIBBEAN HIKES

BY CAROL M. BAREUTHER



Guided hike, Loterie Farm, St. Martin

One of the best parts of island-hopping by yacht is stopping off to explore ashore. Here are 10 hikes worthy of becoming a land-lubber for the day.

## EL YUNQUE, PUERTO RICO

Rare parrots, treasured frogs and larger than life tree ferns are what you'll see on the 0.7-mile La Mina Trail, located at an altitude over 2,000-feet above sea level in the rainforest of the El Yunque National Forest. The best part comes last: you can swim in the refreshing 60 to 65 F waters of the natural pool formed where La Mina Falls cascades down a nearly 40-foot boulder-lined drop.

## LOTIERIE FARM, ST. MARTIN, FWI

Hike to Pic Paradis from the eco-friendly 135-acre nature reserve of Loterie Farm. There's a map of the two-mile trail for \$6 for those who want a self-guided experience. Or, call to

reserve a guide a day in advance of your visit. Guided hikes are \$28 pp. The hike takes about one and a half hours and leads nearly 1400-feet above sea level to the peak. Views here span from Orient Bay to Phillipsburg and to the neighboring islands of Anguilla and St. Barth. There's a zip-line tour and restaurants built among the historic ruins and verdant gardens making this a nice place to spend a relaxing day.

## CARPENTERS ROCK TRAIL TO SHIRLEY HEIGHTS, ANTIGUA & BARBUDA

If you're looking for a work-out, hike up from the end of Gal-leon Beach at Freeman's Bay to Shirley Heights on this well-marked 1.5-mile trail. Or, if you want to take it easier, start from the Shirley Heights Lookout and walk down to the bay. Either way, check out the rock outcropping near the top where there's a dramatic view of the ocean and Guadeloupe beyond and historic fort ruins along the way.

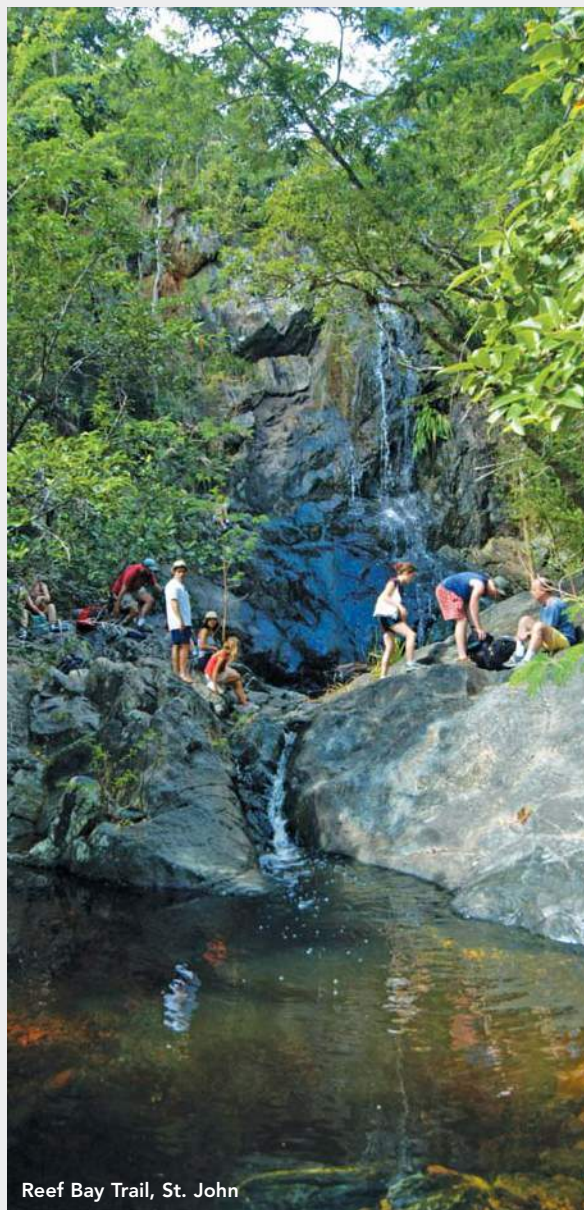


Hiking the Carpenter's Rock trail at Shirley Heights

PHOTO COURTESY OF TREK TOURS

## REEF BAY TRAIL, ST. JOHN, USVI

Join a Virgin Islands National Park Service guided hike on this 2.2-mile trail. The benefit of this US\$30 pp five and a half hour guided trek is a safari taxi ride to the trail head and a boat trip back to Cruz Bay. If you want a real workout, hike the round-trip on your own, which includes the nearly 1000ft steep rocky climb back to the top. Ancient rock carvings (petroglyphs), remnants of a Danish-era great house and sugar mill, and incredible flora and fauna are highlights.



Reef Bay Trail, St. John

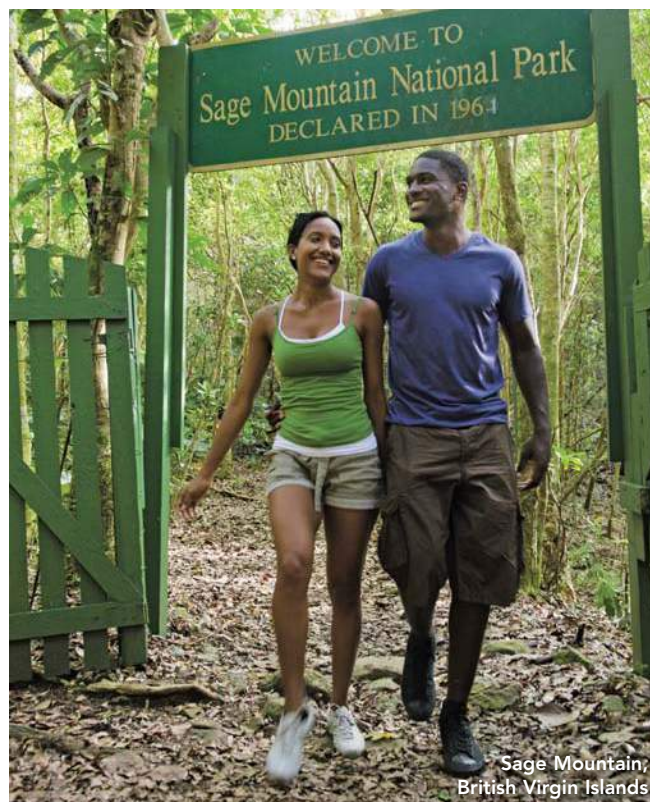
PHOTO: DEAN BARNES

## TET PAUL SCENIC TRAIL, ST. LUCIA

Breathtaking views of the iconic Pitons from four stops along the way are what you'll experience on this trail, located in the island's World Heritage Site of the Piton Management Area. Local guides identify scenery, flora, fauna, and historical sights during this 45 minute tour. Hiking is fairly easy except for a series of stairs made of logs and cut into the hillside that are guaranteed to give your leg muscles a work-out. Guides are a must on this trail. However, their fee goes to help the community of Chateau Belair, which the trail traverses.



Gros Piton Trail, St. Lucia



Sage Mountain,  
British Virgin Islands

## SAGE MOUNTAIN, TORTOLA, BVI

There are over a dozen trails in Mount Sage National Park, named for the highest point in all the Virgin Islands at 1,716-feet. To get to this peak with its awesome panoramic views, take the Central (also called the Rainforest Trail) that leads along the ridge. There are incredible views of the Sir Francis Drake Channel from this trail. Then, take the turn-off on the Mahogany Forest Trail, which leads to the peak. You can hike these two trails in under an hour. They are well marked, steep to the peak, and lined with an incredible amount of flora like big-leaved vines, bushy air plants, and bright yellow flowers.

The first step,  
Mount Scenery,  
Saba



PHOTO: OCEANMEDIA

## MT. SCENERY TRAIL, SABA

This trail couldn't be more appropriately named. The start is dense rainforest and the top (2,855-foot elevation or half-mile high in the sky!) is truly spectacular with vistas across to St. Kitts and Eustatius. That is, as long as this volcanic peak isn't covered in clouds. The uppermost of three rest stops provides a nice view of the town of Windwardside. Walking sticks are a must. They definitely make it easier to negotiate the 1,064 steps to the mountain top no matter what shape you're in. Allow three to four hours to complete this hike. Start early and take water.

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Hiking Trails, Grand Etang Park, Grenada

### GRAND ETANG SHORELINE TRAIL, GRENADA

Hike this trail if you love birds and bird-watching. The Lesser Antillean swift, Antillean crested hummingbird and broad-winged hawk are a few species you'll likely see on this relatively flat loop trail around Grand Etang Lake that takes about an hour and a half to complete. The lake, rimmed by rainforest and at an elevation of 1,740-feet above sea level, is actually the crater of an extinct volcano. The trail is located in the Grand Etang National Park & Forest Reserve, in the island's mountainous interior.

### BOILING LAKE HIKE, DOMINICA

If you're an experienced hiker, looking for a real work-out and a one-of-a-kind adventure, book a local guide and take this eight-mile hike to Boiling Lake. Located in the Morne Trois Pitons National Park, the trail starts in wondrous dense rainforest, travels past rivers, offers a panoramic view of the park from an elevation of nearly 3,000-feet and then descends into the world's largest boiling lake. The bubbling gray-blue water is covered in an eerie cloud of volcanic vapor. It's a sight you won't forget.



Boiling Lake hike, Dominica



Arikok National Park, Aruba

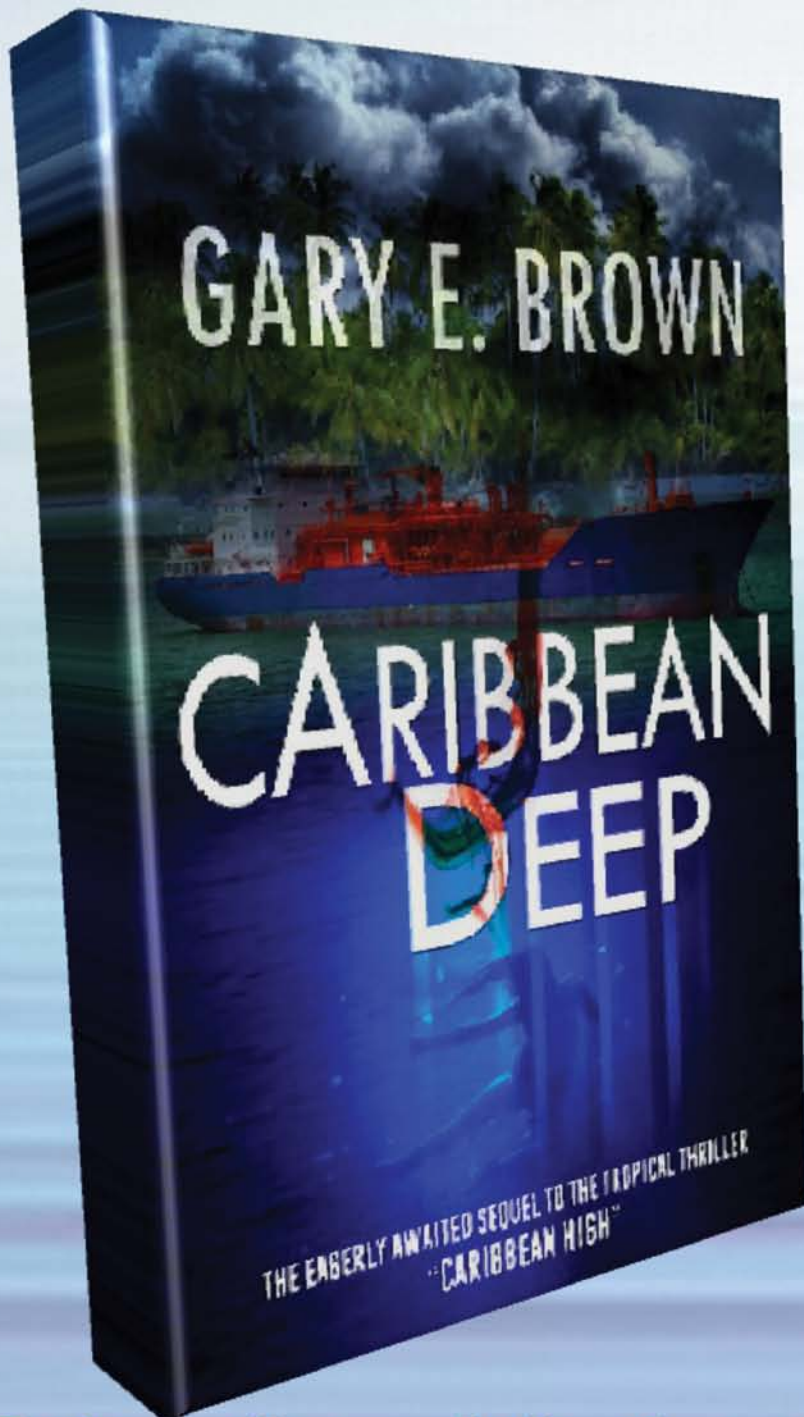
### ARIKOK NATIONAL PARK, ARUBA

Park personnel lead hikes to the partially-restored farmhouse of Cunucu Arikok a couple of times a year. More of a meander than an arduous hike, the circular trail takes about an hour to walk, and longer if you stop to sightsee. The old-time adobe-constructed building has a kitchen, living room and bedroom you can explore. Outside, there are remarkable stonewalls and cactus hedges



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

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# SPEARFISHING: CATCH OF THE DAY

BAHAMAS BY RICK CAROSELLI



My wife Katie and I along with our young daughter Hoku have spent the past six winters cruising in the Bahamas aboard our catamaran *Makana*. While Bahamian waters have a world-class reputation for sport fishing and we've had success with our fishing lines, most of the fish I catch are by using a spear. With a little knowledge and the right equipment you too can enjoy freshly caught fish and lobster. The four essential pieces of equipment needed for spearfishing are a snorkel, mask, fins and spear. Where you

plan on spearfishing will dictate the type of equipment that is allowed. In the Bahamas only Bahamians may use scuba equipment for spearfishing and spear guns are not allowed.

There are several varieties of spears available. They vary in length from three to eight feet with surgical or rubber tubing used to propel the spear. There are two types of sling spears, the Hawaiian sling and the pole spear. The Hawaiian sling works similar to the way a slingshot works. In place of a sling-



shot's Y shaped stick the Hawaiian sling has a two inch diameter by ten to 12 inch long solid tube with a small lengthwise hole through which the spear is inserted. A loop of surgical tubing is attached to one end of the handle and is pulled back along with the spear when firing. The solid metal spear is completely released from the handle exactly the way a rock is shot from a slingshot. A pole spear is a pole with a loop of surgical tubing attached to one end and a tip on the other. When using a pole spear the user never completely releases the spear when firing.

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To load the spear one hand grabs the spear near the tip while the other hand places the tubing loop between their thumb and pointer finger while sliding the hand down the spear. To fire, the grip is loosened with the spear sliding thru the user's hand while guiding the direction of the shot.

Prior to heading out, it's a good idea to be familiar with which fish to spear as well as the regulations for the area you plan on fishing. I like having a knife, not so much to defend against sharks but to use if I happen to get tangled in discarded fishing line. I also use gloves, which make holding on to rocks, fish and lobsters less painful. And, I always bring a five gallon bucket in which to store the catch.

With your equipment prepared you're ready to search for dinner. I'm always keen to go spearfishing any time of the day, however, I've found the best times are around sunrise and sunset and I always go with a partner. Reefs with lots of cracks, ledges, and coral heads are typically good spots to fish. I usually set the dinghy's anchor so I have to swim into the wind or current to reach the reef making it easier to swim back with my catch.

The first 30 to 45 seconds you're in the water may set the tone for your success. Larger fish will typically give you one look and

make a bee-line to their hiding hole. So you either have to react fast and spear them before they hide or follow them to their hole. Make your first shot your best as word will quickly spread among the reef that trouble is in the neighborhood. If you miss out on the fish then search the reef for lobster. They prefer to remain in their holes during daylight hours. Look under ledges, between cracks and in holes for the lobster's long tentacles sticking out. Once I spot a pair of tentacles I usually dive down to assess the shot and determine the best angle. After returning to the surface and calmly loading the spear and taking several breaths, I dive back down to take the shot. If you are fortunate to spear a fish or lobster it's a good idea to keep your catch out of the water as you swim back to the dinghy. With a little practice and the right location you'll soon be dining on fish and lobster.

*EDITOR'S NOTE: For more information, visit: <http://www.bahamas.co.uk/things-to-do/bahamas-fishing/fishing-regulations>*

*Rick Caroselli's work has appeared in numerous publications including Cruising World, Seafaring, Latitudes 'n' Attitudes, Multihulls, All At Sea, and Sail magazine. He is the Bahamas editor for the Dozier Waterway Guide.*



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# PERFECT YOUR KITE-SURFING SKILLS AT THE CABARETE PRO SERIES 2016

DOMINICAN REPUBLIC BY CAROL M. BAREUTHER



PHOTO: KEVIN LANGEREE

Norm Morris was so stuck in a time warp when it came to his kite-surfing skills that he thought of giving up the sport. Then Morris, from Toronto, Canada, decided to travel overseas to attend a clinic coached by some of the best riders on the planet. The result? "The clinic led me to a renewed love for kiting," he says.

Morris is one of a group of kitors who will travel to Cabarete, in the Dominican Republic, this winter for the Cabarete Pro Series 2016.

"Cabarete, I believe, offers the best kite-surfing in the Caribbean as the large island creates its own micro climate with strong consistent winds and the Atlantic doesn't disappoint with waves," explains Andreas Lagopoulos, owner of the Cabarete-based Uncharted Kite Sessions, who hosts clinics with professional kite-surfers in global locations and now in the Caribbean. "The north coast provides some of the best and most varied wave conditions in the world. There are beach breaks, reef breaks, flat water inner reefs and river mouths, hidden coves, and mangroves that grow out of the jungle into the sea creating every color of blue in the spectrum."



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PHOTO: MITU MONTEIRO & SEBASTIAN RIBEIRO

Uncharted's kite clinics uniquely feature a top pro that has either been a world champion or is currently one of the top ten riders in the world. In January, this was current and three-time world wave riding champion Jalo Langere, from the Netherlands. The Pro Series hosts Brazilian Sebastian Ribeiro, a top three finisher on the KRP tour, for two sessions, February 8th to 12th and 15th to 19th. March 7th to 11th, four-time British National Champion Lewis Crathern will be the pro coach.

"You don't just show up at 1pm, get some coaching and go home. All meals are included, and this is very much part of the clinic experience. A lot of kite knowledge gets passed at meals, and you also get to know the pro, and the other people on the clinic beyond a superficial level. Clinic participants often comment that they came to become better kite surfers, but didn't expect to make lasting friendships along the way," says Lagopoulos.

The clinics are centered around improving technical riding ability.

"How to move the kites on the waves and techniques to make the ride easier are skills I'm looking forward to teaching," says February pro, Ribeiro. "There are usually people who want to ride strapless for the first time. I coach advanced riders in strapless freestyle."

Morris is looking forward to working on his overall unidirectional skills. In addition, he wants to learn to tack and jibe as well as start jumping. March's pro, Crathern, is famous for jumping the Brighton Pier in his native England.

"Jumping is my major passion so my aim is to make sure all my participants are jumping with a good technique and knowledge of how it is working. I'll work on their edging skills,



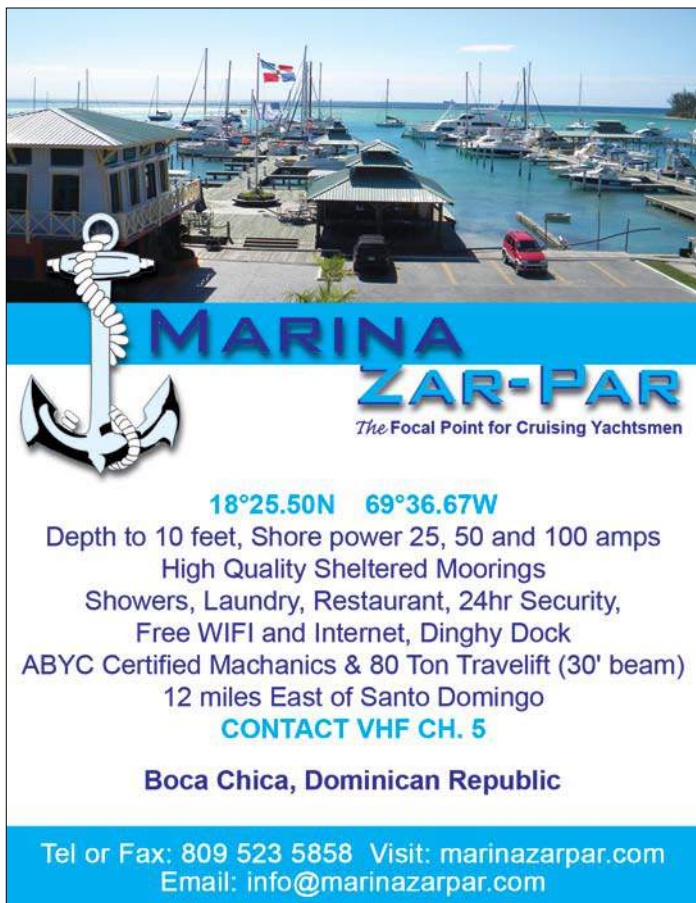
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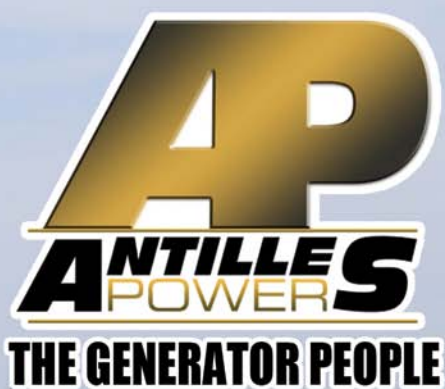
airborne position, landing and much more. Transitions are also great fun and I've spent a lot of time studying how this move is done. For the riders that feel more confident with boosting, I have many more tricks to teach them which will improve their overall ability," says Crathern.

Clinics take kite-surfers beyond skills learned in basic lessons.

"Most kites take lessons when they first learn and then completely stop taking lessons. They do improve, but they do so inefficiently thru trial and error. Additionally, they can become stagnant and stop improving like I did. I am a big believer in accelerating the process through yearly clinics where you are forced to focus on progress," Morris says.

For more information on the Cabarete Pro Series 2016, Email: [unchartedkitesessions@gmail.com](mailto:unchartedkitesessions@gmail.com) or Visit: [unchartedkite.com](http://unchartedkite.com)

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



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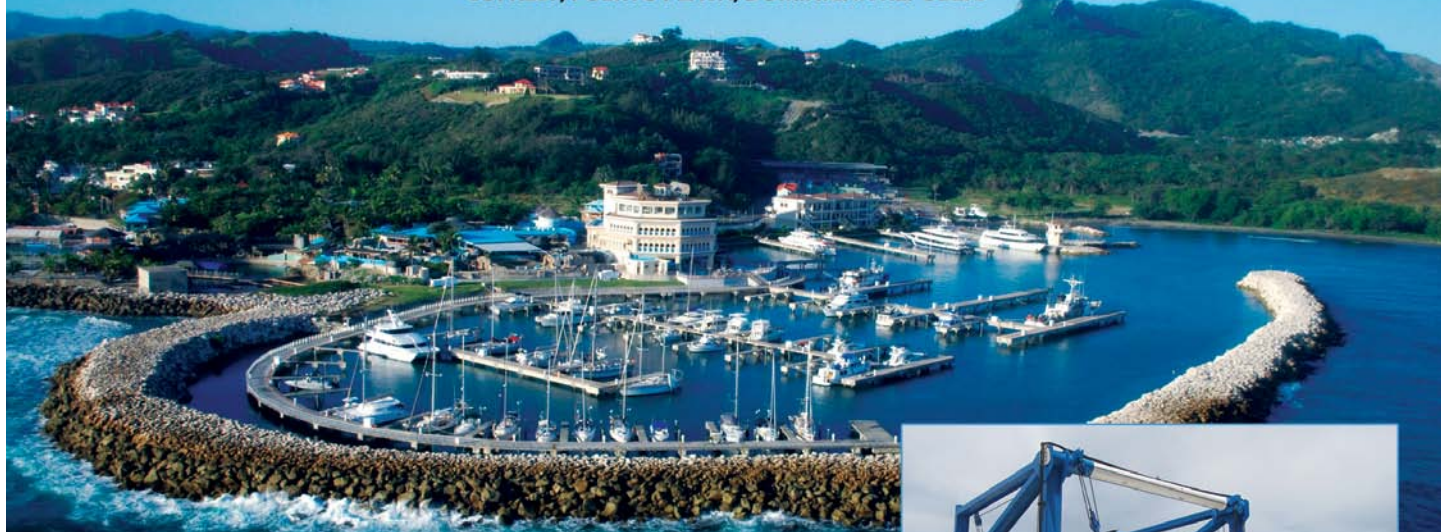


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# CORAL BAY THANKSGIVING REGATTA

UNITED STATES VIRGIN ISLANDS

BY CAROL M. BAREUTHER



All women crew on *Reality Switch*

Saying there's something for everyone is definitely not an overstatement at the Coral Bay Thanksgiving Regatta. In fact, the fleet competing in this 34th annual event held November 27th to 28th on the U.S. Virgin Island of St. John, ranged from a 19ft Nacra beach cat to a century-plus 110ft steel schooner. There were plenty of entries in between, too, ranging from serious PHRF racers to laidback live-aboard cruisers. It's this fun-loving inclusiveness that has made sailors immediately – and long-term – feel welcome to race and live in the quaint Coral Bay community

Thirteen single-handed entries in three classes: under 30ft, over 30ft but under 40ft and 40ft-plus, along with gaffers and multihulls, raced the first day. Weather conditions proved near perfect with fair skies and light to moderate winds.

"I love to race and this was both a competition as well as a loose, friendly regatta in a fun environment," says Darrin

Keech, who recently moved to the island to start a Caribbean counterpart to his summer Poet's Lounge Sailing Charters business in Mystic, CT, aboard his same-named Beneteau 41.

Keech's *Poet's Lounge* won its 40-foot-plus class in the single-handers race.

"I'm originally a dinghy sailor, so I thought like that when racing. That was my strategy. I got out in deep water away from the pack of boats that was faster than me and could point higher upwind. I knew the Beneteau was fast downwind and that's where I made big gains," says Keech.

There was wild weather on the second day for the pursuit-start fully-crewed race. Conditions ranged from dead calm to gusty 25-plus-knot winds and rain squalls over a course that started and finished in Coral Bay after rounding a couple off-shore islands. One multihull got stuck at the start line, several



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boats were becalmed for over two hours and out of the 24 entries that started only half managed to finish in the light air. One, *Reality Switch*, a Cal 27 owned by Coral Bay's Denise Wright, won the PHRF racing class.

"What led to our win is my wonderful boat. She does well in both heavy air and light air, and on the second day we had a lot of both," says Wright, who has raced every Coral Bay Thanksgiving Regatta since 1985. "As most of the racing class boats neared Flanagan, we had heavy wind ahead of a squall line. Once the wind eased a bit and we got around Pelican Rock, the wind then lightened to near nothing, then nothing. It was truly a 'Drift Fest' for over an hour. Once we caught a slight breath of wind, we were able to head west, and get to Le Duck Island. The racers who had been floating becalmed around Norman Island and Flanagan Island came down wind on the new wind just as we were rounding Le Duck. It truly became a good race then, as there were a number of us very close together ... I mean 'Pass the Gray Poupon' close together. That all made for fun with everyone racing for the finish line."

The awards party at Skinny Legs Bar & Grill was filled with good music, food and great stories recapping the races.

The Coral Bay Thanksgiving Regatta is a fundraiser for St. John's Kids and The Sea (KATS) learn-to-sail program, one of several community initiatives that make this a safe haven and friendly harbor.

"KATS has benefited many children in our community," says Stephen Hendren, commodore of the host Coral Bay Yacht Club. "This includes Paige Clark and Mimi Roller, both of whom are international racers currently seeking Olympic berths." 

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

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# HITCHING A RIDE ON A RC44

BRITISH VIRGIN ISLANDS BY TODD VANSICKLE



PHOTO: TODD VANSICKLE

Team CEEREF prepares to raise the sails prior to the start of a race

Cedar International School senior Jason Putley sails a lot, so when he was given an opportunity to do a two-week internship with *Team Aqua* in the RC44 race series, he did not hesitate.

"Everything they did, I did," the 17-year-old said.

The two-week internship included building the boat, racing in a regatta, riding along in the coaching boat, dismantling the boat and packing it into a container to be shipped to the next destination.

The five-event series returned to Virgin Gorda for the second year by request of the boat owners. The series started in Malta in March and then headed to Porto Cervo, Italy; Marstrand, Sweden; and Cascais, Portugal before finishing at Virgin Gorda.

The RC44s are shipped from destination to destination in containers and are built on site. Organizers said it takes about four days to build the boats, while dismantling takes about half of the time.



A race gets under way during the fleet racing segment of the regatta in Virgin Gorda

PHOTO: TODD VANSICKLE

"I learned a lot about how the team program works," Putley said. "It was a front seat opportunity."

*Team Aqua*, the defending champions, finished third during this year's series, but the team played a big role in exposing youth sailors, like Putley, to the RC44 program. Aside from the internship program, which is offered to aspiring junior sailors between the ages of 17-21, the team and the RC44 association reach out to a local yacht club at each venue.



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A youth sailor from the Royal BVI Yacht Club catches a ride on an RC44 during the regatta in North Sound, Virgin Gorda

PHOTO: RC44 ASSOCIATION



"This is an important part of what we do — to try and reach out to the juniors and get them on board," said Chris Bake, the owner and driver of *Team Aqua*. "Next year, I am going to get one or two juniors to sail with us if I can't make it. For someone who hasn't had a lot of keelboat experience, to get into this and practice, would be really nice."

On the final day of the series, ten youth sailors from the Royal BVI Yacht Club got an opportunity to sail on an RC44. The junior sailors sat on the stern of the boat close to the helmsman and tactician for one race. After the award ceremony, many of the yacht club sailors headed back to Nanny Cay aboard *Team Aqua*.

"We do it as much as we can," said RC44 Event Coordinator Hubert Detrey of the youth initiative.

Some of the sailors are as young as five-years-old, but most are experienced and have competed in numerous regattas. Although the youth sailors understand the fundamentals of sailing, they are given a briefing before they set sail on the high-performance yachts.

"This is the future of sailing," said Detrey. "If I was a young kid, I would love to sail against the best in the world. The kids really like it and some realize that they are even sailing next to an Americas Cup star or Olympian."

Off the water, the professional sailors often take a minute to


chat with the youth sailors and sign autographs on anything from hats to posters.

"It is really a special moment for everyone," said Detrey. "It's an unforgettable day."

The guest program is not limited to youth sailors. The ninth-man place is situated behind the skipper near the 'scoop' of the boat. This allows the owner or VIPS to get an up close view of the regatta as well. The guests are aboard during the regatta, which counts towards the series.

"They can't help, they can't hike or ask questions during the race," Detrey said.

The guest program has been part of the RC44 series for the past nine years. As far as Detrey knows, the RC44 class started the unique concept.

"Sailing is difficult to see from way outside for partners, friends and sponsors. Broadcasting live on television is too expensive to organize," Detrey said. "So, we bring the people on board for a real race. Once they experience it, they get really emotional." 

---

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

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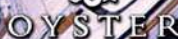
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# BVI CHARTER SHOW CULINARY COMPETITION: EAT SMART, EAT FRESH

BRITISH VIRGIN ISLANDS BY JAN ROBINSON AND CARA ROGERS



Chef Richard 'Richie' West,  
Lady Katlo: Entree - Rum Glazed  
Slow Roast Pork Belly & Braised  
Pig Tail with Butternut Squash,  
Sweet Potato, and Ginger Purée

PHOTO: PAUL HUBBARD / RAINBOW PHOTOGRAPHY



Overall winner of the  
BVI 2015 culinary contest  
Chef Richard 'Richie' West -  
Lady Katlo

This year was the 11th culinary contest and I asked Cara Rogers, a former professionally trained chef, charter yacht chef and culinary contestant winner to join me (Jan Robinson) at Nanny Cay Marina and help co-author this article.

This is a chance for charter chefs to showcase their culinary talents and the theme this year was 'Eat Smart, Eat Fresh', with four categories – appetizer, entrée, dessert and the most creative use of the sponsor's ingredient – Mount Gay Rum. Each dish was to contain at least three vegetables or fruits (or a combination) with bonus points awarded for use of fresh local Caribbean ingredients. The chefs could participate in

Chef Richard 'Richie' West, *Lady Katlo*:  
Appetizer - Red Cabbage & Rum  
Cured Salmon with Crème Fraîché &  
Caribbean Spiced Piccalilli

PHOTO: PAUL HUBBARD / RAINBOW PHOTOGRAPHY



as many or as few of the categories as they wished. Each category was judged based on a 1-10 system for presentation, taste, use of local ingredients, creativity/originality and overall impression.

Superb culinary creativity made it difficult for the judges but after much discussion and deliberation, the winners were selected.

The Overall winner of the 2015 culinary contest was Chef Richard 'Richie' West from the yacht *Lady Katlo*.

Cara Rogers interviewed chef Richie for *All At Sea*:

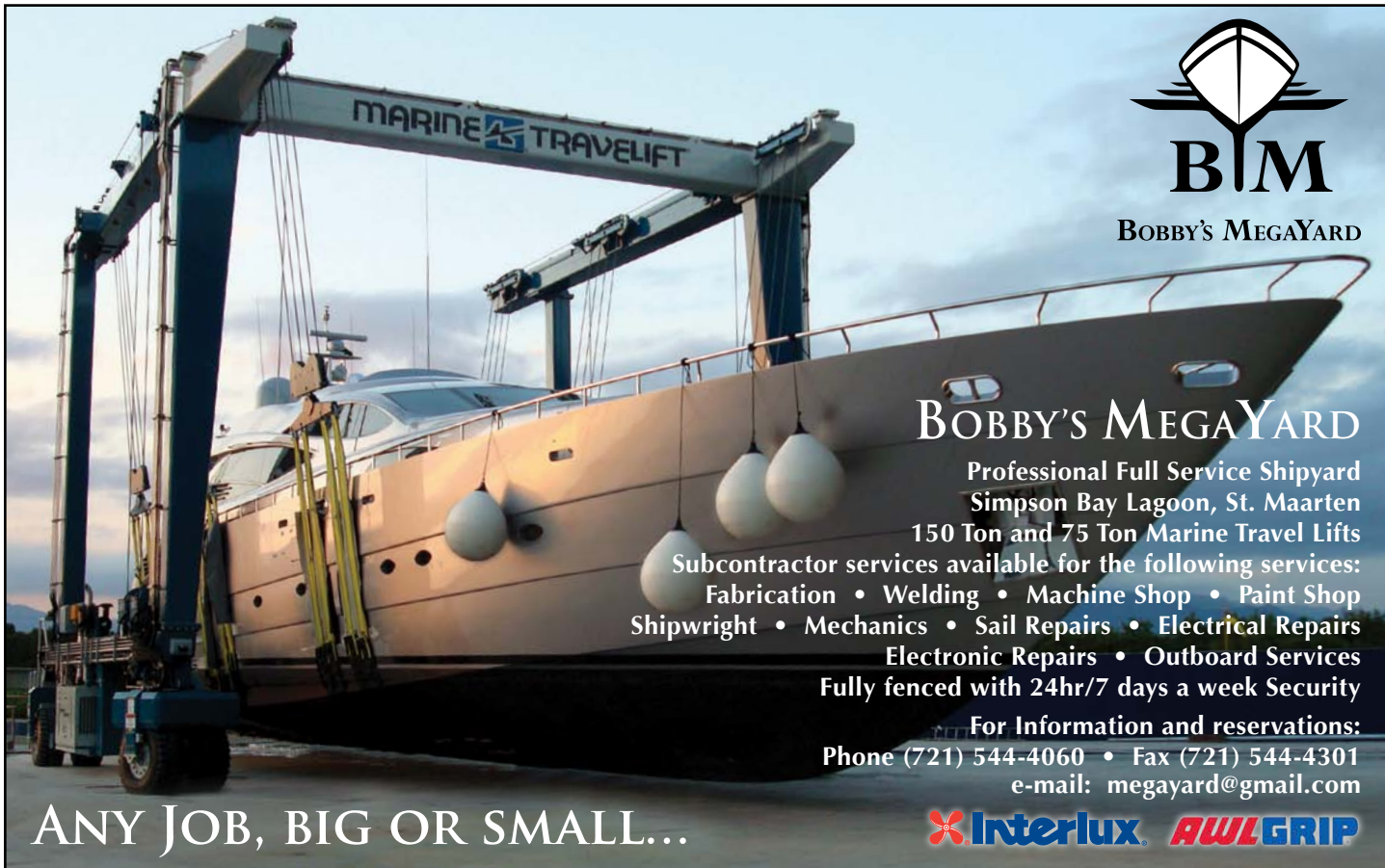
I sat down on a luxurious salon sofa with Richie West and he told me he had some real pressure with this contest – to maintain the title their previous chef had won last year!


I had met Richie on a couple of occasions and heard how he excels in the culinary arts. It was nice to finally sit down with him to find out about his life and how his experiences had brought him to be here, winning a prestigious award for his culinary works.

Richie described how he had started out as a lad in Birmingham, England, with two years of culinary college under his belt. He was immediately hired by the best hotel and restaurant in the Midlands, where he climbed the ranks to junior sous-chef. During this time his head chef and mentor pushed him in to competing and winning various high end culinary competitions such as the Grand Prix.

Outgrowing his role in the UK, he set his sights on an international career and was invited to Singapore by the Mandarin Hotel to promote British cuisine overseas. After his stint in Singapore he moved back to the UK and acquired a serious interest in farm-to-table cuisine, by setting up and running several prominent country house hotels and helping usher in the new age of the Gastro Pub.

In a move to London, Richie found himself cooking under the celebrity wings of Marco Pierre White, dubbed 'The Godfather' of modern cooking. After being a part of switching all the classics in to modern dishes, he was chosen to run an acclaimed Mayfair restaurant called HUSH, owned by Roger Moore, where he catered to the glamorous, rich and famous.





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Chef Richard 'Richie' West,  
*Lady Katlo*: Dessert - Rich Chocolate  
 Rum Cake with Glazed Banana &  
 Mini Chocolate Fondant

PHOTO: PAUL HUBBARD / RAINBOW PHOTOGRAPHY



Not wanting to cease his love affair with South East Asia, this intrepid chef gained employment in Australia, funding his trip by working in various restaurants across the continent and completing numerous culinary courses along the way.

After more years in the UK, he was called to the BVI to work at the Last Resort, on Bellamy Cay, by a friend, and it wasn't long before he was head-hunted for a job on board *Lady Katlo*.

The contest judges did not reach *Lady Katlo* until later in the afternoon but despite our groaning midriffs, he had us and the photographers fighting each other to lick the dishes clean.

Chef Richie presented us with:

#### **APPETIZER**

***Red Cabbage & Rum Cured Salmon with Cream Fraiché & Caribbean Spiced Piccalilli.***

The red cabbage was braised in Mount Gay rum and spices then pureed, the salmon cured in a gravlax style then marinated with some of the leftover braise for 24 hours, which gave the salmon an unusual taste and a brilliant purple coloring. The dish was then garnished with rum-soused baby beets and scotch bonnet oil. When chatting to Richie about this dish, he told me that he and the crew had handpicked the turmeric used in the piccalilli, in the jungles of Grenada.

#### **ENTRÉE**

***Rum Glazed Slow Roast Pork Belly & Braised Pig Tail with Butternut Squash, Sweet Potato and Ginger Puree.***

The chef had braised the pork for ten hours in Mount Gay rum before glazing it with the cooking liquor. The pig tail was stuffed with rum flavored figs and wrapped in bacon before being poached and braised. A very fancy Savoy cabbage was stuffed with pancetta and parsnip puree



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Image by Ted Martin

**DESSERT**

**Rich Chocolate Rum Cake with Glazed Banana and Mini Chocolate Fondant.**

The chocolate and rum mousse was lovingly layered with rum soaked banana cake, rum caramel and marinated cherries. The fondant was molded into a small dot and still warm inside, while pineapple, passion fruit and chili salsa with coconut and glazed banana were placed about the plate for garnishing.

Having a one-on-one session with Richie West was like taking a private culinary class. I learned some exquisite lessons and ways to utilize the classics. Chatting about the technical details of his menu brought to light his passion for food. The awards were very well deserved and I am interested to see what happens next year!

**OTHER WINNERS:****APPETIZERS**

- 1st:** Briar Smith, yacht *Akasha*  
 (Salty Ling Fish Mousse)
- 2nd:** Jade Rose Konst, yacht *Xenia 50*

**ENTRÉE**

- 1st:** Christine Hedeline, yacht *Vacoa*  
 (Over the rainbow Mahi Mahi)
- 2nd:** Cameron Rooker-Smith, yacht *19th Hole*

**DESSERT**

- 1st:** Maroussia Gust, yacht *London Sky*  
 (Selection of hand-churned local ice creams with salty chocolate garnishing tempered in the galley, served in an ice bowl.)
- 2nd:** Richie West, yacht *Lady Katlo*

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Nicola Jade Feldmann, yacht *19th Hole*  
 (Rum-nilla ice cream served in a sugar work basket)

**BEST USE OF LOCAL INGREDIENTS**

Philippa King, yacht *Flying Ginny*  
 (Inventive use of a Triggerfish)

**HONORABLE MENTION**

Kristine Andreassen, yacht *Xenia 75*

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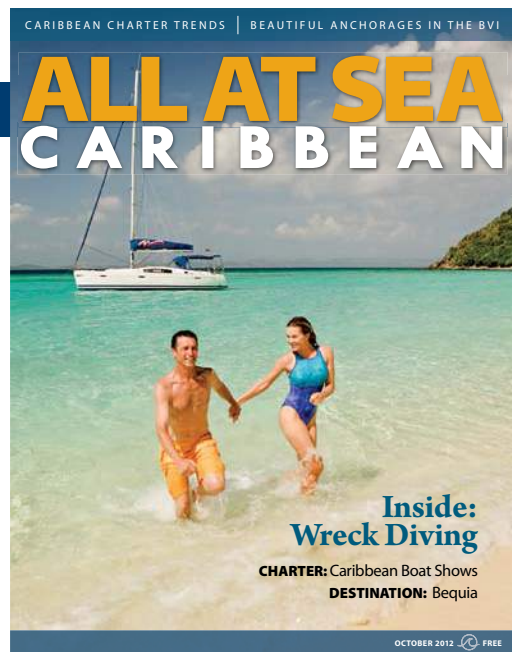
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# ST. LUCIA'S MANGO BOWL REGATTA: SAILORS ENJOY SWEET SUCCESS

ST. LUCIA STORY BY CAROL M. BAREUTHER



PHOTO: KENMORE HENVILLE

David Onyons' *Happy Morning*, winner in Cruising

The four-year-old Mango Bowl Regatta is still in its infancy compared to many Caribbean sailing competitions. Yet this St. Lucia Yacht Club-hosted event raced November 27th to 29th is finding sweet success as the number of entries and classes continue to grow each year.

"We ran the Mango Bowl with four classes last year and with only one entry in the racing class," explains regatta director, Ann Purvis. "This year, following a conversation I'd had in Martinique with some of our previous entrants, we added a Melges class. I like to please our French neighbors because they are always so friendly and enthusiastic. They made up half of our 28 total entries. We ended up with six classes this year, with six yachts in the racing class."

Martinique's Fred Dutheil and his team aboard *ECampagne*, a 32ft French-built JPK 960, reveled in the 20 knots of breeze to win every one of the Racing classes' five races.


"The windy conditions are good for this type of boat," says Dutheil, who adds that a well-trained crew and perfectly prepared boat was key to success. "The courses were very interesting. Tactical and technical skills were required and we loved it."

Six boats each also sailed in the one-design J/24 and Surprise classes. St. Lucia's Frederic Sweeney championed the J/24 class in an extremely close tie-breaker over Grenada's Robbie Yearwood on *Die Hard IWW*, by having the greater number of first place finishes. Meanwhile, it was Martinique's Stan-

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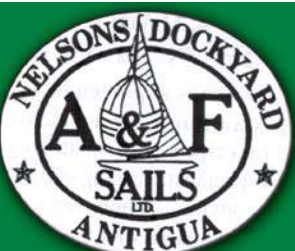
 

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The winning Melges 24

ley Dormoy who won both the Surprise class and Combined J/24-Surprise Class Series aboard his 24ft, *Kreyol Sandwich*.

"Our success came from a good ambiance among our team, plus we had some training before coming with specific work on start procedures," says Dormoy, whose team won the Jeff Campana Trophy in October in Guadeloupe. "Even if we did make a mistake (and we did), we immediately concentrated on what was coming up next instead of looking backwards."

Martinique's Nicolas Gillet triumphed in the first-ever three-entry Melges 24 class aboard his *GFA Caraïbes*.

Seven boats competed in two Cruising classes. In Cruising I, racing in the Mango Bowl Regatta for the third time proved a charm for David Onyons who, after finishing second in 2013 and third in 2014 aboard his Sigma 36, *Happy Morning*, took first place in 2015.

"We came over from the UK for a holiday and also to take part in the Mango Bowl," says Onyons, who brought *Happy Morning* to St. Lucia in the 2009 Atlantic Rally for Cruisers. "I hadn't sailed her since the Bequia Easter Regatta and she had been ashore for six months, so prep included sanding the bottom, rigging everything and launching as early as possible to get in

a few practice sails. I managed to get a crew of eight friends together, which meant we could at least try to keep the boat flat. In the end, our starts were pretty good and although we were OCS (over early at the start) a couple of times, we were able to recover quickly."

In Cruising II, skipper Ben Thompson and former sailing school students at the St. Lucia-based First 4 Sail finished first aboard the Choate 40, *Papagayo*.

"We entered the regatta for fun, knowing as a novice crew on a yacht with a large handicap that it would be difficult to win. However, the conditions favored us," says Thompson. "Since the regatta is still small, the atmosphere is more intimate and fun. I knew a couple of people who had never sailed before and got invited onboard as 'rail meat' on other boats and had a blast."

For full results, visit: [stluciayachtclub.com/archives/mango-bowl-2015-results](http://stluciayachtclub.com/archives/mango-bowl-2015-results)



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


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# RETURN TO GRENADA: A CRUISER REMEMBERS AN INVASION

GRENADA BY CAPTAIN FRED BRAMAN, USN (RET)



A few libations and some discussion of military history at this Hillsborough meeting place and watering hole

Very soon after arrival, I was sitting at a noisy, mostly outdoor bar with picnic tables in the port town of Hillsborough, our first stop on a tour through the Caribbean's Windward Islands. By the time I had taken a few gulps of a very cold beer, I let it slip: "The last time I was in Grenada, I was part of an invasion!"

Bar chatter stopped and, after an uneasy period of silence, came a reply from a patron much younger than myself. "Why did you do that, anyway?"

"I don't know, exactly. It had something to do with Cubans and medical students."

Forgotten by many, the United States and a few Caribbean

allies had indeed invaded this sleepy Caribbean island nation a few decades ago. I was there and now I was back.

My return to Grenada began in February 2015, with a flight to Trinidad, becoming a third crew for friends beginning their homeward voyage to Florida aboard their Hunter 38. The return voyage would see most of the great arc of Caribbean Islands, which starts with Aruba, proceeds east along the South American coast, turns northward nine miles from Venezuela at Trinidad, works its way through the Windward and Leeward Islands, and finally turns west through the Virgin Islands, Puerto Rico and Hispaniola. The eastern Trade Winds generally provide a lee sea on the Caribbean side of the island chain, except in the gaps between the islands, some of which are long and notorious, where Atlantic sailing conditions prevail.

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Picturesque Tyrrel Bay is protected from the prevailing winds and is a yachting hot spot



Soon settled aboard, "weather delay" became the operative phrase for the next eleven days! Waiting in Trinidad is more than tolerable, as the island's famous Carnival, and a side trip to Tobago provided enjoyable diversions. Word for departure finally came and I scampered back to the boat for final preparations. We departed on a sunny windy day, optimistic that our weather guesser was close to right.

We left Chaguaramas and headed north into the open sea. We had little time to enjoy the big island's lee and soon we had six foot seas and 25 knots of ENE wind. Fortunately, Grenada lay slightly northwest of Trinidad giving us a better angle on the wind than what we would have on later trips. It was a rambunctious, but totally enjoyable sail. Passing Grenada's southwestern tip in the pre-dawn hours, we continued north along the western shore to its northern island of Carriacou. We arrived at Hillsborough Bay at mid-morning and anchored near the ferry dock. After clearing customs, it was time to explore town, have a cold beer or two, and, as it turned out, talk a little history.



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Bay-front and active  
Hillsborough Town



In October 1983, I was a Lieutenant Commander assigned to the U.S. Atlantic Fleet staff with temporary duty aboard the 1070 foot aircraft carrier, *USS Independence*. I had two old shipmates aboard; the ship's commanding officer, Captain William 'Doc' Dougherty, and Commander Les Kappel, executive officer of Attack Squadron 15. Leaving Norfolk, *Indy* was headed to the Mediterranean, but, little did we know, a big turn to starboard was in our future. In a recent interview, now retired Vice Admiral Dougherty said that he received the change in orders after departure, for a time keeping the news to a needed few. Very early the first morning, crew members discovered the sun rising over the port catwalk. It was a clear astronomical declaration: *We weren't headed to the Med!*


Codenamed Operation Urgent Fury, the invasion began early on October 25 1983. The United States and several Caribbean allies had been concerned about the leftist government of Prime Minister Maurice Bishop and Grenada's close association with Cuba. Gaining independence from the United Kingdom in 1974, Grenada remained a part of the British Commonwealth. Bishop seized power in 1979 and established a socialist regime, but was murdered in 1983 and replaced by a military council. Alarmed, the Organization of Eastern Caribbean States (OECS), appealed to the United States for assistance. The invasion occurred nine days after Bishop's murder. Also of concern was the planned rescue by Army Rangers of nearly a thousand American medical students on the island, many of whom later doubted that they needed rescue. Within a few days, resistance melted and the island was again peaceful. Our forces went home in December as a new government took power. October 25 is 'Thanksgiving Day' in Grenada, a celebration of a new na-

Trinidad shuts down for the annual Carnival and blaring music and dazzling costumes take over the streets



tional beginning. The country remains free and democratic, with close ties to both the United States and Cuba.

Refreshed and with the brief history discussion over, I explored the rest of vibrant Hillsborough Town and then caught a taxi to Tyrell Bay, a picturesque and protected yachting hot spot. It's a delightful place and I'd have loved a few more days in Grenada. But, the weather was good, Florida was still a long way off, and it was time to push on. Next stop: Bequia in the Grenadines.

**AUTHOR'S NOTE:** Many thanks to Vice Admiral William 'A-Doc' Dougherty and Captain Les Kappel for their help with this article. 

Captain Fred Braman lives in Fleming Island, Florida and is the author of *'Too Old Not to Go' – a chronicle of his single-handed voyage through the Bahamas*, available at Amazon.

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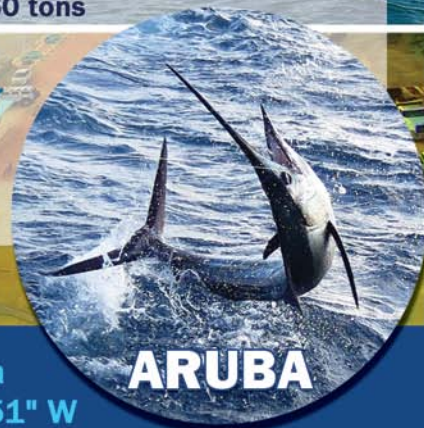
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			Maximum Draft	Maximum Length	# of Slips	Fresh Water	Electrical Supply	Cable / Satellite TV	Diesel	Gas	Shower / WC	Laundry	Provisioning	Bar / Restaurant	Security	VHF Channel	Wireless Internet
Antigua	<b>Falmouth Harbour Marina</b> www.antigua-marina.com	268-460-6054	20'	380'	60	●	110/220/380 3 phase	●	●	●	●	●	●	●	●	68/10	●
Antigua	<b>Jolly Harbour Marina</b> www.jhmarina.com	268-462-6042	15'	200'	155	●	110/220		●	●	●	●	●	●	●	68	FREE
Aruba	<b>Renaissance Marina Aruba</b>	297-588-0260	13'	200'	50	●	110/220	●	●	●	●	●	●	●	●	16/69	●
Aruba	<b>Varadero Caribe</b> www.varaderoaruba.com	297-588-3850	8'	120'	75	●	50/30 amp				●			●	●	68	●
Curaçao	<b>Barbara Beach Marina</b>	5999-840-0080	15'	130'	6	●	380V 250A		●	●	●	●	●	●	●	67	FREE
Curaçao	<b>Curaçao Marine</b>	5999 465 8936	13'	120'	30	●	110/220/380		●		●	●	●	●	●	67	FREE
Curaçao	<b>Curaçao Yacht Club</b> www.curacaoyachtclub.com	5999-767-4627	16'	160	10		110/220 v; 50 hrz		●	●	●			●	●	68	FREE
Curaçao	<b>Seru Boca</b>	5999 560 2599	14'	150'	140	●	127/220				●	●	●	●	●	67	FREE
D.R.	<b>Casa de Campo Marina</b>	809.523.8646/ 8647	16'	250'	350	●	110/220 v to 60 hrz	●	●	●	●	●	●	●	●	68	●
D.R.	<b>Marina Zar Par</b>	809-523-5858	12'	120'	110	●	110/220 308	●	●	●	●	●	●	●	●	5	FREE
D.R.	<b>Ocean World Marina</b>	809-970-3373	12' +	250'	104	●	110/220	●	●	●	●	●	●	●	●	16/68	●
Grand Cayman	<b>Barcadere Marina</b>	345-949-3743	8'	150'	83	●	30, 50, 100 & 200 amp single phase; 100 & 200 amp 3 phase; 60hz		●	●	●			●	●	16	FREE
Great Exuma	<b>The Marina at Emerald Bay</b>	242-336-6100	14'	250'	150'	●	30 & 50 single phase; 120/208 3 phase	●	●	●	●	●	●	●	●	16	FREE
Green Turtle Cay	<b>Green Turtle Club Resort and Marina</b>	866-528-0539	6.5	120'	40	●	50/100 amp		●	●	●	●	●	●	●	16	●
Grenada	<b>Clarkes Court Bay Marina</b>	473-439-3939	13'	60'	52	●	110/220				●	●	●	●	●	16/74	USB access
Grenada	<b>Grenada Marine</b>	473-443-1667	15'	70'	4	●	110/220		●		●	●		●	●	16	FREE
Grenada	<b>Le Phare Bleu Marina</b>	473-444-2400	15'	120'	60	●	110/220/480		●	●	●	●	●	●	●	16	FREE
Grenada	<b>Port Louis Marina</b>	473-435-7431	14.76'	90m	170	●	110/208/220/230/240/ 400/480/630V	●			●	●	●	●	●	14	FREE
Grenada	<b>Prickly Bay Marina</b>	473-439-5265	17'	200'	10	●	110/220/308		●	●	●	●	●	●	●	16	●
Guadeloupe	<b>Marina Bas-du-Fort</b>	590 590 936 620	15.5'	210'	1,100	●	110/220/380		●	●	●	●	●	●	●	9	FREE
Jamaica	<b>Errol Flynn Marina &amp; Shipyard</b>	876-715-6044	32'	600'	33	●	110/220/480 1&3PH 50/60HZ	Cable	●	●	●	●	●	●	●	16/9	FREE
Jost Van Dyke	<b>North Latitude Marina</b>	248-495-9930	12'	50'	N/A	●	N/A		●	●						16	
Panama	<b>Bocas Marina</b> www.bocasmarina.com	507-757-9800	20'	150'	83	●	110 -220v		●		●	●	●	●	●	68	FREE
Panama	<b>Red Frog Beach Marina</b> redfrogbeach.com an IGY destination™	+507 6726-4500	20'	300'	84	●	50 Amp 110/220V 60 Hz, 100 Amp 220V 60 Hz, 200 Amp 480V 60 Hz 3-phase		●	●	●	●	●	●	●	68	●
Puerto Rico	<b>Club Nautico de San Juan</b>	787-722-0177	31'	250'	121	●	120/240		●	●	●	●			●	16/10 68	●
Puerto Rico	<b>Marina Pescaderia</b>	787-717-3638	8'	65'	97	●	110/220		●	●	●	●	●	●	●	16/68	●
Puerto Rico	<b>Ponce Yacht &amp; Fishing Club</b>	787-842-9003	20'	150'	169	●	110/220V, 30A, 50A and 100A		●	●	●	●		●	●	68	FREE
Puerto Rico	<b>Puerto Del Rey Marina</b>	787-860-1000	15'	260'	1,000	●	120/208/240/408V, 2 & 3-phase / 50, 100 & 200 amps	Cable	●	●	●	●	●	●	●	16/71	FREE
Puerto Rico	<b>Sunbay Marina</b>	787-863-0313	12'	75'	287	●	110/220	Cable	●	●	●	●	●		●	16/12	●
St. Croix	<b>Green Cay Marina at Tamarind Reef Resort</b>	340-718-1453	8'	100'	154	●	110/220V - 30A, 50A, 200A	●	●	●	●	●		●	●	16	FREE
St. Croix	<b>St. Croix Marine</b>	340-773-0289	11'	150'	44	●	110/220	●	●	●	●	●	●	●	●	16/18	

			Maximum Draft	Maximum Length	# of Slips	Fresh Water	Electrical Supply	Cable / Satellite TV	Diesel	Gas	Shower / WC	Laundry	Provisioning	Bar / Restaurant	Security	VHF Channel	Wireless Internet
St. Lucia	<b>Rodney Bay Marina</b> www.igy-rodneybay.com an IGY destination™	758-572-7200	14'	285'	253	•	120V- 480V, 30/50/100/ 125/200 amps at 60 Hz, 240V- 440V, 32/63/125 & 200 amps at 50Hz	•	•	•	•	•	•	•	•	16	FREE
St. Lucia	<b>The Marina at Marigot Bay</b>	758-451-4275	16'	250'	40	•	110/220/380, 50/60 Hz	Cable	•	•	•	•	•	•	•	16/12	•
St. Maarten	<b>Island Water World Marina</b>	599-544-5310	8'	90'	54	•	Available	Cable	•	•	•				•	74	FREE
St. Maarten	<b>Lagoon Marina Cole Bay Waterfront</b>	599-544-2611	9'	100'	45	•	110/220	•			•	•	•	•	•	16	FREE
St. Maarten	<b>Simpson Bay Marina</b> www.igy-simpsonbay.com an IGY destination™	721-544-2309	13'	196'	114	•	480V 3-phase 100 amps/ leg; 220V 3-phase 100 amps/leg; 220V 50 amps; 110V 30 amps 60hz	•	•	•	•	•	•	•	•	16/ 79A	FREE
St. Maarten	<b>The Yacht Club at Isle de Sol</b> www.igy-isledesol.com an IGY destination™	721 544 2408	18'	320'	45		480V 3-phase 100 amps/ leg; 220V 3- & single- phase; 100 amps/leg; 220V 50 amps 60hz	•	•	•	•	•	•	•	•	16/ 78A	FREE
St. Martin	<b>Captain Oliver's</b>	590-590-87- 33-47	10'	150'	160	•	110/240		•	•	•	•	•	•	•	16/67	
St. Thomas	<b>American Yacht Harbor</b> www.igy-americanyacht harbor.com an IGY destination™	340-775-6454	10'	110'	134	•	120/208Y/240 VAC 30 to 100 amps, 60 Hz	Cable	•	•	•	•	•	•	•	16/6	FREE
St. Thomas	<b>Yacht Haven Grande</b> www.igy-yachthaven grande.com an IGY destination™	340-774-9500	18'	656'	48	•	120/208Y/240/480Y VAC 50 to 600 amps, 60 Hz Ability to hard wire	Cable	•	•	•	•	•	•	•	16/10	FREE
Tortola, BVI	<b>Nanny Cay Marina</b>	284-494-2512	12'	125'	200	•	110/220		•	•	•	•	•	•	•	16	•
Tortola, BVI	<b>Soper's Hole</b>	284-495-4589	25'	170'	50	•	110/240	Cable	•	•	•	•	•	•	•	16	Cafe
Tortola, BVI	<b>Village Cay Marina</b>	284-494-2771	12'	200'	106	•	110/220/308	Cable	•	•	•	•	•	•	•	16/71	FREE
Trinidad	<b>Power Boats Ltd</b>	868-634-4346	13'	65'	40	•	115/220		•	•	•	•	•	•	•	72	•
Turks & Caicos	<b>Blue Haven Marina &amp; Resort</b> www.bluehaventci.com an IGY destination™	+649-946-9910	8.5'	220'	78	•	30/50/100 amp, 3 phase, up to 480V	Cable	•	•	•	•	•	•	•	16	FREE
Virgin Gorda	<b>Virgin Gorda Yacht Harbour</b>	284-495-5500	10'	180'	94	•	110/220		•	•	•	•	•	•	•	16/11	•
Colombia	<b>Marina Santa Marta</b> www.marinasantamarta.com an IGY destination™	+574363601	11.5'	132'	256	•	110/220V, 60hz		•	•	•	•	•	•	•	16/72	FREE

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Boston, MA	<b>Boston Yacht Haven</b>	617-367-5050	22'	300'	100	•	480V, 100 and 200 amps; 240V single-phase; 208V 3-phase, 100 amps; 240V, 50 amps; 120V, 30 amps	Cable	•	•	•	•	•	•	•	09/16	FREE
Deltaville, VA	<b>Deltaville Marina</b>	804-776-9812	10'	110'	80	•	30/50 Amp		•	•	•	•	•			16	•
Cabo San Lucas, Mexico	<b>Marina Cabo San Lucas</b> www.igy-cabosanlucas.com an IGY destination™	+52 624 173 9140	26'	350'	380	•	110V 30 amps; 220V 50 amps; 100 amp 3-phase, 480V 150 3-phase		•	•	•	•	•	•	•	88A	FREE
Montauk, NY	<b>Montauk Yacht Club</b> www.montaukyachtclub.com an IGY destination™	631-668-3100/ 888-MYC-8668	12'	200'	232	•	30/50/100 amp single phase, 100 amp 3-phase	Cable			•	•	•	•	•	9/11	FREE
NY Harbor - Jersey City	<b>Newport Yacht Club/Marina</b> www.igy-newport.com an IGY destination™	201-626-5550	10'	200'	154	•	110V, 220V 30/50/100 amps		•	•	•	•	•	•	•	16/78	FREE
NY Harbor - Manhattan	<b>North Cove Marina at Brookfield Place</b> www.igy-northcove.com an IGY destination™	917-677-7680	16'	175'	18	•	110V, 220V; 480V 3-phase					•	•	•	•	69	FREE

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# CARIBBEAN BOATYARDS

All At Sea's Caribbean Boatyards Guide

		Latitude	Longitude	Phone Number	Maximum Draught	Maximum Length	Maximum Beam	Maximum Air Draft	Power Supply	Arrival Hours	Lift 1 Type / Capacity (Tons)	Diy Friendly	Electronic Shop	Carpentry Shop	Electrical Shop	Prop Shop	Paint Shop	Onsite Crew Facilities
Jolly Harbour, Antigua	<b>Jolly Harbour Marina / Boat Yard</b>	17 04 46.4 N	61 54 37.0 W	(268) 462-6041	15'	80'	18'	no limit	110/220	8am-5pm	70	•	•	•	•	•	•	•
Antigua	<b>North Sound Marine</b>	17.1167	-61.7500	(268) 562-3499 \ (268) 764-2599	15'	no limit	31'	no limit	Anything	24x7	150	•	•	•	•	•	•	•
Aruba	<b>Varadero Caribe</b>	12 32 N	70 02 W	297-588-3850	8'	120'	45'	no limit	50/30 amp	8am-5pm	60	•	•	•	•	•	•	•
Tortola, BVI	<b>Nanny Cay Hotel &amp; Marina</b>	18 25 0 N	64 37 0 W	(284) 494-2512	11'	160'	45'	no limit	110v 30amp/220v 50amp/ 3phase 100 amp	7am-6pm	70	•	•	•	•	•	•	•
Tortola, BVI	<b>Soper's Hole</b>	18°23' 46"	-64° 41' 53"	(284) 495-3349	7'	65'	18' and 40'	no limit	110/220	8-5, Mon-Sat	45	•	•	•	•	•	•	•
Tortola, BVI	<b>Tortola Yacht Services</b>	18 25 N	64 37 W	(284)-494-2124	10'	68'	20'	no limit	220V, 50A, 110V, 30A	7-4, 7days	70	•	•	•	•	•	•	•
Virgin Gorda, BVI	<b>Virgin Gorda Yacht Harbour</b>	18.45222	-64.43750	284-495-5318	10	150	34	no limit	110/120	7am-6pm	70	•	•	•	•	•	•	•
Curaçao	<b>Curacao Marine</b>	12' N	68' W	599 9 562-8000	9'	120'	33'	193	110/220 380	8am-5pm	60	•	•	•	•	•	•	•
Boca Chica, D.R.	<b>Marina ZarPar</b>	18 26.4 N	69 37.23 W	(809) 523-5858	7.5'	65'	28'	no limit	110/220 380	9am-5pm	70	•	•	•	•	•	•	•
La Romana, D.R.	<b>IBC Shipyard</b>	18° 23' 55" N	68° 53' 55" W	+809 449 3321/3323	12'	110'	26'	no limit	110/220 3 phase 100/50/30 amp	8-5 M-F	120	•	•	•	•	•	•	•
Grenada	<b>Clarks Court Bay Marina</b>	12° 00.6' N	061° 44.0' W	473-439-3939	13'	150'	40'	0		8-4 M-F	242	•						
Grenada	<b>Grenada Marine</b>	12° 01:20	61° 40:42	00-1-473-443-1667	12'	75'	31.5'	0	110/220	8-5, M-F, 8-12, Sat	70	•	•	•	•	•	•	•
Grenada	<b>Spice Island Marine Center</b>	12 5 N	61 43 W	473-444-4257	12'	70'	25.4'	0	110/230	8am-4:30 pm	70	•	•	•	•	•	•	•
Panama	<b>Bocas Yacht Services</b>	09° 17.3' N	082° 23.06' W	507-6619-5601	10'	65'	20'	no limit	120/220	7:30-3:30pm	60	•	•	•	•	•	•	•
Puerto Rico	<b>Varadero @ Palmas</b>	18 04' 37" N	65 47' 57" W	787-656-9211	11'	110'	26'	no limit	50/30 amp	8-5, 7days	110	•	•	•	•	•	•	•
Puerto Rico	<b>Puerto Del Rey Marina</b>	18° 17.3 N	65° 38 W	787-860-1000	15'	150'	33'	no limit	120/208/240/408V, 2 & 3 -phase / 50, 100 & 200 amps	8am-5pm	155	•	•	•	•	•	•	•
Sint Maarten	<b>Megayard</b>	18°02' 13.24 N	63°05' 08.52 W	1-721-5444-060	12'	200'	33'	12'	110/220	8-5 M-F	150	•	•	•	•	•	•	•
St. Lucia	<b>Rodney Bay Marina</b> <small>an IGY destination</small>	14°04 '32.72" N	60°56 '55.63" W	758- 572-7200	11'	75'	28'	no limit	120V- 480V, 30/50/ 100/125/200 amps at 60 Hz, 240V- 440V, 32/63/125 & 200 amps at 50Hz	8am-5pm	75	•	•	•	•	•	•	•
St. Croix, USVI	<b>St. Croix Marine</b>	17° - 45' N	64° - 42' W	340 773-0289	11'	68'	13'-8"	no limit	110v 30amp; 220v 50amp; 3 phase 100amp	8-5, Mon-Sat	60	•	•	•	•	•	•	•
St. Kitts	<b>St. Kitts Marine Works</b>	17° - 20.3' N	62° - 50.1' W	1-869-662-8930	12'	120'	35'	no limit	110/220/3 phase 100amp	7-4 M-F	150		•	•		•	•	
St. Thomas, USVI	<b>Subbase Drydock</b>	18 N	65 W	340-776-2078	16.5'	190'	50'	no limit	440 three phase/220/110	8-5, Mon-Sat	1000		•		•	•	•	•

## OUTSIDE OF CARIBBEAN:

Deltaville, Va	<b>Deltaville Boatyard</b>	37.54 96.64 N	76.32 96.21 W	804-776-8900	9'	80'	25'	no limit	30/50 Amp	7-5 M-F	35/75	•	•	•	•	•	•	•
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**ST. CROIX, USVI.** Gaze across superb unobstructed sea views over Smugglers Cove from this absolutely adorable east end home. This 3 BR/3 BA property, which it built on a spacious 1.5-acre lot in a great neighborhood, comes fully furnished on the inside with a swimming pool outside. It's a true West Indian gem! Price: US \$450,000

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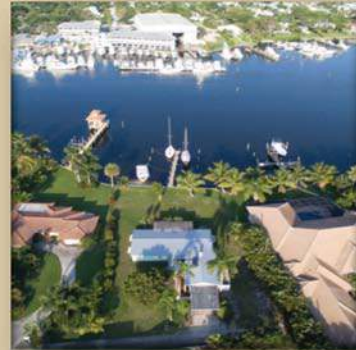
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**+/- One-Half Acre with home to upgrade!**



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**Property**

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*Rocky Point location close to the St. Lucie Inlet*



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**3**



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**4**



**DIAN POINT, ANTIGUA.** Designed by Antiguan Architect, Andrew Goodenough, for this unique 1.5-acre peninsula plot high above the Atlantic's breaking waves, this luxurious 4 BR home at Dumm's Point is built for the discriminating owners in a Caribbean Style with many Balinese finishing's, fixtures and furnishings. Private access to the protected Dian Bay inlet is just a few steps below and provides for perfect swimming and snorkeling on the small protective barrier reef. In this sheltered lagoon, it is possible to keep a modest size yacht having a draft of no more than 8-ft. Price: US \$3,650,000

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Light Charter Use, Available Now  
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49' Bavaria 49 2004  
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49' Hunter 2007  
New Arrival From Fresh Water  
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Very Clean, Very Good Condition  
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47' Beneteau Oceanis 473 2003  
Gen and Air, Nice Condition  
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46' Jeanneau SO 45.2 2003  
Nice Upgrades, Loaded For Cruising.  
Asking \$145K



46' Jeanneau SO 45.2 2000  
Great Price! Great Design  
Asking \$89K



45' Jeanneau SO 45.2 2002  
Never Chartered, Superb Condition.  
Asking \$149K



45' R&C Leopard 45 2000  
Solid, Great Price  
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45' Freedom 45 1992  
Quality Cruiser  
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45' Scheel 45 1974  
Greatly Upgraded 'Bullet-Proof'  
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Cruise Ready. Down Island  
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43' Albin 43 Sundeck Trawler '87  
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**57' Trader 575, 2005. Immaculate, Loaded, Low Hours. Asking \$599K**  
This tremendous vessel was commissioned in late 2006, this included upgrading her engines to the Caterpillar C12 700 hp. engines, installation of larger fuel tanks and fuel polishing for increased range when passage making. Also upgrading of the trim tabs and stabilizers and inclusion of the full hydraulic bow and stern thrusters. She is fully cruise equipped in every respect from the hydraulic passerelle/davit system, to her water maker, full air con and largely recent electronics to cover every eventuality. She shows immaculately throughout and it is clear that her maintenance and husbandry has been meticulous. Her comfort above and below decks is unparalleled for a vessel of her length and would satisfy the most comfort conscious owner without doubt.



**56' Nautical Development, 1980. Big, Powerful, Strong, Updated. Asking \$135K**  
Big, powerful, strong and well updated with nice sails, a nearly new engine, and lots of recent effort put into updating this yacht for extended ocean cruising. Now for sale after many years of leisurely family sailing around the Caribbean, Contessa would be an ideal candidate for anyone seeking a very capable and commodious offshore sailing vessel for Caribbean cruising, a Pacific crossing or even a trip around the world.  
The owners now wish to downsize to a more modest size vessel and so have offered Contessa at a very attractive price. If you are looking for a great buy on a superb vessel, do not hesitate to contact Todd Duff, Offshore Cruising Yacht Consultant for complete details and photos of this special offering.



**48' Privilege 515, 2001. Private, With Everything! Asking \$1.4MIL**  
Kathamaria III represents the result of decades of cruising experience and rigid passion for perfection. Her meticulous German owners had spent years spec'ing, building, and then fine tuning this boat to the ultimate offshore voyaging machine capable of going anywhere in the world, in total comfort. Heavily reinforced though-out the hull, updated with all the latest equipment fitted with redundant systems throughout and maintained with impeccable focus on detail, perfection, and the right way-Kathamaria is a rare chance to purchase a Series 5 Privilege that has NEVER done charter, has been out fitted to the tune of over 2 million Euros and for sale at a phenomenal price with a mind to a very quick sale.



**50' Jeanneau Sun Odyssey 50 DS, 2009. Never Chartered. Immaculate. Asking \$199,000**  
'Timing' is a one owner, private vessel that has never been chartered with her owners investing in many new very useful upgrades and additions to further increase the level of comfort aboard along with overall autonomy.  
She has always been professionally maintained since new and is currently just back in the water, commissioned and ready for this year's sailing season after her annual summer dry storage period. This most recent and massive price drop shows clearly the owners motivation who are making a clear statement, 'Timing' is everything and they want her to be the next JEANNEAU 50DS SOLD.

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**Immaculate 2008 Voyage**  
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**2008 Jeanneau DS 54**  
Immaculate and  
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**Allan Pape "Cutty Hunk 54"**  
Glorious Old World Charm  
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**2007 Sovereign 400**  
Lots of gear Lying RI  
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**2010 Voyage 50 OWNERS**  
**VERSION.** Immaculate  
and Fully loaded.  
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**2003 Leopard 47.**  
Clean.  
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**36 FT. Jaguar.**  
Clean and ready to go.  
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**1999 Erik Lerouge Pocket**  
Rocket, clean & ready to go.  
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**2015 Jeanneau 469.**  
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**2002 Island Packet 42.**  
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**End of days 65 ft Steel Ketch.**  
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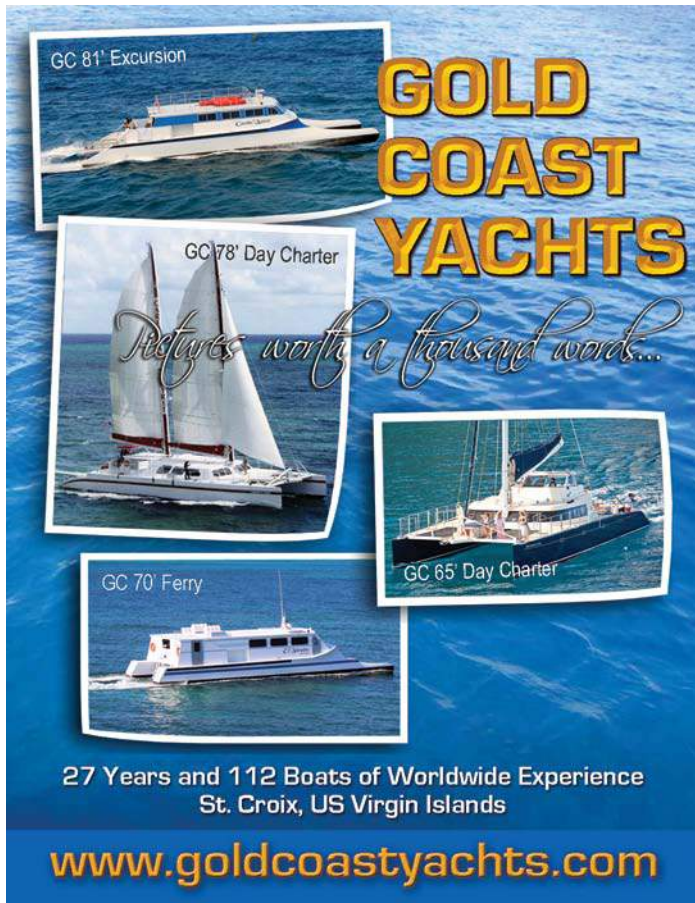
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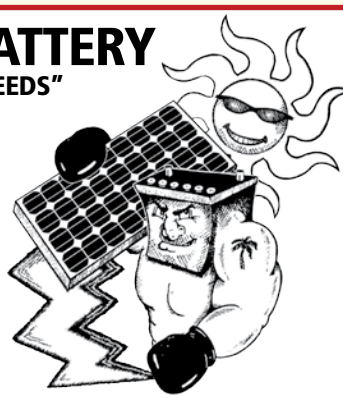
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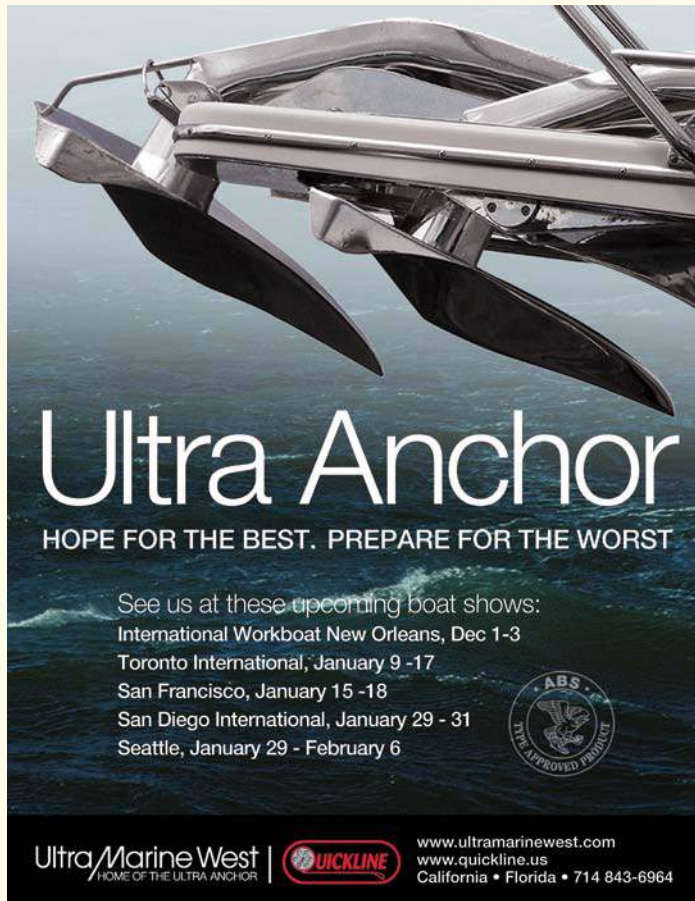


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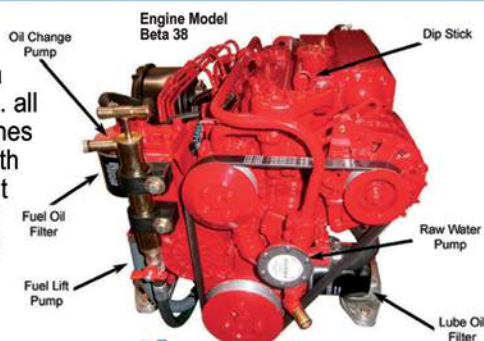
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*If you have a strong interest in this position but lack the necessary experience and knowledge, please do not apply for this position, but do look out for possible design internships or apprenticeship openings in the future.*

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American Yacht Harbor .....	C2, 1	Dauvillier Yachting.....	113	Marina at Emerald Bay.....	11	Romasco Group .....	114
Antigua Classic Yacht Regatta .....	88	Dedicated Marine.....	69	Marina Zar Par .....	71	Saint Lucia Tourism.....	91
Antilles Power Depot, Inc. ....	73	Desulfater.com .....	116	Marine Formula by Debond Corp .....	116	Sam's Taxi & Tours Ltd .....	93
Aquadoc Marine Services Ltd.....	120	Dominica Marine Center .....	82, 123	Marine Warehouse .....	35	Seagull Inflatables.....	91
Ashley Yachts .....	109	Doyle Sailmakers.....	51	Mercury Marine.....	2-3	Sea Hawk Paints.....	23
Atlantis Marine Trade		Dream Yacht Charter.....	51	Merritt Supply.....	97	SeaSchool.....	72
& Repair N.V.....	114, 118	DYT Yacht Transport.....	4	Metal Shark Boats.....	65	Sevenstar Yacht Transport.....	4
ATN Inc.....	119	East Yachts Ltd.....	61	MoFab.....	120	Smith's Ferry Service LTD .....	72
Balmar.....	67	Echo Marine .....	97	Mystic Knotwork.....	120	Soper's Hole Wharf & Marina .....	77
Ben's Yacht Services .....	93	Edward William Marine		National Sail Supply .....	120	Sotheby's Realty.....	105
Beta Marine .....	121	Services SL .....	97, 123	Nautool .....	116	Spice Island Marine Services .....	15
Blue Haven Marina.....	69	Electec .....	87	Navy .....	21	Spotless Stainless .....	118
Blue Water Insurance .....	82	Everglades Boats.....	13	Nelson's Dockyard Marina.....	89	St. Croix Marine.....	79
Boat Owners Warehouse (BOW) .....	22	Exclusive Fine Finish.....	116	Northern Lights .....	85	St. Kitts Marine Works .....	121
Bobby's MegaYard .....	85	FKG Marine Rigging.....	88	North Sound Marina .....	82	St. Maarten Sails & Canvas N.V. ....	81
Bocas Marina .....	118	Gold Coast Yachts .....	110, 122	North Star Marine Repair.....	118	Subbase Drydock, Inc .....	79
Bonefish & Tarpon Trust .....	66	Golden Hind Chandlery .....	55	Ocean World Marina.....	73	Tank Tender .....	118
Boston Whaler .....	9	Green Cay Marina.....	75	Offshore Marine .....	56	The Little Ship Company .....	108
Browns Point Marine.....	118	Grenada Marine .....	93	Offshore Passage Opportunities.....	33	The Moorings.....	41
Budget Marine.....	27, 29, 31, 87, C4	Hydrovane.....	118	Offshore Risk Management .....	75, 76	Tickles Dockside Pub .....	82
B.V.I. Yacht Sales .....	106-107	IGY Marinas.....	5	Offshore Sailing School .....	70	Tradewinds Radio.....	57, 120
Caicos Marina & Shipyard.....	115	Import Supply.....	82	Outdoor World .....	45	TurtlePac .....	120
Caribbean Battery .....	116	Interlux .....	25	Outland Hatch Covers .....	116	Ultra Marine West.....	119
Caribbean Inflatable Boats		Intracoastal Yacht Sales.....	113	Paradise Boat Sales .....	114	Ultra Yacht Refit.....	91
& Liferfts Inc.....	115	Island Marine, Inc. ....	70	Parts & Power.....	123	Varadero Caribe Marina & Boatyard .....	99
Caribbean Marine Surveyors Ltd .....	82	Island Marine Outfitters .....	76	PermaFrost Marine Services N.V. ....	87	Virgin Gorda Yacht Harbour.....	75
Caribbean Rigging.....	81	Island Water World.....	7, 19, 37, 39	Plan B Generator Service .....	116	Virgin Islands Marine Refinishing .....	117
Carolina Yachts .....	117	Island Surf & Sail .....	65	Port Louis Marina .....	6	Village Cay Hotel and Marina.....	77
Carpet Care Antigua.....	91	Jolly Harbour Marina / Boat Yard .....	47, 49	Progressive Marine Service, Inc.....	120	VI Alternators and Starters.....	117
Cay Electronics .....	77	Kolisch Marine Insurance .....	120	Puerto Del Rey Marina.....	71	W.E. Johnson Equipment Company .....	117
CEA Industrial Supply, Inc. ....	57	KTI Systems Filter Boss .....	48	Quantum Sails .....	36	Washington Yacht Service.....	119
Clarkes Court Boatyard & Marina .....	43	Lagoon Marina .....	81	Quickline .....	119	Yacht Sales BVI.....	110, 114
Coastal Realty of Stuart, Inc.....	105	Land N' Sea .....	55	Ram Turbos.....	118	Yamaha Motor Co., Inc.....	C3

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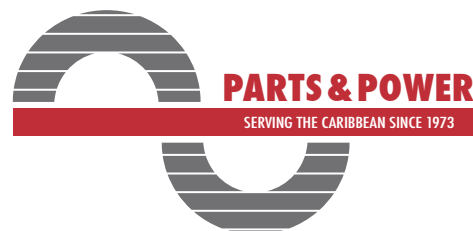
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**HELP WANTED:**

**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 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

**EMAIL CV TO: modmgmtsols@gmail.com**



# FROM THE HEART

THE DISH BY CAP'N JAN ROBINSON

Happy Valentine's Day! Celebrate this special day by cooking a delicious meal. The recipe below, was given to me by Chef Bonnie Carroll from the *S/V Paradigm Shift*, a fun meal to cook together and share with friends.

## CARIBBEAN CHICKEN MARINATED IN A SECRET RUM MARINADE (NOW NOT SO SECRET)

Prep time: 20 minutes. Marinating time: overnight

Cooking time: 15 minutes. Serves: 6

**4 – 6 Boneless skinless chicken breasts**

### MARINADE:

<b>3 tbsp brown sugar</b>	<b>1 tsp rum extract</b>
<b>2 tbsp vegetable oil</b>	<b>1/2 tsp allspice</b>
<b>1 tbsp fresh orange</b>	<b>1/4 tsp cayenne pepper</b>
<b>1 tbsp lime juice</b>	<b>2 bay leaves</b>
<b>1 tsp coarse sea salt</b>	<b>1/4 cup honey</b>
<b>&amp; minced garlic</b>	<b>1/8 tsp allspice</b>
<b>1 tsp minced ginger</b>	

Whisk all of the ingredients together and pour over the chicken breasts. Place into a gallon size plastic zippy bag and marinate overnight. To cook, remove from marinade, then bake, sauté or grill to your preference.

## SWEET POTATO PASTA

Prep time: 15 minutes. Resting time: 30 minutes

Drying time: 45 minutes. Serves: 6

**2 cups of mashed sweet potatoes that have been cooled**  
**3 eggs**

**3 ½ +/- Cups Semolina flour, start with 3 cups and add in as necessary to keep the dough from being too sticky.**

**Pinch of Sea Salt**

Pour the flour onto the counter and make a well in the middle, pour in the eggs and mix together. Once the eggs have been worked in you can begin to add the sweet potatoes. You want the dough to have the consistency of *Play Dough*. This can take up to 15 minutes of kneading until you get the dough soft. If it is too dry add a little water.  
*NOTE: Kneading is a great upper body work out!*

Cut the dough into 5 pieces wrap in plastic and let rest in the fridge for 30 minutes. Now here is the tricky part. As I do not have a pasta machine, I rolled the dough out with a rolling pin and used a pizza cutter to make the noodles. Being on a boat, space is limited, so we used a line strung from the boat outside, put plastic on it and hung the noodles to dry for about 45 minutes. Cook immediately or store in an airtight bag in the refrigerator or freezer.



## WHITE RUM CREAM SAUCE

Prep time: 5 minutes. Cooking time: 5 minutes. Serves: 6

<b>2 tbsp butter</b>	<b>¾ cup grated asiago cheese</b>
<b>½ tbsp of cornstarch</b>	<b>1 tsp garlic powder</b>
<b>1 cube of chicken</b>	<b>2 cups of heavy cream</b>
<b>bouillon – crushed</b>	<b>¼ cup spiced rum</b>

In a medium saucepan melt the butter over medium heat. Stir in the cornstarch then add the remaining ingredients and you now have a tasty sauce to pour over your amazing dish!

*Serve the noodles over fresh spinach topped with the marinated cooked chicken and sautéed vegetables. The finishing touch is the White Rum Cream Sauce that is drizzled over the dish!*

*NOTE: For a little kick red pepper flakes are great in the rum sauce*

## TABOULI

Prep time: 10 minutes. Cooking time: 10 minutes

Chilling time: 15-30 minutes. Serves: 6

<b>¼ cup quinoa</b>	<b>½ yellow or sweet onion, diced finely</b>
<b>½ cup boiling water</b>	<b>Freshly squeezed juice from two lemons</b>
<b>3 cups flat leaf parsley, finely chopped</b>	<b>½ cup extra virgin olive oil</b>
<b>3 tbsp chopped fresh mint leaves</b>	<b>Sea salt to taste</b>
<b>2 large tomatoes, diced finely</b>	<b>Romaine leaves for serving</b>

Place quinoa in a saucepan, pour boiling water over and heat on low, covered, for about 7 to 10 minutes, until slightly softened. Drain any excess water and set aside. Place parsley, mint, tomato, and onion in a bowl and add quinoa. Mix in lemon juice, olive oil and sea salt to taste. Chill.

*Serve with Romaine lettuce for scooping. Or, stuff into hollowed zucchini or on grape leaves and bake.*



# DISCOVER

**Yamaha Motor**  
60th Anniversary  
Yamaha Photo Contest

## RESONATING WORLDS

Check out Yamaha Motor's global photo contest - we'll start taking entries from the 29th of October.

<http://global.yamaha-motor.com/yamahastyle/resonating-worlds/photocontest/>

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