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<th>LOA in feet</th>
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<td>up to 32</td>
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<td>$0.79</td>
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POWER to the People! Now there’s a shout I haven’t heard since my days on the picket line many, many years ago. Don’t worry, we are not turning into a radical political rag, I’m talking here about power as in powerboats and the people who get their jollies by driving them. Over the last few years there has been a surge in powerboating and many islands are introducing powerboat racing or at least adding themselves to the list of islands where poker runs in high-speed boats are an annual feature. I’ve done my share of pounding along with my kidneys floating around at shoulder level and admit it was a whole lot of fun, although Mrs. Brown wasn’t that impressed. In order to keep things revving, this month we bring you an update of powerboating events and poker runs. If you have never experienced the rush skimming the waves, more out of the water than in it, and you get an invitation to try it, then give it a go. You might swear never to do it again, but you will have had a fun day and have one heck of a yarn to tell.

We recently published an article about ciguatera poisoning and the damage done if you consume fish that may carry the toxin. We followed this up by posting the article on our Facebook page and on our website with a note asking readers to tell us if they had any experience of ciguatera poisoning. Your response was overwhelming. In some cases forcefully so. One irate reader in Dominica accused us of scaremongering, citing the efforts they are making there to control the growing population of lion fish by catching and eating them. It was never our intention to scaremonger and this magazine has done much to support Dominica by reporting positive stories and promoting the beauty of this delightful island. If people in Dominica are happy and healthy after eating lion fish then we think this is wonderful and will probably eat them ourselves on our next visit. Some readers suggested a number of tests that they are convinced are a surefire way of telling if a fish is carrying the ciguatera toxin. These range from throwing a small piece of fish on an anthill and seeing if they eat it, or offering a morsel to your cat to see if it eats it and if it does, whether it dies on the spot. I heard the same thing when first I arrived in the islands and believed then, as I believe now, that these are old wives tales. I certainly wouldn’t put my health on the line because of a group of moribund ants. A number of readers, quite a few in fact, reported that they had suffered from ciguatera poisoning and that the symptoms were most unpleasant. Tim Sperling emailed to say he got ciguatera in Crooked Island, southern Bahamas, after eating a six-pound tiger grouper and was sick for 33 days and lost 28lb in weight. He also suffered from itching under the skin, pains in his joints and a sensitivity to sunlight. Another person who was affected by the toxin said they were unable to eat fish for years. Someone I know personally also suffered the same symptoms but added hair loss to the list. We also had a reader who said he ate fish at a restaurant and was ill for hours afterwards but then suffered no further effects, which sounds more like food poisoning than ciguatera. During my tenure as editor I have been accused of burying my head in the sand and now of scaremongering. You certainly need broad shoulders and a sense of humor to do this job. The fact is that ciguatera is out there and we don’t regret talking about it. And yes, I do eat locally caught fish. This month, we are talking about the Zika virus. I already have my hardhat and bullet proof vest at the ready.

See you on the water!

Gary E. Brown,
Editor
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COVER SHOT: Ambersail storms along during Antigua Sailing Week
Photo Paul Wyeth http://pwpictures.com

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NEXT MONTH IN ALL AT SEA:
Ten Caribbean Lighthouses You Can Visit

ALL AT SEA
CARIBBEAN

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WHERE IN THE WORLD?

Congratulations to Dave, Jim, & Tony and thanks for reading ALL AT SEA!

This month, All At Sea is back in Australia, Melbourne to be exact, with three intrepid sailors whose names will be familiar to our readers and anyone who takes part in regattas in the Virgin Islands. Members of the VI Paralympics Sailing Team - Dave Flaherty, Jim Kerr & Tony Sanpere – were sailing a Sonar in the World Championships when they decided the time was right to introduce Melburnians to the joys of their favorite Caribbean Waterfront magazine, All At Sea.

Now that’s fair dinkum … Good on yer, mate!

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.
Caribbean Sea

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Anguilla's Sweet Regatta

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Papiamento Island
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Sailboats have harnessed the power of the wind for thousands of years to propel their vessels on the high seas. Today, with the assistance of small wind turbines, wind power is being used not only for propulsion, but also to charge the battery banks of sailboats and yachts without the use of an alternator or generator.

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OFFSHORE RACING CONGRESS PRESENTATION AT ST. MAARTEN YACHT CLUB

Offshore Racing Congress (ORC) Chairman of the Rating Officers Committee Zoran Grubisa and Chairman of Promotion and Development Committee Dobbs Davis visited St Martin in May to hold a training workshop for Caribbean measurers and to qualify the National Authority for Curacao and Sint Maarten (AHO) as a Rating Office for ORC. This was preceded by a presentation, held at the Sint Maarten Yacht Club (SMYC), to racers, regatta organizers, and other interested parties about the ORC Rating System, the world’s largest open and objective science-based rating system.

In an invited comment, Paul Miller, Heineken Regatta Racing Director and SMYC member, said: “Our interest in ORC is about guaranteeing our future ability to deal with the complex high-performance boats that we increasingly attract.”

For more information about the ORC, visit: www.orc.org

PHOTO: OCEAN MEDIA

PHOTO: OCEAN MEDIA
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.

FISHING TOURNAMENT:

**BERMUDA**

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

**JULY 9 – 11**
Bermuda Release Cup
www.bermudatriplecrown.com

**JULY 13 – 17**
Bermuda Big Game Classic
www.bermudabiggameclassic.com

**JULY 20 – 24**
Sea Horse Anglers Club Billfish Tournament
www.bermudatriplecrown.com
407-571-4680

**DOMINICAN REPUBLIC**

**JULY 14 – 17**
Puerto Bahia Open Billfish Tournament
wtevents01@gmail.com

**AUGUST 17 – 21**
Dominican Republic International Big Five Fishing Tournament & Expo
wtevents01@gmail.com

**PROVIDENCIALES, TURKS AND CAICOS**

**JULY 7 – 11**
The Caicos Classic Release Tournament
cacosclassic.tc
info@CaicosClassic.tc
649-231-0278

**SCRUB ISLAND, BVI**

**AUGUST 14 – 17**
Scrub Island Blue Marlin Invitational
www.skips tournaments.com
skip@skips tournaments.com
(954) 531-7985

**ST. THOMAS, USVI**

**JULY 10**
VIGFC July Open Kids Tournament
www.vigfc.com
usvigfc@gmail.com
340-775-9144

**JULY 17**
Bastille Day Kingfish Tournament
340-998-0854

**JULY 17 – 19**
Annual July Open Blue Marlin Tournament
www.vigfc.com
usvigfc@gmail.com
340-775-9144

**AUGUST 15 – 19**
USVI Open Atlantic Blue Marlin Tournament
www.abmt.vi
loveto@islands.vi
340-775-9500

**TRINIDAD**

**AUGUST 12 – 14**
Tarpon Thunder Tournament
www.ttgfa.com
info@ttgfa.com
868-632-6608

**WORLDWIDE**

**JULY 4**
World Cup Blue Marlin Tournament
www.bluemarlinworldcup.com

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SAILING REGATTA:

**ARUBA**

**AUGUST 19 – 21**
Aruba International Regatta
aruba-regatta.com

POKER RUN:

**ST. THOMAS, USVI**

**JULY 3**
USVI Stars & Stripes Poker Run
www.usvipokerrun.com
usvi.pokerrun@yahoo.com

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www.offshorerisk.com
NEW PRODUCTS

ADAPTER CREATES SAFE SHORE POWER CONNECTION
Owners of larger vessels need to keep an adapter aboard in case the marina they’re visiting doesn’t offer matching shore power output. For yachts with 100 amp, 125/250 AC electricity, Hubbell Marine’s YQ-100PLuS Intelligent Y Adapter is ideal. It allows the user to hook up to pedestals that have one or two same-phased, 50 amp 125/250V AC receptacles.

Reflecting Hubbell’s commitment to safety, the YQ100PLUS features indicator lights that show if the dockside wiring is correct for adequate voltage—helpful before an owner turns on the electricity in the boat. They also warn if one of the two plugs isn’t engaged properly, which guards against the danger of a live, but disconnected, cord end.

If the marina offers only a single 50 amp receptacle, using the A leg plug of the YQ100PLUS brings 50 amp, 250V AC power aboard. The other cord on this Y adapter remains safely dormant in this situation.

The electronic components stay dry and protected in a lightweight enclosure that is also UV and impact resistant. Sealing grommets keep moisture out. Hubbell’s full-feature connectors and fully molded plugs have cord clamps to prevent terminal strain. www.hubbell-marine.com.

POWERSFUL NEW MANUAL HEAD IS A SIMPLE RETROFIT
The new PH SuperFlush from Raritan Engineering flushes quickly and features modern design conveniences. Its common base mounting pattern also makes it an easy upgrade to install.

The bowl content on the manual PH SuperFlush clears with fewer strokes, thanks to the state-of-the-art pump. The double-action piston is 66% larger than competitive models. A 1-1/2in joker valve prevents backflow for trouble-free use.

The PH SuperFlush features an industry first for a marine-size manual head: a soft close lid that lowers silently into place instead of slamming. It also
Modern electronics have made navigating simple and easy. But what happens when a boat’s navigation system completely fails far from shore? A prepared mariner reaches for a wristwatch, copy of The Nautical Almanac and a sextant, and continues on the voyage. In fact, the US Navy recently reinstated training its officers in celestial navigation as an alternative to electronic methods of finding one’s location.

Davis Instruments offers three models of sextants to cover a wide range of needs and skill levels. They’re constructed of rugged, dimensionally stable, corrosion-proof polymers. Each comes with an instruction booklet.

The company’s inexpensive Mark 3 Sextant is perfect for learning the basics of celestial navigation, yet is accurate enough for ocean crossings. Full-sized, it has two sunshades and an easy-to-grip handle.

Davis Instruments’ Mark 15 Sextant is ideal for the serious navigator. It has seven large sunshades, a 3mm x 27mm star scope and a traditional half-silvered mirror. Its 7in frame radius is graduated from 120° to -5° and comes with a drum micrometer that reads 2/10 of a minute of arc.

The top-of-the-line Mark 25 Sextant has all the outstanding features of the Mark 15, but is made with upgraded materials and comes with a Beam Converger™ full horizon mirror. LED illumination and coated optics aid in finding low-light stars and planets.

The company also offers tools and accessories to make learning and using a sextant even easier. Its Celestial Navigation Quick Reference Card is perfect for both the student and experienced navigator. www.davisnet.com.
m old school. I believe that keels should stay attached to their vessels. I know, I know—this puts me totally out-of-step with modern yacht builders, many of whom believe that sturdy keel attachment should be an expensive 'add-on' option.

Other modern shipwrights want to include ‘keel attachment of more than 12 months duration’ as part of an additional ‘service and maintenance’ contract to further monetize the issue.

“Sure, we provide a provisional keel with our hulls—but it is up to the owner to pony up additional money if they want it to stick around longer than the warranty period,” said one off-the-record builder.

Fair enough.

Thus, it behooves us to delve into the nitty-gritty of modern keel attachment. Our first call went out to ASS, the American Shipwright Society. “The main thing to remember is not to buy a foreign vessel,” said Joe Connelly of Biodegradable Boats USA. “They use inferior Velcro®, and thus their keels drop off like over-ripe bananas. American builders use the rigorous AYS (American Yacht Standards) approved Velcro—which virtually guarantees that your keel will stay on for weeks and weeks after purchase … unless you do something dumb, like sail the boat or bounce up and down in its cockpit.”

That's nice to know.

Jonathan Smiley of Green Boats, Inc., offers a different industrial viewpoint. “We use chewing gum,” he admits. “Not only is it cheap—it protects the reef. Our keels wipe off as easy as harbor slime! We’re aiming our sales marketing at the selfless ‘tree hugger’ sailor who is more interested in Mother Ocean than his vessel’s resale value.”

Okay. Yeah, I can appreciate that. It takes all kinds of folks to make America a melting pot. Perhaps my ‘firmly attached’ fixation, re: keels, is really too retro to have merit in today’s disposable world.

One enthusiastic builder—who had just bought the bankrupt Hummer line of yachts—has decided to focus on keel retrieval as a selling point. “Keeping the keel actually fastened to the vessel is expensive,” their general manager admitted. “We’ve tried everything—nails, self-tapping screws, double-sided tape, aluminum rivets—nothing seems to work for very long. But to assist our owners in keel retrieval, we’ve drilled a hole in its trailing edge and attached some Marlow heavy duty string to a pad eye on the transom—how considerate is that?”

… very considerate, agrees this marine reporter.

“Why don’t more builders do this?” we asked.

“Because the French boats don’t have anything strong enough to attach the pad eye to—and the Germans don’t care,” he said, adding, “But don’t quote me on that—you know how sore those WWII losers can be!”

In order to better understand modern yacht design evolution, we consulted with noted designer Rob Parody.

“Once these cookie-cutter companies started to design cutters and sloops with balloon-skin hulls—rudder and keel attachment became somewhat problematic. You know, Fatty, sailboat owners can be rather fussy. If they buy a boat with a
keel wobbling somewhere underneath it—they tend to want it to keep wobbling in the same general vicinity.”

“How have modern marine architects attacked the problem, starting with rudders,” I prodded with cleverness.

“First off, we realized that rudder skegs were part of the problem,” pontificated Rob Parody. “With the skegs, it was obvious the rudders were moving too much—so we eliminated the skegs! Brilliant, eh?”

“Indeed,” I gushed, “And, doubtless, cost-effective too.”

“Yes, we designers have to live in the real world,” admitted Parody, “And that means we have to consider the bottom line—I mean, as well as our boats eventually resting on the ocean bottom … see how confusing marine engineering is?”

“… So that was it?” I asked. “Just eliminate the skegs?”

“No,” admitted Parody, “That was just a stop-gap measure. The final solution was … (he bends towards me and whispers) water absorption!”

“Huh?”

“Modern yacht builders have all signed the twin GW & CC agreements—even if they haven’t publicly admitted it,” said Parody. “Rudders fall under Gradual Weakening or GW clause. We just build a tiny ‘leak hole’ in each rudder blade, so they begin to absorb/gulp saltwater immediately upon launching. Thus, most owners of ‘hung’ rudders are so ‘hung up’ on the water-in-the-core issue that they forget the rest of the vessel has all of the structural integrity of a dented egg crate.”

“Wow,” I said, “You sound bitter,”

“Not really,” he said, “Just giving you the truth—despite the numerous legal ‘confidentiality agreements’ I was forced to sign at WoodyLawn and MIT.”

“Let’s re-focus on the keel,” I gently coaxed.

“That falls under the CC part, the Continuous Cheapen clause …” he mused. “You see, once-upon-a-time, long ago, hulls could be attached to—no, seriously, I’m not kidding!”

I waved his words away with a smile. What—did he think I was stoooooopid?

“… it’s true,” sputtered Parody. “Each boat used to have
something called keel bolts—that is, before we discovered that squirting Liquid Nails was cheaper."

“But this is really an economic issue, isn’t it,” I asked. “I mean, the boating public wants cheaper, faster, lighter water toys that greatly-resemble-actual-boats—and some companies sort of … how shall I say … well, they bend to these requirements, right?”

“Not necessarily,” he said. “While it is true that the cheaper, more mass-produced companies tend to lead the charge in progressive shoddiness—the Big Boys eventually notice.”

“Ah,” I said smugly, “you’re talking about Polinated Star III, the 90-footer built by ClamShell Marine in the UK that spit off its keel on July 3 2015 off the coast of Portugal.”

“Now, now,” parody said. “Let’s not get too reality-based, Fatty. And the fact that the vessel was extended nearly eight feet and had over 4,000 pounds of lead hidden forward—just ignore those nigling details, Fatty! Don’t be a nit-picker! Ditto, the fact that the keel support grid was built in many pieces to save time and money. The reality is: the boat was sold to a new-money, vodka-soaked Russian—perhaps the builders didn’t think it needed quite as much Velcro as their earlier models. Keels are becoming like yo-yos—up-down, up-down, up-down. What’s the problem? It’s the future, dude. Embrace it!”

“But what if I don’t know any better and I buy a new three million dollar yacht from ClamShell—and I take it offshore and hit a Styrofoam cup or florescent light bulb or floating marshmallow?”

“Well, then you’re sunk,” said Parody gleefully. “And you’ll need to buy another one! Besides—what do you expect for three mil?”

“Not much,” I sighed, “not much.”

EDITOR’S NOTE: Cap’n Fatty and Carolyn are currently hauled out in Johor Bahru in preparation of nursing their keel across the Indian Ocean. Their latest book STORM-PROOFING was released in June.

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Cap’n Fatty Goodlander is currently on his third circumnavigation. He is the author of Chasing the Horizon and numerous other marine books. His latest, Storm Proofing your Boat, Gear, and Crew is out now. Visit: fattygoodlander.com
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"There's a leak, a big leak. There's been a big leak." Frightening words indeed, especially when shouted up from down below while your boat is sailing close hauled in 25kts of wind with the rail under.

Charlie quickly handed the helm to a crew member and rushed below to check out the situation only to be told that the leak was a report in the media about sensitive and confidential documents in files held in a financial institution in Panama that had been exposed and open to public scrutiny.

Pheeew, Charlie was relieved! The two lawyers though, who had picked up the news on a laptop, were in an undeniable state of excitement. The expose was already nicknamed ‘The Panama Papers’. Apparently it named numerous powerful people including heads of states, dodgy dictators, and known criminals who had stashed millions in banks and accounts in various offshore jurisdictions.

There was an immediate outcry from masses of ordinary folks and regular taxpayers who were crying foul; so much so that the
hierarchy in political circles in America and Europe had to address this question once again. Why was it that loopholes existed whereby the super-rich could avoid taxes when government debts were spiraling out of control? The answer of course is that financial experts and their lawyers have engineered successful and legal protocols in offshore tax havens like small Caribbean countries in order to keep the names of rich investors secret. Meanwhile First World politicians demand more transparency to expose tax dodgers, crooks and potential terrorists to boost government coffers and to appease a rebellious public.

It’s a fine line that small offshore jurisdictions have to tread; on the one hand they need to maintain confidentiality for their clients whilst assuring the detractors of open and fair transparency. It requires firm assertions, confidence and sometimes a devious mind.

Sometime ago the owner of a popular Caribbean beach bar, which had become famous for selling mugs of psilocybin mushroom tea at its full moon parties, was challenged by the police to stop the practice or face a summons.

Sailing is all about balance too, as are many things in life. A well balanced sailboat driven hard will win the race. A well balanced diet will result in good health. A good lawyer who can avoid a law rather than evade a law will find success.

Sometime ago the owner of a popular Caribbean beach bar, which had become famous for selling mugs of psilocybin mushroom tea at its full moon parties, was challenged by the police to stop the practice or face a summons. “Selling of narcotics is prohibited,” he was told. At the very next full moon party mushroom tea was offered free. But it could only be served to those with a special mug – price $20.00.

Charlie heard through the grape vine that the owner had recently been offered a lucrative assignment as consultant to the financial services commission.

commemoration and celebration highlighted two sports fishing tournaments fished out of Nelson’s Dockyard in Antigua. The Mikie Pigott Jr. Memorial Classic, fished May 13, posthumously honored one of the island’s great captains, and the Antigua & Barbuda Sport Fishing Tournament, held May 14 and 15, feted the 50th anniversary of this event, which has grown to become one of the leading tournaments in the Caribbean.

The Mikie Pigott Jr. Memorial Classic, formerly the Marlin Classic, was introduced seven years ago as a prestigious marlin-only event before the main tournament. This year, it was renamed to honor Pigott, who passed away suddenly last fall, and entry grew to 13 boats. The Antiguan team aboard Overdraft, a 40ft Barbados-build Fiberpol won Best Top and a top prize of US $10,400.

“We went around 12 miles south east of Antigua,” tells Nicholas Hart, whose father Frank Hart captained Overdraft. "We saw four fish total that day only getting a chance at two of them. One we were able to tag and release and the other we lost right behind of the boat. Our team’s success consisted of good equipment, proper preparation and a combination of experience and enthusiastic youths.”

The Overdraft team, who, in addition to Hart, included first mate Christopher Gomes, Brian Nunes as second captain and anglers Brian Bailey, Joseph Nunes and William Duncan, has fished this tournament every year and also won it in 2012.

Canadian couple, Glenn and Jane Irish, chartered Pigott’s former charter boat, the Bertram 31 Vitamin B, to fish the late captain’s namesake event and in the Antigua & Barbuda Sport Fishing Tournament. This is something the Irishs have done for over eight years, winning both the Marlin Classic and Marlin Division of the Sport Fishing Tournament in 2013 with Pigott at the helm, the only boat to date to win both of these events back-to-back the same weekend.
“We pulled together as a team and family with the single goal of having his boat on the podium and we did it,” says Jane Irish, about Vitamin B’s win of Top Boat in the Sporting Division with 177lb of game fish. “We went northeast of Antigua and caught loads of fish. Together over the two days we caught more than 14 dolphin (mahi-mahi), eight-plus wahoo, and Glenn also caught and released a Blue Marlin (estimated at 300lb) on Sunday. From hook up to release Mikie was with us!”

The Vitamin B team members included Captain Toby Fuchs, mate Kareem ‘Irim’ David, second mate Calvin ‘BB’ Donaldson, Mikie Pigott’s wife Rhea and two children, Zaniah and Michael, as well as the Irishs as anglers.

Forty boats with 205 anglers from the Caribbean, U.S. and Canada fished in the Antigua & Barbuda Sport Fishing Tournament and nearly 800 people came out to the launch party to celebrate the event’s golden anniversary. In total, nine blue marlin, three white marlin and one sailfish were released, while 112 dolphin, nine tuna, 59 wahoo and five kingfish were caught.

“Sport Fishing is truly alive in Antigua and we invite everyone to these tournaments next year,” said Phillip Shoul, president of the Antigua & Barbuda Sport Fishing Club.

The 2017 Mikie Pigott Jr. Memorial Classic will be fished on June 2nd and the Antigua & Barbuda Sport Fishing Tournament on June 3rd and 4th.

For full results, visit: www.antiguabarbudasportsfishing.com

Carol M. Bareuther, RD, is a St. Thomas, U.S. Virgin Islands based marine writer and registered dietitian.
The 49th edition of Antigua Sailing Week was memorable, with superb conditions and a fairy tale ending that showcased the secret to the success of this celebrated regatta. Over one thousand sailors from more than 20 countries took part, all hell-bent on world class racing and spectacular partying afterwards.

Sir Hugh Bailey and his CS40, Gypsy-UGo scored straight bullets until the final race to win CSA 7, but a 2nd in the last race nearly dashed his hopes of lifting the coveted Lord Nelson Trophy, awarded for best performance at Antigua Sailing Week. However victory was confirmed at the final awards ceremony and marked a very popular win for Sir Hugh and crew.

“I made the mistake that cost us the last race as I went around a mark the wrong way and we had to turn back. So I am relieved that it didn’t cost us in the end,” Sir Huge explained “I am the only skipper left that took part in the first Antigua Sailing Week and I have to say that today is a very good day for Antigua. I have never won the Lord Nelson Trophy before but this win is all about Antiguan youth. There are many young Antiguans tak-
ing part these days, like Shannoy Malone, who has sailed with us this week. He is only eight and this is his second Antigua Sailing Week. Youth is our future; they will keep the fires burning."

CSA 1 RACING OCEAN CLASS
Linas Ivanauskas’ Volvo 60, Ambersail was the winner of the new CSA 1 Ocean Class, which was created to place older generation round the world racing boats in their own class. Ambersail’s regatta started with a disqualification for not sailing the correct course, but the team from Lithuania put together a string of six wins to take the class title.

“After the first race we didn’t think we would win, we had to work very hard. We will tell everyone in Lithuania about this fantastic regatta and we know how to celebrate, so we will be back next year for the golden regatta!” Ivanauskas said.

CSA 2
Renato Faria’s Brazilian Dufour 500, Ventaneiro 3 was the winner after a pulsating battle with Kialoa III and Swan 46, Milanto. The camaraderie in the class was evident at the prize giving where all three teams got together for a group photograph – Brazilians, Dutch, Spanish and British sailors, all sharing a memorable occasion.

CSA 3
Tony Langley’s British TP52, Gladiator was unbeaten in every race. The professional team included 2015 winning Volvo Ocean Race skipper, Ian Walker, and 2009 winning Volvo Ocean Race navigator Jules Salter. Eighteen-year old Antiguan Rhone Kirby was invited to sail with the team all week which was an incredible opportunity for him.

“It’s been fantastic. Antigua is the first place that I ever sailed competitively, the place I got engaged and the place I was married. This is where it all started for me and today it is just the beating heart of Caribbean sailing,” Langley said.

CSA 4
Jim Hightower’s American King 40, Hot Ticket won the class on the final race. The team, from Temple, Texas proudly flew the Texan flag at the Awards Ceremony.

“We have had a marvelous time and not just from the racing. The whole atmosphere of Antigua has been a delight,” Hightower enthused.

CSA 5
The highly successful J/122 El Ocaso, a former Lord Nelson Trophy winner, was chartered to Chris Body who raced with his wife Caroline and their two daughters, plus friends from the UK.
“It has been fantastic,” said Body. “Caroline and I came to Antigua 25 years ago and we decided it was time to come back with our daughters and experience Antigua Sailing Week for the first time, and it has been absolutely marvelous.”

**CSA 6**

British Oyster Lightwave 48, Scarlet Oyster skippered by Ross Applebey, won class for the second year in a row. Scarlet Oyster scored seven wins out of the nine race series.

“This doesn’t get any easier,” noted Applebey. We’ve had very competitive but also very honest racing all-round. The team we have on board is not the youngest team but they have worked really hard. I have sailed with a team half their age but their input and strength have been totally admirable.”

**Scarlet Oyster** was the winner of the Royal Southern Yacht Club Inter-Yacht Club Challenge for the second year. Crewed by members of the Royal Southern Yacht Club, 19 teams from all over the world entered the second edition which was close to double last year’s entry.

**BAREBOAT OVERALL**

Hatse Flatse, skippered by Mario Bakker, was the winner of the Bareboat classes overall. The team, all from Almere in Holland, won seven out of nine races, making the podium for every race.

With the final awards presentation over, the festival atmosphere continued as crews danced to Asher Otto and Itchy Feet.

The 50th Antigua Sailing Week takes place April 29th to May 5th 2017. Online entries are already open with the Australian yacht Let’s Go being the first entry. Enter at: www.yachtscoring.com

For full results, pictures and videos, visit: www.sailingweek.com
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I bet you have heard the news that there is a new mosquito borne illness in the Caribbean and encroaching into North America. Just when we thought we understood a bit about Dengue and Chikungunya, the Zika virus has arrived. These three mosquito borne illnesses have a lot in common: they are spread by the Yellow Fever, (Aedes aegypti) and the Asian Tiger (Aedes albopictus) mosquitoes and have similar symptoms. At this point there is no cure or vaccination for these illnesses and treatment is focused on relieving the symptoms.

The Zika virus is endemic to parts of Africa and Asia, but has recently spread to the western Hemisphere. Symptoms of the Zika disease can include mild fever, skin rashes, muscle and joint pain, conjunctivitis, malaise and headache. The symptoms are usually mild lasting for several days to a week and many people do not realize they have been infected. In rare cases the Zika virus can have serious complications. Zika infected mothers can give birth to babies with microcephaly; a condition where babies have abnormally
small heads. There also appears to be a link to Zika virus and the neurological disorder Guillain-Barre syndrome. The Zika virus can be spread by body fluids. The incubation period, from bite to symptoms, is typically 3–12 days. A vaccination for Zika is being discussed, but it will be a while before it is available.

Chikungunya causes fever, muscle and joint pain, headache, nausea, fatigue and rash. The joint pain is often debilitating and can vary in duration. Dengue has similar symptoms as Chikungunya and Zika. Dengue causes flu-like symptoms, and occasionally develops into a potentially lethal complication called severe dengue.

Mosquito borne diseases spread over great distances. When an infected person travels and is bitten by an Aedes mosquito, it will pass on the virus when it bites another person exposing a new population to the disease. That is how the Zika virus has traveled from Africa to Brazil to Colorado, USA.

Boatyards are particularly good mosquito breeding grounds and I recommend taking a tour of the boatyard with the manager to find and eliminate standing water.

Aedes mosquitoes are often called house mosquitoes because they breed around houses in small containers of water. These mosquitoes are most active during the daylight hours, but have been known to bite at night. The mosquito rests indoors, in closets and other dark places and outside in shady calm spots. Both male and female feed on fruit and nectar; only the females bite humans to get the blood meal they need to mature eggs.

The key to managing these diseases is prevention. Eliminate habitat for the mosquitoes and your exposure to the mosquitoes and their opportunities to bite you. Make sure you have no standing water on your boat or house and that includes very small containers of water. Change your pet’s water often. Boatyards are particularly good mosquito breeding grounds and I recommend taking a tour of the boatyard with the manager to find and eliminate standing water. During the rainy season this will require daily vigilance. Avoid the lee of the wind, shade and grassy areas.
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If you know you are going to be exposed to mosquitoes, wear clothing that covers you, such as long sleeved shirts and long pants and use insect repellant. The old standby is DEET and it does work, but it is strong stuff. Some people have reactions to DEET and DEET will melt plastics. There should be at least 25% DEET to be effective. Permethrin repellants are effective and can be used on clothing or directly on your skin and will repel mosquitoes. Permethrin is a synthetic chemical that acts like natural extracts from the chrysanthemum flower. Lemon Eucalyptus oil is a popular natural insect repellant and has become available by commercial companies. There are other herbal and natural formulas. I am a big fan of mosquito coils. You burn the coil near you and the incense like smoke repels mosquitoes. They work.

If you know you are going to be exposed to mosquitoes, wear clothing that covers you, such as long sleeved shirts and long pants and use insect repellant.

I have lived in Alaska and the Florida Everglades, so I have a lot of experience living with mosquitoes. I would like to share a few guidelines for using insect repellents. Apply repellents only to exposed skin or clothing, avoiding open cuts or irritated skin. Apply the repellent to the back of your hands and then apply to your face, ears and other exposed skin. Avoiding the repellent in your palms will help keep the repellent out of your mouth and eyes. Wash your hands after applying repellent. Help your children apply repellent. If you are using a spray walk away from others and go DOWNWIND to spray.

EDITOR’S NOTE: As Devi points out, repellents are effective but please read all instructions carefully before use especially if using around young children. Burning coils might aggravate those who suffer from asthma and other respiratory illnesses.

Devi Sharp is a retired wildlife biologist who spent eight years cruising the Caribbean with her husband Hunter on their sailboat, Arctic Tern. Devi and Hunter are now living on dirt in Western North Carolina.
admit it! I’ve been accused of being a fisherman with a 
very serious sailing problem, so let’s take a look at troll-
ing in deep waters shall we?

The first thing to look at is gear. Rod, reel, line, bait and/or 
lures go a long way towards determining how successful you 
will be in catching good edible fish while sailing.

RODS
Look for a fairly stiff and strong rod in the five to six-foot 
range. Seek quality names such as Shakespeare, Penn, Daiwa 
or Offshore Angler. All of the brands offer several models of 
‘offshore’ rods that will do the trick. You don’t want a very 
heavy rod, but one that is thick, stout and lightweight. I prefer 
mine to have rollers throughout the eyes. You should be able 
to get a good, high-quality rod in the $100 to $200 range. 
Remember, quality is important for longevity.

REELS
This is your most important component in the combination 
because a reel is the only one with multiple working parts. 
You are looking for a ‘drag reel’. As with rods, there are many 
brands and models. Here are three I recommend: Penn, Dia-
wa and Offshore Angler. My favorites are Penn Reels - great 
history (been around over 100 years), excellent quality and 
performance. My choices are the Penn Senator, Defiance or 
Squall series of reels. Expect to pay between $80 and $300 for 
a high-quality reel that will help you be successful.
LINE
There are three major types of fishing line: braid, fluorocarbon, and monofilament. My personal preference for trolling offshore is braid. Whichever one you choose, use between 50lb and 80lb test line. You should have 200 to 300 yards of this spooled on your reel. Fish run out line faster than you can imagine. You should connect a high quality stainless barrel snap swivel to the end of the line to secure the bait.

BAITS
Your two options are fresh (frozen) or lures. Fresh is a great option at the beginning of your journey. The best is pre-rigged Ballyhoo dressed with a colorful skirt. Lures are next and I will give you several to choose from.

SURFACE LURES
These bounce or skirt on top of the surface and are visible to the fish below who come up and strike.

SINKERS
These are harder lures, usually metal, and they ride just beneath the surface and are always colorful and shiny.

BOMBERS
These plastic bodied lures are realistically painted fish bodies that have a ‘spoon’ at the front. The ‘spoon’ makes them dive way below the surface depending on their size.

The author with a 72lb yellow fin tuna, Long Island, Bahamas

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Our new compact FilterBoss fuel polishing modules (FPM) are designed to fit into tight engine compartments. They have such a small footprint that many boat owners will now be able to install a filtration system where traditional units would have never fit before. This allows them to take advantage of KTI’s advanced onboard fuel polishing to virtually eliminate fuel contamination, the number one cause of engine problems.

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NOTE: ALWAYS USE STEEL LEADERS ON YOUR LURES!

Here are some of my favorites: Dolphin Candy & Tuna Toast, Game Fish Candy & Mahi Candy, Williamson Lures.

You are also going to need a net with small weave and an extendable handle, and a gaff with a long handle.

FISHING TECHNIQUES TO HELP YOU CATCH AND KEEP FISH

Play your line out so that it just behind your wake. Set your drag so that it is tight but not too tight as you want the fish to ‘swallow’ your lure. Once you get a ‘fish on’, the first thing you must do is reduce the vessel’s speed. Take the rod, keeping the tip of the rod up at all times, and give gentle tugging motions on the rod so you can ‘feel’ the fish. Start tightening the drag keeping the pressure on while reeling your fish. Place the rod in the rod holder then either gaff or net your catch on board.

The earth is three quarters water, there is plenty of opportunity for you to catch fish and feed yourself and your crew while underway. It doesn’t get much better than that. Enjoy, stay safe and FISH ON!

FISH YOU CAN EXPECT WHILE TROLLING IN TROPICAL WATERS AND HOW THEY RESPOND WHEN CAUGHT

BARRACUDA: (Good eating under three feet or five pounds), they will strike hard, run out some line and then give very little fight until you get them close to your vessel.

TUNA: All strike hard and will ‘dive’ deep once they are hooked. Even the smallest tuna is going to give you a good, strong fight.

WAHOO / ONO: Will strike hard, fight hard and jump to try and ‘spit’ the hook.

MAHI MAHI: Strike very hard, fight, jump and spin like hell. These guys are masters at spitting the hook!

MACKERELS: Strike somewhat hard depending on the size and then are fairly easy to bring in with very little fight.

KINGFISH: Hard first strike, they run out line and then fight very little after that.

EDITOR’S NOTE: Barracuda have been linked to ciguatera poisoning and you may put yourself at risk by eating them.
MOTOR LIFEBOAT
Searching for a new mission in the Caribbean

This motor lifeboat has been developed by USCG & Textron Marine and is designed to perform heavy weather rescue in hurricane force winds (60-knots) and 20-foot breaking seas (surf). This MLB is outfitted with an excellent array of navigational gear, including a Global Positioning System (GPS) with electronic charting capability, radar in the enclosed bridge and the open bridge, and radio direction finder.

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Boaters have been able to enjoy all kinds of technological advancements in the past few years and some of the most obvious have been in marine electronics. Chart plotters have become faster and more accurate with far better charts than ever before and fish finders are able to define structure and fish with startling imagery. Until recently radar development was lackluster in comparison. All that changed with the introduction of solid-state radars. Manufacturers such as the Simrad Halo range of radars and Raymarine’s Quantum radars are changing the face of radar technology for the average recreational boaters and are bringing them into the next generation.
Utilizing military type technology only recently seen in commercial use, Navico, under the Simrad banner has developed a new open array radar system that works in conjunction with its NSS Evo2 and NSO Evo2 displays, with capabilities unlike anything in its history and at prices not seen for this technology, thanks in part to technology that is now also being used by the 4G cellular network. It has done away with power hungry, fixed frequency limited life magnetrons and replaced them with a solid state amplifier that has far more versatility. By combining features found in traditional radars – and already available and capable broadband radars – the new pulse compression technology that transmits ‘25W pulsed, frequency-swept transmission bursts’ allows for a radar that uses less power, has great image capability with low electromagnetic and radiation emissions and enjoys instant start-up. Other features of these new open array radars include a 64 nautical mile range with a four-foot antenna, as well as instant on operation, true dual range operation, high power capability with low power consumption at 12 and 24 volts, Ethernet connectivity and custom modes, along with features called Beam Sharpening and Target Separation Control. It even has a trendy adjustable blue LED accent light letting everyone know you have a hot new radar on board.

The benefits of these new Pulse compression radars are plentiful and evidence of this is easy to find. Doing a YouTube search online will produce videos of impressive close-in radar returns, such as one clearly showing mooring buoys or channel markers passing just feet from the boat, allowing for confident nighttime helming in close harbor quarters.

Simrad’s website specifies a 20-foot minimum range but online videos and real life application prove returns even closer than that. Combine this close quarters capability with a true dual range operation and you can watch for mooring buoys on one side of your screen while scanning long range for weather cells and more. You can do so with completely independent controls, setting each of the two range screens as you wish. If you are prone to customize your radar image you are able to do so, but Halo also has some handy presets programmed for optimal performance for certain situations. These include a harbor, offshore, weather, bird and a custom mode. By selecting any of these modes the radar will automatically set itself for optimal performance for the range and targets desired. For the hands-on person the custom mode allows the user to tune the radar for any situation or condition to their liking.

Because of the solid-state electronics used the Halo radars are capable of fast initial power up ranging from 16 to 25 seconds and can transmit instantly from the standby mode. Gone are the days of waiting minutes for the radar to power on and warm up. These radars also boast a high-speed mode with
up to 48 RPM for fast responsive position updates. When in a bird mode the array will automatically slow down to allow for better target definition. Another advantage of this new technology, due to its low power pulse transmission, is a low electromagnetic emission which allows for safe operation in anchorages and in your slip at the marina.

If you are in need of a dome radar utilizing this new CHIRP pulse compression technology you may want to consider Raymarine’s new Quantum dome. Using similar technology as that found in Halo these domes work in conjunction with any Raymarine multifunction displays running their LightHouse II operating system. Boasting low power consumption of just 17 watts of transmission and seven watts in standby, these domes are easy on battery consumption and make a viable radar for long range cruisers looking for power efficient electronics. With excellent near and distant radar detection this dome offers simplified installation with WiFi integration, and Raymarine even offers adapters so that new radar cables may not be required.

These new radars are some of the first on the block utilizing new technology that can produce incredibly detailed radar images in ways not seen before and at a price that puts them within reach of boaters everywhere – the next generation radar is here.

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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TRINIDAD AND TOBAGO
The Caribbean is well-known for its sailing regattas and sport fishing tournaments. Now the region is becoming equally famous for its powerboating events like poker runs and races. These marine activities not only offer more ways for Caribbean boaters to have fun, but are also adding to islands’ bottom lines with marine tourism dollars.

What makes powerboating so much fun “is the opportunity for people from many different walks of life to come together for an event of commonality that is full of adrenaline, horsepower and raw emotion and to enjoy showing off their ‘toys’ and sharing boat stories with one another,” says Colin Conner, organizer of the 2016 SXM Poker Run, set for July 24, which will start out of St. Maarten’s Great Bay Harbor in Philipsburg.

POKER RUN FUN
Poker runs are not a race but more of a rally. The one-day affairs feature a fleet of powerboats – usually fast high-performance boats – that cruise a specific course and stop at five different pre-determined locations to draw a playing card. At the end, the team with the best hand of cards wins. Poker runs are family-friendly since racing and speed, per se, isn’t the main focus.

The Leverick Bay Poker Run, held in the BVI, has gained global recognition from news outlets like CNN over the past 15 years. This year, over 250 boats including those from the U.S. mainland took part in the May 29 event hosted out of Virgin Gorda.

“The Leverick Bay Poker Run is the biggest nautical event in the Caribbean,” says Javier Lopez Matos, of JLM Marketing in San Juan, Puerto Rico, who is co-organizer with event founder, Nick Willis, manager of the Leverick Bay Resort. “Safety and camaraderie is foremost, although because we run the event in the protected waters of the Sir Francis Drake Channel...”
Due to St Maarten’s unique location to Anguilla and St Barths, many individuals who attend the Anguilla August Monday Festival have a huge interest in the SXM Poker run because it is scheduled one week before August Monday. So, it’s from one party to the next,” says Conner, who expects anything from 25 to 50 boats.

Other islands such as Antigua, Curacao, Puerto Rico and Trinidad & Tobago also host poker runs. The latter two islands are also famous for powerboat racing.

REVVED UP RACING
The Puerto Rico Offshore Series (PROS) consists of four events annually. At each, several classes and speeds of boats race offshore, while onshore there is live music, food kiosks and boat exhibitions.

“The trend now is small courses where the public can en-
joy the complete race from one spot,” says PROS president Benny Nieves. “This year, we are working to provide a longer racing experience for the public. For example, we are adding jet ski drag racing. Jet ski drag racing has a lot of followers in Puerto Rico and they are very, very fast!”

Offshore powerboat racing has grown considerably in Trinidad & Tobago in the past six years, according to Peter Peake, president of the Trinidad & Tobago Power Boat Association. Peake’s 46ft Skater, Total Monster, is three-time champion of the Carib Great Race, an event that has been running for nearly half a century where seven classes of powerboats race 115 miles from Port of Spain, Trinidad to Scarborough, Tobago. The Carib Great Race will take place this year August 20th.

“The standard and quality of equipment has gone from home builds to world class offshore boat and engine builders,” says Peake. “This was the result of the failing US economy back in 2008 to 2012. Prices of secondhand boats there fell dramatically. Lots of race boats were laid up and available. In swoop the Trinis. Since then we have seen the arrival of several top boats in the 130mph class. This year, the legendary 48ft Fountain Cat Killer, with its twin 1550 horsepower Sterling engines is coming for the Carib Great Race. In addition, we have seen new enthusiasm from our young men and women. The younger crews are revamping tried and true boats and getting involved.”

Power boating fans from the Caribbean and abroad have a new event to look forward to in 2018: the Venture Cup, billed as the world’s longest, toughest and most prestigious powerboat race.

“The Venture Cup model is for some of the top racers in the world to have a week of unsurpassed racing, overseen by the sports global governing body,” explains director Aiden Foley. “Right now, the main areas where these race boats and teams exist are in Europe and the USA. This year’s race takes place in Ireland and is the first full Venture Cup. All going well, it will prove the concept and the model to the European teams. We then need to bring it to the American teams and the Caribbean seemed to be the perfect location. It’s an area that all will have heard of, but few will have raced in and one that’s easier to draw in the American teams. The course is currently being planned but we expect to have Antigua as our starting base and for the Cup to take place in June of 2018.”

Carol M. Bareuther, RD, is a St. Thomas, U.S. Virgin Islands based marine writer and registered dietitian.
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A large turnout, long courses and competitive racing highlighted this year’s BVI Dinghy Championships at Nanny Cay on May 21-22.

The 15th annual event featured 71 boats from the BVI, St. Croix, St. Thomas and Puerto Rico. According to organizers, it was the biggest turnout the event has ever had.

Windward/leeward racing was held in the Sir Francis Drake Channel on two different courses: the Championship and Green Fleet.

The boats included IC24s, Optimists and Lasers.

The classes completed between seven and 15 races over the two-day regatta. The IC24 Class only competed one day.

In the Opti Class, Mia Nicolosi, of St. Thomas, took first place for the second consecutive year.

“It was a very competitive fleet,” Ms. Nicolosi said after the first day of racing. “Especially Rayne (Duff), who has always been competitive with me.”

All told, she scored six bullets in 12 races. In the other six races she finished no lower than second.

Duff, who took second last year as well, finished just one point behind Nicolosi. He, too, scored no lower than second place.
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The series between the two sailors was so close that one race could have made the difference between who took the top spot. That race may have come on the first day when Duff had the lead during the sixth race, but capsized about 500 yards from the finish line giving Nicolosi her fourth bullet.

“I just kept having cat fights with her,” Mr. Duff said. “I eventually got a shift and passed her. I was ahead on the downwind and I caught a wave with my sail too far out and I capsized. The little mistakes make a difference.”

Both sailors agreed that the courses were long and challenging.

“I thought it was a lot of racing, but I thought it was good,” Duff said. “I like the courses, even though they were long. It was really difficult, but fun racing.”

In the Laser Radial Class, Thad Lettsome, of the BVI, took first place while Daniel Petrovic, also of the BVI, won the Laser Class.

Ted Reshetiloff skippered INTAC to victory in the IC24 Class.

Thirty sailors competed in the Optimist Green Fleet, with Tanner Krygsved, of St Thomas, taking first, while Nici Haycraft won the Open Bic Class and was awarded the sportsmanship prize.

The large turnout was a good learning experience for the sailors, especially the Green Fleet.

“It is a great introductory regatta for them,” said Royal BVI Yacht Club sailing coach Taylor Penwell. “It is exposure to the bigger racing scene. The bigger fleets can be a lot more challenging. It is the first step to the door of international racing.”

For full results, visit: www.regattanetwork.com

Todd VanSickle is a journalist living and working in the Virgin Islands
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WEST INDIES REGATTA: FREE IN ST BARTH TAKES FIRST PRIZE

ST. BARTHÉLEMY  BY ELLEN LAMPERT-GREAX

Eight years ago, a regatta was born in Saint Barth to honor the tradition of Caribbean sailing, with a fleet of wooden schooners and sloops built around the islands. The 8th annual West Indies Regatta took place from April 28th to May 1st with fewer boats than in recent years, but the same sense of enthusiasm for these small traditional craft that evoke the days when similar vessels sailed from island to island carrying various goods, including cigarettes, alcohol, salt, and even cattle.

Today, these boats are built for racing, with three of this year’s fleet built in Carriacou by veteran boat builder Alwyn Enoe and his son, in a trade passed down from generation to generation starting with the Scottish settlers that arrived in the 18th century. The newest boat built by Enoe was commissioned two years ago by Thierry Badereau (La Plage Restaurant) in Saint Barth, and completed this year in time for Antigua Classics and the West Indies Regatta.

The new 42ft Carriacou sloop, Free In Saint Barth, sailed magnificently to win the races on Saturday and Sunday scoring a perfect victory. Second place went to Angus Biffin and Zemi, while third place went to Alexis Andrews and Genesis—both are also 42ft Carriacou sloops built by Alwyn Enoe! Alexander Hamilton from Antigua was the first in the schooner class, and the Spirit of the Regatta prize went to Ongtong Java, an unusual hand-built catamaran from Senegal.

“Another amazing event, a huge thank you to all those who sailed here especially to take part,” said regatta organizer Alexis Andrews, of Genesis. Andrews is the director of the award-winning documentary, Vanishing Sail, which documents the building of another Enoe sloop, Exodus. The film was screened on the dock by the boats at the closing night of the 2016 St. Barth Film Festival.

“It’s all about the people ... And the rum!” Andrews said. He added, “Major thanks to Michael ‘Scrim’ Strzalkowski and Dougie’s Skullduggery Coffee and Rum, for the big first prize. The West Indies Regatta would like to thank all the captains and crews who made the effort to attend this unique event. See you all again in 2017.”

The event is organized in conjunction with the Port of Gustavia, the Collectivité of St Barthélemy, the Tourism Committee, ASBAS, La Plage restaurant, and Budget Car Rental.

Ellen Lampert-Gréaux lives in Saint Barthélemy where she is editor-in-chief of Harbour Magazine.
The Anguilla Regatta has been described as the biggest small regatta in the Caribbean; it is also one of the sweetest.

This year’s regatta, sailed May 6-8, attracted 17 boats, which was slightly up on last year. The event kicked off with a feeder race from St. Maarten, and perhaps herein lies my only criticism of my favorite regatta: The feeder race should be stand-alone and have its own prizes. This would encourage boats that are visiting Road Bay to take part in this fun and friendly regatta thereby putting more money into the Anguilla Sailing Association (youth sailing) which this event supports.

Saturday and day two of the regatta brought a nice southerly breeze and I joined race officer Paul Miller on the start boat as it dragged anchor all around the bay, delaying the start by almost an hour until we could get it to set.

With racing under way the starts went like clockwork, the start signal for the one class acting as the five minute warning signal for the next.

The first two races were on windward/leeward courses and saw some pretty handy spinnaker sets and a couple of spectacular broaches in the racing fleet. The mast of a Melges 24...
being dragged into the water is heart-stopping for spectators never mind crew.

Boats from St. Martin made up the bulk of the fleet and noted antagonists Sir Robbie Ferron and Sir Bobby Velasquez went at it like, well, jousting knights. Competing in cruising class, Sir Robbie’s J39 Ossenfeffer and Sir Bobby’s Custom Beneteau 45F5 L’Esperance now rate the same thus turning their legendary rivalry into a match race. A habitual winner, it was a shock to see L’Esperance lose to Ossenfeffer in every race and Sir Robbie punching the air (and was that a little jig) as he crossed the finish line.
Sailing in the same class, Ben Jelic and his rather bizarre custom Kiwi 35 Wild Devil continued his winning ways, scoring bullet after bullet to put himself so far ahead that he could have watched the final race from the shade of a beach bar and still taken home the trophy.

For Saturday’s third race Paul Miller set a 10.5 mile ‘butterfly’ course. “I think it’s important that this kind of regatta has a mix of races,” he said.

Sint Maarten’s Frits Bus and Team Island Water World must bless the day they upgraded to a newer Melges 24, the stiffer hull paying massive dividends in races won.

Although the America’s Cup boat Canada II failed to score a podium place, she made some spectacular starts. Totally powered up, she passed so close the committee boat that you could have struck a match on her hull. And it was given that she would take line honors in every race.

In the light winds, the four boat multihull fleet failed to put on their usual show of speed and almost lumbered across the start line. By day’s end, Carib Cat (26ft) was leading on points.
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and a bullet on Sunday gave her the overall class win ahead of the Du Toit 51 Quality Time.

For Sunday’s race I joined the crew of the student-built, 36ft Dudley Dix-designed Purple Heart. Her crew of seven included old-guard Garth Steyn, Ian Mobbs and Rien Korteknie, and three teenage girls, Steyn’s daughter Christy (17) and her friends Jessie Templeton (16) and Sarah-Jane Templeton (14). The crew put the fun back into being on the water, even though there was hardly any wind for the entire race. The chatter of the girls, who sometimes broke into song, and friendly instructions to constantly tweak the sails and move our weight around the boat to make it go faster was a lesson in how it should be done if you want young people to get involved and enjoy the sport of sailing.

At one point I looked down and saw a starfish on the bottom and when I looked again it appeared to have overtaken us.

The race started with a light breeze but by the time we cleared the bay, rain showers sent the wind scurrying around the compass or stole it altogether. Boats were beating, some were reaching and some were running all within a half-mile radius. At one point I looked down and saw a starfish on the bottom and when I looked again it appeared to have overtaken us.

As the first boat drifted towards the outer mark, the race officer announced he was shortening the course but with so little air the finish seemed light years away. Some boats started their engine and motored in. One was L’Esperance, whose misery at the hands of Ossenfeffer was now complete. On engineless Purple Heart we sailed and drifted until we hit the line.

For full results, visit: regattaguru.com

Gary E. Brown is the Editorial Director of All At Sea. He is the author of the thrillers Caribbean Deep and Caribbean High. Works of nonfiction include, Biscay: Our Ultimate Storm. For more information visit: garyebrown.net
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Great sailing conditions, with flat seas, bright sun and breezes averaging 15 knots with an occasional 20 knot gust and 20 degree shift to keep sailors on their toes, set the scene for the inaugural Barbados Old Brigand Rum Regatta. Raced May 14th and 15th, the Barbados Sailing Association-organized and Barbados Yacht Club-hosted regatta saw three classes – one design J/24, CSA and non-CSA – compete on a mix of windward-leeward courses in Carlisle Bay and longer courses along the island’s south shore. In the end, it was the teams aboard Banks Esperanza, Rapajam and Waymar that won their classes.

The J/24 class win didn’t seem certain at all when on the first day of racing Ian Mayers thought he might have to sail with one man down aboard his Banks Esperanza due to a crew member’s minor accident on the way to the Club. Luckily, everything moved along quickly and a full crew was on board 30 minutes before the start.

“We cast off the mooring, quickly hoisted the spinnaker for two quick jibes, two quick tacks and then we were off. As it turned out, we ended up with our best start of the regatta, nailing the pin end, capitalizing on the first left shift and leading the long race up and down the south coast pretty much wire to wire. This was great as it allowed the crew to build some confidence and push on from there,” says Mayers.

Sunday’s conditions were shiftier with more variable wind speeds, yet the crew on Banks Esperanza were able to hold
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Robert Povey’s Hawkeye and Charlie Gloumeau’s Bunga Bunga finished second and third, respectively, in the J/24 Class.

This win put Banks Esperanza in a tied lead with Bunga Bunga in the eight-regatta Suzuki Marine 2016 J/24 National Championships. There are two regattas left to Series season. The winner represents Barbados in the J/24 World Championships.

Rapajam, Ralph Johnson’s lightning fast Bruce Farr-designed Beneteau 54, won the CSA Class. Johnson’s crew included his eight-year-old son, Jason, and six-year-old daughter, Jade.

“I would say that strong winds and good courses worked in our favor,” says Johnson.

Ten Seven, owned by Ian Hickling, placed second in this class and Mike Krimholtz’ Dragon Magic third.

Finally, it was Doug Graham who sailed friend Mark Mostovac’s 32-foot Jeanneau Attalia Waymar to first in the non-CSA Class.

“The small crew on Waymar included members who had never sailed together before and one who had never raced before. On the first day that resulted in some tacks not being executed as well as should be and room for improvement and one interesting need for a 360 penalty. The most satisfying part of the race was the improvement on the second day with the team being synchronized and getting the best out of Waymar,” says Graham.

Peter ‘Wipers’ Hoad’s Paddington finished second and Bill Tempro’s Sail La Vie third.

Trevor Hunte championed the Windsurfer class.

With nary a mishap and only one protest throughout the weekend, this inaugural regatta proved a huge success.

“Many thanks go out to our new sponsors Old Brigand Rum, as the onshore parties proved to be a big hit with the potential to bring out the pirate in all of us,” says regatta director Penny McIntyre, referring to the rum’s pirate-themed brand.

Carol M. Bareuther, RD, is a St. Thomas, U.S. Virgin Islands based marine writer and registered dietitian.
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 Pitons, Rodney Bay invites a night on the town. Or choose Marigot Bay for a chic excursion. Must-see dive spots abound, and there are plenty of hidden bays where you’ll create your own Caribbean mystique. Of course, no getaway would be complete without exploring the luxurious side of Saint Lucia through its restaurants, shopping, and resorts. Immerse yourself in a luxe yachting adventure in simply beautiful Saint Lucia.
“I speak four languages,” says the taxi driver as he chauffeurs me from Curacao’s airport to downtown Willemstad. “English, Dutch and Spanish. And Papiamento.”

Papiamento, a mélange of English, Spanish, Portuguese, French and Dutch even contains some African tribal dialect.

Spicy, diverse and tropical in its rhythms – the perfect metaphor for Curacao – spicy, diverse and tropical in its rhythms.

Welcome to Papiamento Island.

Consider Willemstad itself. One of the biggest harbors in the Caribbean, a huge oil refinery nearby. But the town’s a UNESCO Heritage Site, and an eighteenth-century fort, cannon still sprouting like porcupine quills from rough-hewn stone battlements, squats implacably at the mouth of the harbor.

And those guns are aimed at a street scene that shows like Amsterdam on acid: buildings along Handelskade boast the same tall, narrow architecture and Dutch trim that graces Netherland’s canals but are painted downright Caribbean. Baroque facades in periwinkle blue, coral, and lemon yellow.

Even the colonial fortress itself has a split personality. Outside the walls, towering palms dominate a promenade populated with designer shops that could hold their own on Rodeo Drive. Inside – instead of colonial soldiers – I discover courtyard bistro’s and elegant eateries where tourists sip cocktails tinted sky-blue by the liqueur that shares its name with this island with the multiple personality.

PAPIAMENTO ISLAND

Consider this: Across a narrow channel from the Curacao Maritime Museum, housed in a former mansion, a fleet of Venezuelan fishing boats forms a floating market where you can pick up the catch of the day. It’s just down the street from a huge circular interior market, itself reclining hard by a whole
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Curaçao’s beaches are equally Papiamento in personality: diverse, distinct, contrasting.

Consider Playa Porto Mari: Surrounded by cactus-studded rolling hills, turquoise waters and alabaster sand, centerpiece a raft where swimmers lounge, bobbing in soporific surf. Or Playa Knip, popular with locals. Think Cas Abao, bordered by rugged rock outcroppings, where you can dine seaside and wash lunch down with daiquiris. Or head south where the action is and swim in limpid waters protected by a great stone barrier, stroll a boardwalk decorated with bars and restaurants and souvenir shops at Aquarium Beach, where your sun-seeking soundtrack comes from speakers spouting reggae and soca.

But maybe you prefer nature. Or history. Or culture.

Check out the blushing inhabitants of a flamingo sanctuary with a backdrop of desert scenery that could hold its own in Arizona.

One day I combine all these delicious ingredients into one irresistible dish.

I mix history with local art at Landhuis Jan Kok. A landhuis is the Dutch Antillean equivalent of the British Caribbean great house. Here, at one of Curaçao’s oldest, I visit a gallery featuring the whimsical and colorful art of Nena Sanchez. I follow that with a stroll through the lunar-like landscape of Shete Boka National Park, watching great waves shatter on ironwood shores, all accompanied by tympani-roll-surf. Next on the agenda is an exploration of the island’s west end beaches including lunch at Playa Porto Mari.
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A PERFECT DAY IN PARADISE

By the end of that day, doing dinner at Mundo Bizarro, a restaurant downright Baroque in its furnishings and accoutrements in a vibrant section of Willemstad called Pietermaai, an enclave as diverse as Curaçao’s chief lexicon in its own right, I come up with this Papiamento riff.

Proud of myself for at last defining the appeal of this erstwhile outpost at the far reaches of the Dutch empire, I let it inform and influence every other experience for the rest of my time on Papiamento Island.

Until, during a tour of the Curaçao Sea Aquarium with Bryan Horne, proprietor of an operation that lends support to my thesis: both Bryan’s operation (Substation ‘Curaçao’ combines tourist excursions and scientific research in a purpose-built submersible) and this park we’re strolling through (the usual tourist-type show admittedly, but also home to the Curaçao Dolphin Therapy Centre, a clinical facility complete with resident psychologists) are as multifaceted and diverse as Curaçao and her resident language.

Now the epiphany. We’re exiting the Dolphin Academy office when a local woman from behind the desk asks Horne how his young daughter is doing.

Horne’s eyes light up.

“Dushi,” he says, “dushi.”

‘Dushi’ is Papiamento for enjoyable, for delicious, for pleasing, for sweet, for all things nice and good.

My brief island sojourn flashes before me like one of those movie collages: lonely and surreal landscapes, historic buildings, and beaches nuzzling heaven-colored waters.

And now I replace that first nickname with a title even better suited to describe the allure and appeal of Curaçao. Now I revise that initial thesis.

Welcome to Dushi Island.

For more information on visiting Curaçao, a Dutch Caribbean outpost as diverse as the language spoken here, visit: www.curacao.com/en

Mark Stevens is an award-winning travel writer whose specialties include Canada, the Caribbean and boating.
## CARIBBEAN MARINAS

### All At Sea’s Caribbean Marinas Guide

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<td>787-722-0177</td>
<td>31'</td>
<td>250' 121</td>
<td>120/240</td>
<td>● ● ● ● ● ● ● ● 16/10 68</td>
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<tr>
<td>Marina Pescaderia</td>
<td></td>
<td>787-717-3638</td>
<td>8'</td>
<td>65' 97</td>
<td>110/220</td>
<td>● ● ● ● ● ● ● ● 16/58 ●</td>
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<tr>
<td>Ponce Yacht &amp; Fishing Club</td>
<td></td>
<td>787-842-9003</td>
<td>20'</td>
<td>150' 169</td>
<td>110/220, 30A, 50A and 100A</td>
<td>● ● ● ● ● ● ● ● 68 FREE</td>
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<tr>
<td>Puerto Del Rey Marina</td>
<td></td>
<td>787-860-1000</td>
<td>15'</td>
<td>260' 1,000</td>
<td>120/208 V single &amp; 3 phase, 30, 50, 100 &amp; 200 amps, 60 Hz</td>
<td>● ● ● ● ● ● ● ● 16/71 FREE</td>
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<tr>
<td>Sunbay Marina</td>
<td></td>
<td>787-863-0313</td>
<td>12'</td>
<td>75' 287</td>
<td>110/220</td>
<td>Cable ● ● ● ● ● ● ● ● 16/12 ●</td>
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<tr>
<td>St. Croix</td>
<td></td>
<td>340-773-0289</td>
<td>11'</td>
<td>150' 44</td>
<td>110/220</td>
<td>● ● ● ● ● ● ● ● 16/18 ●</td>
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<td>Location</td>
<td>Marina Name</td>
<td>Website/Contact</td>
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<td>Max Draft</td>
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<td>Electrical Supply</td>
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<td>St. Lucia</td>
<td>Rodney Bay Marina</td>
<td><a href="http://www.igy-rodneybay.com">www.igy-rodneybay.com</a></td>
<td>14' 285'</td>
<td>253</td>
<td>250/200</td>
<td>120V-480V, 30/50/100/125/200 amps at 60 Hz, 240V-440V, 32/63/125 &amp; 200amps at 60 Hz</td>
<td>Cable</td>
<td>16 FREE</td>
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<tr>
<td>St. Lucia</td>
<td>The Marina at Marigot Bay</td>
<td><a href="http://www.igy-rodneybay.com">www.igy-rodneybay.com</a></td>
<td>16' 250'</td>
<td>40</td>
<td>110/220/380, 50/60 Hz</td>
<td>Cable</td>
<td>16/12 FREE</td>
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<tr>
<td>St. Maarten</td>
<td>Island Water World Marina</td>
<td><a href="http://www.igy-islededesol.com">www.igy-islededesol.com</a></td>
<td>8' 90'</td>
<td>54</td>
<td>Available</td>
<td>Cable</td>
<td>74 FREE</td>
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<td>St. Maarten</td>
<td>Lagoon Marina Cole Bay Waterfront</td>
<td><a href="http://www.igy-islededesol.com">www.igy-islededesol.com</a></td>
<td>9' 100'</td>
<td>45</td>
<td>110/220</td>
<td>Cable</td>
<td>16 FREE</td>
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<td>St. Maarten</td>
<td>Simpson Bay Marina</td>
<td><a href="http://www.igy-simpsonbay.com">www.igy-simpsonbay.com</a></td>
<td>13' 196'</td>
<td>114</td>
<td>480V 3-phase 100 amps/leg, 220V 3-phase 100 amps/leg, 220V 50 amps, 110V 30 amps 60Hz</td>
<td>Cable</td>
<td>16/79A FREE</td>
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<tr>
<td>St. Maarten</td>
<td>The Yacht Club at Isle de Sol</td>
<td><a href="http://www.igy-islededesol.com">www.igy-islededesol.com</a></td>
<td>18' 320'</td>
<td>45</td>
<td>480V 3-phase 100 amps/leg, 220V 3- &amp; single-phase, 100 amps/leg, 220V 50 amps 60Hz</td>
<td>Cable</td>
<td>16/78A FREE</td>
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<tr>
<td>St. Martin</td>
<td>Captain Oliver's</td>
<td></td>
<td>10' 150'</td>
<td>160</td>
<td>110/240</td>
<td>Cable</td>
<td>16/67 FREE</td>
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<tr>
<td>St. Thomas</td>
<td>American Yacht Harbor</td>
<td><a href="http://www.igy-americanyacht">www.igy-americanyacht</a></td>
<td>10' 110'</td>
<td>134</td>
<td>120/208Y/240 VAC 30 to 100 amps, 60 Hz</td>
<td>Cable</td>
<td>16/6 FREE</td>
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<td>St. Thomas</td>
<td>Yacht Haven Grande</td>
<td><a href="http://www.igy-yachthavengrande.com">www.igy-yachthavengrande.com</a></td>
<td>18' 656'</td>
<td>48</td>
<td>120/208Y/240/480Y VAC 50 to 600 amps, 60 Hz Ability to hard wire</td>
<td>Cable</td>
<td>16/10 FREE</td>
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<tr>
<td>Tortola, BVI</td>
<td>Nanny Cay Marina</td>
<td></td>
<td>12' 125'</td>
<td>200</td>
<td>110/220</td>
<td>Cable</td>
<td>16 Cafe</td>
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<tr>
<td>Tortola, BVI</td>
<td>Soper's Hole</td>
<td></td>
<td>25' 170'</td>
<td>50</td>
<td>110/240</td>
<td>Cable</td>
<td>16/71 FREE</td>
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<tr>
<td>Tortola, BVI</td>
<td>Village Cay Marina</td>
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<td>12' 200'</td>
<td>106</td>
<td>110/220/308</td>
<td>Cable</td>
<td>16/71 FREE</td>
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<tr>
<td>Trinidad</td>
<td>Power Boats Ltd</td>
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<td>13' 65'</td>
<td>40</td>
<td>115/220</td>
<td>Cable</td>
<td>72 FREE</td>
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<tr>
<td>Turks &amp; Caicos</td>
<td>Blue Haven Marina &amp; Resort</td>
<td><a href="http://www.bluehavenbvi.com">www.bluehavenbvi.com</a></td>
<td>8.5' 220'</td>
<td>78</td>
<td>30/50/100 amp, 3 phase, up to 480V</td>
<td>Cable</td>
<td>16 FREE</td>
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<tr>
<td>Turks &amp; Caicos</td>
<td>Caicos Marina &amp; Shipyard</td>
<td><a href="http://www.caicosmarina.com">www.caicosmarina.com</a></td>
<td>9' 150'</td>
<td>100+</td>
<td>30/50/100 amp</td>
<td>Cable</td>
<td>16 FREE</td>
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<tr>
<td>Virgin Gorda</td>
<td>Virgin Gorda Yacht Harbour</td>
<td></td>
<td>10' 180'</td>
<td>94</td>
<td>110/220</td>
<td>Cable</td>
<td>16/11 FREE</td>
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<tr>
<td>Colombia</td>
<td>Marina Santa Marta</td>
<td><a href="http://www.marinasantamarta.com">www.marinasantamarta.com</a></td>
<td>11.5' 132'</td>
<td>256</td>
<td>110/220V, 60hz</td>
<td>Cable</td>
<td>16/72 FREE</td>
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**OUTSIDE OF CARIBBEAN:**

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<tr>
<th>Location</th>
<th>Marina Name</th>
<th>Website/Contact</th>
<th>Slip Sizes</th>
<th>Max Length</th>
<th>Max Draft</th>
<th>Fresh Water</th>
<th>Electrical Supply</th>
<th>Cable/Internet/Security</th>
<th>Notes</th>
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</thead>
<tbody>
<tr>
<td>Boston, MA</td>
<td>Boston Yacht Haven</td>
<td>617-367-5050</td>
<td>22' 300'</td>
<td>100</td>
<td>480V, 100 and 200 amps, 240V single-phase, 208V 3-phase, 100 amps, 240V, 50 amps, 120V, 30 amps</td>
<td>Cable</td>
<td>09/16 FREE</td>
<td></td>
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<tr>
<td>Deltaville, VA</td>
<td>Deltaville Marina</td>
<td>804-776-9812</td>
<td>10' 110'</td>
<td>80</td>
<td>30/50 Amp</td>
<td>Cable</td>
<td>16 Cafe</td>
<td></td>
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<tr>
<td>Cabo San Lucas, Mexico</td>
<td>Marina Cabo San Lucas</td>
<td><a href="http://www.igy-cabosanlucas.com">www.igy-cabosanlucas.com</a></td>
<td>26' 350'</td>
<td>380</td>
<td>110V 30 amps, 220V/50 amp, 100 amp 3-phase, 480V 150 3-phase</td>
<td>Cable</td>
<td>88A FREE</td>
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<td>Montauk, NY</td>
<td>Montauk Yacht Club</td>
<td><a href="http://www.montaukyachtclub.com">www.montaukyachtclub.com</a></td>
<td>12' 200'</td>
<td>232</td>
<td>30/50/100 amp single phase, 100 amp 3-phase</td>
<td>Cable</td>
<td>9/11 FREE</td>
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<tr>
<td>NY Harbor - Jersey City</td>
<td>Newport Yacht Club</td>
<td><a href="http://www.igy-newport.com">www.igy-newport.com</a></td>
<td>10' 200'</td>
<td>154</td>
<td>110V, 220V, 30/50/100 amp</td>
<td>Cable</td>
<td>16/78 FREE</td>
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<tr>
<td>NY Harbor - Manhattan</td>
<td>North Cove Marina at Brookfield Place</td>
<td><a href="http://www.igy-northcove.com">www.igy-northcove.com</a></td>
<td>16' 175'</td>
<td>18</td>
<td>110V, 220V, 480V 3-phase</td>
<td>Cable</td>
<td>69 FREE</td>
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ASK ABOUT ADDING YOUR MARINA TO THE ALL AT SEA MARINA GUIDE CONTACT ADVERTISING@ALLATSEA.NET
## CARIBBEAN BOATYARDS

*All At Sea’s Caribbean Boatyards Guide*

<table>
<thead>
<tr>
<th>Boat Yard</th>
<th>Latitude</th>
<th>Longitude</th>
<th>Phone Number</th>
<th>Maximum Draft</th>
<th>Maximum Length</th>
<th>Maximum Beam</th>
<th>Maximum At Quay</th>
<th>Power Supply</th>
<th>Annual Hours</th>
<th>Lift Type</th>
<th>Capacity</th>
<th>Contact/AdVertising@allatsea.net</th>
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</thead>
<tbody>
<tr>
<td>Jolly Harbour Marina / Boat Yard</td>
<td>17° 04' 40.4 N</td>
<td>61° 54' 37.0 W</td>
<td>(268) 462-6041</td>
<td>15' 80' 18'</td>
<td>no limit</td>
<td>110/220</td>
<td>8am-5pm</td>
<td>70</td>
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<tr>
<td>North Sound Marine</td>
<td>17°11' 75.6 N</td>
<td>61° 75' 750 W</td>
<td>(268) 562-3499 (268) 764-2599</td>
<td>15' no limit</td>
<td>31' no limit</td>
<td>Anything</td>
<td>24x7</td>
<td>150</td>
<td>• • • • • •</td>
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<tr>
<td>Varadero Caribe</td>
<td>12° 32' 8 W</td>
<td>70° 02' 0 W</td>
<td>297-588-3850</td>
<td>8' 120' 45'</td>
<td>no limit</td>
<td>50/30 amp</td>
<td>8am-5pm</td>
<td>60</td>
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<tr>
<td>Nancy Cay Hotel &amp; Marina</td>
<td>18° 25' 0 N</td>
<td>64° 37' 0 W</td>
<td>(284) 494-2512</td>
<td>11' 160' 45'</td>
<td>no limit</td>
<td>110V-30amp/220V-50 amp/3 phase 100 amp</td>
<td>7am-6pm</td>
<td>70</td>
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<tr>
<td>Soper's Hole</td>
<td>18° 23' 46 W</td>
<td>66° 82' 53 W</td>
<td>(284) 495-3349</td>
<td>7' 65' 18' and 40'</td>
<td>no limit</td>
<td>110/220</td>
<td>8-5 Mon-Sat</td>
<td>45</td>
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<tr>
<td>Tortola Yacht Services</td>
<td>18° 25' 0 N</td>
<td>64° 37' 0 W</td>
<td>(284) 494-2512</td>
<td>10' 68' 20'</td>
<td>no limit</td>
<td>220V, 50A, 110V, 30A</td>
<td>7-4, 7days</td>
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<td>Virgin Gorda Yacht Harbour</td>
<td>18° 45' 222 N</td>
<td>64° 43' 750 W</td>
<td>284-495-5318</td>
<td>10 150 34</td>
<td>no limit</td>
<td>110/120</td>
<td>7am-6pm</td>
<td>70</td>
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<tr>
<td>Curacao Marine</td>
<td>12° 36' 24 N</td>
<td>68° 04' 2 W</td>
<td>599 9 562-8000</td>
<td>9' 120' 33' 193</td>
<td>110/220 380</td>
<td>8am-5pm</td>
<td>60</td>
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<td>Marina ZarPar</td>
<td>18° 26' 6 W</td>
<td>69° 23' 23 W</td>
<td>(809) 523-958</td>
<td>7' 65' 28'</td>
<td>no limit</td>
<td>110/220 380</td>
<td>9am-5pm</td>
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<tr>
<td>IBC Shipyard</td>
<td>18° 23' 35' N</td>
<td>68° 53' 55' W</td>
<td>809-449-3321/3323</td>
<td>12' 110' 26'</td>
<td>no limit</td>
<td>110/220 3 phase 100/50/30 amp</td>
<td>8-5 M-F</td>
<td>120</td>
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<td>Court Bay Marina</td>
<td>12° 00.6 N</td>
<td>601° 061' 450' W</td>
<td>473-439-399</td>
<td>13' 150' 40'</td>
<td>0</td>
<td>8-4 M-F</td>
<td>242</td>
<td>• • • • • •</td>
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<td></td>
</tr>
<tr>
<td>Grenada Marine</td>
<td>12° 01.20 N</td>
<td>61° 40.42</td>
<td>00-1-473-443-1667</td>
<td>12' 75' 315'</td>
<td>0</td>
<td>110/220</td>
<td>8-5, M-F, 8-12, Sat</td>
<td>70</td>
<td>• • • • • •</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Spice Island Marine Center</td>
<td>12° 5 N</td>
<td>61° 43 W</td>
<td>473-444-4257</td>
<td>12' 70' 25' 4</td>
<td>0</td>
<td>110/230</td>
<td>8am-4:30 pm</td>
<td>70</td>
<td>• • • • • •</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bocas Yacht Services</td>
<td>09° 17' 3 N</td>
<td>608.7° 230.06 W</td>
<td>507-6619-5601</td>
<td>10' 65' 20'</td>
<td>no limit</td>
<td>120/220</td>
<td>7:30-3:30pm</td>
<td>60</td>
<td>• • • • • •</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Varadero Palmas</td>
<td>18° 04' 37' N</td>
<td>65° 47' 57' W</td>
<td>787-656-9211</td>
<td>11' 110' 26'</td>
<td>no limit</td>
<td>50/30 amp</td>
<td>8-5, 7days</td>
<td>110</td>
<td>• • • • • •</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Puerto Del Rey Marina</td>
<td>18° 17.3 N</td>
<td>65° 38 W</td>
<td>787-866-1000</td>
<td>15' 150' 33'</td>
<td>120/208V single &amp; 3 phase; 30, 50, 100 &amp; 200 amps; 60Hz</td>
<td>6am-5pm</td>
<td>155</td>
<td>• • • • • •</td>
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<tr>
<td>Sint Maarten</td>
<td>18° 02' 13.24 N</td>
<td>63° 05.85 W</td>
<td>1-721-5444-060</td>
<td>12' 200' 33' 12'</td>
<td></td>
<td>110/220</td>
<td>8-5 M-F</td>
<td>150</td>
<td>• • • • • •</td>
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<td></td>
</tr>
<tr>
<td>Megayard</td>
<td>14° 04' 32' N</td>
<td>60° 56.5 W</td>
<td>340-773-0289</td>
<td>11' 75' 28'</td>
<td>120V-480V, 30/50/100/125/200 amps at 60Hz, 240V-440V, 32/63/125 &amp; 200 amps at 50Hz</td>
<td>8am-5pm</td>
<td>75</td>
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<tr>
<td>Rodney Bay Marina</td>
<td>17° 45' 2 W</td>
<td>64° 42 W</td>
<td>340-773-0289</td>
<td>11' 68' 13-8'</td>
<td>no limit</td>
<td>110V 30 amp; 220V 50 amp; 3 phase 100 amp</td>
<td>8-5 Mon-Sat</td>
<td>60</td>
<td>• • • • • •</td>
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<tr>
<td>St. Kitts</td>
<td>17° 03.23 N</td>
<td>62° 150 W</td>
<td>1-869-662-3499</td>
<td>12' 120' 35'</td>
<td>no limit</td>
<td>110/220/3 phase 100 amp</td>
<td>7-4, M-F</td>
<td>150</td>
<td>• • • • • •</td>
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<td></td>
</tr>
<tr>
<td>Drydock</td>
<td>18° N</td>
<td>65 W</td>
<td>340-776-2078</td>
<td>165' 190' 50'</td>
<td>no limit</td>
<td>440 three phase/220/110</td>
<td>8-5, Mon-Sat</td>
<td>1000</td>
<td>• • • • • •</td>
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<tr>
<td>Turks &amp; Caicos</td>
<td>21.45.57 N</td>
<td>72.10.47 W</td>
<td>649-946-5600</td>
<td>9 150</td>
<td>30/50/110 amp</td>
<td>24x7</td>
<td>75</td>
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**OUTSIDE OF CARIBBEAN:**

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*ASK ABOUT ADDING YOUR BOATYARD TO THE ALL AT SEA BOATYARD GUIDE*
# Southeast U.S. Marinas

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

<table>
<thead>
<tr>
<th>Location</th>
<th>Name</th>
<th>Maximum Draft</th>
<th>Maximum Length</th>
<th>Maximum Beam</th>
<th>Maximum Beam</th>
<th>Power</th>
<th>Annual Hours</th>
<th>Lift Type/Capacity</th>
<th>Breach/Cover Facility</th>
</tr>
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</table>
| Deltaville VA | Delta Yachting Center             | 10’ 70’ 19’9’ | no limit       | no limit     | no limit     | 30/50 Amp    | 8-4:30 M-F/ 9-4:30 S | 50 ton travelift | ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ##
PORT ANTONIO, JAMAICA. Wake up to absolutely beautiful ocean views even from your bedroom from this elegant 2 BR/1 BA home located in a quiet, private and secure hillside 10-minutes’ drive from Port Antonio. Equipped with air-conditioning, major electrical appliances, water tanks and a generator, this house is move-in ready. Located on 0.25-acre of land. Price: US $240,000

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www.acresantigua.com
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www.ChristopheHarbour.com
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**2007 Lagoon 42**
OWNERS VERSION loaded
€299K Euro. Offers

**Allan Pape “Cutty Hunk 54”**
Glorious Old World Charm in GRP. €395K

**Lavranos Racing sloop 48ft**
OFFERS!

**Island Spirit 37.**
Clean and ready to go
$149K Offers!

**2003 Leopold 47.**
Clean. OFFERS!

**70 ft Spronk Catamaran.**
Beyond spectacular. $650K

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49ft Owners version Immaculate! Offers!

**Global Pilot House.**
48 ft Aluminium Lifting keel High latitudes cruiser
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**2015 Jeanneau 469.**
Immaculate. $299K
OWNER WANTS IT SOLD!

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

**2008 Leopard Owners version.**
Never chartered. One owner since new $285K Offers

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

**1999 Royal cape 45 catamaran. SIX CABINS!**
Ex crewed charter. OFFERS!

**1999 Voyage Norseman cat.**
Ex crewed charter. Lying Med. $149K

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

**Saba 50**
Immaculate $825K Offers!

**Fountaine Pajot Cassamance 45 ft Project Boat.**
Industrial grade Bullet proof Vessel. Offers!

**2013 Jeanneau 57.**
Immaculate and loaded. $575K Offers!

**Bavaria 46e.** Owners version.
Thruster, Watermaker, Genset, Electric. Primaries Immaculate $139K!

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**Van Der Stadt Deck saloon in Steel.**
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**One owner since new. constantly upgraded.**
Immaculate Dynamique 62 $495K

**1994 Privilege 482S**
Being phased out from Charter fleet. $299K offers

**2002 Island Packet 42.**
Immaculate See website for details

**2005 Lagoon power 43**
Excellent condition. Liveboard. Check website for details!

**Glorious old world charm in a newly refitted boat.**
Formosa 68 Pilothouse $399K

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

**2015 Jeanneau 469.**
Immaculate. $299K

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

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<table>
<thead>
<tr>
<th>Boat Model</th>
<th>Description</th>
<th>Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>60' Moschini Mostes 60 1990</td>
<td>Performance, Quality Blue Water Cruiser. Asking $260K</td>
<td></td>
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<tr>
<td>60' Southern Ocean Hull #19 1979 True Passagemaker, Super Solid. Asking $200K</td>
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<tr>
<td>54' Jeanneau 54DS 2006</td>
<td>Amazing Price and Condition! Asking $295K</td>
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<tr>
<td>53' Amel Super Maramu 1990</td>
<td>Super Clean, Many Sails Asking $199K</td>
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<tr>
<td>53' Bruce Roberts 53 2011</td>
<td>The Real Deal In Steel Asking $159K</td>
<td></td>
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<tr>
<td>50' Gulfstar CSY Walkover 50 '87</td>
<td>Huge Galley, Nice Teak Decks Asking $79K</td>
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<tr>
<td>50' Hunter 50CC 2011</td>
<td>Most Loaded On The Market! Asking $379K</td>
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<tr>
<td>49' Trader 485 Signature 2002</td>
<td>Luxurious, Rugged Cruiser Asking $160K</td>
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<tr>
<td>49' Hunter 49 2008</td>
<td>Fresh Water Arrival Asking $259K</td>
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<tr>
<td>48' Nautitech Dufour 475 1998</td>
<td>Superb Value Asking €220K</td>
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<tr>
<td>48' Privilege 515 2011</td>
<td>Private, With Everything! Asking $1,199M</td>
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<tr>
<td>47' Beneteau Oceanis 473 2005</td>
<td>Heavily Upgraded For Offshore Cruising. Asking $149K</td>
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<tr>
<td>45' Privilege 43 1995</td>
<td>True Cruising Cat Asking $229K</td>
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<tr>
<td>44' Dufour 455 Gran' Large 2007</td>
<td>Owner's Version, Low Hour High Performance Cruiser Asking $159K</td>
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<tr>
<td>44' Alden 44 1978</td>
<td>New Sails, New Yanmar Asking $95K</td>
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<tr>
<td>44' Beneteau 445 1994</td>
<td>Well Maintained and Equipped Example. Asking $92K</td>
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<tr>
<td>43' Privilege 435 2004</td>
<td>Quality Workmanship and Build Asking $249K</td>
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<tr>
<td>43' Beneteau Oceanis 43 2010</td>
<td>Great Condition And Cruising Gear! Asking $159K</td>
<td></td>
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<tr>
<td>43' Hans Christian Christina 43.99</td>
<td>World Cruise Equipped Last One Built. Asking $249K</td>
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<tr>
<td>43' Frers Center Cockpit 1986</td>
<td>Beautifully Constructed Frers Design. Asking $59K</td>
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<tr>
<td>43' Shannon 43 1991</td>
<td>Ideal Offshore Voyager Asking $180K</td>
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<tr>
<td>42' R&amp;C Leopard 42 2003</td>
<td>Significantly Refitted Solid Cat Asking $219K</td>
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<tr>
<td>42' Dufour 425 Gran' Large 2012</td>
<td>Air, Water Maker, Late Model Asking $135K</td>
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<tr>
<td>42' Whitby 42 1977</td>
<td>Immaculate, Well Equipped &amp; Maintained. Asking $59K</td>
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<tr>
<td>40' Hudson Seawolf 1978</td>
<td>Classic William Garden Ketch Asking $39K</td>
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<tr>
<td>40' Jeanneau SO 409 2011</td>
<td>Amazing Deal! Asking $119K</td>
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<tr>
<td>39' Intrepid Sport 2008</td>
<td>Power and Quality Asking $340K</td>
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<tr>
<td>39' Beneteau Cyclades 39 2007</td>
<td>Best Priced On The Planet! Asking $70K</td>
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<tr>
<td>39' Beneteau Oceanis 393 2002</td>
<td>Air Conditioning. Very Clean Asking $79K</td>
<td></td>
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<tr>
<td>38' R&amp;C Leopard 38 1999</td>
<td>Owner's Version, Lots of Solar NOW Asking $125K</td>
<td></td>
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<tr>
<td>38' Sabre 386 2004</td>
<td>Immaculate Quality Cruiser Asking $215K</td>
<td></td>
</tr>
<tr>
<td>36' Beneteau First 36.7 2007</td>
<td>Never Chartered, Performance Cruiser. Asking $59K</td>
<td></td>
</tr>
<tr>
<td>36' Beneteau Oceanis 361 2000</td>
<td>Wind, Solar, All Furling! Asking $55K</td>
<td></td>
</tr>
<tr>
<td>32' Beneteau First 32S 1990</td>
<td>Heavily Upgraded Including Young Engine! Asking $29,95K</td>
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</tbody>
</table>

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10. What are the contact details for Aquadoc Marine Services Limited?
    - Phone: (284) 346 0305
    - Cell: (284) 346 7643
    - Email: aquadocmarine@surfbi.com
    - Address: P.O. Box 281, Nanny Cay Marina, Tortola, BVI / 409 St John, 00831, USVI

11. What is the service offered by National Sail Supply?
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    - You’ll see the quality. You’ll feel the performance. But most of all, you’ll appreciate the price!

12. What are the contact details for National Sail Supply?
    - Phone: 1-800-611-3823
    - E-mail: NewSails@aol.com
    - Fax 813-200-1385
    - Website: www.nationalsail.com

13. What is the service offered by Mystik Knotwork.com?
    - Over 30 years experience in South Florida.
    - We can provide superior coverage at lower cost. Call Joe for a fast quote!

14. What is the contact information for Mystik Knotwork.com?
    - Phone: 305-992-3482
    - Website: www.kolisch.net
    - Email: joe@kolisch.net

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Closing date for all applications is Friday 29th April 2016.
The Fourth of July is definitely a favorite holiday throughout America especially for those who enjoy barbeques, beer, boating and the beach! This is a great opportunity to get creative in the galley. Here’s to a healthy and enjoyable Independence Day – go Red, White and Blue!

**RED, WHITE AND BLUE – GRANOLA**

Prep time: 2 minutes. Cooling time: 4 – 8 hours. Serves: 4 - 6

- 1/3 cup rolled oats
- 2 tbsp raisins
- 2 tbsp unsweetened shredded coconut
- 1 cup hot water
- 1/2 cup frozen blueberries
- 1/4 cup dried Goji berries

Place the oats, raisins, goji berries, and coconut in a serving bowl. Add the hot water and mix well. Top the mixture with blueberries, cover with a saucer or small plate, and refrigerate 4 to 8 hours or overnight. Serve as is or topped with soy or plain yogurt. For a change, when not Independence Day, add some green to the colorful mix by substituting pumpkin seeds for the coconut. Instead of adding frozen blueberries, add fresh berries, just before serving. And you can substitute ground wheat berries for the rolled oats.

**RED, WHITE AND BLUE – POTATO SALAD**

Prep time: 5 minutes. Cooking time: 15 minutes

Cooling time: 20 minutes. Serves: 4 - 6

- 2 lb baby potatoes, a mix of white and blue (or purple)
- 1/4 cup lemon juice
- 3 tbsp extra-virgin olive oil
- 1/2 tsp sea salt
- Freshly ground pepper to taste
- 3/4 cup chopped roasted red peppers, rinsed
- 4 scallions, thinly sliced
- 1/4 cup chopped fresh mint

Place potatoes in a large saucepan or Dutch oven and cover with lightly salted water. Bring to a boil and cook until tender, about 15 minutes. Drain and rinse with cold water. Transfer to a cutting board. Let cool for 20 minutes. Whisk lemon juice, oil, salt and pepper in a large bowl. Cut the potatoes in half, add to the bowl and toss to coat. Just before serving, add peppers, scallions and mint to the salad and toss gently.

**RED, WHITE AND BLUE – HAMBURGERS**

Prep time: 15 minutes. Cooking time: 15 minutes. Serves: 4

- 2 slices whole-wheat country bread, crusts removed, torn into pieces
- 1/3 cup fresh or frozen and thawed blueberries
- 1 tbsp balsamic vinegar
- 2 tsp Dijon mustard
- 1 tsp Worcestershire sauce
- 3 cloves garlic, minced
- 1/4 sea salt, or to taste
- Freshly ground pepper, to taste
- 12 oz of the best (90%-lean) ground beef

Standard Fixings:
- Ketchup, salsa, tomatoes, and *onions

Place bread in a food processor and pulse into fine crumbs. Transfer to a large bowl. (No need to wash the work-bowl.) Add blueberries, vinegar, mustard, Worcestershire, garlic, salt and pepper to the food processor; process until pureed. Scrape into the bowl with the breadcrumbs. Add ground beef and mix well with a potato masher. Divide the mixture into four equal portions; form into 1/2-inch-thick patties, about 4 inches in diameter.

Meanwhile, preheat broiler or heat an indoor or outdoor grill to medium-high. If using the broiler, coat a broiler pan with cooking spray. If using a grill, oil the grill rack by rubbing it with an oil-soaked paper towel. Cook patties until browned and no longer pink in the center, 4 to 5 minutes per side. An instant-read thermometer inserted in the center should register 160°F. Serve immediately, with or without rolls and toppings.

**NOTE:** Make your burgers more nutritious by adding dark greens, such as watercress and/or spinach.

**HINT:** *If time, I like to caramelize my red onions*
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