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<th>Daily $/ft/day</th>
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CHASING THE DREAM

When my wife and I first arrived in the Caribbean, we couldn’t get enough of snorkeling and would think nothing about spending hours in the water, the tropical sun burning our backs, its rays lighting the shallows like a stage. Once, we almost snorkeled right around a small island off Antigua and were in awe of the number of beautifully colored fish on the fringes of the reef just beneath the surface. I remember those days with delight, as side by side we explored a new, alien world where natural wonders revealed themselves with every kick of our fins, every gulp of air through the tube. We come from a cold climate and the closest we ever got to marine life was the rock pools on the east coast of England, where the fish were as muted in color as the dark windblown skies overhead. Imagine our delight to find ourselves in a world of damsels, tangs, clowns (my favorites), slippery green eels and teasing turtles. Two articles this month take me back to those hedonistic times when donning mask, fins and snorkel was all we had planned for the day. On page 30, Katie Gutteridge takes us diving in the Turks & Caicos, while in our center spread naturalist and underwater photographer Charles ‘Chuck’ Shipleys introduces us to the shrimp that live in the waters around Bonaire. If your only encounter with shrimp is via the seafood section of the supermarket, then be prepared to be amazed.

The Caribbean is synonymous with beach bars. Every island, large or small, is home to beach bars of character. Some are world famous, many are infamous. Like many a good bar frequented by sailors, some establishments, and what has gone on in or around them, have passed into legend. There are even posh beach bars although they seem to have missed the point. You never know who you might meet when you belly up to a beach bar. Many celebrities look like normal people when they have sand between their toes and their shorts or swimsuits reveal their skinny (or otherwise), un-photo-shopped bods. You could say that a beach bar is a leveler of the reveler. The danger in beach bars lurks in the concoctions they serve under the guise of rum punch. Many an unwary holidaymaker, seeking to slake his or her thirst, has downed a few glasses of the fruity drink and, to their chagrin, found themselves being poured into a taxi and shipped off to their hotel to face a devastating hangover that lasts two days. It’s a good job we sailors have more sense …

As this edition went to press the regatta season was well underway and boats were seeking glory in events all across the region. My own event, the St. Maarten Heineken Regatta, is now in its 36th year and continues to evolve and prosper. What drives people to race? That’s a question with an infinite number of answers. Here in St. Maarten the driving force behind one remarkable race crew of teenagers is a very special 26-foot boat … a boat they built themselves. Over the months I have followed the boat’s progress from a pile of plywood, to launching. The boat was built by students from St. Maarten’s Milton Peters College, who have labored long and dealt with all the ups and downs that building a boat can bring. As construction moved ahead, the dream of sailing the boat in the Heineken Regatta was born. The last time I spoke to those behind the building crew, they said they were 95% certain the boat would be ready in time to take part. I wrote this Log a month before the regatta, so I don’t know if they made it or not. Whether they do, or they don’t, every one of those youngsters is a winner.
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WHERE IN THE WORLD?

Congratulations to Frank and thanks for reading ALL AT SEA!

Frank Inserni sent us this photo taken at Barbaggio on the northern coast of Corsica. Barbaggio is located on an inland plateau below Cap Corse on the southwest slopes of the 960m (3150ft) high Serra di Pigno. Frank is standing approximately 500 meters above sea level, and looking down over Lake Biguglia, which is near Bastia airport. In Corsica for business and family research, Frank, who sails a red and hot J-35 out of Fajardo, Puerto Rico, simply couldn’t resist catching up with what’s going on in the islands with a quick look at the Caribbean’s favorite waterfront magazine All At Sea.

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.
RECORDS DEMOLISHED AT MOUNT GAY ROUND BARBADOS RACE

Big winds, big speeds and the fastest times ever recorded made the 80th anniversary Mount Gay Round Barbados Race, one of the most spectacular in history with a total of five records broken, and each team winning their skipper’s weight in rum.

Racing was over staggered starts commencing at 0700 with a good mix of yachts ranging from Classics including the stunning duo The Blue Peter and Galatea; Ruth, a locally built 33m schooner, and a competitive group of smaller boats including three J/24s. However, the stars of the show that set off last and raced 60nm round the island neck and neck were undoubtedly the two world-class MOD70s – MS Barbados Concise 10, skippered by Ned Collier Wakefield, and Phaedo3 co skippered by Lloyd Thornburg and Brian Thompson. They promised to thrill, and indeed they did.

Right from the start in the 20+kts breeze, there was no stopping these powerful beasts as they took off from Carlisle Bay and circumnavigated the island in the fastest ever speeds with MS Barbados Concise 10 claiming victory by just 12 seconds. They completed the course in a staggering 2h 37m 38s, shaving just under two hours off the previous Multihull record.

An elated Collier Wakefield commented: “Racing two MOD70s round the island, essentially match racing was just awesome. It is something we have been working so hard for, and really putting in the hours, so to get the record is absolutely amazing. With 22kts of wind and 37kts of boat speed flying a hull downwind, it was full on all the way.”

Lloyd Thornburg co skipper of Phaedo3, added: “It was a great race but after sailing 60 miles flat out it was a tiring one. Well done MS Barbados Concise 10.”

See Full report in April All At Sea.

NEWS FROM MERCURY MARINE

Mercury Marine has announced the global introduction of its new 40hp and 60hp SeaPro FourStroke engines. Engineered to deliver longer engine life while maintaining the power and performance necessary to get the job done, the 40hp and 60hp SeaPro FourStroke engines provide enhanced features and are built for high-hour applications and to withstand harsh saltwater environments.

The 40hp and 60hp SeaPro FourStroke (at left) engines will be available globally in mid-2016.

“Mercury’s latest SeaPro FourStroke outboard engine introduction enhances Mercury’s commitment to developing the most durable, most reli-
EVENT CALENDAR
Please send future events to editor@allatsea.net. This month and next month’s events are currently published here and at www.allatsea.net. Your specific area may or may not be shown based on identified activities for these months.

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info@antiguaclassics.com
268-460-1799

APRIL 23 – 29
Antigua Sailing Week
www.sailingweek.com
info@sailingweek.com
268-462-8872

BEQUIA
MARCH 24 – 28
Bequia Easter Regatta
www.bequiaregatta.com
bequiasailingclub@gmail.com

GUadeloupe
MARCH 30 – APRIL 3
Triskell Cup
www.triskellcup.com
organisation@triskellcup.com
0690-49-57-57

APRIL 28
Guadeloupe to Antigua Race
www.antiguayachtclub.com

ST. BARTHELEMY (ST. BARTH)
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Gill Commodore’s Cup Regatta
MARCH 4 – 6
St. Maarten Heineken Regatta
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regatta@heinekenregatta.com
+599 544 2079

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MARCH 25 – 27
St. Thomas International Regatta
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stycisv@gmail.com
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MARCH 23 – 29
Antigua Sailing Week
www.sailingweek.com
info@sailingweek.com
268-462-8872

BEQUIA
MARCH 24 – 28
Bequia Easter Regatta
www.bequiaregatta.com
bequiasailingclub@gmail.com

GUadeloupe
MARCH 30 – APRIL 3
Triskell Cup
www.triskellcup.com
organisation@triskellcup.com
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APRIL 28
Guadeloupe to Antigua Race
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able four-stroke outboards for commercial applications,” said Marty Bass, vice president of Mercury category management. “With SeaPro we have not simply re-calibrated our existing product; we have made upgrades to enhance durability and performance and then tested those upgrades to withstand the harshest environments. These engines are designed to be easy to maintain and deliver the outstanding fuel economy that is inherent to four-stroke technology.”

**BVI SPRING REGATTA THROWS DOWN THE GAUNTLET**

Organizers of the BVI Spring Regatta challenged Puerto Rican sailors to participate in a series of three local regattas. The team with the highest global score will win several prizes such as accommodations, custom uniform, and registration to compete in the BVI Spring Regatta to be held in March 28th to April 3rd 2016.

The ‘Bring it on PUR’ challenge consists of three regattas in Puerto Rico, and began with the San Sebastian Sailing Cup in San Juan Bay in January, followed by the Brisa Cup in Fajardo in February. The final race, the Ponce Keelboat Series, takes place March 12th and 13th. The regattas include a One Design fleet of IC24s, keel and multihull boats.

The team with the highest overall score, will receive free registration to participate in the 2016 BVI Spring Regatta, accommodations on a Moorings 4600 sailing Catamaran, and customized high-tech racing shirts by Gill. The teams with the second and third highest scores will also receive free registration to the race in the BVI Spring Regatta and Gill wear for their team.

In addition, the regatta organizers will offer a 10% discount on the registration fee to the Puerto Rico sailors by providing the code PUR.

“This initiative will help generate more participation from our neighboring Puerto Rican sailing community to come and enjoy the racing and celebration of the 45th BVI Spring Regatta,” said Judy Petz, director of the BVI Spring Regatta.

*For more information on the British Virgin Islands Spring Regatta and Sailing Festival, visit: www.bvispringregatta.org*

**ISLAND WATER WORLD MARIGOT STORE NOW CUSTOMS CLEARING STATION FOR ST. MARTIN**

Recent confusion over customs clearance in French St. Martin is at an end. In future, private yachts and charter vessels are able to clear customs at Island Water World’s Marigot store, next to the Geminga Boatyard on the Simpson Bay Lagoon. This brings to an end months of complaints from yachtsmen who claim they were unfairly treated at the customs office next to the Anguilla ferry terminal. IWW has set aside a desk and a computer running the official clearance program in a corner of the store. Store manager Valerie Leroy told All At Sea that she was delighted to host the service and said all clearance fees, two euros for private vessels and five euros for charterboats, would be donated to a different island charity each month. The store is accessible by dinghy and is open Monday to Friday 8.00am to 5.00pm, and 8.00am to 12.00pm and 2.00pm to 5pm on Saturday.

**WSV CURAÇAO WINDSURFING SERIES 2015 AWARD CEREMONY**

The official Award Ceremony of the 2015 WSV Curaçao Windsurfing Series took place at the ‘Surf village’ Saint Joris Bay in January. This important competition, organized by The Windsurfing Association of Curaçao (WSVC) and in cooperation
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Augie, quite simply, was your quintessential Caribbean renaissance man. He arrived in the Virgin Islands in the 60s on a yacht delivery, found the flavor of the islands to his liking and made them his home for over fifty years. His freedom-loving nature, love of boats and a special kind of creativity gave him an enduring respect from the waterfront community. He began building small boats at Avery’s boatyard in St Thomas’ Frenchtown but it was the Cowhorn schooner that finally grabbed his imagination and he set out to build one in the strip plank method of construction. The beamy and shallow draft design vessels originated in Block Island off the often stormy US east coast, where seaworthy craft were needed for fishing and cargo. Hollen, fondly nicknamed the ‘Last Viking’ because of his heritage, reckoned that the design would be well suited to the Caribbean, and he was right. The design affords a roomy interior and the freestanding rig is simplicity itself. He named the boat \textit{Taurus}.

Soon another Cowhorn appeared, built by renowned artist Les Anderson on Hassel Island with a more traditional schooner rig. Augie was quick to throw down the gauntlet and propose a race. It was to be the first of Foxy’s Wooden Boat Regattas with other classics joining in. The dueling Cowhorns battled it out year after year.

By the late 70s interest in the Cowhorn schooner was tangible. Augie sold his \textit{Taurus} to Tommy Sea Legs, a Vietnam vet, who had lost both legs to a land mine. The \textit{Taurus} was adapted to suit such a handicap and Augie’s \textit{Taurus} was renamed \textit{Sea Legs}. But the boat building maestro couldn’t be without a boat for long.

He planned to build a fiberglass version by way of a male mold and a female boat; all to be done out in the open in Coral Bay. The mold was built out of chicken wire with a conduit framing and a couple of layers of fiberglass; the separating agent was plastic garbage bags. If all this seems unlikely it just highlights the depth of imagination that belonged to Augie Hollen. His method could not be found in any book. Altogether six incredibly strong 30ft boats came off that mold – many have sailed extensively and one sailed around the world on an eight year circumnavigation.

Augie named his Cowhorn, \textit{Violet}, and, with long time partner Sylvia, took a year off and cruised the Bahamas.

Innovation was one of Augie’s hallmarks. When he realized that there was a shortage of portable cisterns on St John he set up an enterprise to supply them. Most people would shy away from dealing with the sticky chemical but Augie, with Sylvia at his side, got dressed up in protective clothing and breathing apparatus. Then, with spray equipment, various PVC pipes and long handled rollers it wasn’t long before a state of the art cistern was ready. Loaded onto the back of a rickety jeep and well tied down, you’d often see the couple bouncing along the road with happy smiles delivering their creation to a waiting customer.

Augie was a Virgin Island character – always with a quick smile and a ready yarn. Augie, you have made many memories. RIP
with Windsurfing Curacao and Old School Windsurfers Saint Joris Bay, consisted of a series of races held once or twice a month during 2015 at Saint Joris Bay and at Spanish Water, for the disciplines of Slalom and Freestyle.

The day started with a slalom ‘clinic’ given by local and very talented windsurfers Jean Patrick van der Wolde (20) and Jean Paul Da Silva De Goes (16). This was followed by three fun races where participants of all ages could race together. The day closed with the awards ceremony and the presentation of trophies for the 2015 season. For more information, visit: wsvcuracao.com

LARGE TURNOUT FOR ST. MAARTEN REGATTA
4TH ANNUAL BEACH CLEAN-UP

The St. Maarten Heineken Regatta 4th Annual Beach Cleanup took place in January. Students and local organizations worked together collecting garbage from Kim Sha Beach. Over 55 volunteers participated and collected approximately 40 bags (200 kilos) of garbage.

After a short introduction by Tadzio Bervoets of the St. Maarten Nature Foundation, every participant received a trash bag and gloves to begin the cleanup. This year, there was extra incentive: the group which had the heaviest bag of trash would be given a ‘Swing Into Sunset’ cruise sponsored by Random Wind Charters.

“The annual Beach Cleanup is a way the Sint Maarten Regatta Foundation can give back to the island,” said Fleur Visser, coordinator of this year’s cleanup. “I’d like to thank everyone again for contributing to the event. I felt we made incredible progress; it was a wonderful morning!” www.heinekenregatta.com

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A clean Kim Sha beach and a job well done
My wife and I live a life of splendid isolation aboard our 43-foot ketch Ganesh—a cruising life so wonderful I totally forgot how awful penny-pinching dirt dwellers can be. Stupidly, I invited an old acquaintance, Tony Chutzpah of Fort Liquordale, to cruise Bali with us. There was only one stipulation: He had to pay for his food. We’d pay for everything else. All he had to do was pay for what he ate and drank. He agreed and asked for a ‘tiny’ favor: To bring a ditzy blond woman he wanted to romance. I should have said no. I knew I should have said no. Instead I said yes. I felt my wife and I were getting too insular, too out of touch with our American culture—that we needed a crash course in Yankee Doodle Dandyism.

We got one.

Yeeck!

Upon their arrival in Denpasar, Bali, we whisked them off to a
large bustling grocery store—where Tony carefully selected nine dollars’ worth of cookies. That’s right: Nine dollars for two people for a week.

“Wait,” I say, pointing to the nearly empty grocery cart. “In seven days of storeless out-island coastal cruising; you and Betty Boobs will eat 42 meals, right? Plus mid-morning snacks and happy hour ...”

“Too much food, too many cookies?” asks Tony innocently. “You think we should put some back?”

“We don’t eat much while on vacation,” Betty Boobs says breezily. “We’re like birds!”

“And I never drink fluids,” adds Tony. “They bloat me.”

Now, under normal circumstances, I’d never allow someone to step aboard my yacht with nine dollars’ worth of food and a one-week agenda. But, as I pointed out, I wanted to immerse myself in my cultural roots. So I meekly grinned, and the next thing you know, we are out to sea.

Tony is napping near the loo’ward jib sheet. I attempt to quietly get the boat under sail, which appears to disturb his slumber. Finally, he awakes—not too happy.

“Here,” I say, handing him the jib sheet, “tail for me.”

He does—for about ten seconds. “Wow!” he says with a wide, happy grin, “I had no idea how physically exhausting sailing would be—what’s for dinner? When is happy hour? I could eat a horse.”

Actually, he could eat two horses easily, and still have room for triple deserts.

At first I thought Tony was joking. But he somehow managed to keep shoveling in food and talking at the same time. “Delicious, Carolyn! My compliments to the Chef! Yeah, I’ll have some more and more and more of your delicious grub—of course!”

Betty Boobs is no slouch either. “Another soda water, please. I need something to cut the chemical taste of those Diet Cokes, and the coconut waters didn’t do it! Gosh, I had no idea it would be, like, hot in the tropics. I could easily drink Lake Okeechobee. Thank gosh I spied a bilge full of bottles and cans and jars. Good thinking! We gotta hydrate, right? I mean, this is a medical necessity, correct?”
“The wind sure makes a lot of racket in your rigging wires,” says Tony. “Is there any way to turn it off?”

“I can check with the Gods,” I say lamely, “but they don’t seem to being treating me kindly lately.”

“And you’re not really serious about the electrical rationing, are you?” asked Betty Boobs. “I mean, this is the cyber age, right? And is not the sun free? I see those panels atop the Bimini—you can’t fool me, Fatty. You’re pulling our leg, ain’t you? So your whole one-cabin-light-at-a-time spiel was a joke, am I right? Huh? Okay! There! I knew it! I TOLD you, Tony!”

“Phew!” screams Tony, “I stink! Point me at the shower. Oh, and I forgot to bring soap, skin bracer, shampoo, conditioner, a comb, cologne, a nasal hair remover, shaving cream, condoms, Vitamin C, eye shadow, tooth paste, a pubic hair trimmer …”

During a long meaty lunch washed down with many bottles of expensive, heavy fluids I asked them how—in heaven’s name—they thought they could do a week on the equator on nine dollars’ worth of food and two cans of Diet Coke.

“Are you aware that the boat is, like, rocking?” asked Betty. “Is that normal?”

Now, I’m sure, dear reader that this is not how they appeared to be behaving in their own eyes. I’m positive that they were perplexed by my amazing stinginess, my water conservation obsession, and my goofy electrical hoarding.

“But I was going to go back in there,” huffed Betty after I discovered the forward head was ablaze with lights and whirling fans—for hours. “What’s a little momentary distraction among friends?”

Funny how people you barely know are the first to play the friend card, isn’t it?

I also noticed the little stash of cookies they’d purchased wasn’t being shared—but rather hoarded in their luggage for private, furtive consumption.

By mid-cruise I couldn’t take it anymore. During a long meaty lunch washed down with many bottles of expensive, heavy fluids I asked them how—in heaven’s name—they thought they could do a week on the equator on nine dollars’ worth of food and two cans of Diet Coke.

“Normally, we lead sedentary lives,” admitted Betty.

“… and the air temperature is considerably different here,” chimed in Tony with a mouthful. “Who knew?”

Finally, the cruise was over. I didn’t punch any bulkheads—leastwise, anywhere they could see me doing so. I anchored right in front of a huge grocery store. Now that they’d seen the light—they could replace all the food and fluids consumed.

“What’s that building there?” Tony asked, pointing a little down the shore.

“That’s a restaurant,” I said. “A few of them along the shore are tourist traps and pricey by local standards—about ten bucks each for a full course dinner. But a number of them are cheap—$3 bucks will buy a delicious meal.”

My wife Carolyn came out on deck and sat down expectantly. She’d just cooked meal after meal without complaint. She grinned. Finally, I could see her thinking.

“Well, in that case,” said Tony, “I’m going to take Betty Boobs out to eat ashore tonight.”

My wife’s face fell. She slid soundless back below decks to continue her dishwashing—and has never been quite the same since. After our guests left, I asked her how she liked chartering sans payment.

“I always thought it would be awful, thankless, and excoriatingly painful,” Carolyn said, “But it is far, far worse than that!”

EDITOR’S NOTE: Fatty and Carolyn are currently in therapy somewhere in Southeast Asia.

Cap’n Fatty Goodlander has lived aboard for 53 of his 60 years. He and 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
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The cruise ship season is in full swing in the BVI and we often see several monolithic monsters in the harbor disgorging upward of 10,000 visitors. Many of these sheeple will take day sails on large cattlemans, while others will wander around the town aimlessly disrupting traffic and rubbernecking in local shops whilst keeping their hands tightly guarding their wallets. To be honest cruise ship passengers are not loved by the local population but we all grin and bear it.

Conversely local island governments love cruise ship visitors; they pay a hefty landing tax and give taxi drivers (a large voting bloc) jobs. Then they explain that these very visitors will return and rent expensive charter yachts for a week’s vacation. Charlie is one of those charter yacht captains who treat these speculations with doubtful reservation.

‘Grin and bear it’ is the operative phrase of course. On those ships providing ‘economy cruises’ guests disembark wearing ill fitting tent-like attire, whether it be T-shirts and shorts or voluminous Mother Hubbard type dresses designed to cover up misshapen bodies not helped by the prodigious amounts of food and drink served onboard. Charlie remembers being told of eight meals served daily: early morning tea, breakfast, mid-morning coffee, lunch, afternoon tea, dinner, late-night supper and midnight buffet. These often obese visitors waddle off the ship with the added difficulty of malfunctioning leg and hip joints burdened by all that excess weight. It begs the question: Does the enjoyment of almost continuous eating outweigh (pun intended) all the physical discomforts?

On the more sumptuous ships like the P & O line’s Queen Mary passengers are more elegantly dressed and more dis-
cerning in their dietary requirements. Body shapes appear more normal. Women wear elegant attire while men are often seen wearing Panama hats, blazers, open-necked shirts with cravats and pressed slacks. However, the questions posed to the welcoming committee are often quite humorous and sometimes elicit comical responses from the concierges.

EXAMPLE: “Where are all the natives?”

ANSWER: (tongue in cheek) “Just behind that building. You’ll see them dressed topless with grass skirts, bones through their noses and armed with dangerous spears. Proceed with caution!”

Charlie remembers being told of eight meals served daily: early morning tea, breakfast, mid-morning coffee, lunch, afternoon tea, dinner, late-night supper and midnight buffet.

EXAMPLE 2: “Do the islands go all the way to the bottom?”

ANSWER: “Those floating by don’t; those stationary ones do.”

EXAMPLE 3: “Should we bring our life jackets for the Safari tour?”

ANSWER: “It’s optional but those open air buses don’t often capsize or sink.”

EXAMPLE 4: Are we in the Bermuda Triangle?”

ANSWER: “No, this is the port of Road Town.”

EXAMPLE 5: Visitor: “You’re not from here; I can understand you.”

Occasionally there will be an inquiry concerning island holidays and chartering a yacht. Charlie is somewhat apprehensive about being approached by erstwhile cruise ship passengers. He can get along with just about anyone for a week but he’s not sure if his budget would run to two chefs; two shifts and an extra wheelbarrow full of food.

The seas surrounding Grenada are some of the best in the world for catching a Grand Slam, which means taking a blue marlin, white marlin and sailfish all on one day. It was just this kind of fishing that brought the team aboard the 47ft Hatteras, Exile, to fish the Budget Marine Spice Island Billfish Tournament (BMSIBT), held January 19th to 23rd. Not only did the USA-based team achieve its slam, but they also released a total of 19 billfish in the three day tournament to win the Top Boat title. What’s more, Exile angler, Christopher Van Grieken, from Curaçao, released a total of eight billfish to earn Top Angler.

“The key was a great team, especially Captain Ricky Wheeler,” says Van Grieken. “On the first day of the tournament I missed a few fish, but Capt. Ricky kept us positive. I also got to use Ricky’s invention, the ‘party hats’ and ‘party skirts’. These are skirts that you add to your ballyhoo when you rig the bait. I really believe that the skirts and hats helped me get most of the bites.”

The Exile team is composed of boat owner/angler, Dr. Frank Pettisani, anglers Van Grieken and Nicholas Novell, Capt. Wheeler and mate Sandy Dabreo. They were among 245 fishermen aboard 50 boats hailing from Grenada, Carriacou, Trinidad & Tobago, Barbados, St. Lucia, Martinique, Antigua, Canada, the UK and the USA, taking part this 53rd annual tournament.

A hint of the great things to come happened right after the fleet’s Bimini start when within minutes of lines in on day one many boats reported strikes. By the end of the day, 30 billfish
were released and Gud Tyme from Trinidad took an early lead. Exile landed third on the scoreboard with one white marlin and two sailfish releases.

“We ended up having amazing fishing seeing a dozen billfish, but we had a hard time making the connections," says Wheeler.

Day two proved even better when the fleet set a BMSIBT record of 60 billfish releases in a single day. Nine of these were released by Exile, with four of these sailfish caught by Van Grieken, moving both boat and angler to the top of the leaderboard.

Catches hit a crescendo the third and final day when the fleet released 57 billfish, yet lines in happened an hour and a half earlier to accommodate the awards ceremony. For Exile, the fishing was slamming!

“We started with a double-header blue marlin and sailfish, but pulled the hook on the sail. After some fast backing down we got the release on the blue. Then the sail bite was on, so we pushed in quick and got on a single then a double of sails. We wanted the slam bad and, after the double, got lines in quick and wham! Right teaser white marlin. Frank did pretty work on the switch and we got the Grand Slam! We missed a few sails later in the afternoon, but ended the day with a BANG catching a nice blue marlin. So, we ended up winning the tournament by a huge margin!” says Capt. Wheeler.

The Exile team won a number of beautiful awards including the special Grand Slam Prize of a dinghy and outboard engine.

In total, 147 billfish were released. Not one billfish was boat- ed and killed, a fact the BMSIBT committee is extremely proud of giving its efforts to ensure conservation of this magnificent species.

“It is always a pleasure to host this event and we enjoy having our friends from across the waters join us for this challenge,” says tournament chairman, Richard McIntyre. “We look forward to seeing all our friends again in 2017.”

For full results, visit: www.sibt.gd

Carol M. Bareuther, RD, is a St. Thomas, U.S. Virgin Islands based marine writer and registered dietitian.
There are a few places in the world where diving and diving conditions fall into place so perfectly that the result is a spectacular underwater experience. The Maldives and The Great Barrier Reef are famous for having the balance just right: year-round warm waters, a protected and thriving marine system, and excellent visibility.

There are hundreds of other places in the world to dive, but 99% lack at least one of the main conditions needed to fully appreciate diving, and even those that can offer ideal conditions can rarely do so year-round.

Not so the Turks and Caicos Islands (TCI) where, in my opinion, the diving is always spectacular.

Just south of the Bahamas, and operating in $USD, the TCI are a much more accessible and economical destination to get to than The Maldives or Australia for the majority of the world’s population. It too boasts one of the largest barrier reefs on the planet, with a large area of the coast protected by Princess Alexander National Park, within which no fishing is allowed.

Most impressive are the breath-taking walls, such as the area around North West Point, just a short boat ride from the main island of Providenciales. This wall starts at 35ft and plunges dramatically to more than 3000ft. One of the more renowned dive sites here is ‘Shark Hotel’ where sightings of Caribbean reef sharks are common, but where it is also possible to witness close encounters with blacktips, tiger and hammerhead sharks.

With an average water temperature of 29°C/84°F in the summer and 24°C/76°F in the winter and consistently clear waters boasting 40m (130ft) visibility, it’s a year-round diver’s dream.

The abundance of marine life and variety of dive sights makes
every dive refreshingly exciting. Most common on any divers wish list—and frequently achieved here—are sightings of reef sharks, spotted eagle rays, hawksbill turtles, eels, grouper and a whole spectrum of tropical fish.

If you’re lucky, from January to March you may even see humpback whales as they migrate south to their summer breeding grounds off the Dominican Republic.

With an average of 350 days of sunshine each year, life above the water is a glorious 30°C/90°F with a pleasant trade wind breeze.

Steph and Bill Wallwork have lived in Providenciales for almost a decade. With close on 50 years’ diving experience between them, and having dived for work and pleasure all over the world, it says much for the diving in that they decided to make the Turks & Caicos their home and now own and operate their own dive business: Aqua TCI.
Their passion for diving is constant and despite diving almost 365 days each year, for half their lives, their excitement for each and every dive is unquestionable.

Having their boat docked at Southside marina allows them to be at the dive sites in less than an hour. Being so close means that they are always one of the first boats to arrive, and with a limit of eight divers per trip, dives with them are always relaxing and enjoyable.

Amongst their favourite sites is French Cay – a small, uninhabited island surrounded by 2000m (6000ft) vertical wall drop offs. A wide range of sea life frequents this peaceful spot and humpback whales have been known to saunter by.

Sometimes seen underwater, but more often found playing in the wake of the dive boat are bottlenose dolphins. Jojo may be an exception – a bottlenose dolphin that has inhabited the seas here for around 30 years. Unusually, he is almost always on his own and seems very curious to find out what humans are up to. If you do see a dolphin in this particular area, the chances are it’s Jojo, who seems to prefer human company over his own species.

Whether you’re looking for out of this world wall dives, ship wrecks, or colourful coral, the Turks and Caicos Islands should be at the top of any diver’s wish list.

For more information, visit: www.aquatci.com and www.turksandcaicostourism.com

Katie Gutteridge is an adventure traveller who, with her partner Andy, is currently exploring the islands of the Caribbean aboard their catamaran.
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Monohulls easily outnumber multihulls in Caribbean regattas but the tide is turning. The sailing world has definitely caught multihull fever. The 2013 America’s Cup opened many eyes and minds to what a catamaran can do. In December, the World Match Racing Tour announced its transitioning to the M32. What’s more, multis are back in the Olympics with the mixed crew Nacra 17 a class in Rio 2016.

“Multihulls were popular in regattas some years ago,” says Jeffery Chen, the Caribbean Sailing Association (CSA) Trinidad-based chief measurer, who worked with St. Maarten CSA measurer Stuart Knaggs and CSA interim chief measurer, Alfred Koolen, to develop the CSA multihull rating rule implemented in 2014.

The BVI Spring Regatta (BVISR) and St. Croix International Regatta also saw increased multihull participation.
gatta have always had a loyal multihull racing fleet.

“We have sailed in every BVISR but one since 1998,” says the BVI’s Richard Wooldridge, skipper/owner of the Kelsall 43, Triple Jack. “We’ve raced against all sorts of multis including Temporary Insanity, Virgin Fire, No Fear, Ninth Charm, Avalon and lately our nemesis Soma. St. Croix has always been a hot bed of multihull activity. Over the years we have raced there half a dozen times enjoying some great battles with the likes of Piglet and Charis. Joe San Martin and Llewellyn Westerman along with their illustrious crews are high on our list of multi-hull Caribbean legends.”

More recently there have been record numbers of multihulls registering for the St. Maarten Heineken Regatta and Les Voiles de St Barth.

“The multihull class at the St. Maarten Heineken Regatta is the largest in the Caribbean,” says Heather Court, former director and current regatta consultant. “In 2015 there were 27 entries divided up into four separate classes. They ranged from Gunboats to Lagoon 40s and the star of the show was of course Phaedo³. In 2016, we are excited to once again open the registration to beach cats, which have been absent from our event for many years.”

Racing, whether onboard a large catamaran or smaller beach cat, is fun.

“To paraphrase the father of modern multihulls, Dick Newick, who lived and built boats in St Croix from the late 1950s to the early 1970s … no one ever complains that their boat goes too fast!” says Joe San Martin, who races his Newick T-Gull 23, Piglet.

St. Maarten beach cat sailor, Bernard Sillem adds, “The fun of racing beach cat in a big major regatta is that we are all racing together. In addition, the greater number of multihulls in Caribbean charter fleets creates an opportunity for fans to adapt them for racing.”

There are challenges to and opportunities for growing the multihull classes in Caribbean regattas.

“Challenges include safety on the water, especially with new foiling multihulls such as Timbalero III, which participated in Les Voiles de St. Barths and ASW last year, start lines can be very scary, even with only multihulls on the line.” explains Kathy Lammers, CSA president and chairman of the regatta organizing committee for Antigua Sailing Week (ASW), which already hosts racing and cruising multihull classes.
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“The multihull fleet adds a certain flair to the racing and we always love seeing them cross the start line,” says St. Maarten’s Court. With boats like Phaedo³ we get to push the course to the limit and watch as they create new records for the regatta.”

The future of multihulls in Caribbean regattas is bright. For example, the Mount Gay Round Barbados Race Series in January featured a battle of the big trimarans with Phaedo³ and Ms Barbados (Concise 10), both MOD 70s, competing head to head. Organizers of the Tour de Martinique extended their February event to a week, which attracted more multihull bareboats.

“Multihulls are in the forefront in today’s racing scene and will continue to draw attention of the spectators, sponsors and the general public,” says Puerto Rico’s four-time Olympian, Enrique Figueroa. “It is up to us to take advantage of all the positive things these boats have to offer our Caribbean sailing community.”

Carol M. Bareuther, RD, is a St. Thomas, U.S. Virgin Islands based marine writer and registered dietitian.
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The unthinkable has happened; your boat, you and your crew are in grave and imminent danger. To raise the alarm, you sent a distress call by voice on VHF Channel 16. That distress call, with ‘Mayday’ spoken three times followed by your vessel’s identification information, alerted your potential rescuers to immediately standby for the distress message which will contain all the pertinent details to aid in your rescue.

It is critical that you remember as many of the particulars that are needed for the Mayday message, so it can be transmitted coherently. The mnemonic ‘MIPDANIO’ gives you a crutch to lean on when it’s difficult to focus your thoughts in an emergency. Keep this acronym posted by your VHF radio or write it down on a notepad prior to broadcasting your Mayday, as it will guide you through the distress message:
M - Mayday
I - Identity
P - Position
D - Distress
A - Assistance
N - Number
I - Information
O - Over

During an actual emergency, your Mayday message will unfold as follows:

**Mayday** – Say Mayday just once to begin the distress message.

**Identity** – Broadcast the vessel’s name preceded by a descriptor to better identify the type of boat. For example: “sailing vessel Morning Star” or “motor yacht Diana’s Dream.” The vessel’s radio call sign and Maritime Mobile Service Identity (MMSI) number, also spoken once, complete the identification portion of the message.

**Position** – Your latitude and longitude are the easiest position locators to give, as they can be read right off the GPS display. However, until the listener plots these coordinates on a chart they may be of little value. Instead, it can be preferable to use a familiar charted landmark as a point of reference. First give the direction from the landmark to your vessel, followed by name of the landmark and then the distance to your vessel. “My position is one-two-seven degrees true from the Miami safe water buoy, seven point six nautical miles,” is the proper format. These descriptions give the search vessel or helicopter the information needed to set out on their rescue mission.

**Distress** – There’s no need for a lengthy explanation, just a short description such as ‘sinking’, ‘taking on water’ or ‘on fire’.

**Assistance** – In most cases, “request immediate assistance” is sufficient. Additional information, such as a request for pumps or a tow can be helpful.

**Number** – The number of people on board that need to be rescued.

**Information** – Give any other information pertinent to a rescue. That can be actions being taken, such as “abandoning to a liferaft,” or a brief description of the boat’s features (the color of the hull, number of masts, monohull or multihull).

**Over** – The procedural word ‘over’ concludes the distress message, and also means a response is expected.
What do you do if you hear a distress call? The International Telecommunication Union (ITU), which sets the Radio Regulations by international treaty, states the following rules: If it is likely that a coast radio station (such as the Coast Guard) will have received the message, you should allow five minutes for them to respond before doing so yourself. If you are in a position to offer effective assistance, you should acknowledge the message. Unless you are acknowledging and assisting, you must maintain radio silence on any channel being used for distress communications.

If the Coast Guard does not respond in the duly allotted time and you can offer help, acknowledge the call to the vessel in distress, let them know where you are, your boat speed and your estimated time of arrival.

Sometimes a Mayday will go unheard by search and rescue authorities due to a poor quality signal or too great a distance from the vessel in distress.

The station in control of the distress radio traffic may transmit the procedural words: “Seelonce Mayday,” (from the French), to remind any boaters in range not to break radio silence. Once the need for radio silence has ended, they will announce: “Seelonce Feenee.”

Sometimes a Mayday will go unheard by search and rescue authorities due to a poor quality signal or too great a distance from the vessel in distress. In such a case, when it is clear that the call was not acknowledged you can act as a relay to the Coast Guard or all ships in range. The Mayday relay call begins with the words “Mayday Relay” spoken three times, plus the name and call sign of your vessel. It is followed by repeating the exact Mayday message from the vessel in distress. This can only be done verbatim if you wrote down the distress message.

The next article of this series will cover the use of the Digital Selective Calling (DSC) distress alert as part of the Global Maritime Distress and Safety System (GMDSS).

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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beach and a bar form a perfect union. Working together, they create a venue where thirsty clients can heat up and cool down while enjoying a watery view. However, they’re not created equal – these bars on the beach – which accounts for a range of character spanning from fancy to funk. Size doesn’t seem to matter but the quality of seating bears a lot of weight. Refined touches like table cloths, proper menus or uniformed staff are unnecessary accouterments because really, it’s all about location.

My favorites are little more than a shack on the sand; colorful, floorless structures sheltering customers while they knock back a cold one and catch some culture. Every island has a few; just follow the signs to the beach. Some are here today, gone tomorrow, blown away by Mother Nature or the wrath of economic winds. Those that stand the test of time become
Keep your head down - Sunset Beach Bar, St. Maarten
I’m thankful for the ones I bump into when I row my boat ashore, like Elvis’ Beach Bar in Anguilla. The bar itself is a boat with decked sides, providing space where drinks are delivered and devoured. There really is an Elvis and he’s usually ‘in the house’, along with an array of locals, yachties, and high-end hotel guests. The cable guy hangs out there and the fishermen pop in; all hoping for the return of Paris Hilton.

Elvis’ bar was built by Bullet, an Anguillian builder who has transformed several of the island’s old race boats into beverage serving counters. The Elvis hull came from a burnt out Class C vessel called Main Event. Elvis’ owner, Brett Fetterolf, jokes, “It’s one of the few local boats that makes money.”

How you get to a beach bar will color which one you like the most. Cruise ship passengers delight in the first sandy establishment encountered off the ship. It’s an even bigger thrill when they find one at the end of a lengthy taxi ride. Saint Martin’s Orient Bay holds a village of beach bars with lounge chairs spilling to the sea, all featuring dangerously low priced drinks. On the other side of the island, The Sunset Beach Bar

Tiny Jost Van dyke has over a dozen sandy establishments, a staggering amount for a lightly populated island of three square miles.
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sits at the end of a major runway providing ringside seating for a show of jumbo jets attempting to clear the bar and runway fence.

Since the BVI is a hub for charter boats, it’s no wonder that the archipelago holds a treasure trove of beach bars. Tiny Jost Van Dyke has over a dozen sandy establishments, a staggering amount for a lightly populated island of three square miles. Deciding which one to visit is usually determined by proximity. If your boat sails into Great Harbour, it’ll be Foxy’s for sure. Relocate to White Bay and it’s an easy swim to The Soggy Dollar, which, according to the sign over the bar, is the Best Beach Bar in the Caribbean. (All At Sea readers voted it so in 2005 but you’ll figure it out after one of their signature Painkillers.)

Down the beach is the laid back, shell adorned, Stress Free Bar, owned and operated by Ivan Chinnery. On my first visit, I was minding my own business, watching the stress-free customers and studying the overlapping posters when Ivan asked, “You know Kenny Chesney?”

“Not personally,” I replied.
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Ivan announced, “He come here and make a video for his CD, No Shirts, No Shoes, NO Problems. Right here.” He pointed to a photo of the two of them, arm in arm.

I couldn’t imagine since the place is so small so I prodded, “Was it crazy? Lots of people?”

“No, no problem. Dey just come. Everybody have fon.” he clarified. How could they not, I wondered, in a bar that has an honors system. Customers serve themselves, placing money in a can. If help is needed, some might show up.

One popular watering hole for cruising sailors is Roger’s Barefoot Beach Bar, located on Hog Island off the south coast of Grenada. It’s a no-frills place that began as a lean-to, sheltering owner/operator Roger and his coolers of beer. It’s had several renovations, instigated when storms blew bits away. There’s no power on Hog Island, no facilities, either, but no worries, that’s how it’s been for over 20 years and chances are, it isn’t going to change much.

When it comes to ordering, forego the blender and name-brand booze; loosen up and go local. There’s nothing better than sampling a beer or rum concoction made with island pride and homegrown ingredients. If you want to live dangerously and try something with more frills, most beach bars serve a specialty drink you’ll long remember either for the name or the punch it delivers. But if you do, proceed with caution.
Jan Hein and her husband, artist Bruce Smith, divide their time between the Caribbean the Pacific Northwest with a boat and a life at each end: www.brucesmithsart.com

He definitely has not left the building - Elvis’ Beach Bar, Anguilla

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Journey, our 42ft sloop, Captain Jonathan, and I, his loyal first mate, started our sailing adventure in December 2013 leaving from Florida. We sailed the Bahamas, Haiti, Dominican Republic and Puerto Rico, as we made our way south, stopping at several of the Leeward and Windward Islands along the way.

Although we understand the communality between the islands, we always sought out the differences and the uniqueness of each one of the places we visited. When we sailed towards Dominica, we had no idea we would both fall in love with this special island of luscious and fertile land, populated with the gentlest of people.

Dominica is the youngest island of the Lesser Antilles. It rises from the ocean floor and, with its mountainous rainforest, gorges, waterfalls, hot springs, 365 rivers, and plenty of rare birds, animals, and plant life, it is no wonder it is known as the Nature Isle of the Caribbean.

Dominica was discovered by Spain, colonized by France and then by Great Britain, from whom it obtained its independence...
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in 1978. Its economy is driven by agriculture and tourism, with a population of 72,301 inhabitants (2010) of mostly African descent. The official language is English, and the vernacular language is Kwéyòl Island Carib.

We left Guadeloupe for Dominica and decided that our first stop would be the island’s capital, Roseau. On arrival, we picked up a mooring ball; lowered the dinghy and went to town to check in. While in town, my captain forgot his cell phone on the counter of a public place. Assuming it was lost for good, we stopped at the customs office the next day, and surprisingly enough, someone had found the phone and turned it in—a testament to the Dominican’s honesty.

The next day we rented a car and drove the winding, steep and narrow roads. We were mesmerized by the tropical landscape as we explored some of Dominica’s natural treasures. We walked on well-marked trails through the rainforest to waterfalls and to fresh water lakes; we even swam in Titou Gorge’s cold waters to find just another indoor waterfall.

By late afternoon, tired and hungry, we decided to find a local restaurant recommend by a Dominican man we met as we explored the island. We found River Rock Café and Bar nestled into the mountainside overlooking Trafalgar River and waterfall. Our day ended in the clean air, surrounded by nature, as we delighted our palate with a delicious fresh fish dinner.

Our next stop was Portsmouth at Prince Rupert Bay, the northern most anchorage on Dominica. We had reserved
a mooring ball with PAYS (Portsmouth Association of Yacht Security) via email, which we strongly recommend, the holding is poor and we were witness to boats dragging their anchor. PAYS (see story on page 89) is an organization created to provide yachtsies with a variety of services, and most importantly, safety. They organize a night watch, and they are knowledgeable about everything Dominica. We were extremely impressed with all they have done. We felt safe and welcomed.

Our PAYS contact was Martin, he came and greeted us on his boat Providence, Martin helped us with a mooring ball, gave us the lay of the land, took us on the Indian River tour (a must do), and invited us to a PAYS sponsored BBQ at the beach. It was delicious and affordable. DO NOT MISS IT! The night was super fun, the food was good, plenty of rum punch, with feet in the sand, music, dance, and more rum punch …

There was so much to do in Portsmouth. We walked around town, bought fruits and vegetables from Haitian immigrants, and later explored Cabrits National Park, its museum and fort. We walked the famous Waitukubuli Trail to some of the most amazing views of the island’s coast, mountains, and marshes.

We were lucky to be in Dominica for the rehearsal of their Carnival parade. We took our dinghy to the fishermen’s dock and then walked under the blazing afternoon sun following the beat of the drums towards the parade. We found families, young and old, locals and tourists packing the narrow streets of Portsmouth. We were able to find a shaded spot on the sidewalk as the streets filled with beautifully painted faces, rhythmic bodies and choreographed dances. The loud inebriating music made sure no one stood still … Dominican beauty! Dominican beat! Dominican heat!

Monica Pisani and Jonathan Morton are cruising the Caribbean aboard Journey, their 42ft Tatoosh. To learn more about their voyaging, visit: www.sailing-journey.com
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Being a sailmaker is generally a lifetime passion. Dave Hirsh, a great sail designer with North Sails, recently retired. He has been quoted as saying that to be in sail making you need two key attributes: First, you have to like sails. And second, you have to understand that the key to any sail is mid leech twist.

As I start my 30th season here in the Caribbean, I know exactly what interested me as a child discovering sail making. It was primarily the idea that small seaming adjustments, just a few millimetres, produced a surprisingly large shape change. Many other discoveries followed. For example, adjustments in one part of a sail had an influence elsewhere in the structure, and materials were rarely static and could have a greater influence on shape than design.

I started and still love river sailing. Certainly the worlds of inshore and offshore sailing are, from my experience, very different. When you are young, rivers teach you about tides, reverse currents and ‘lee bowing’. When you’re an aspiring...
sailmaker river sailing gives you the luxury of a stable rig. The lost stability created from pitching, over complicates our rig/sail model when inexperienced.

At this young age all that counted for me was how to point high while still footing fast; how to pinch past a moored boat and keep way, how to make life uncomfortable for the other boats when beating through crowded waters and, when crossing the tide, how to either ease and limit the damage or how to stick the bow into it and be pushed up to windward.

I raced National 12s and Merlin Rockets, both wonderful boats. They are said to be ‘Restricted Classes’. Sails, rigs, hulls and appendices are given fairly free interpretation, but have to fit a formula or within a box. This was the ideal environment in which to think and fiddle. It was an incentive to seek and embrace change.

I remember imagining that the space between the jib and main had to be regular especially vertically, not to push the air either up or down onto the lee of the mainsail.

When river sailing, waves are not a problem and power is not really required. I learned that you could sheet in at very close angles if the mid leech remained open. The headsail whose role was to accelerate the wind behind the mainsail had to do just that. The air movement aft had to be clean.

I made my first sails at this time. The leading edge of the jib did not have to be full and forward but the leech had to be in harmony with the luff of the mainsail. ‘Slot’ was my important childhood term. I remember imagining that the space between the jib and main had to be regular especially vertically, not to push the air either up or down onto the lee of the mainsail. Lamina flow was the key. Hence no leech tapes or lines, just hot-knifed edges to keep the air smooth.

I fitted simple means to inhaul the leads, to Barber haul them and to control mast bend and hence mainsail draft and twist. I always ensured that the mast gate was sound to avoid any disturbing turbulent need for a fore stay. Things were easy, they functioned and for nine months of the year life had a simple purpose.

Much later, after earning a living as a science teacher, I set up work as an independent sailmaker. That’s when things got a...
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How long will the sails really last, how will they perform in time. Forty-five years after building my first sail, my feeling about building sails is much the same.

lot more complicated. My customers did not see sailing like I did. I felt that I had to adapt my way of thinking in order to keep customers happy. Worse, they were sailing on the rough Caribbean seas with squalls and swell.

Sails had to be strong, even overbuilt. Cloth weight was just one aspect of this, patches had to be large and leeches reinforced. The customer did not want any creasing and certainly no leech flutter. The simple solution (still practiced by many) was to build the sail with excessive depth. Let the shortest distance from clew to head be the leech tape and be sure of that. Then, if the sheeting angle is wrong and the halyard stretches, the sail will most likely still just sit there, even if it performs poorly.

But to the young dinghy sailor this was frustrating. Slowly, with time, I learned to dialogue and to be more confident. I encouraged ideas and concerns to be shared. I like to greet any new potential customer with a discussion about how they sail. Then I will talk about how I build sails. We can and should always share not only expectations of cost but of value. How long will the sails really last, how will they perform in time. Forty-five years after building my first sail, my feeling about building sails is much the same. But I do like the extra challenges of offshore sailing. I learn new things and extend my pleasure in being a sailmaker.
THERMAL IMAGERS ABOARD: MORE THAN NIGHT VISION

TECHNOLOGY  BY GLENN HAYES

When one draws a mental picture of thermal imagers aboard you might picture an expensive small white dome on a hardtop or arch of a gleaming yacht – and you wouldn’t be wrong. You would have imagined one of the best-known varieties of this technology and indeed they are more common as time goes by. Just walk down a slip of any marina today and there is a good chance you will find them, but they are not the only option out there, particularly to owners of smaller boats who don’t have the room or budget for such a fine piece of electronics.

Boaters today have a wide array of possibilities when entering the world of thermal imaging. The truth is that thermal imaging not only allows for seeing in poor visibility conditions (even in daytime glare) like never before but also works well as a man overboard recovery tool; as onboard diagnostic equipment; a personal safety tool and even a great way to find a dog that has jumped off the boat and scarpered. Now, not only are fixed mount units very capable, but also small handheld scopes and even smartphone attachments that, in concert with an app, turn your smartphone into a thermal imager.

It used to be that the fixed mount thermal imagers were the top of the line units with the best capabilities for boaters. This is still the case with many models such as those from FLIR, Golight and others. However, true performance quality comes from the thermal detector sensors at the heart of the device, and these can now be found in handheld thermal imagers.

Higher detector resolution equates to a better image and more sensitivity to temperature differences and greater temperature ranges. Today there are a number of high quality handheld monocular and binocular scopes that perform well for navigators where a fixed mount unit is not practical. There is even a small smartphone plug-in from Seek Thermal that claims an effective range of up to 1,800ft (545m) with a thermal sensor of 205 x 156. If you don’t want to use your phone you can always go with a handheld version with a built-in display screen, a range of 900ft (272m). A built-in LED flashlight is included.

Thermal sensors are made up of pixels and are similar in theory to the way a digital camera sensor is made. Like a digital camera the more pixels on a sensor the finer the resolution of the
The Caribbean's nastiest, most aggressive fouling and slime now have good reason to be scared. Vivid Caribe antifouling is the toughest, multi-season, dual-biocide ablative ever formulated specifically for warm Caribbean waters. Here's the protection you have been waiting for and what fouling has long feared– a bottom paint that targets Caribbean borne fouling, slime and grass and comes in bright colors that humans love: jet black, the whitest white and bright blue. Sharp thinking, you Pettit scientists.

www.pettitpaints.com

Photo by Billy Black

PET-276(AAS) - Pettit Caribe Ad.indd   1
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image. With sensitivity to detect differences as little as 0.01 degrees Celsius the difference in the image can be drastic. Don’t get confused, however, with detector and display resolution. You may have a high-resolution display screen but with a low resolution detector the image will not be as clear.

Scopes such as the FLIR Ocean Scout represent good quality handhelds that work well for those not looking for a fixed mount unit. The Ocean Scout 240 can detect a man overboard at 1,150ft (348m) and a boat at 2,940ft (890m) with its 240 x 180 detector. The 320 has a detector with a resolution of 336 x 256 and can see a man overboard at 1,800ft (545m) and a boat at 5,085ft (1540m). The 640 with a 640 x 512 detector can display a MOB located 3,740ft (1133m) away and a boat 9,840ft (2982m) away. Of course the price goes up as the resolution rises. These monocular type scopes are rugged for marine use and are simple to operate. Just power it up and view what you couldn’t before.

The Smartphone units available from FLIR and Seek Thermal are ideal as a valuable diagnostic tool aboard and reside at the lower end of the cost spectrum. By connecting them to your phone and selecting their respective app you now have a fully functioning thermal imager that can detect water leaks, blockages, exhaust issues, electrical problems and even long-term water and structural damage onboard. Seeing behind bulkheads and finding issues at the source has never been easier. You can even use them to measure temperature accurately. After borrowing one from a friend and discovering overheating issues before they became catastrophic, I am now convinced that I must have one in my onboard tool kit.

Like all new technology the wow factor can sometimes be outweighed by the cost of having the latest and greatest. But prices are reduced and models are more varied and plentiful than in years past. Once you have used a thermal scope on the water, be it fixed mount (with a fixed sensor or with pan and/or tilt), a high quality handheld scope or a phone mounted unit, you will almost certainly want to budget for one of your own.

Glenn Hayes is a freelance photographer and writer living in West Central Florida. Specializing in marine and location photography, his work covers commercial, editorial and fine art work. www.HayesStudios.com
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As a frequent diver in the clear waters of Bonaire, I have become obsessed with observing the little creatures that reside there. Among my favorites are the colorful shrimp. Some species are found on certain coral, and many live in stinging anemone. Some feed on tentacle tissue of their host and on the mucus-trapped planktonic particles adhering to it. But many feed on external dead tissue, algae and parasites found on fish. The shrimp advertises its service by swaying its body and waving its antennae. Such cleaners even enter the mouths of fishes and clean behind gill covers with impunity.

How can those that live in anemone tolerate the stinging cells of their host? The exoskeleton of a shrimp does not provide full immediate automatic protection. Rather, anemone shrimp have to acclimate to their hosts. When a ‘non-acclimated’ shrimp contacts an anemone, the cnidarian’s tentacles (as a result of the stinging nematocysts) will adhere to the shrimp, causing it to rapidly jump backward and attempt to tear itself away. An acclimating shrimp will endure the occasional sting and will gingerly make contact with the anemone’s tentacles and pick at the integument of its potential host. Once it has fully acclimated (in one to five hours)
the shrimp can move about the anemone unimpeded, and
the host will not respond at all to the presence of the shrimp.

What happens during this acclimation process that inhibits
nematocyst discharge? One theory suggests that the shrimp
accumulates sea anemone mucus on its exoskeleton, which
serves to camouflage it. A second theory is that the shrimp
build up chemicals in their bodies that inhibit the discharge
of the stinging cells of sea anemones during acclimation. This
chemical is retained and possibly even secreted from a gland.
Whatever the mechanism, there is a remarkable additional

fact: If a shrimp is isolated from an anemone for as little as
24 hours, it loses its protection and has to re-acclimate to a
specific host!

Here are some of my favorite shrimp:

**The Spotted Cleaner shrimp** (*Periclimenes yucatanicus*)
lives among the tentacles of several species of sea anemo-
nes and exhibits the typical behavior to attract client fish. It
grows to a length of about one inch. It has transparent body
patterns with brown and white saddle-shaped markings. The
chelae and legs are boldly striped in red, purple and white. There are two pairs of long white antennae banded in black.

Breeding takes place in the summer and females have been seen brooding eggs under their abdomens in the months of July and August. After hatching, the larvae pass through several planktonic stages before settling on the seabed and undergoing metamorphosis into the adult form.

Squat shrimp or Sexy shrimp (*Thor amboinensis*) lives symbiotically on corals, sea anemones and other marine invertebrates in shallow reef communities. It is a small shrimp growing to a length of about 0.5 inch. It is an olive brown color with symmetrically placed white patches edged with thin blue lines. It characteristically carries its abdomen curved upwards with its tail fan above its head.

*Thor amboinensis* does not clean fish, but feeds on tentacle tissue and on the mucus-trapped planktonic particles adhering to it.

The female *Thor amboinensis* carries the fertilized eggs under her abdomen until they are ready to hatch. The zoea larvae pass through several stages and, before undergoing metamorphosis, are attracted by both chemical cues in the water and visual cues which cause them to settle near potential host anemones.

Pederson’s shrimp (*Ancylomenes pedersoni*) is often associated with a sea anemone, at depths of three to 49 feet. It is a small transparent shrimp with bluish and violet markings on the body and long white antennae and within its range is unlikely to be confused with other species.

Up to 26 shrimps have been found associated with one sea anemone but usually there are just one or two. The shrimp offers cleaning services to passing fish in the typical antennae-waving fashion.

Scarlet-striped Cleaner shrimp (*Lysmata amboinensis*) do not live in anemone, but will set up shop on live rock or coral outcroppings and wait for fish or eels to come and be cleaned
of parasites or dead tissue. A popular shrimp with aquarists, *Lysmata amboinensis* is also known as the Scarlet Skunk Cleaner Shrimp or the Red Skunk Cleaner Shrimp because of the distinct pair of bright red stripes that outline the single white stripe running down its back. The Shrimp is often found in groups. They range in size from three-quarters to two inches.

**Sun Anemone shrimp** (*Periclimenes rathbunae*) can be seen in the Caribbean, Bahamas and Florida, but they are much less common in Bonaire than the other shrimp described here, perhaps because their host anemone is not so common. They grow up to one inch and can be seen at depths ranging from three to 60 feet.

**Banded Coral shrimp** (*Stenopus hispidus*) is a shrimp-like decapod crustacean. Another common name is *banded cleaner shrimp*. It reaches a total length of 2.4 inches, and has striking coloration. The ground color is transparent, but the carapace, abdomen and the large third pereiopod are all banded red and white. The antennae and other pereiopods are white. The abdomen, carapace and third pereiopods are covered in spines.

*Stenopus hispidus* lives below the intertidal zone, at depth of up to 690 feet, on coral reefs, often hanging upside down. Like many other cleaners, it advertises to passing fish by slowly waving its long, white antennae. This shrimp uses its three pairs of claws to remove parasites, fungi and damaged tissue from the fish. Remarkably, researchers claim that *Stenopus hispidus* is monogamous.

There are many fascinating things to see in the waters of Bonaire. If/when you dive there, be sure to take your time (and maybe an inexpensive magnifying glass) and observe the tiny creatures, including the colorful shrimp.

Charles (Chuck) Shipley was a Professor of Computer Science until his retirement in 2005, when he and his wife Barbara moved aboard their 2001 Kadey-Krogen 48 North Sea Tusen Takk II. They have been cruising the Caribbean since January 2007.
ANUARY 18, DAY 1

The weather was nothing like the forecast and that’s too bad because the forecast called for a beautiful 12-15 knots from the east and partly sunny. The day started with a slow upwind crawl going west to the middle of San Juan harbor followed by a three hour wait for wind to get the SanSe Vela Cup started. The normal breeze finally showed up around 2pm and things got going in earnest with a fast-acting race committee firing off six short races for the IC24 class. By short I mean 12 minutes to complete the two windward/leeward laps!

The racing was intense from the get-go in the first event of the Bring it on PUR Series promoting the 45th BVI Spring Regatta. With a $10K Moorings Yacht Vacation as the top prize and other goodies from the BVI Spring Regatta, and Gill, makers of technical marine clothing, nobody was giving an inch on the tiny race course. The fickle and shifty breeze next to Ba-
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MARCH 2016 ALLATSEA.NET 69
Puerto Urbana favored those with good starts and those quick or lucky enough to reach the new breeze. A fleet of eight boats made for a crowded course and tight racing.

Ponce’s Fraito lugo won three races and finished the others in second place to take a strong lead ahead of Carlos Sierra on day one. Tortola’s top sailor Colin Rathbun only found his groove in the last two races finishing with two bullets and ending the day one point behind Sierra. Lugo’s strong performance highlighted the inconsistent scores of the rest of the fleet. Already people were throwing out a big number (even Lugo), which goes to show how unforgiving very short courses can be and how they penalize even the slightest mistake. We saw more 360˚ penalties being taken yet heard a less than average amount of screaming. Kudos to a civilized sailing fleet!

Our 7th position at the end of the day does not speak to how well we were sailing on the Smile and Wave Sailing Team, especially since we spent lots more time getting the boat ready than practicing. At the last minute we brought top PR sailor Fernando Padro on board to do trim, while the rest of the crew work was spot on including that of 15 year old Opti sailor Rafa Tirado who pulled his weight by helping dousing the spinnaker. We sailed well but the rest of the fleet sailed better. We finished just two points back from fifth so a mid-fleet finish was well within our reach going into the second day.

**JANUARY 17, DAY 2**

There was even less wind on day two. Again we sat and we waited and then waited some more. Finally, a bit of breeze showed up from the south, 90 degrees off the anticipated direction. We waited some more for the committee to change the course but then the wind returned from its usual easterly direction and racing got underway.
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The first start was a screw-up as the wind swung and died just before the gun. Every boat went for a pin end start, half of them on port tack and it was, to say the least, messy. Four boats were OCS, three had to do penalty turns and the ones usually with crappy starts got away clean. Carlos Sierra scored the first bullet of the day fortifying his runner up position, while third place Colin Rathbun scored an uncommon dead last allowing the rest of fleet a shot at the podium. Kike Gonzalez got a sweet second place and I am sure that felt pretty good. With the second race things were back to ‘normal’ with Fraito Lugo continuing his winning ways.

Out of 11 races, six were won by Lugo (Orion), with Rathbun (Foxy Lady) winning three and Sierra (Fuakata) and Jose Texidor (Cachondo) scoring one each. Lugo was luckier than anyone (read, better sailors, better prepared), but it was Sierra’s consistency (his worst discard was a fourth place) that earned him his Silver medal over Rathbun.

Our Team Smile and Wave did much better on Sunday with better starts, and slightly better tactical calls (better luck, really) to bounce up to fourth for the regatta basically leading the second tier of racers.

Club Nautico de San Juan again delivered on the hospitality with very nice food and cold beer waiting for the competitors on their return from racing. Nice trophies were handed to the podium finishers.

IC24 racing in Puerto Rico is growing in size and intensity thanks to the clubs and marinas that are supporting the growth of sailing in Puerto Rico. Club Nautico de San Juan and the Ponce Yacht and Fishing Club along with their fine sailing schools deserve a special shout-out for putting on such great events. Puerto Del Rey, in Fajardo, and the Yacht Club at Palmas del Mar host the largest events on Puerto Rico’s east side and have a long history of organizing strong sailing regattas. Thanks go to BRISA for training the race officers who are running these regattas and organizing many more.

RESULTS

1st Fraito Lugo Orion
2nd Carlos Sierra Fuakata
3rd Colin Rathbun Foxy Lady
4th Jaime Torres Smile and Wave
5th Greg Fink & Keki Figueroa Kuliagus II
6th Jose Texidor Cachondo
7th Gilberto Rivera Por Fin
8th Kike Gonzalez Qba Libre
9th Jose Fullana KQ-l0
SOME PEOPLE DOCUMENT A VOYAGE BY WAYPOINTS ON A CHART. OTHERS KEEP A LOG OR BLOG. PEG DONAHE chronicles the fascinating days of her life as a charter chef in her favorite way — through food. The 160-plus recipes in Donahue’s newly-released cookbook, The Portside Cuisine Cookbook: A Yacht Chef’s Recipe Collection, are all delicious originals.

Each draws on the home-style dishes she learned to make as a teenager combined with the culinary inspiration she gained when cooking to please clients and private owners while cruising the Caribbean and beyond. She has also included a few recipes from friends who are fellow charter chefs. The icing on the cake is several short stories that paint a mental picture of scrumptious meals at sea that you can almost taste before you make.

“Every sailboat and motor yacht I’ve ever owned or worked aboard had their galleys on the port side of the vessel, so it just seemed appropriate to name my cookbook Portside Cuisine,” says Donahue, a Massa-
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chusetts native who learned to cook from her Italian grandmothe-
er and mother using fresh ingredients from the family’s garden.

In the late 1980s, Donahue sailed to St. Thomas aboard a
Hans Christian 33. A few years later, she was living at anchor
in Elephant Bay, St. Thomas, surrounded by many other boats
full of yacht crews. Social life meant yacht hopping at night
and enjoying fantastic dinners. Donohue loved trying out new
recipes on this group and, after a while, they encouraged her
to become a charter chef. She did and worked her culinary
artistry aboard several yachts and met a lot of interesting
people along the way ranging from movie stars, high profile
politicians, writers and scientists to everyday people from all
over the world. Donahue retired after an eight-year yachting
career to care for her ailing mother. It was during this time, in
order to “keep her fingers in the cookie jar” as she says, that
she decided to share her experiences and love of good food
by writing a cookbook.

The recipe collection in Portside Cuisine includes Italian,
French, Asian, Mexican, Northern African and, of course,
Caribbean cuisines. Meat lovers will find favorites such as
roast beef tenderloin with a Caesar crust, Mom’s meatloaf
and meatballs and Braised Asian Short Ribs. There’s some-
thing for vegetarians too like Heirloom Tomato and Mozza-
rella Tart, Wild Rice and Cranberry Salad, and Veggie and
Red Lentil Burger.

“One fun story happened when we were at the dock in Puerto
Rico on the yacht owned by the owner of a large company,”
says Donahue. “We weren’t expecting him, but his wife was at
a meeting and he was at loose ends around dinner time. He
surprised us and stopped by for a martini, but smelled supper
cooking and hinted that he was hungry and dinner smelled
good. What could I say? I couldn’t turn the Boss away, so we
invited him to join us in the eat-in galley. I made a simple pas-
ta dish of ziti with Portobello mushroom, caramelized onion
and goat cheese. He loved it, and asked me to make him a
small ‘doggie bag’ to take home to his wife. Around 10pm
that evening I got a call from his wife thanking me for send-
ing her home such a delicious dinner and I had to promise to
make it for her when she was next aboard. This recipe is in the
Poultry chapter. It’s so mega satisfying to produce a wonderful
meal and listen to the yums and aahs.”

For more information, visit: www.portsidecuisine.com

Carol M. Bareuther, RD, is a St. Thomas, U.S. Virgin Islands
based marine writer and registered dietitian.
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Students at Milton Peters College (MPC) in Sint Maarten have built a boat which they will race in the Heineken Regatta. The boat, a Didi 26 designed by Dudley Dix, was constructed in the school’s carpentry department by an enthusiastic group of youngsters under the guidance of several tutors. The students have built smaller boats before but nothing on this scale ... a fully-fledged racing machine.

School teacher Rens Heestermans said he took the initiative to build the big boat. I asked him how important the project was to the students and the school.

“The project is very important because you only read about students in the newspapers when they commit a crime. Now, you read about them in a positive way and I think that’s the biggest plus from this project.”

Gershwin Busby, 17, is one of the builders. He says his friends never expected someone like him to build a boat and that the experience will stand him in good stead if he decides to continue with his education or when he enters the job market.

The Didi 26 is built of plywood. It has a radial chine hull and a vertical drop-keel with a 400kg lead bulb on the end of a high-aspect foil. The boat displaces 3306lb (1500kg) and carries a fractional rig.

Garth Steyn of the St. Maarten Kidz at Sea/Build Your Future program brought the project to the school. For Steyn, encouraging students to construct a race boat is another step in getting teenagers interested in sailing with a view to starting a career in the marine industry.
Frank Elstak is a teacher/facilitator at the school’s building department. Elstak says he was surprised that the project was offered to them because although they had built two smaller boats, known as Skerries, they had never built a boat of this size before.

“The idea came from Garth Steyn. We first started with two simple projects (Skerries) and it went well. We have a very

“The kids building the boat are still in awe over finishing this mammoth project,” said Steyn. “What they did is amazing. They worked hard and the mentors/teachers were a great driving force.”

Steyn said he was surprised that involving the youth in the marine industry through the Kidz at Sea/Build Your Future project had come so far in so few years.
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good crew, the fourth form; they are a very good team. They work together and they work hard,” Elstak said.

Asked if they were ready to build another boat, he said they were excited and didn’t think this would be their last project. “The third formers, the younger ones, they also do practical work. They see what has been done and I’m convinced that in the third form we have guys who would want to get involved with another project like this.”

Seventeen year old Mike Edwards says he was surprised at the amount of attention the boat has received and described how government ministers now visit the school to see it. Edwards is photographing the different stages of construction and showing them to his father who, he says, is delighted to see what he has achieved.

Not every stage of construction has gone smoothly, which is to be expected when the builders are a group of high-spirited teenage boys living in a world of instant gratification. Instructor Rey Jose said in the beginning the work flowed but there was some frustration during the fiddley stages of construction when the youngsters thought things weren’t happening fast enough.

Jose described how individual students had perfected different skills and how the whole thing has been a learning experience for him, and one that has brought him closer to his students. “With doing the whole project, you learn from each kid individually just what they are good at. We’ve got guys here that are good at fiberglassing. We’ve got some potentially good carpenters, and we’ve got some good epoxy guys who know about the different components and what each one does. Then we have those who are here to sail.”

He adds that all the builders are thinking differently and now see the skills they are learning as something they can build on and use in the future.

Although a few girls have worked on the boat the school say that many more have shown an interest should they decide to build a sister ship.

Head of department Vital Carty was full of praise for the boatbuilders and their achievement. “Motivation is very high and the boys feel good about themselves. Sint Maarten has had boat-building before and I hope this scheme will put new life into it.”

EDITOR’S NOTE: Garth Steyn would like to thank Aquamania for allowing him the time to take care of the project; FKG riggers for the rigging; St. Maarten Sails for the sails, and Mr Jeff Boyd and the St Maarten Shipyard for kindly donating space to store the boat.
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It was no surprise to anyone keeping an eye on Phaedo³, Lloyd Thornburg’s high-tech, high-speed MOD70 lime green racing trimaran (Michel Desjoyeaux’s ex-Foncia), that this speed demon won the 2015 New Year’s Eve Regatta in Saint Barth, setting race and course records.

The 21st annual New Year’s Eve Regatta—an informal parade around the island—took place as usual on the last day of the year. With a fleet of sailboats of all sizes, from the smallest, Mowgli Fox’s Melges 24 Boost N Sail, to the...
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largest, Helios, a beautiful 148ft Perini Navi, as well as Raphael Magras’ 34ft Maelia, Raymond Magras’ 34ft Speedy Nemo, and Alain Charlot’s 48ft AronnaX. As the solo multi-hull, Phaedo³ was racing against the clock, setting a new record time of 1h 5m, perhaps the fastest anyone has sailed around the island.

Mark Del Giudice, who sailed as helmsman aboard Helios, organizes the race along with Annalisa Gee, in close collaboration with the Saint Barth Yacht Club and the Port of Gustavia, headed by director Ernest Brin.

“Phaedo³ started last, at 1pm, and was able to catch up with most of the boats. Seeing the fleet well ahead of us on Helios, we chose not to go around Forchue and tried to finish with Phaedo³, which crossed the line 45 seconds in front of us making for a spectacular finish,” says Del Giudice.

“We’d been practicing for about five days,” explains Phaedo’s Thornburg. “We love this event and taking out local sailors along with my co-skipper Brian Thompson and four of our core crew. We have a single-minded purpose: Sailing and racing. It gets people passionate when they see us out there every day. We didn’t hold back, reaching a top speed of 39.25 knots in this regatta. The New Year’s Eve Regatta is a special island tradition, and it’s fun to see how fast we can do it.”

Del Giudice points out that stiff weather conditions limited the size of the fleet to just ten boats. “There was a smaller turnout of larger sailing yachts due to predicted high winds. The wind speed at the start was between 18-22 knots with two- to three-foot seas on the leeward side of the island. The winds increased to 22-26 knots with seas of ten feet passing Gouverneur and Saline, and gusts up to 25-27 knots and seas of 12- to14-feet passing Toiny.”

A torn spinnaker on Puffy was the only damage to speak of, in spite of the muscular winds and high seas.

“The trophy presentation took place on the main dock between rain showers, with all in attendance having a great time,” concludes Del Giudice. The Collectivity of Saint Barth sponsored a champagne toast and, as in previous years, the registration fees collected from the participating sailboats were donated to the Saint Barth Yacht Club in support of its sailing school.

Ellen Lampert-Gréaux lives in Saint Barthélemy where she is editor-in-chief of Harbour Magazine.
The island of Saint Lucia was made for seafaring — or perhaps it's the other way around. The prevailing warm and soothing northeast trade winds provide ideal sailing conditions. Yet, it's Saint Lucia's breathtaking scenery that attracts the finest yachts from around the world. Drop anchor near the majestic peaks of Petit and Gros Piton. Rodney Bay invites a night on the town. Or choose Marigot Bay for a chic excursion. Must-see dive spots abound, and there are plenty of hidden bays where you'll create your own Caribbean mystique. Of course, no getaway would be complete without exploring the luxurious side of Saint Lucia through its restaurants, shopping, and resorts. Immerses yourself in a true yachting adventure in simply beautiful Saint Lucia.
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The ‘Nature Island’ of Dominica will soon be even easier to visit by sea. A new mooring field in Portsmouth is almost 40% complete, and when finished in the next year, will offer over 100 moorings in Prince Rupert Bay for use by visiting cruisers.

“Portsmouth is the pilot project”, says Hubert Winston, president of the Dominica Marine Association and owner of the Dominica Marine Center, in Roseau. “That’s because Portsmouth has a nonprofit association, the Portsmouth Association of Yacht Services (PaYS), that can take care and monitor the moorings which is key in its sustainability. Cruisers will be handed a small brochure thanking them for using the mooring. These brochures will explain basic information about Portsmouth, things to do and see and businesses in the area.”

The new moorings are part of a plan by Dominica’s Ministry of Tourism to grow and develop the island’s yacht tourism sector. This goal continues in spite of devastating and costly damage caused when Tropical Storm Erika dumped a dozen inches of rain on the island in as many hours last August. Local and international funding agencies along with PaYS member contributions are paying for half of the Portsmouth moorings. The other fifty are being donated by members of the Huntington, NY-based crew network service, Offshore Passage Opportunities (OPO), with owner Hank Schmitt spearheading the project. Nearly 100 OPO members contributed to the purchase and shipping costs for 50 new anchors, mooring balls and the appropriate tackle. Along with the new moorings, Schmitt plans to experiment with four or five extra-strong screw-type anchors on the moorings to see how they hold up to waves and storm surge. Tourism and Schmitt partnered for ‘Yachtie Appreciation Week’, held February 14th to 21st, which commemorated the completion of the first phase of moorings installations.

“The Dominica Marine Association along with the Scott’s Head Soufriere Marine Reserve are looking into erecting moorings in the Soufriere and Scotts Head Bay area within the Marine Park. This would be for vessels that would respect the laws of the Park and be willing to pay a premium to be in the best ecological site in the Caribbean. These moorings would be on a first-of-its-kind booking system such as you would book a hotel room. In the first instance there would be ten, and at most 15 to 20,” says Winston.

Dominica, nicknamed Nature Island for its lush natural beauty, has no marinas. Yet this 290-square mile island located south of Guadeloupe and north of Martinique, has much to offer including dive sites consistently rated among the top ten in the world and over a dozen scenic hiking trails.

Carol M. Bareuther, RD, is a St. Thomas, U.S. Virgin Islands based marine writer and registered dietitian.
Enter the elegant foyer of the new seaside Terramar Museum in downtown Kralendijk, Bonaire and you will be greeted by stunning images from the maritime past—young Bonairean deckhands daringly diving from mast tops, burly dock workers moving heavy cargo at the Handelskade in Curaçao, and majestic three-masted clipper ships at anchor in Oranjestad, Aruba.

Fifteen of these historic photos will make up Salute to the Sailors, the first temporary exhibition when the museum opens in mid-April.

“The Terramar Museum focuses on the historical connections between Caribbean islands,” explains Ruud Stelten, director of the new facility. “This exhibition of maritime photos from the ABC Islands fits exceptionally well within this theme. It’s our goal to show different facets of Bonaire through these temporary exhibits. We are glad to have these amazing photos as we open our doors to the public for the first time.”

The exhibition was organized by Fundashon Patrimonio Marítimo Boneiru (the Bonaire Maritime Heritage Foundation) as a tribute to the sailors of the ABC Islands and their wooden sailing vessels. Nearly all the photos are from the 20th century. The oldest is from 1917, and captures a launching in Curaçao of the massive Hollandia, named in honor of the 18th century 32-gun, 700-ton ship of the Dutch East India Company. Two other photos are of men who were directly involved with Stormvogel, the last remaining sailing cargo ship from this region, a cutter which the foundation is currently restoring. The tough-looking seaman with a scowl on his face is Martin Felida, captain and owner of the cargo boat. Legend has it that Felida painted Stormvogel black in order to aid him in midnight rendezvous while...
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smuggling alcohol and cigarettes from Curaçao to Venezuela at night. The other portrait shows Stormvogel’s shipwright Ellis ‘Etche’ Craane in his later years proudly holding a document of knighthood from the Queen of the Netherlands. The prestigious award was given to the aging boat builder for his many years of service in the island’s maritime industry.

For those on Bonaire during April 29th, Etche Craane’s second cousin, Johnny, will be hosting An Evening With Johnny Craane at the Terramar. Craane will tell stories and tales of trade and trickery, sailing and smuggling from the grand age of sail. There will be three one-hour tours, with background information for each photo. The first at 6:30pm will be in English, 7:30pm in the local language of Papiamentu, and the final presentation at 8:30pm will be in Dutch. Entrance to the event is $10/person with all proceeds going to the historic restoration of Stormvogel. There will be a cash bar in the museum’s lovely outdoor courtyard where a short film about Bonaire’s maritime history and Stormvogel will be presented.

Photos from Salute To The Sailors will be on display at the Terramar Museum through June. The original images for this event came from Archive Bonaire, a project of the local historical foundation, FUHIKUBO. Additionally, this exhibition is made possible with the financial support of the Prins Bernhard Cultural Funds of the Caribbean Region as part of the Project Stormvogel’s Junior Shipwright program. This youth outreach effort involves young people in the hands-on process of boat building and restoration under the guidance of seasoned Bonaire shipwrights.

For more information on the exhibition or Stormvogel contact: projectstormvogel@gmail.com

When not writing for All At Sea, Wooden Boat and sailing magazines, Patrick Holian can be found at the helm of his 14-foot catboat, Kontentu, cruising the shores of Bonaire.
Nature and nurture combine on Bastimentos Island, a lush 24-square mile island bordering the Caribbean Sea in the archipelago of Bocas del Toro Province, Panama. Everything from a national park with scenic beaches and hiking trails, cute two-and three-toed sloths, a marina, and a nearby town that provides cruisers with essentials and entertainment is here. It’s a great place to visit whether you’re about to take the plunge by transiting the Panama Canal or just want to explore the western side of the Caribbean.

“Cruisers come here for the smooth water and adventures with local culture,” says Boris Kushnir, managing partner of Island Global Yachting’s Marina at Red Frog Beach.

The marina is a terrific place to base when visiting the area. Its 115 slips capable of accommodating yachts from 40- to 250-feet are located in naturally protected waters on the southern or leeward side of Bastimentos Island. This area is outside the hurricane belt and approximately 133 nautical miles west of the Panama Canal.

“What makes Bastimentos Island great is the activities available. On land, I encourage cruisers to check out the hiking trails so they can get a feel of all areas open for adventure. The bat caves are a must see, but you have to finish with the chocolate factory! The fun ATV rental in Bocas also adds exciting memories of the town,” says Kushnir.
One of several hiking trails on the island leads to the beautiful Red Frog Beach, where the bright red frogs live, giving the beach its name. Guides lead a short walk into the dense jungle, so hikers can experience its beauty from Salt Creek, a small community of indigenous folks who live on the south side of the island, reachable only by boat. Accessible by a complimentary 30-minute ferry to Bocas Town, a two- to three-hour tour of Green Acres Chocolate Farm shows cacao at various stages of cultivation and production with a chance to sample savory homemade chocolate treats at the end. Trips to the Nivida Cave (or Bat’s Mouth Cave), in the Bastimentos National Marine Park on Bastimentos Island, offer a good chance to catch a glimpse of these creepy winged creatures. ATV tours are a wonderful way to see Bocas Town as well as its surroundings and amazing tracks and jungle trails.

There’s a lot to do and see by water as well.

“Snorkeling tours are available with a guide to bring nature up close. You can sail two hours to the must see Star Fish Beach! Enjoy local cuisine on the beach, snorkel the crystal clear waters and look for the namesake starfish. Blue Coconut Restaurant & Reef is on the other side of Solorte Island. It’s a short sail or fun dingy ride, where you can enjoy local food and step right off where the reef begins. Dolphin Bay is a sweet sail where oven-fired pizza is served and dolphins play in the bay … that’s only the beginning,” says Kushnir.

Cruiser comforts are plentiful on Bastimentos Island. The Marina at Red Frog Beach offers a fuel dock, marina bath house, laundry facilities, ice and vending machines, storage units, stocked ship store with boating and sailing supplies, as well as a cruisers’ lounge. The Red Frog Express Shuttle enables cruisers to visit Bocas Town daily with many schedules to choose from. There are several shops and restaurants in the town. The Isla Colón International Airport is a mile out of town with flights arriving and departing from Panama City, Panama, and San Jose, Costa Rica.

Newly opened at the Marina at Red Frog Beach is an ocean front beach club that has a swimming pool and swim up bar. In addition, construction has started on an on-site grocery store. This will offer cruisers the convenience of provisioning while they enjoy the remote and remarkable flora and fauna of the off-the-beaten-track destination of Bastimentos Island.

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

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

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<th>Tel.</th>
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<td>St. Martin</td>
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**OUTSIDE OF CARIBBEAN:**

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<td>NY Harbor - Manhattan</td>
<td><a href="http://www.igy-northcove.com">www.igy-northcove.com</a></td>
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**ASK ABOUT ADDING YOUR MARINA TO THE ALL AT SEA MARINA GUIDE CONTACT ADVERTISING@ALLATSEA.NET**
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<th>Location</th>
<th>Latitude</th>
<th>Longitude</th>
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<th>Maximum Length</th>
<th>Maximum Beam</th>
<th>Maximum At Quay</th>
<th>Power Supply</th>
<th>Arrival Hours</th>
<th>Life 1 &amp; 2, Equipment, Diesel, Boatyard, Lump Sum Charges, Payroll, Parts, Seasonal Crew Hires, Fixed Crew Hires</th>
<th>Contact <a href="mailto:Advertising@AllatSea.net">Advertising@AllatSea.net</a></th>
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<td>Jolly Harbour, Antigua</td>
<td></td>
<td>17°04'44&quot;N</td>
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<td>(268) 462-6041</td>
<td>15' 80' 18&quot;</td>
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<td>110/220</td>
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<td>(268) 562-3499 \ (268) 764-2599</td>
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<td>70°02'W</td>
<td>297-588-3850</td>
<td>8' 120' 45'</td>
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<td>(284) 494-2512</td>
<td>11' 160' 45'</td>
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<td>64°43'750</td>
<td>284-495-5318</td>
<td>10 150 34</td>
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<td>68°01'0W</td>
<td>599-9562-8000</td>
<td>9' 120' 33&quot;</td>
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<td>Boca Chica, D.R.</td>
<td></td>
<td>18°26'4&quot;N</td>
<td>69°37'23&quot;W</td>
<td>(809) 523-9858</td>
<td>7.5' 65' 28'</td>
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<td>110/220 3 phase</td>
<td>100/50/30 amp</td>
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<td>473-439-3939</td>
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<td>61°40'42&quot;</td>
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<td>110/220</td>
<td>8-5 M-F</td>
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<td>46°52'0W</td>
<td>473-444-4257</td>
<td>12' 70' 25'4</td>
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<td>507-6619-5601</td>
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<td>11' 110' 26'</td>
<td>0</td>
<td>50/30 amp</td>
<td>8-5, 7days</td>
<td>110</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Puerto Rico</td>
<td></td>
<td>18°17'3&quot;N</td>
<td>65°38'0W</td>
<td>787-860-1000</td>
<td>15' 150' 33</td>
<td>no limit</td>
<td></td>
<td>120/208V single</td>
<td>50/30 amp</td>
<td>120</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sint Maarten</td>
<td></td>
<td>18°08'23&quot;N</td>
<td>63°05'08&quot;52&quot;W</td>
<td>1-721-5444-060</td>
<td>12' 200' 33'</td>
<td>12'</td>
<td>110/220</td>
<td>8-5 M-F</td>
<td>150</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>St. Lucia</td>
<td></td>
<td>14°04'32&quot;N</td>
<td>60°56'55&quot;53&quot;W</td>
<td>758-572-7200</td>
<td>11' 75' 28'</td>
<td>no limit</td>
<td></td>
<td>120V-480V, 30/50/100 &amp; 200 amp at 60 Hz, 240V-440V, 32/63/125 &amp; 200 amp at 50Hz</td>
<td>8-5 M-F</td>
<td>75</td>
<td></td>
<td></td>
</tr>
<tr>
<td>St. Croix, USVI</td>
<td></td>
<td>17°45'45&quot;N</td>
<td>64°42'0W</td>
<td>340-773-0289</td>
<td>11' 68' 13’-8'</td>
<td>no limit</td>
<td></td>
<td>110/200</td>
<td>8-5 M-F</td>
<td>75</td>
<td></td>
<td></td>
</tr>
<tr>
<td>St. Kitts</td>
<td></td>
<td>17°20’3&quot;N</td>
<td>62°50’11&quot;W</td>
<td>1-869-662-8930</td>
<td>12' 120' 35'</td>
<td>no limit</td>
<td></td>
<td>110/220 3 phase</td>
<td>100 amp</td>
<td>7-4 M-F</td>
<td></td>
<td></td>
</tr>
<tr>
<td>St. Thomas, USVI</td>
<td></td>
<td>18 N 65 W</td>
<td>340-776-2078</td>
<td>16.5’ 190’ 50’</td>
<td>440 three phase</td>
<td>220/110</td>
<td>8-5, 7days</td>
<td>1000</td>
<td>7-5 M-F</td>
<td>35/75</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
# Southeast U.S. Marinas

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

<table>
<thead>
<tr>
<th>Location</th>
<th>Name</th>
<th>URL</th>
<th>Length</th>
<th>Draft</th>
<th>Beam</th>
<th>Draught</th>
<th>Power</th>
<th>Hours</th>
<th>Lifts</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Deltaville, VA</td>
<td>Deltaville Yachting Center</td>
<td><a href="http://www.dycboat.com">www.dycboat.com</a></td>
<td>10’</td>
<td>70’</td>
<td>78’</td>
<td>no limit</td>
<td>30/50 Amp</td>
<td>50 ton travelift</td>
<td>• • • • • • •</td>
<td>8-4:30 M-F/9-4:30 S</td>
</tr>
<tr>
<td>Morehead City, NC</td>
<td>Morehead City Yacht Basin</td>
<td></td>
<td>10’-10’</td>
<td>70’-200’</td>
<td>88’</td>
<td>no limit</td>
<td>30/50/100 Amp</td>
<td>50 ton travelift</td>
<td>• • • • • • •</td>
<td>16-100 ton travelift</td>
</tr>
<tr>
<td>Beaufort, NC</td>
<td>Jarrett Bay Boatworks</td>
<td></td>
<td>10’</td>
<td>135’</td>
<td>30’</td>
<td>no limit</td>
<td>30/50/100 Amp</td>
<td>50 ton travelift</td>
<td>• • • • • • •</td>
<td>24-100 ton travelift</td>
</tr>
<tr>
<td>Fort Pierce, FL</td>
<td>Fort Pierce City Marina</td>
<td></td>
<td>6.5’</td>
<td>175’</td>
<td>274’</td>
<td>no limit</td>
<td>30/50/100 Amp</td>
<td>50 ton travelift</td>
<td>• • • • • • •</td>
<td>78-200 ton travelift</td>
</tr>
<tr>
<td>Clear Lake Shores, TX</td>
<td>Legend Point Condominiums &amp; Marina</td>
<td><a href="http://www.legendpointmarina.com">www.legendpointmarina.com</a></td>
<td>7’</td>
<td>48’</td>
<td>254’</td>
<td>no limit</td>
<td>30/50/100 Amp</td>
<td>50 ton travelift</td>
<td>• • • • • • •</td>
<td>78-200 ton travelift</td>
</tr>
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</table>

## Southeast U.S. Boatyards

## All At Sea’s Southeast U.S. Boatyards Guide

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<tr>
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<th>Beam</th>
<th>Draught</th>
<th>Power</th>
<th>Hours</th>
<th>Lifts</th>
<th>Notes</th>
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</thead>
<tbody>
<tr>
<td>Deltaville, VA</td>
<td>Deltaville Yachting Center</td>
<td><a href="http://www.dycboat.com">www.dycboat.com</a></td>
<td>10’</td>
<td>70’</td>
<td>78’</td>
<td>no limit</td>
<td>30/50 Amp</td>
<td>50 ton travelift</td>
<td>• • • • • • •</td>
<td>8-4:30 M-F/9-4:30 S</td>
</tr>
<tr>
<td>Washington, NC</td>
<td>Washington Yacht Service</td>
<td></td>
<td>7’</td>
<td>70’</td>
<td>78’</td>
<td>no limit</td>
<td>30/50 Amp</td>
<td>50 ton travelift</td>
<td>• • • • • • •</td>
<td>24-7/24x7</td>
</tr>
<tr>
<td>Beaufort, NC</td>
<td>Jarrett Bay Boatworks</td>
<td></td>
<td>10’</td>
<td>135’</td>
<td>30’</td>
<td>no limit</td>
<td>30/50/100 Amp</td>
<td>50 ton travelift</td>
<td>• • • • • • •</td>
<td>24-7/24x7</td>
</tr>
<tr>
<td>Beaufort, NC</td>
<td>Beaufort Marine Center</td>
<td></td>
<td>10’</td>
<td>130’</td>
<td>30’</td>
<td>no limit</td>
<td>30/50/100 Amp</td>
<td>50 ton travelift</td>
<td>• • • • • • •</td>
<td>24-7/24x7</td>
</tr>
<tr>
<td>Beaufort, NC</td>
<td>Moores Marine Yacht Center</td>
<td></td>
<td>10’</td>
<td>130’</td>
<td>30’</td>
<td>no limit</td>
<td>30/50/100 Amp</td>
<td>50 ton travelift</td>
<td>• • • • • • •</td>
<td>24-7/24x7</td>
</tr>
<tr>
<td>Beaufort, NC</td>
<td>True World Marine</td>
<td></td>
<td>6’</td>
<td>100’</td>
<td>20’</td>
<td>no limit</td>
<td>30/50 Amp</td>
<td>50 ton travelift</td>
<td>• • • • • • •</td>
<td>24-7/24x7</td>
</tr>
<tr>
<td>Thunderbolt, GA</td>
<td>Thunderbolt Marine Inc.</td>
<td></td>
<td>14’</td>
<td>180’</td>
<td>36’</td>
<td>no limit</td>
<td>30/50/100 Amp</td>
<td>50 ton travelift</td>
<td>• • • • • • •</td>
<td>24x7/150 ton travelift</td>
</tr>
<tr>
<td>St. Petersburg, FL</td>
<td>Progressive Marine Service/Boat Yard</td>
<td><a href="http://www.progressiveyachtrepair.com">www.progressiveyachtrepair.com</a></td>
<td>10’</td>
<td>100’</td>
<td>26’</td>
<td>no limit</td>
<td>50 Amp</td>
<td>8-4:30 M-F/50 M-F by app’</td>
<td>40-94/94 ton travelift</td>
<td></td>
</tr>
<tr>
<td>Gulf Shores, AL</td>
<td>Saunders Yachtworks</td>
<td></td>
<td>10’</td>
<td>130’</td>
<td>28’</td>
<td>74’</td>
<td>30/50/100 Amp</td>
<td>50 ton travelift</td>
<td>• • • • • • •</td>
<td>24x7/165 ton travelift</td>
</tr>
<tr>
<td>Mobile, AL</td>
<td>Dog River Marina</td>
<td></td>
<td>6’</td>
<td>85’</td>
<td>22.5’</td>
<td>75’</td>
<td>30/50/100 Amp</td>
<td>50 ton travelift</td>
<td>• • • • • • •</td>
<td>24x7/70 ton travelift</td>
</tr>
<tr>
<td>Orange Beach, AL</td>
<td>Saunders Yachtworks</td>
<td></td>
<td>6’</td>
<td>85’</td>
<td>21.5’</td>
<td>no limit</td>
<td>30/50 Amp</td>
<td>50 ton travelift</td>
<td>• • • • • • •</td>
<td>24x7/60 ton travelift</td>
</tr>
</tbody>
</table>

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j.neil@century21jm.com | www.century21jm.com
Tel: (876) 364-6213

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l.acevedo@inversionesaides.com
www.inversionesaides.com
Office: (809) 469-7344 | Cell: (809) 669-3958
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gfink5@gmail.com | www.islandwestsales.com
Cell: (787) 823-4113 | Office: (787) 823-2323

ESTATE PETERBORG, ST. THOMAS, USVI.
Stunning waterfront masterpiece. Unparalleled finishes for this 4 BR/6 BA home, with huge master suite, wine room, gymnasium, pool, hot tub, cooling pool, office and library. Perfect views, fully furnished and turnkey. Price: US $3,690,000

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View vessel traffic & enjoy pier with several slips
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3/3, CBS, metal roof

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Stuart, FL
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Land.Rivers@live.com
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LARA COWAN, Grenadine Escape Ltd lara@grenadine-escape.com www.grenadine-escape.com Tel: (44) 208 468 5592 | Cell: 44 (0) 7747 600569

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LARA COWAN, Grenadine Escape Ltd lara@grenadine-escape.com www.grenadine-escape.com Tel: (44) 208 468 5592 | Cell: 44 (0) 7747 600569
Check out www.littleships.com for more details on these listings and others!

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

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

**Wave Piercer Ferry. Excellent condition. Up to 50 pax. $495K Offers.**

**2008 Jeanneau DS 54. Immaculate and never chartered. Offers on $395K.**

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**2003 Leoprd 47. Clean. $299K**

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

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

**1982 Morgan 51 Ketch. Constantly upgraded and lived aboard. $119K offers invited.**

**2000 Voyage 580. Spectacular condition charter income available. $675K Offers.**

**Asante 43 Aluminium. Deck saloon Cruiser. $75K OFFERS!**

**2001 Spotless Jeanneau Deck Saloon 43. Never chartered and blue water ready. $110K**

**2004 Fountaine Pajot Belize 43. Good clean cruising trim. Ready to go. Offers on $235K**

**2000 Voyage 580. Spectacular condition charter income available. $675K Offers.**

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

**2000 Island Packet 42. Immaculate. See website for details.**

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**Offers invited on ALL boats. Sellers want their vessels gone this season!**
Brokerage

Super sunseeker, needs some work but great value at $49,000P

33ft nearly new world power cat day fast & furious at $89,000 ono

Sports marlin fisher power yacht a real steal, only $39,000 ono

Recommended only $75,000
Income & live aboard

Powerful, fast & fun
$85,000 - pleasure boat

Into the Mystic

Nautor’s S&S design, is #44 of the famous 48 Swans. This elegant yacht has been pampered and meticulously maintained by its one owner. She is currently located in Virgin Gorda, British Virgin Islands and awaits her new owner. She is ready for inspection and adventure.

BRING ALL OFFERS! BOAT MUST SELL!
2007 CENTURY 3200 WALKAROUND

In excellent condition with just over 200 hours on the twin Yamaha 250hp Four Stroke Outboards with digital gauges. Just serviced. Garmin 4208 Color Chartplotter/RADAR/Fishfinder, Simrad autopilot, Jabsco remote searchlamp, VHF, 2 stereo systems, one inside and one out. Compass, Lenco Trim Tabs, Windlass with danforth 300 ft of rope + 15 ft chain. Full eisen-glass enclosure. MASE-Yanmar Diesel Generator with 200 hrs, heavy service last year. Flood lights, cockpit + gunwale lighting, Sea Blaze underwater LED lighting x 3. 4 batteries with 4 switches. 30A transom jack and cord.

Under gunwhale lockable storage racks, Taco Grand Slam outriggers, 11 rod holders, Freshwater and Saltwater washdown sink area with cutting board, lighted livewell w/clear lid, transom sinkbait rigging area, removable seat backrest, transom shower. 2 in deck fishboxes each with macerator pump, coaming and seat pads, tackle drawers, tackle storage, walk through windshield, and Stainless steel hardware.

Cabin has 3 steps down, aft cabin with storage and lighting, combination standup head and shower, AC/Heat 110v, 110v outlets, refrigerator, stove, 12v lighting and cedar lined hanging storage and drawers. Setee seats 5 comfortably and converts to large sleeping area. Flat screen TV with DVD player. Cable antenna and stern coax outlet. 5 side hatches and 2 large overhead all with screens. $95k

FOR MORE INFORMATION, CONTACT: 2007CENTURY3200@GMAIL.COM
**Broker’s Featured Boats**

54’ Jeanneau 54DS, 2005. Heavily Equipped Circumnavigator! Asking $299K
A remarkable example of this proven and popular design that has completed a full circumnavigation and still looks great and continues to be enjoyed by her original owners. Equipped with almost every system that one could imagine to facilitate world cruising, she has been constantly maintained and upgraded. Her furling mainsail has been replaced in recent times and she comes with 3 spinnakers and associated gear, including bow sprit and pole, loads of spare halyards, she even has a clothes washer.

Badfish is cruise equipped and well maintained with recently rebuilt engines and a fair bit of good recent upgrades. Well set up for Caribbean sailing, she represents a great value for anyone looking for a stable, reasonably fast and well proven yacht for tropical living. Aggressively priced for a quick sale.

48’ Privilege 515, 2011. Private, With Everything! Asking $1.4MIL
Katharina III represents the result of decades of cruising experience and rigid passion for perfection. Her meticulous German owners had spent years specing, 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 throughout 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. Katharina is a rare chance to purchase a Series 5 Privilege that has NEVER done charter, has been outfitted to the tune of over 2 million Euros and for sale at a phenomenal price with a mind to a very quick sale.

The Tayana 47, a well known and reputable offshore cruising vessel. Large aft stateroom, linear galley and classic salon with chart table layout. All new standing rigging, brand new mainsail and many recent upgrades and improvements. Owners moving up and being offered at a very competitive price for a quick sale.

Voted Best BVI Yacht Brokerage By Property and Yacht Reader’s Choice Awards in 2013, 2014 & 2015!
**2000 TIARA 35 EXPRESS**

Twin Cummins 370 hp. Aprox 800 hrs. 2500 watt inverter. Windless, GPS, recent new Gen-set. With optional preferred plan B interior layout. Boat is extremely well maintained, equipped, comfortable and in excellent condition. All new interior, recent canvas. This is one of the cleanest 35 Tiara currently on the market. Available today & exceptionally priced at $114,900. For sale by 2nd owner.

(619) 368-9078

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**FOR SALE: SILLINGER CUSTOM 40’ DECEMBER 2013**

**COAST GUARD BOAT CUSTOM**
**Family CRUZE** • **MERCURY 3x300 310**
Hours, 4 Seats Ulman • **SPEED cruze 38 MN/H, Maxi SPEED 60 MN/H,**
**OIL Capacity 1800 L** • Sleeps 3, WC, GARMIN DIGITAL • Boat very strong, new condition, located Sint Maarten • Price 400,000 €

CONTACT: b.merian@caribserve.net

---

**1994 29’ Luhrs**

Great fishing, cruising and family boat, sleeps four, galley kitchen. 12’ beam, great electronics, dive platform, twin 350 inboard marine power gas. This is alot of boat for the money. Very spacious. Located in Deerfield Beach Florida. Tower for this boat is not shown but is available.

PLEASE EMAIL AT JREGUEZ@AOL.COM FOR MORE INFO. $29,000

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**1994 29’ Luhrs**

Great fishing, cruising and family boat, sleeps four, galley kitchen. 12’ beam, great electronics, dive platform, twin 350 inboard marine power gas. This is alot of boat for the money. Very spacious. Located in Deerfield Beach Florida. Tower for this boat is not shown but is available.

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**RUFFIAN IS FOR SALE**

*Own a Vintage Performance Cruiser with a proven pedigree.*

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

Contact Paul at **284 542 9283**
paul@nicholsonyachts.com

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

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**SeaRay Sundancer 2004**

Professionally maintained and driven only by CG Lic. Captain. Powered by twin Yanmar 465hp diesels all maintenance records available. Custom extended Bimini to shade cockpit area. 6 new batteries recently installed plus spare set of propellers many extras... Asking $190,000. Photos available upon request, berthd in St Thomas.

Email: jmoraino@me.com

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**1985 Gulfstar 45cc**

Just back from an 8 yr cruise on the East Coast of the US and the Caribbean. Many upgrades and additions in the recent past. Engine and generator both low hours. Interior has the look of a new boat. Center cockpit design with a beautiful aft master queen cabin and v-berth forward. Solid sailer, great cruiser and live aboard. Needs to be on your short list! Located in Miami for easy showing. $134,900

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Contact David at 305-781-2581 or ddodgen@floridayacht.com

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2002 MAXUM 46’

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or 284-340-8591, 284-343-2123
for more information

1987 SPRONK CATAMARAN 65’

CONTACT: phose@romascogroup.com
or 284-340-8591, 284-343-2123
for more information

GULF DRAGON FOR SALE

A Dragon 39 Powerboat built 2007 by Doug Wright in USA. Two 800 bhp staggered Mercury Racing Supercharged motors, #6 Mercury Racing dry-sump sterndrives, Herring 6 blade propellers. Boat runs 100+ mph, great for Poker Runs. $140,000.00 US negotiable.
tony.dowley@mac.com
1-868-728-3029

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(54’ loa.)

2004, 750 hp on C12-715hp Cats, Twin Disc Quick-shift transmissions. 3 cabin, AC, Onan geni, hydraulic bathing platform, dishwasher, wash/dryer. Boat is Tax paid in France, 240v/50Hz, great for Martinique / Guadeloupe. $395,000.00 US Negotiable.
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MACHINIST NEEDED WITH TECHNICAL CERTIFICATE able to read technical drawings, machine parts on lathes and milling machines, disassemble and measure parts for repair and replacement. Knowledge of CNC advantageous. Fluent English required. Contact info@fkg-marine-rigging.com.

EXPERIENCED YACHT RIGGER NEEDED with knowledge of deck hardware layout, installation, splicing, furling systems, mast stepping, tuning and rod rigging. Full time or seasonal position. Fluent English required. Email resume to info@fkg-marine-rigging.com.

CYOA YACHT CHARTERS - ST THOMAS. Boat maintenance and repair technician needed immediately. We are looking for an experienced person that can handle repairs on typical systems found aboard modern sail boats up to 50 feet. You must have general mechanical abilities, basic electrical troubleshooting and typical maintenance skills. You also must be able to operate vessels in and around the marina. You will need your own tools. References required no walk ins please. Apply by emailing your resume to nancy@cyoacharters.com. All candidates must have legal status to work in the US. MARINE METAL FABRICATOR required full time by a machine and fabricating shop in the British Virgin Islands. Minimum 5 years experience in tube and sheet metal fabricating for the yachting industry. Applicant should have a solid background using bending and cutting equipment with welding and or machining an asset for top rate of pay. Send CV to manager@nautool.com

OPERATIONS MANAGER FOR LARGE DAY EXCURSION COMPANY in the US Virgin Islands needed as of March 1st 2016 or sooner. Applicant must have the following verifiable qualifications: 100 ton US Coast Guard Masters License, STCW, TWIC Experience and ability to effectively manage a group of captains and crew Minimum 3 years of mechanical experience with outboard and inboard engine maintenance Adaptable with willingness to live island lifestyle long term with 3 year commitment Computer literate, experience and knowledge of working with Microsoft Excel Strong organizational skills and attention to detail Flexibility, Punctuality, Reliability, Superb Guest Service and Communication Skills, Honesty, Consistency Please reply to newopsmngr@gmail.com

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

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
Steaming food is a healthful cooking method. Steaming preserves vitamins and minerals and uses no fat. You can place the food directly on the bamboo-slat base or on a plate set on the base. Should you choose to do this, it is best to line the basket to prevent the steamer from absorbing flavors. The basket can also be lined with parchment paper, cabbage leaves or banana leaves.

Cooking fish in a bamboo steamer lets you infuse fillets and whole fish with flavors that you choose, like herbs, wine and seasonings. Different fish take different times to cook, but since you are using moist heat, it is quite difficult to overcook the fish.

**BANANA LEAF STEAMED MAHI MAHI WITH MANGO SALSA AND COCONUT SCENTED RICE**
Prep time: 15 minutes. Cooking time: 10 minutes. Serves: 2

**THINGS YOU’LL NEED:**
- Bamboo steamer
- Wok
- Water
- Banana leaves, cabbage leaves, or parchment paper

1 lb Mahi Mahi fillet
1 tsp coarse sea salt or kosher salt
Thinly sliced pickled ginger, to taste
3 tbsp thinly sliced green onion
1/2 red bell pepper, cut into thin slices
1/2 yellow bell pepper, cut into thin slices
1 tbsp dark soy sauce
1 tbsp light soy sauce
1/4 cup lightly packed fresh cilantro sprigs or flat leaf Italian parsley

Rinse and pat Mahi Mahi dry with paper towels. Rub both sides of fillet with salt. Place banana leaves in steamer, then fish. Top with the sliced bell pepper and ginger. Fit bamboo steamer in Wok over several inches of gently boiling water; cover. Gently steam for 10 to 12 minutes.

Sprinkle the fillet with green onions. Drizzle both soy sauces over the surface of the fish fillet. Garnish with cilantro sprigs and serve immediately.

NOTE: When you place the bamboo steamer in the wok, make sure that there is a space between water and bottom of the steamer basket.

HINT: For more flavor, you may replace half of the water with wine, soy sauce or Worcestershire sauce.

**COCONUT SCENTED RICE**
Prep time: 5 minutes. Cooking time: 20 minutes. Serves: 2

3/4 cup long-grain white rice, rinsed thoroughly
1/4 cup coconut milk
1/4 cup vegetable stock

Place the rice, coconut milk, stock, oil and 2 cups water in a heavy bottom saucepan. Bring to a boil uncovered, then turn to low, cover saucepan and simmer for about 20 minutes or until all liquids are absorbed. Fluff rice with a fork and stir in the zest and cilantro.

NOTE: If you have a rice cooker. Cook above ingredients according to the machine instructions.

**EASY MANGO SALSA**
Prep time: 10 minutes. Chilling time: At least 1 hour. Serves: 2 - 4

1 mango - peeled, seeded, and diced
1 green onion, chopped
1 tbsp chopped roasted red pepper
2 cloves of garlic, minced
2 tbsp chopped fresh cilantro
1 tbsp fresh lime juice
1 tbsp fresh orange juice

Stir the mangos, green onions, garlic, cilantro, lime juice, and orange juice together in a bowl. Chill at least 1 hour before serving.

Capt. Jan Robinson’s Ship to Shore Cookbook Collection is available at your local marine or bookstore. Visit www.shiptoshoreINC.com or email CapJan@aol.com.
## Yamaha in Caribbean

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