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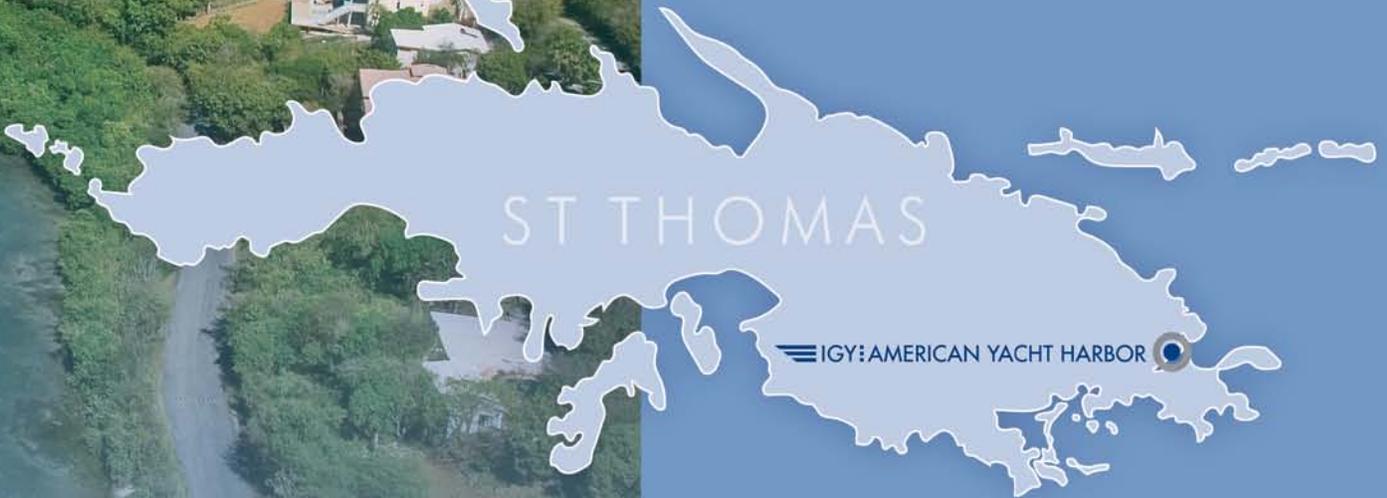
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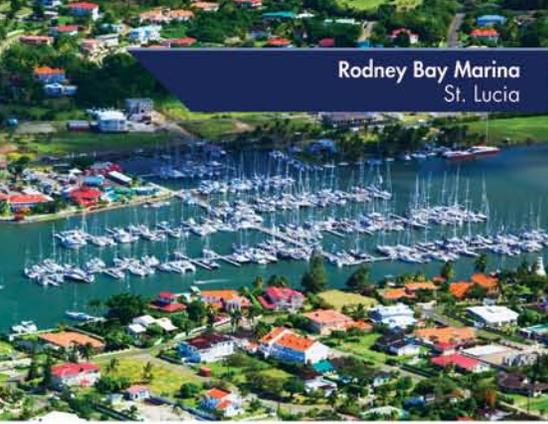
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up to 40	\$1.12	\$1.01	\$0.52
up to 50	\$1.22	\$1.10	\$0.57
up to 60	\$1.33	\$1.19	\$0.63
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DON'T SING NO BOATYARD BLUES!

September and it's time for our annual look at 'what's new' around our Caribbean boatyards and spotlight the facilities that are upping their game. Happily, it seems like they all are and that is wonderful news for those about to lift their prize possession from its natural element and see it dragged like a beached whale onto the land. Our own boat has been yard-bound since she was damaged by hurricane Gonzalo and is now surrounded by boats stored and lashed down for hurricane season. How I envy those who manage to complete the work during a three-day haulout and have nothing to do on launch day but fret over whether the antifouling has had enough time to cure. Our haulouts always start with good intentions but usually end up with the entire contents of the boat stacked on the ground, while we take apart half the interior. Our best haulouts were not haulouts at all but dry-outs. Sailing in areas with a big tidal range allows you to lean your boat against a wall and then, as the tide ebbs, get under the hull and slap on the paint. Laying against a wall is not without risk. Boats have been known to fall over and many a skipper has miscalculated the tides and found himself neaped ... that is stuck against the wall and unable to float off until the next spring tide! We once dried out for three nights against a wall opposite a fish and chip shop and busy pub at a seaside town in England. What we found on deck and in the cockpit in the mornings beggars description.

In addition to our boatyard feature we have articles about boat, dinghy and engine maintenance aimed at those who choose to do their own work instead of leaving it to the yard. Even our regular columnist and serial circumnavigator Cap'n Fatty Goodlander in on the act and instead of his usual wry humor, Fatty takes an in-depth look at diesel engines and how to keep them running sweetly year after year.

While yachts in the Caribbean bake under the summer sun, elsewhere in the cold waters of the North Atlantic records are being smashed. The latest by the Supermaxi *Comanche*. Owned by Jim and Kristy Clark, and built with record-breaking in mind, *Comanche* set a new monohull transatlantic record of 5 days, 14 hours, 21 minutes and 25 seconds. An amazing time that smashed the previous record by 1 day, 3 hours, 31 minutes and 14 seconds.



PHOTO: OCEANMEDIA

Records such as this don't come easy. Six years in the planning, *Comanche* had been on standby for a number of weeks waiting for optimum conditions to slingshot across the Atlantic. Managing a fluid rota of over 30 world class sailors on standby, primed to be ready at a moment's notice. On Thursday July 22nd the weather window they had been waiting for opened promising fast conditions with strong winds, great angles and flat seas all the way to Europe. Navigator Stan Honey alongside skipper Ken Read, agreed it was the time to go.

The course was from New York to the south west tip of England, the traditional route for an Atlantic record attempt.

No doubt we'll be hearing more from *Comanche*, and from the other record-breaker *Phaedo*³ the trimaran that set the Caribbean racing circuit on fire last season. Record-setting/record-breaking might not give everyone the same thrill but I think it's wonderful to see these machines, crewed by men and women of stout heart, streaking across the world's oceans. With luck, some of these record-breakers will visit the Caribbean, adding another vibrant ingredient to the sailing scene. 

See you on the water!

Gary E. Brown,
Editor



LISTEN TO THE PODCAST

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SEPTEMBER 2016

The Caribbean's Waterfront Magazine



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PHOTO ALLISON MOCELLIN

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We take a look at what's new on the Caribbean Charter scene

ALL AT SEA CARIBBEAN

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WHERE IN THE WORLD?

Congratulations to Dr. Jose Torres and thanks for reading *ALL AT SEA!*



LIGHTS IN THE SEA

There are many magical places around the Caribbean, and in the steady hands of Dr. Jose Torres *All At Sea* has found its way into one of the most remarkable, the Phosphorescent Bay of La Parguera on the south coast of Puerto Rico. Doctor Torres says efforts are ongoing to protect the bay, the mangroves and all the species that depend on them.

The bay is beautiful during the day, but it's at night when flashes of light from microorganisms called dinoflagellates, stirred up by movement in the water, turn Phosphorescent (Bioluminescent) Bay into a place of wonder. Guided tours are available, cameras are optional, copies of *All At Sea* recommended.

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ISLAND EVENTS & INTERESTS

ALL AT SEA'S
Caribbean Coverage



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USVI Stars & Stripes
Poker Run



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Puerto Rico

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Grenada

Tobago

Trinidad

Aruba

Curaçao

Bonaire

Venezuela

Caribbean Sea



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Championships

CARIBBEAN NEWS



Online registration is now open for Island Water World Grenada Sailing Week

CARIBBEAN SAILING ASSOCIATION OPEN ORC OFFICE IN ANTIGUA

The Caribbean Sailing Association (CSA) has opened a new Offshore Racing Congress (ORC) Rating Office in Antigua to serve sailors in the Caribbean region. Starting September 1 2016, the CSA will be authorized to accept measurement data and issue ORC Club and ORC International certificates.

CSA Senior Measurer Bastien Pouthier has been nominated to the role of ORC National Rating Officer. The CSA will continue to measure boats and issue CSA certificates throughout the Caribbean region for the foreseeable future, in addition to issuing ORC certificates.

"Partnering with ORC will give us some new and effective tools to help make CSA more efficient at delivering accurate ratings and certificates to our constituents," said CSA President Kathy Lammers. "This will be implemented in a manner that preserves the existing strong relationships we have with our events and customers in the region, with the added resource base ORC has of some 90,000 measurement data records collected over the past 30 years."

Of the relationship with CSA, ORC Chairman Bruno Finzi said: "We are extremely pleased to work closely in cooperation with the CSA, and welcome them to our family of 42 other rating offices around the world.

Inquiries about the CSA Rating Rule and the CSA ORC Rating Office can be directed to ORC National Rating Officer for the Caribbean region, Bastien Pouthier at rating@pouthier.eu

IT PAYS TO REGISTER EARLY FOR ISLAND WATER WORLD GRENADA SAILING WEEK

Online registration is now open for Island Water World Grenada Sailing Week 30 Jan – 4 Feb 2017.

Register and pay by 30 November 2016 and for just US\$90.00 you can be on the start line for four days of competitive sailing off the beautiful western and southern coast of Grenada, and enjoy lively, nightly parties ashore.

This regatta starts on a Monday and ends on a Saturday and will be hosted at two venues - Grenada Yacht Club in St George's and Secret Harbour Marina in Mt Hartman Bay.

With Racing, Racer/Cruiser, J24, Cruising (Fun) and Classic Classes, there is something to suit everyone.

Grenada Sailing Week recently registered with Sailors for the Sea and the GSW organizing team look forward to working with participants to make this a 'clean regatta'. Register online at: www.yachtscoring.com/emenu.cfm?eID=290. For more information, including the NOR, visit: www.grenadasailingweek.com or email: info@grenadasailingweek.com. The regatta is on Facebook and on Twitter.

PRESTIGIOUS AWARD FOR USVI SPORTFISHING CAPTAIN KELVIN 'RED' BAILEY

The Billfish Foundation has bestowed its Rybovich Lifetime Achievement award on Captain Kelvin 'Red' Bailey of St.

EVENT CALENDAR

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

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 **PUERTO RICO**
SEPTEMBER 12 – 18
 San Juan International Billfish Tournament
www.sanjuaninternational.com

OCTOBER 20 – 23
 Puerto del Rey Annual Billfish Tournament
www.puertodelrey.com
ccorral@putnambridge.com

 **ST. LUCIA**
OCTOBER 25 – 29
 Saint Lucia International Billfish Tournament
www.billfishstlucia.com

SAILING REGATTA:
 **NASSAU, BAHAMAS**
OCTOBER 17 – 22
 Id Crook Memorial Snipe World Masters Championship
snipeworlds.org/masters/

 **ST. MAARTEN / ST. MARTIN**
OCTOBER 7 – 9
 Caribbean Dinghy Championships
www.caribbean-sailing.com

 **TORTOLA, BVI**
OCTOBER 11 – 20
 Moorings Interline Regatta
www.moorings.com/vacation-options/regattas/moorings-interline-regatta

SEPTEMBER 17 – 18
 Back to Schools Regatta
www.royalbviyc.org
cpnsailingrbviyc@gmail.com
 284-494-3286

OCTOBER 15
 Willy T Virgins Cup Race
www.rbviyc.com
cpnsailingrbviyc@gmail.com
 284-494-3286

OCTOBER 29
 Annual Foxy's Cat Fight
www.weyc.net
mcmechanics@surfbvi.com
 284 495-1002

OCTOBER 22 – 23
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'FRIENDLY SAILOR' TEAM WIN SECOND ANNUAL LAGOONIES' REGATTA

SAINT MAARTEN – The second annual Lagoonies' Regatta was hailed a huge success. The one day, one-design event was notable for its very close sailing, challenging conditions, outstanding regatta lunch and passionate expressions of the race experience at the after party.

The Friendly Sailor team of Ernst Looser, Nina Manley and Bernard Sillem earned the win by making a large number of smart decisions and careful sail-trimming over their seven races.



St. Maarten's fleet of Jeanneau Sun Fast 20s raced in the 2nd Lagoonies Regatta

OCEANMEDIA FILE PHOTO

The winning team received a Raymarine weather station, courtesy of Budget Marine.

The sportsmanship award went to Arthur Banting whose main sailing task was to hold the mainsheet on the Alec Scarbelli entry. When the boom suddenly broke and he landed in the water, Banting did not abandon his post but held on to the mainsheet until he could be hauled aboard.

The regatta praised Lagoonies Bistro for being an effective partner for sailing in Sint Maarten. "They delivered a superb culinary product with their usual flair and friendliness and the prize giving crowd confirmed that with ovation," they said.

Thomas, USVI. The prestigious award is named in honor of the late John Rybovich, a pioneer in billfish conservation and sportfishing vessel design.

The Billfish Foundation said that throughout his career, Captain Bailey encouraged tag and release and single hooks and that he remains a supporter of the sport in the Caribbean, serving as the President of the Virgin Islands Game Fishing Club's Board of Directors.

In an interview, Captain Bailey said he would like to be remembered as "someone who worked to ensure that sportfishing would be around for future generations to enjoy."

PANTAENIUS OFFER YACHT INSURANCE COVERAGE FOR U.S. YACHTS TRAVELING TO CUBA

Pantaenius America Ltd., is now offering coverage for American yacht owners who wish to take their boats to Cuba.

Though a mere 90 miles from the coast of Florida, Cuba has been off limits to most U.S. yacht owners for over fifty years. But last fall, as relations continued to thaw between the U.S. and Cuban governments, American citizens with a legitimate reason

to travel to Cuba were granted the right to do so by boat. A major hurdle stood in their way, however. Due to American laws prohibiting American companies from paying U.S. dollars to Cuban government entities or individuals, no U.S. marine insurance companies were authorized to offer coverage.

"Several months ago, our legal team petitioned the U.S. Department of State's Office of Foreign Assets Control (OFAC), seeking approval for our company to write insurance for U.S. citizens allowed to travel to Cuba by boat and to pay claims that occurred in Cuban waters," reports Cary Wiener, president of Pantaenius America Ltd. "Pantaenius now has the green light and has become the first U.S. yacht insurance provider to offer coverage to American citizens traveling in Cuban waters."

Pantaenius America can now add Cuba to its existing navigation areas for Florida and the Caribbean. "Applicants for coverage to Cuba will be required to affirm that they will abide by U.S. regulations and that they qualify for one of the 12 general licenses that allow U.S. citizens to travel legally to Cuba for up to 14 days," Wiener says.

Coverage to Cuba will be limited to yachts valued at \$200,000 or more. *For a quote and more information, visit:* www.pantaenius.com/CUBA

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This aluminum alloy headlamp features six Cree XM-LT LEDs that output 770 lumens and throw a beam up to 140 meters (420FT). Unit includes a red light for night navigation and an SOS signal that can be wrist mounted or attached to a life jacket making a perfect emergency beacon. The lamp is water resistance up to 10 meters (30ft) and rechargeable via a USB.

www.mantusanchors.com/mantus-head-lamp

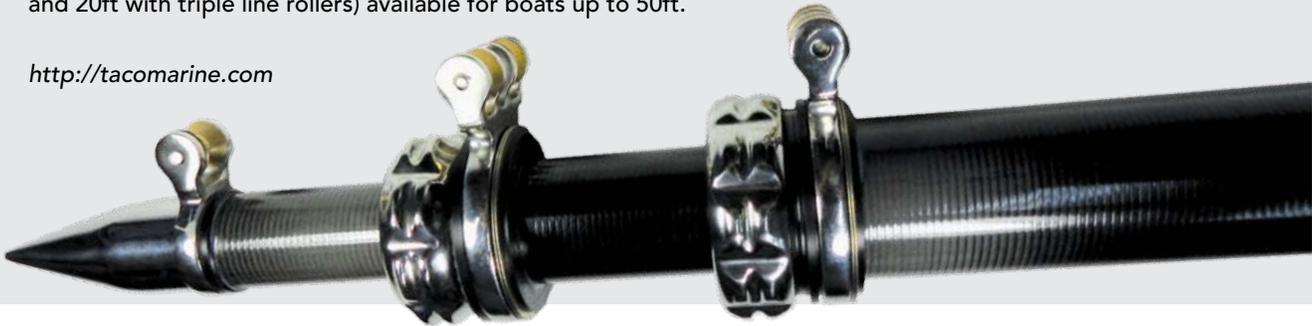
CARBON FIBER OUTRIGGER POLES FROM TACO MARINE

Taco Marine® Carbon Fiber Outrigger Poles, winner of a 2016 NMMA Product Innovation Award, are stronger and lighter than any aluminum poles on the market.

With its built in strength, the cylindrical design allows for today's modern fishing techniques of pulling small dredges of ballyhoo, mullet or squids through the water at higher speeds that would be difficult to achieve with aluminum poles.

A patent pending, swivel roller mechanism allows for live baits or artificial lures to have a more natural swimming action, which will result in hooking up more fish. The Tele-Outrigger version (shown right) telescopes to less than 8ft for bridge clearance, trailering and storage and is sold in pairs, with two models (16ft with double line rollers and 20ft with triple line rollers) available for boats up to 50ft.

<http://tacomarine.com>



A BOAT HOOK BUILT TO LAST

It's an all too common scenario: someone reaches overboard to tend a line, and their boat hook slips from their grasp, quickly sinking out of sight. Hook-Mate premium boat hooks from Beckson Marine are fully sealed and float in the water, eliminating this familiar problem.

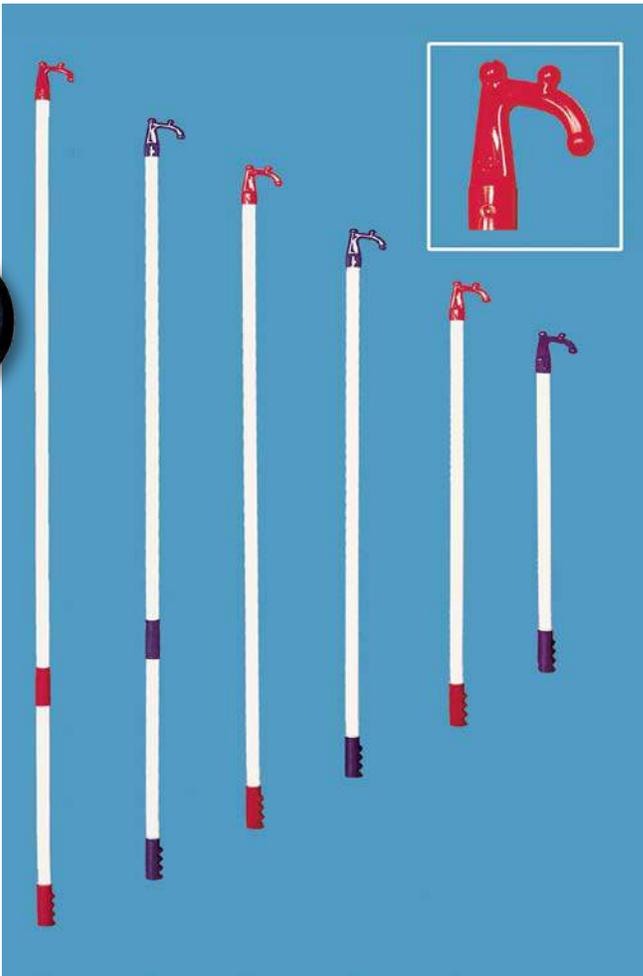
Hook-Mate boat hooks are crafted from a one-piece aluminum core, fully sheathed in PVC to be non-conductive. This important safety factor guards against accidental shocks, should a boater snag an electric wire while probing unfamiliar docks. Further, this construction eliminates corrosion and facilitates easy cleaning for a lifetime of service. It also helps to keep the boat hook cool to the touch on a sun-swept deck.

Built to fixed lengths, these boat hooks will not bend, collapse or pull apart in use, as can happen with jointed or telescopic models. The one-piece construction is immediately ready to use in any situation, with no fumbling or adjusting.

Beckson's widely-copied, double ball hook end permits pushing, pulling, and line retrieval without slippage. The hook and the hand grip are aligned, which helps keep this tool properly orientated when extended underwater or used in the dark.

Available in sizes from 3ft to 8ft with a choice of red or blue handles and hooks, Beckson Hook-Mate boat hooks are guaranteed for five years.

www.beckson.com





FAT FACTS ON DIESELS

SAILING HUMOR BY CAP'N FATTY GOODLANDER

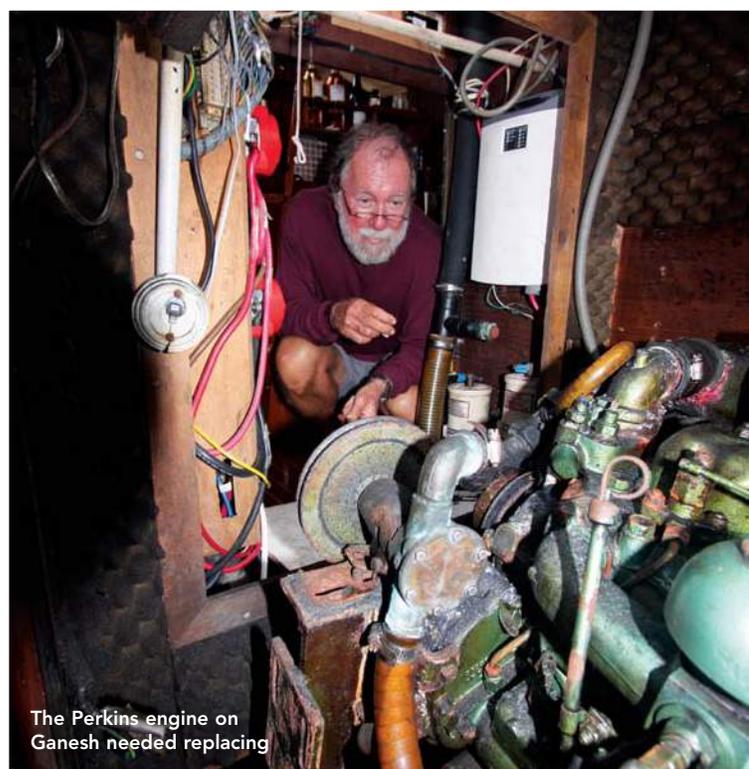


Carolyn inspects the old Perkins engine

Modern marine diesels are amazingly dependable—but not fool-proof, not idiot-proof. I know this. I've learned it the hard way. This idiot has injured a number of 'em. Being a klutz around a marine engine can be very, very expensive. Here's how to avoid needless repairs.

First, an overview.

The #1 cause of premature marine diesel failure is exhaust-related. The engine gets salt water inside the combustion chamber, and the engine fails. The #2 problem is light-loading. The engine is run solely to charge batteries or refrigeration. It never really gets up-to-temperature. Thus, the cylinder walls glaze and compression decreases. The #3 problem



The Perkins engine on Ganesh needed replacing

is simple lack of use. Diesels like to be run hard. They don't need to be pampered *if* they are properly maintained.

Most minor marine diesel problems are fuel-related. You must feed your diesel clean, waterless fuel if you want it to run dependably. The first thing I did after buying my current 43-foot ketch *Ganesh* was to empty and hand-clean its diesel tanks. Next, I refilled those tanks to the brim with clean diesel fuel, and treated that fuel with Biobor, so no bugs would grow in it. (This is extremely important in the tropics; we use Biobor each time.) I also installed a Racor filter with a 30-micron element as a primary filter, and used the engine-recommended canister filter as the secondary. All marine engines need these two filters at all times. Just to gild the lily, I have a water-sensor alarm on my Racor filter and also a suction gauge so I can monitor the state of my filters. Yes, I try to keep my tanks topped up to prevent interior tank condensation. No, I don't use bio-diesel (smells like popcorn) because it attracts more moisture more than regular diesel. (See related article on page 38.)

Everyone knows you need strong batteries to crank a diesel—but few realize that battery cables decay, corrode, and absorb moisture until they are almost useless. These cables should be marine-grade, silvered, and much thicker than you think. Not only is the size of the engine and batteries part of the equation, so is the distance run (including routing, switches, etc.). I've had engines with new batteries that barely cranked with the existing cables—and yet spun very fast with new cables.

How you use your engine is important, too. I rarely idle mine for long periods. If possible, I put it in gear at the dock. If I have to wait for bridge or something, I allow it to run in neutral between 1000 and 1200 rpm to prevent excessive vibration. I always idle down before shifting into forward. I never increase or decrease throttle rapidly. Instead, I do so smoothly and over a few minutes—much easier on the transmission and mounts.

There are only two things you can do to ruin a diesel permanently—and that's to run it hot or without oil. Both are alarmed on my Perkins engine. I regularly flush the fresh water side of my coolant system and have the heat exchanger 'boiled' with acid every five years to remove scale. (You can't see this scale but it is there—and very detrimental.) I use ELC (Extended Life Coolant) and change it every three years. I also check my impeller once a year—and carry a spare raw water pump faceplate and bearings offshore.)

I always change my oil and filter exactly as recommended by Perkins or once a year. (If I am going to leave my boat for a couple of months, I change the oil before I go to minimize moisture.)

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Fatty picking up his M92B from Tom Gerker of Parts and Power

Ditto my air cleaner, transmission fluid, and filter. While running, I try to vary my RPMs once an hour—and run it at max cruising RPM for ten minutes twice a day. (This prevents the oil from sludging and inhibits cylinder wall glazing.)

I religiously follow all the engine manufacturer's instructions—including the section on zincs and electrical grounding/bonding. Modern engines have more and more aluminum parts—a huge potential danger to us sailor-types.

I keep an engine log and my wife and I attempt to get 'in-tune' with our engine by regularly wiping it down, etc. Yes, we check our fluids each time before cranking.

Which brings us back to the exhaust system—the Achilles heel of most marine engine installations. Since we regularly sail in the Indian Ocean and the Roaring Forties, we have a specialized 'offshore sailor' exhaust. This consists of an additional gizmo called a water and exhaust separator—which results in an 'exhaust gas only' output above the waterline and a water-only exhaust output in two places, one on each side of the hull.

Thus, it is almost impossible for wave action and/or angle of heel to allow water to back up into the engine because once it re-enters the exhaust separator, the water leaves by gravity and can't get up into the exhaust above. (Even if some drops did, they would immediately get trapped in the Aqualift.)

Thus, this system has two well-engineered gates that prevent saltwater from backing up into the engine, unlike 99% of the vessels in the world.

Sweet, eh?

Wait, we're not done: this leaves a little bit of water in the Aqualift water trap muffler. There's a drain hole in this muffler that allows you to drain it in the winter to prevent freezing. I've replaced this plug with a valve. Thus, if I'm heaving-to in extreme weather and/or worried about heeling more than 90 degrees, rolling, or pitch-poling, I take a couple of minutes and drain all saltwater from my exhaust system—every drop. Thus, even during repeated 360 rolls, I should have a dry exhaust.

Excessive? Perhaps. Maybe. Probably. But such attention to detail is why I've been able to circumnavigate so many times without major mechanical mishap.

I am extremely proactive when it comes to practicing traditional seamanship. It isn't enough for me to prepare for what I think will happen—I need to be prepared for what might happen as well.

One more hint: this 'getting in tune' with your engine sounds a tad new-agey but isn't. Your engine and your rig probably will *never* do anything naughty without sending you a memo first. However, in order to receive this memo, you have to look and listen repeatedly to the status quo in order to be able to hear or see the obvious change.

Recently, I noticed a tiny bit of rust on my port forward engine mount—which enabled me to order a new raw water pump seal and bearing long before its inevitable failure. Excessive 'black dirt'? Check your belts. Damp under your transmission? Check your rear transmission seal. Green battery lugs on your starter motor? Do something, mon, do something!

My coolant overflow hose doesn't go into the bilge, it goes into a bottle so I can monitor any changes in color, suspended particles, petroleum sheen, etc.

In essence, I 'keep my eye' on my diesel—and this allows me to be a *spaced-out, blissed-out hippy* without a care in the world as I endlessly circumnavigate.

EDITOR'S NOTE: Cap'n Fatty and Carolyn are currently masaging their Perkins diesel in the Indian Ocean. 

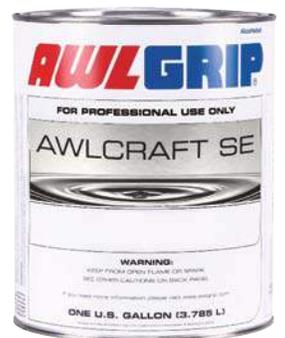
Cap'n Fatty Goodlander and his wife Carolyn are currently on their third circumnavigation. Fatty is the author of Chasing the Horizon and numerous other marine books. His latest, Storm Proofing your Boat, Gear, and Crew, is out now. Visit: fatty-goodlander.com

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SAILING WITH CHARLIE: CREW

SAILING HUMOR BY JULIAN PUTLEY
GRAPHICS BY ANOUK SYLVESTRE



More and more yachts are moving around the world these days and captains and crews are much sought after. On-line forums are used extensively and charter boat companies often have informal networks of available personnel. But the movement of yachts today is very different to that of yesterday. Navigation is automatic, autopilots make steering for long spells unnecessary, weather reports can be provided worldwide by meteorological experts via satellite phone, and electric winches make line handling and reefing a simple matter. So what are the requirements of a useful offshore crew? The answer is – he/she must be compatible with the other crew

members, have some knowledge of knots, marine systems and ability to fix same, have foredeck skills especially in heavy weather and have some cooking ability with no problems helping with the domestic chores.

With a mixed crew sometimes sex rears its ugly head (pun intended). Hot bunking is not uncommon on smaller yachts where the off-watch crew takes the bunk of the new on-watch crew. Charlie was captain of a delivery recently and hired an experienced female sailor, Sonya, who happened to be physically well endowed as well as being extremely attractive. Even before the passage she made it known that

she wanted nothing to do with George, the first mate. "He keeps looking at my boobs," she complained, "he's ogling my bum as well." As it happened buff George was recently engaged and was not interested in Sonya. He ignored her as much as possible to avoid any complications. During the first few days George did nearly all the on-deck work, even when off watch, and did more than his fair share of the cooking. Not only that but he had a sharp sense of humor and had the other crew members in stitches with his repertoire of jokes.

Sonya soon had a change of mind with regard to George, after all he had become the star of the crew, was handsome with a well defined 'six pack.' She began flirting with him. Cap'n Charlie saw all this unfolding before his eyes. On about the fourth day Sonya piped up, "What's wrong with George, he seems to be going out of his way to avoid me. Is he gay?"

Even before the passage she made it known that she wanted nothing to do with George, the first mate. "He keeps looking at my boobs," she complained, "he's ogling my bum as well."

"As soon as we get to port (Bermuda), you can ask him," responded Charlie. "But for now let's concentrate on getting to our destination."

During the next couple of days Sonya became more irksome and openly flirted with George taunting him for his lack of manliness. Both Tony and Dave, the other crew, suggested that they could help. Sonya wasn't interested.

When they arrived at St Georges, Charlie accessed a tune on his iPhone and turned it up full volume. It went like this:

*If you wanna be happy for the rest of your life
Don't make a pretty woman your wife
So, here's my personal point of view
Get an ugly girl to marry you*



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



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LAYLA WINS CAICOS CLASSIC

FISHING BY CAROL M. BAREUTHER

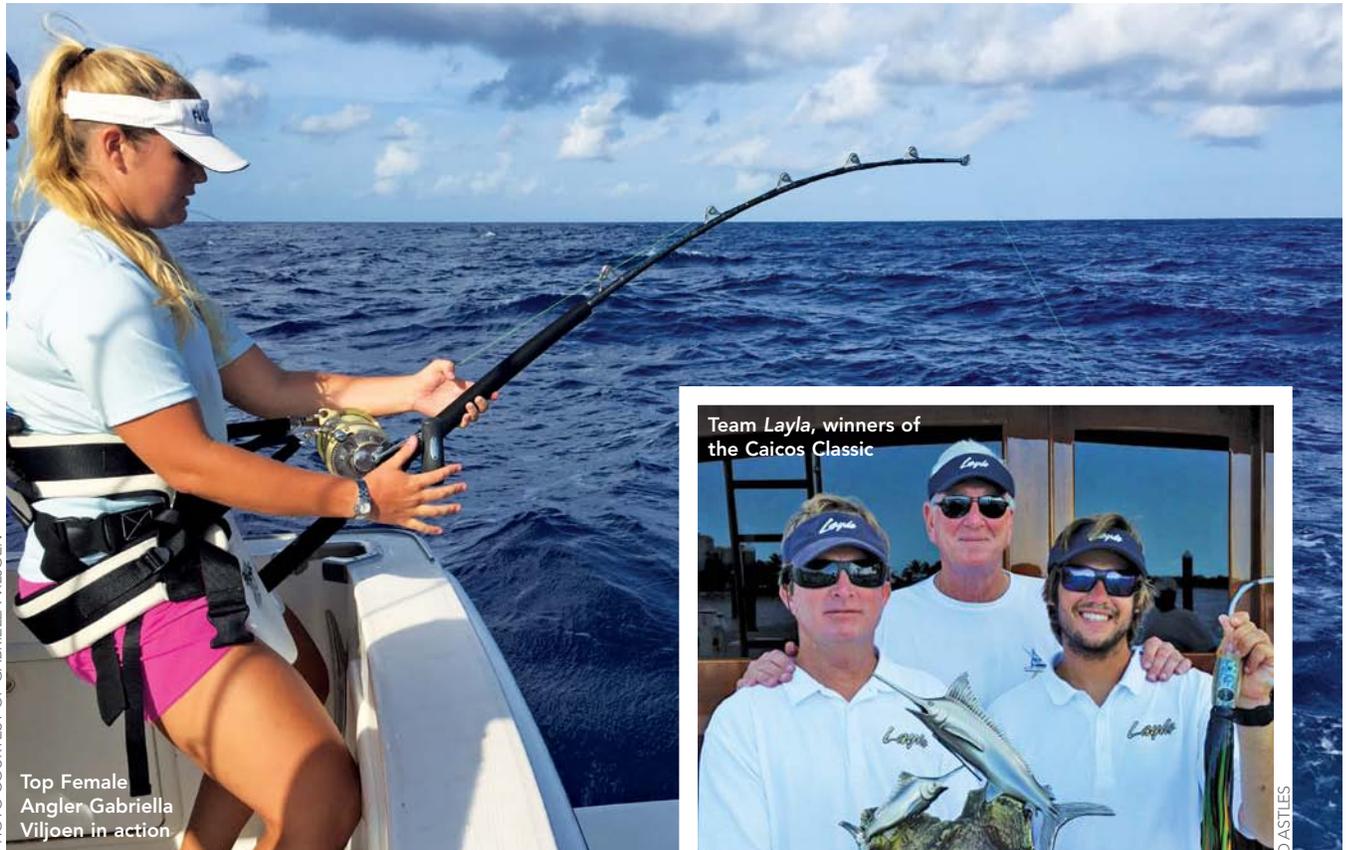


PHOTO COURTESY OF GABRIELLA VILJOEN

Top Female Angler Gabriella Viljoen in action

anding on the scoreboard early earned the US-based team aboard *Layla* the Top Boat trophy at the 21st Caicos Classic IGFA Billfish Release Tournament. Held July 7 to 11 and hosted out of the Blue Haven Marina, in Providenciales, Turks & Caicos. The keen contingent of anglers represented not only this British Overseas Territory, but also the countries of South Africa, the Bahamas, USA and Canada. Yet it was the US team that came on the strongest with three blue marlin releases.

"On the tournament's first day we released two blue marlin and saw three while fishing near Parrot Cay," says Capt. Todd Astles, at the helm of the 72-foot Jim Smith, *Layla*, owned by Jim Derrick, from Buffalo, New York. "Day two we couldn't get a hook in the only blue we saw. Day three was exciting as we released a 400-pound-plus blue, the only marlin caught that day for us and the other competing boats."

In addition to Top Boat, *Layla* took home prizes for Top Angler (Joe Allbriton released two of the team's three marlin), Top



Team Layla, winners of the Caicos Classic

PHOTO COURTESY OF CAPT. TODD ASTLES

Captain (Astles), Top Mate (Bradford Wilson), Largest Tuna (William Hutch Hulseberg) and Largest Wahoo (Hulseberg). The Top Boat placing also earned *Layla* entry to represent the Turks & Caicos in the Offshore World Championship, which will be held in Costa Rica, in 2017.

"We are proud to be the team going to Costa Rica as a result of our win," says Capt. Astles.

Team *Spellbound*, with Capt. Toby Weiner, finished second in the boat standings with two marlin releases. The team aboard *Full Circle*, with Capt. Anton Viljoen, ended third with one released blue marlin. It was South Africa native Gabriella Viljoen

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that made this release from the 43ft Riviera, *Full Circle*, to win the Top Female Angler award.

"After the first day only *Layla* and *Spellbound* had gotten on the scoreboard, fishing was slow, and we knew that a win would be tough. However, there was a very viable chance that we could win Top Female Angler," says Viljoen, who, with her family, has spent the past two summers fishing through the Bahamas, Turks & Caicos and, last summer, the Dominican Republic. "Unfortunately the second day was to be my last as I had to fly to the US for exams at school. So we agreed that I would take the rod on the first bite that day. Within five minutes of fitting the stand-up gear to me, the fish hit. The fight was an hour and forty four minutes long due to a combination of the big fish and using only the stand-up harness gear. My father, the captain, has a rule: If it's not stand-up, it's not sport fishing! We were the only boat that didn't use a fighting chair."

The Caicos Classic is the big blue marlin event of the year in the Turks & Caicos.

"It was great to see some of the regulars from years past return to Provo for the tournament, like *Layla* and *Spellbound*," says tournament director Art Pickering. "Even though the bite was slow, most everyone had a shot or two at hooking up a blue marlin. As usual, our host, Blue Haven Marina went above and beyond expectations to make the event special." 

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



PHOTO COURTESY OF CAPT. TODD CASTLES

Champion Boat Layla



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NEW PRODUCTS ON THE FISHING SCENE

SPORTFISHING TECHNOLOGY BY GLENN HAYES

Walking the isles of ICAST (the International Convention of Allied Sportfishing Trades) it is mind-boggling to see all the new products being showcased to the fishing industry. Venturing through the exposition halls you can't help being drawn in by the latest and greatest ways to capture our favorite fish. While there are not enough pages in this magazine to cover all the innovation and must-have tackle and gadgets, there were a few innovative products that struck this fishing techie as interesting.

BIRDS FIND FISH

Probably one of the most interesting and innovative products at the show was a drone. Yep, you read that correctly. A drone at a fishing show, you ask? Yes again. If you want to take your fishing to completely new heights (pun intended) you need to look at the all-new Aquadrone. This 100% waterproof drone was built with the fisherman in mind. The drone itself is interesting because unlike most of its competition it can land and not only survives but is designed to be around water. Able to take interchangeable modules, this drone can take what its developers call The Find Pod. It is basically a fish finder pod that can transmit the bottom (and fish) images to a smart device via Wi-Fi. With depth capability up to 190 feet and a range of 350 feet this feature can open up areas to fishermen previously out of reach. Another pod that can be attached to the Aquadrone is called The Fish Pod. This pod is "a remotely operated payload release system capable of carrying a payload of up to two pounds." What this means is you can have the drone carry your bait or lure out further than you can cast and drop it exactly where you want it. The third pod is called The Film Pod and is made up of a 4k HD video camera in a waterproof case that can record underwater when the drone lands. The mount is a GoPro style mount so

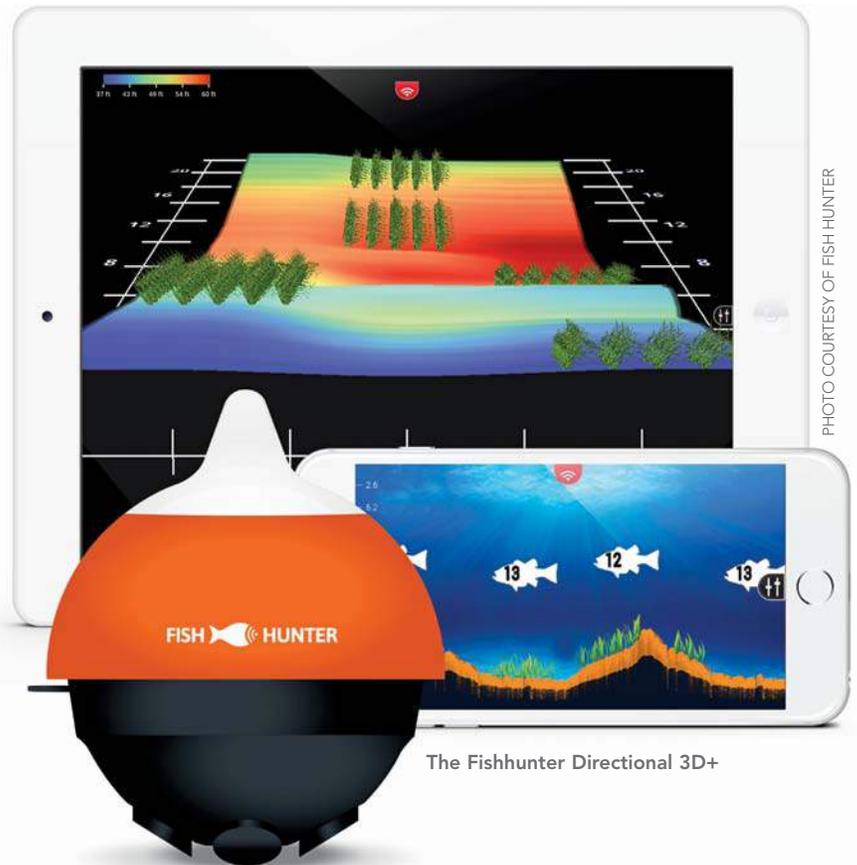


PHOTO COURTESY OF FISH HUNTER

The Fishhunter Directional 3D+

you can always use your own camera if you like. With a bevy of features found on advanced drones this one is competitively priced and water won't kill it. www.Aquadrone.com

NO STRINGS ATTACHED

Another product while not directly related to fishing that was at the show and that jumped out as innovative was the MOB+ from Fell Marine. When you're fishing (or just boating) the engine kill switch lanyard can be uncomfortable and get in your way and while you are moving about the vessel tending lines, etc., it can be almost impossible to keep clipped on. Although it should be worn, many times it is not, creating a safety hazard. The MOB+ eliminated any excuse not to wear one because it is completely wireless and can be clipped on, worn on a customizable wrist strap or worn on a lanyard. The simple small device is made up of a hub that fits a standard two inch gauge cutout and wires to

your existing cutoff switch and a fob that can be worn in a variety of ways. It has enough range to move around and if you do fall overboard others on board can restart the vessel to come and get you after a few seconds. www.fellmarine.com

PORTABLE 3D

If you are looking for a portable fish finder, of which there are more and more capable offerings, the FishHunter Directional 3D fish finder offers what others do not. It is made up of what looks like a giant bobber with a five-transducer element on the bottom half. This fish finder can be cast or tossed out on a line or pulled behind a kayak or vessel and transmits via Wi-Fi to a smart device. It can display a bottom image similar to regular sounder/fish finders but can also draw a 3-D map of the bottom. It also has a display called Directional Casting that indicates where fish are located within the wide angled beam of the transducers in relation to the position of the bobber. www.Fishfinder.com

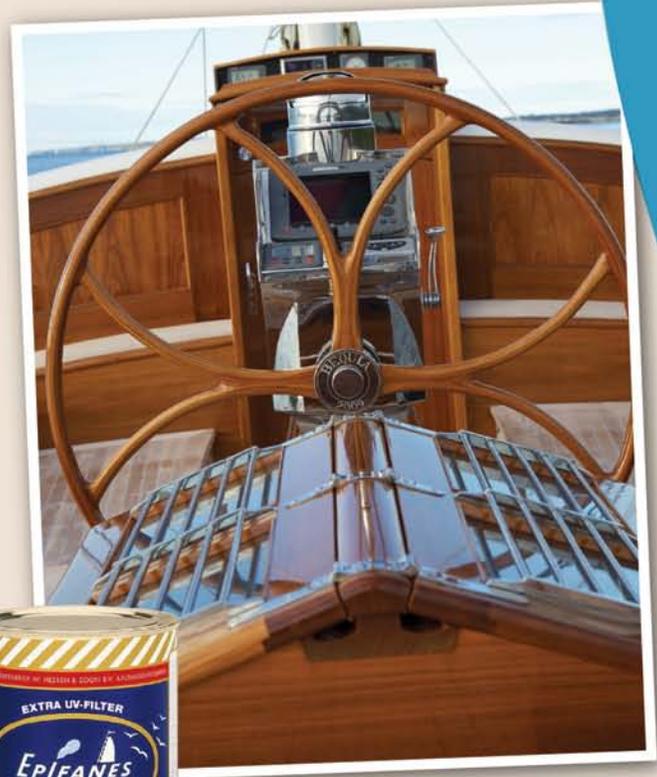
There were countless other products to ogle at in the show but clear trends were evident within the mass of new products and we will cover those in future articles. As time progresses these new products will help us catch more fish – or at least have fun trying. 

Glenn Hayes is a freelance photographer and writer living in West Central Florida. His work covers commercial, editorial and fine art work. www.HayesStudios.com



PHOTO COURTESY OF FELL MARINE

The MOB+ wireless engine cut-off switch. It can be worn on the wrist, on a lanyard or clipped to a lifejacket or clothing



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ANTIGUA MATE HELPS BAG BLUE MARLIN WORLD CUP WINNER

SPORTFISHING NEWS BY CAROL M. BAREUTHER

The Caribbean can take partial credit for championing the 32nd annual Blue Marlin World Cup, even though the winning fish – a 983lb blue marlin – was caught across the Atlantic in the waters off Madeira, that’s because a key member of the team aboard the 33ft Rodman, Blue Makaira, who helped UK angler Mark Rideout make this incredible catch, is from Antigua. Sean Williams, known better as Antigua Sean, was the mate that gaffed the monster marlin.

“Antigua is home and I started fishing there at an early age,” says Williams, who has fished all over the world. “The boat owner called and the decision to go on my part was easy. The fish bit at around 10:30 in the morning and we fought it for about two and a half hours. It felt like it had been hooked before because every time we made a move it would counter it. It was literally like a game of chess, us and the fish, waiting for the other side to make a mistake. I had the leader in hand at least nine times before the fight came to an end. We knew she was big but didn’t want to make any calls on her weight till we got to the scales. Once there, her measurements were 144-inches in length and 66-inches in girth with a weight of nearly 1,000 pounds.”

This massive fish was the fourth-largest blue marlin in the World Cup’s history.

A record 162 teams participated in this one-day winner-take-all tournament that takes place annually on July 4th. Anglers can fish anywhere in the world and did during this date, including Papua New Guinea, Cameroon, Mozambique, Bermuda, the Bahamas and U.S. Virgin Islands. It’s the angler



Sean Williams gaffed the monster marlin

that reels in the largest blue marlin during that 24-hour time span that wins. The Caribbean directly scored the win in 1988 when Dominican Republic angler Enrique Ricart fishing aboard the Mar-Y-Cristy caught a 499lb blue marlin off St. Thomas. www.blumarlinworldcup.com

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

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CRUISING STORY AND PHOTOS BY ROSIE BURR



To keep out the bugs, we covered the cockpit with double mosquito net pegged inside and used linoleum, stuck down with blue masking tape, to protect the teak seats and floor

Whether you are hauling out for a short period or planning an extended stay on the hard, living on your boat while it's on land can be challenging. We have spent many months in various boat yards between Trinidad and North America, and over the years adopted a few measures that make our hard time an easier one.

First we always tie our ladder on! It may sound simple but you certainly don't want that falling away from under you. Under the ladder we place a rubber mat or a scrap of carpet,

anything to wipe some of the boatyard muck off your shoes before you (and others) climb on board.

We put up a tarpaulin to cover the deck. Without the cooling aid of the water the hull can get pretty hot. Not only does this provide temporary shade but protects from rain too.

Little critters can be the bane of your life. On land, without the sea breeze to blow them away, mosquitoes can be an incredible annoyance. If you are hauling in warm environs without air conditioning then your hatches will need to be

open. The easiest way to protect yourself if you don't have mosquito nets is to put together some makeshift mosquito covers for your hatches. They don't have to be pretty as they are only temporary. You can either use wide blue masking tape to stick the netting to the inside of your hatches or throw netting over the outside and secure in place with heavy rope or chain, etc. To protect our cockpit and companionway we attach a large, double mosquito netting to the underside of our Bimini and secure in place with clothes pegs. It can be hitched up during the day for easy access and dropped again at night.

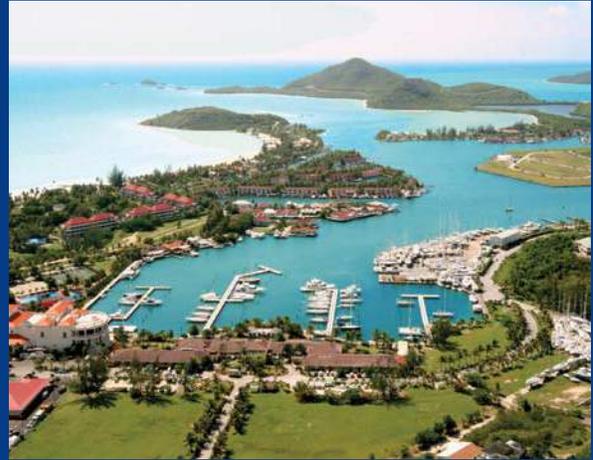
Ants like to crawl up shore power cables and boat props and it's hard to keep these little pests away but they can't climb over salt or Vaseline. Keep all food areas cleaned so as not to attract them. If ants get on board and nest you need to get to the root of the problem quickly. Various products work for different types of ants. We have found 'Terro' to be particularly good.

Sitting there talking to him was almost impossible as roaches scurried this way and that. I wondered if perhaps he hadn't noticed until his hand crashed down onto the table catching one ...

Cockroaches are another nuisance you want to avoid. We were in a boatyard on one occasion where a neighbouring boat was completely infested. At first we didn't know where all the cockroaches were coming from. Then our elderly neighbour invited us on board his ship for drinks. He was proud of his dilapidated boat with great plans to turn it into the next Jolly Roger tourist trap. Sitting there talking to him was almost impossible as roaches scurried this way and that. I wondered if perhaps he hadn't noticed until his hand crashed down onto the table catching one. He didn't bat an eyelid and carried on chatting away about his big dream. Now we *knew* where they were coming from but there was nothing we could do. It wasn't until we were back in the water that we managed to get rid of them successfully with 'Combat' gel in a syringe.

We lay cheap linoleum or thick card to our teak cockpit seats and floor and tape down the sides to prevent grit and dirt from scratching their surfaces. This can be done inside the

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A pipe leading from the galley outlet to a bucket collects the grey water

boat too, to protect the floors especially if workers are traipsing in and out. If your cockpit is prone to getting wet in the rain then obviously this needs to be dried out fairly regularly.

I don't think any of us like to climb out of bed, down a ladder and walk across the yard in the middle of the night when nature calls. We use a gallon epoxy paint bucket or something of similar size that has a handle and preferably a lid. We place this in one of our toilets and add a splash of nice smelling disinfectant. The bucket sits in the bowl and you can use it in an almost civilised fashion. Every morning it gets emptied at the toilet block. No more midnight dashes across the yard.

While we essentially scale down cooking while hauled we still like to eat and drink onboard. But pouring dirty dish water down your sink not only causes the grey water to run down the hull that you are trying to work on but also creates a wet

A tarp thrown over the boat provides shade and a little protection from the rain



dirty environment under the boat to attract insects and vermin. We found that sticking a piece of PVC hosepipe into our galley outlet and placing that in a bucket collects all the dirty galley water, which can be also emptied daily.

If you're just hauling and storing whilst you fly home for the summer perhaps these things don't really matter. But if you're DIYers living on board, hauling out to do jobs at your own leisurely pace, these small things can put your hard time back in the comfort zone. 

Rosie and her husband Sim Hoggarth have been cruising the Caribbean and North America full time for the past 12 years aboard Wandering Star. You can follow their travels at: www.yachtwanderingstar.com

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DEALING WITH DIRTY FUEL

BOAT MAINTENANCE BY SIM HOGGARTH



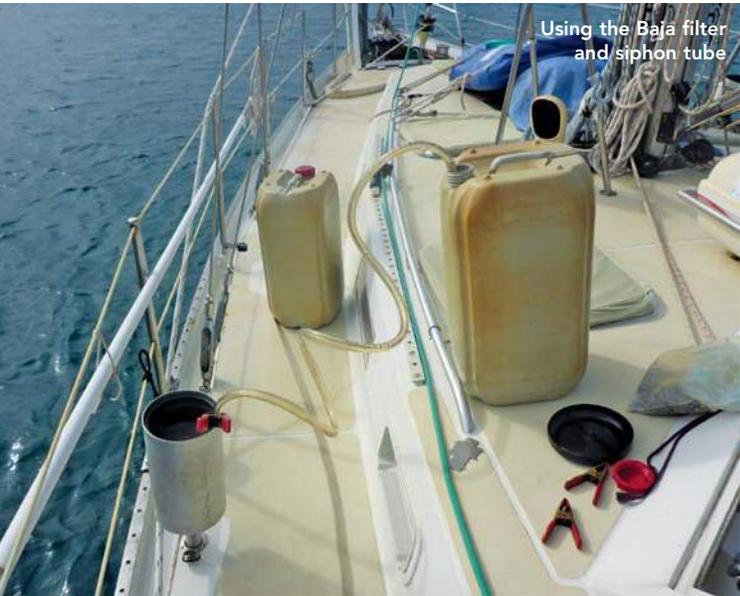
Changing the Racor element

Bound for the Windward Islands from the Bahamas, perhaps via the Dominican Republic and the Mona Passage, you'll often find the subject of dirty fuel at the top of the agenda over those keenly awaited sundowners. It was mid-March. We'd dawdled too long in George Town and on the pristine beaches of the Exumas and missed the best weather windows. Most likely we'd be motor-sailing and we soon found we weren't the only ones as we fell in with a group that was taking the same route.

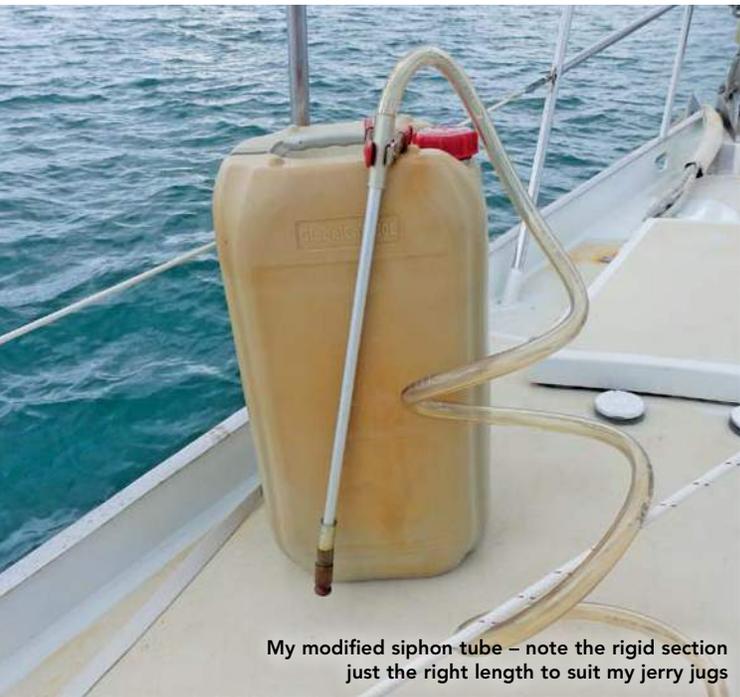
Several boats had problems: fuel problems. Leaving the land

of the free, where fuel at the pump is always clean, it is perhaps easy to forget that elsewhere this isn't always the case. So what can we do to deal with dirty fuel and minimize the risks of the engine stopping just when you don't want it to? And how can we deal with it quickly and get going again if it does happen?

Before we blame the bad fuel on dirty Pedro's contaminated fuel truck, a bit of general housekeeping. Even the cleanest fuel will leave a little sediment in the bottom of your tanks over the years. Pottering up and down the ICW - no problem. Once you're out in the ocean it all gets stirred up and that



Using the Baja filter and siphon tube



My modified siphon tube - note the rigid section just the right length to suit my jerry jugs

nice clean fuel is now dirty. Fuel tanks need cleaning. If you have a big enough inspection hatch you can do it yourself. Reach in there with some rags. If not get it done professionally before you leave. Know the state of your tanks.

Here's a couple more tips that will help you manage your fuel. Buy a jiggle siphon tube, it makes filling the tanks from jugs a piece of cake (Amazon sells them for around \$10), and a filter funnel to filter the fuel as it goes into your tank. A 'Baja' diesel filter is best if you can find one or at very least a water separating diesel filter funnel.

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Installing a primer bulb make life easier

The next step is to ensure the fuel you put in your tanks is as clean as it possibly can be. If you're suspicious for any reason at all (which you should be) don't dive in and fill those 100 gallon tanks. Just fill a five gallon jug; let it stand for a day. Use your new jiggle tube and filter funnel to slowly siphon the contents of the jug into the tank, but make sure the jiggle tube sucks from a couple of inches off the bottom of the jerry jug and leaves behind any dirt or water that may have settled. Now look into the jug and inspect the dregs and decide if the fuel is acceptable or not. If all looks good then you can perhaps consider filling your tanks directly; if not then maybe there is a better source.

I always add a biocide to prevent microbiological growth, something we should all do especially in warmer climates. Biobor JF® seems to be the most readily available and does the job.

Once the fuel is on board there are further things you can do to stop dirty fuel causing problems. If you have more than one tank you can use the biggest as the storage tank and the second as the ready use tank, which should only be filled from the storage tank via a transfer pump and a water separator/filter. Or you can 'polish' your fuel by installing an additional transfer pump and a water separator filter assembly to re-circulate the fuel. This both cleans the fuel, eliminates any water and generally keeps the tank in good shape.

Moving on to the actual engine feed system there should be at least one primary filter / water separator. The ever popular Racor 500 series filter with its internal element is the best choice for a primary filter if only because of the ease and speed with which you can change it. Replacement elements are cheap and available everywhere. There will be at least one secondary filter as fitted by the engine manufacturer. I like to use a fine 2 micron primary filter, which though it may need replacing more frequently protects the secondary filter(s) which are often more difficult to service quickly. Change the primary filter element at every oil change and the secondary every year. That way it becomes part of your routine maintenance.



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Essential spares – Keep it clean, keep it running



If after all these precautions you are still unfortunate enough to get blocked filters it's good to know you can change the element quickly. To make things easier install a primer bulb just before the Racor, just like the one in your dinghy. It will make priming the filter and bleeding the fuel system painless.

If the engine does die, open the top of the Racor with the T handle, gently lift out the dirty element and lower a new one in. Slowly pump the primer bulb to fill the housing right to the brim. Carefully change the O-rings on the T handle and the lid and reassemble. Less than two minutes and you're good to go.

Following these simple procedures will serve you well wherever your voyages take you. 

Sim Hoggarth is a British merchant navy marine engineer now cruising in the Caribbean with his wife Rosie on board their yacht Wandering Star.



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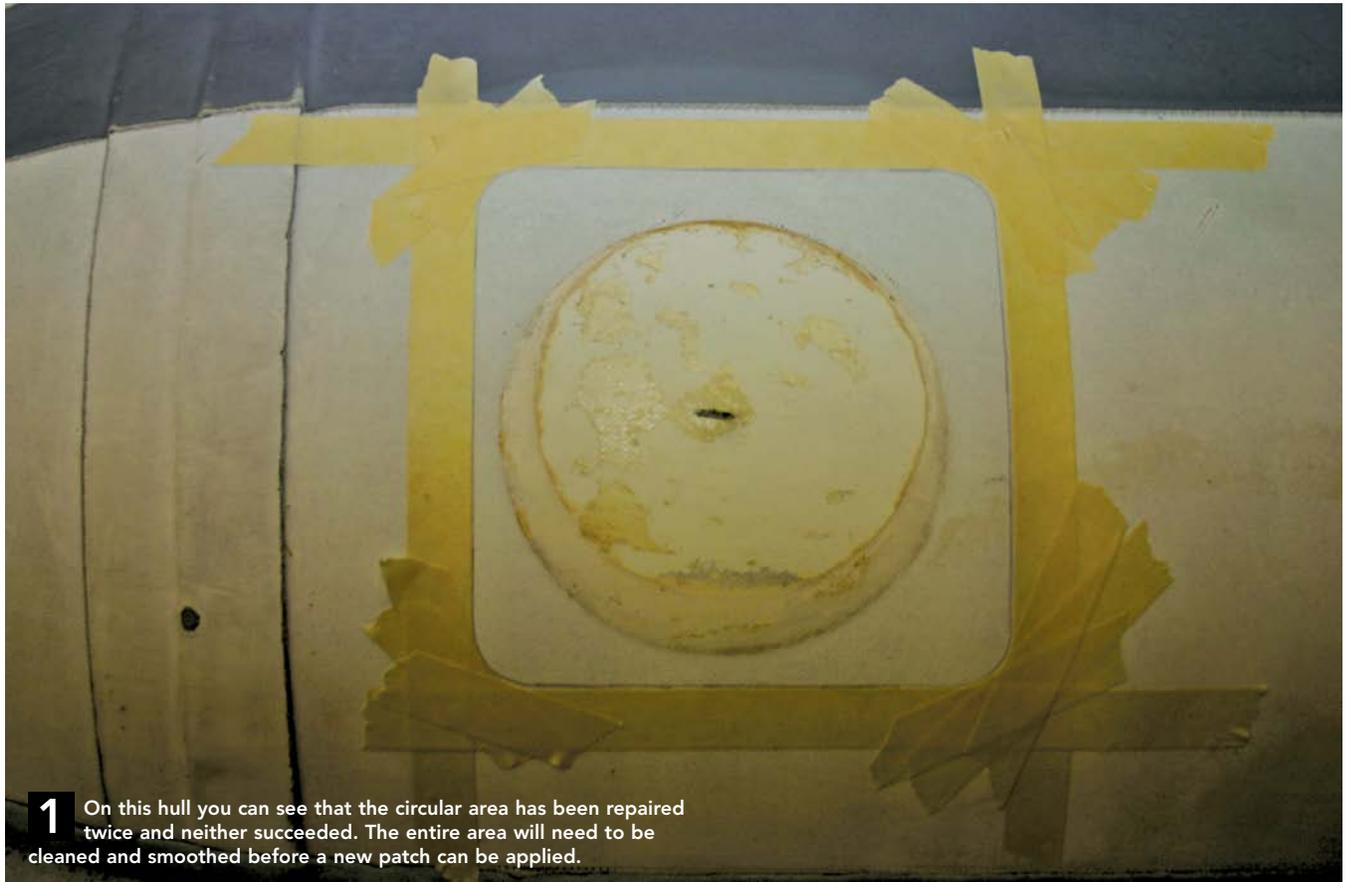
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REPAIRING YOUR INFLATABLE

BOAT MAINTENANCE BY ROGER MARSHALL



1 On this hull you can see that the circular area has been repaired twice and neither succeeded. The entire area will need to be cleaned and smoothed before a new patch can be applied.

Oops! You've hit a piling and punched a hole in the inflatable. Now you have to repair it. Of course, the easiest way is to take it to a repair shop, but if you are in a rush to use your inflatable, you may have to do the job yourself.

To get a neat repair, you'll need several things. The first is to remember that inflatables can be ruined with careless work. A friend who used to run an inflatable repair shop told me of a person who learned that a glued neoprene inflatable can be taken apart by heating the seams with a heat gun. After he'd taken most of the boat apart, he couldn't put it back together and had to get an (expensive) professional repair job.

When you want to mend a small hole without the patch showing, opening up a seam and repairing the hole from the inside is a perfect solution. But you must know what you are doing or the job can be botched.

Here are ten steps to the perfect repair:

- 1. Cut your patch to the right size.** Make sure that the patch material is similar to the material of the existing boat and of the same thickness. (Put neoprene patches on neoprene boats and PVC patches on PVC tubes!) Be sure to round the corners of the patch to prevent them from peeling.
- 2. Next, mask off the area where the patch will go.** Lay the patch on the hull and mark around it to get the correct area. Carefully trim the rounded corners.
- 3. Remove oxidized neoprene by lightly sanding inside the trim area.** You can use sandpaper for this purpose, but professionals use a Dremel tool with a sanding stone. This ensures that the entire area is properly cleaned.
- 4. Wipe off the area with a solvent to remove any grease**



2 Use a Dremel tool with a cone shaped rasp or stone bit to clean the area down to the bare material. If you do not have a Dremel tool carefully sand the area with 220 grit.



3 Mix your adhesive as you need it. Old glue does not adhere as well as fresh mixed adhesive.



4 Just before applying adhesive wipe the area again with a solvent to ensure it is totally clean.



5 Coat your patches with adhesive and let them sit for a few minutes to allow the first layer of glue to dry.



6 Apply adhesive to the cleaned area on the boat using an inexpensive bristle brush with the bristles cut to about 3/8 inch. This allows you to work the glue into the fabric of the hull. Let the glue dry.



7 Coat the patches and the hull with a second layer of adhesive.



8 Apply the patch to the tube and smooth it down with a spatula. Work from the center toward the edges to remove all the air bubbles.

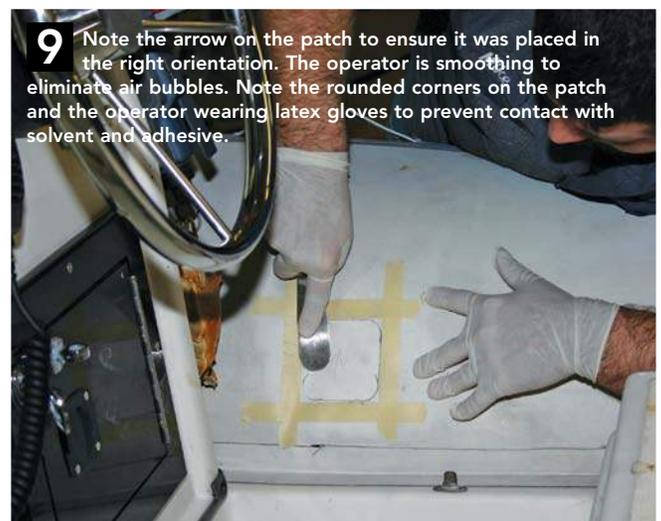
or oil. Wear gloves to keep the solvent off your hands and make sure that you are working in a well ventilated area. Solvent fumes, as well as glue fumes, can be harmful and are highly flammable. Do NOT put fingers on the sanded area after cleaning it.

5. Mix freshly opened glue. Do not use old glue, the glue tends to lose its effectiveness over time. When working with glue, it contains VOCs so you should wear disposable gloves and work in a well ventilated area or use a respirator. Apply the glue with a disposable chip brush with the bristles cut down to about 3/8". This brush allows you to work the glue into the material.

6. Coat both the patch and the sanded area with the freshly mixed glue and give the glue about ten minutes to set up.

7. Coat both surfaces again and press them together, making sure the patch is aligned properly. Getting the right alignment can be tricky because both the patch and the hull are coated with glue. As soon as glue touches glue, it sticks.

8. Use a roller to press the patch down onto the hull and eliminate any air bubbles. You'll find that the tube needs to be either totally deflated or partially inflated to do this job



9 Note the arrow on the patch to ensure it was placed in the right orientation. The operator is smoothing to eliminate air bubbles. Note the rounded corners on the patch and the operator wearing latex gloves to prevent contact with solvent and adhesive.

properly. Do not try it with the hull inflated or the air will bubble out under the patch.

9. Removing the masking tape and wipe the area with a solvent to remove any glue residues. Be sure to dispose of unused glue carefully. It is highly flammable.

10. After 24 hours inflate the tube and check for leaks.

The job is not difficult if you have the right materials and take your time, and it can save a trip to the shop or better still, make the inflatable ready and bring your dinghy back from the dead.

Roger Marshall is a yacht designer, author of fifteen books and has repaired a number of family owned boats.

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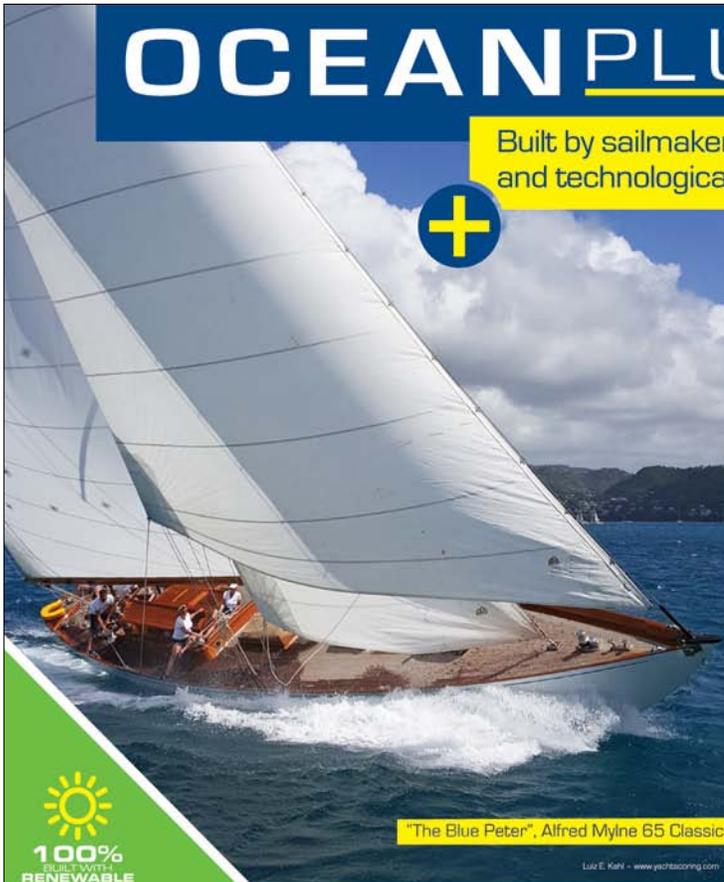
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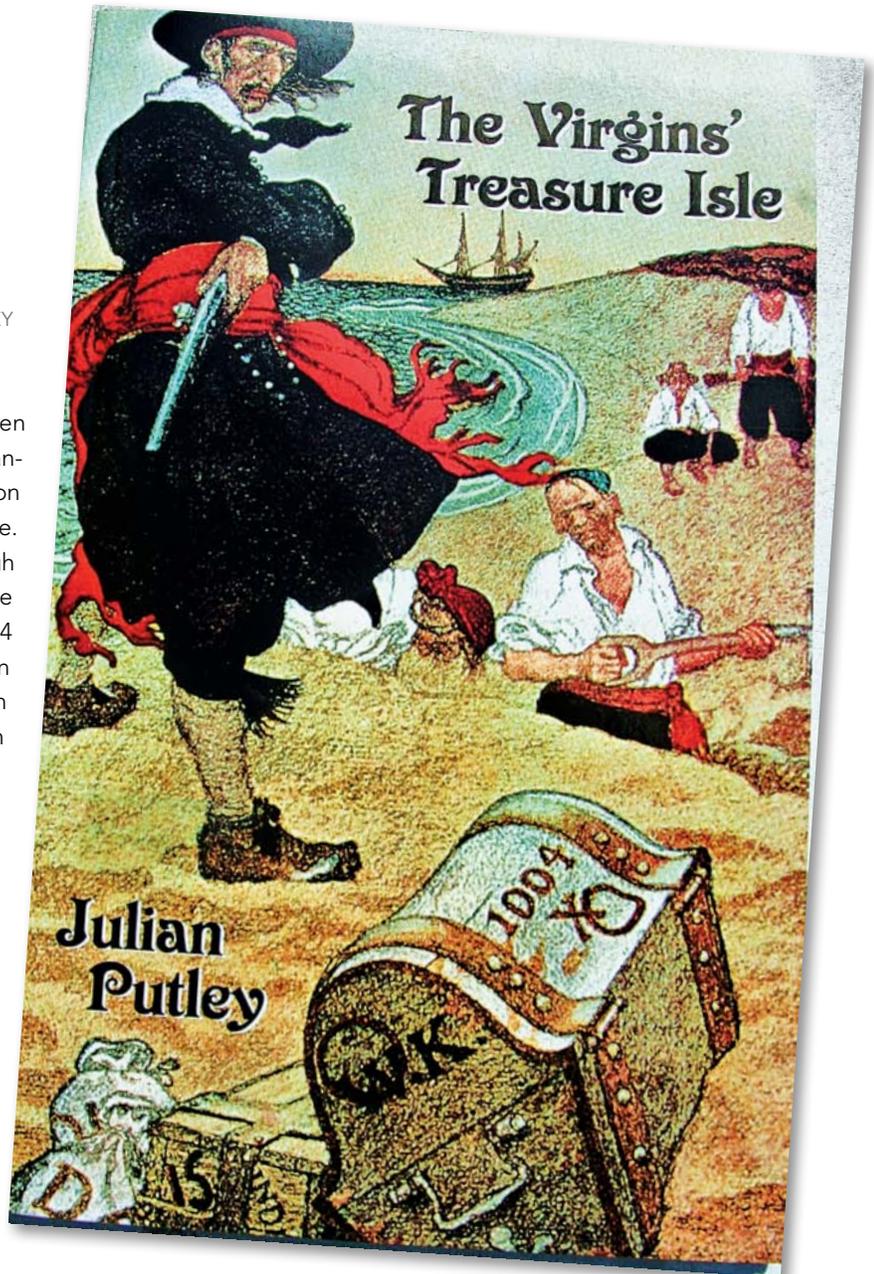
PIRATES OF THE VIRGIN ISLANDS

CARIBBEAN HISTORY BY JULIAN PUTLEY

The British Virgin Islands have long been associated with pirate activity. There's fantasy, hearsay, hyperbole, myth and fiction – and a nugget of truth here and there. We know that Sir Francis Drake passed through these islands in 1595 in yet another raid on the hated Spaniard. He mustered a fleet of some 24 ships in Virgin Gorda's North Sound in a location now called Drake's Anchorage and sailed down the channel between Tortola and the southern cays that now bears his name.

The Dutch pirate or 'freebooter' Joost van Dyke settled here in 1648. We're reminded of him every time we visit his namesake island or that famous hotel and bay, Little Dix, originally Little Dyke's, his second base of operations. There are also stories of Blackbeard, Black Sam Bellamy, William Kidd and a certain pirate, George Norman.

Norman, originally an Anegadan rogue, had an island named after him, Norman's Retreat, later to become Norman Island and it became the subject of a monumental event in 1750. It all began when the Spanish treasure fleet, bound for Spain and just south of treacherous Cape Hatteras, was struck by a severe hurricane and one richly laden treasure galleon, the *Nuestra Senora de Guadalupe*, was driven ashore near Ocracoke Inlet, North Carolina. Some opportunistic Englishmen, with no love of Spaniards, decided the time was right to seize the treasure, load it onto two of their small vessels and sail away south to islands in the Caribbean. One of their bilanders* ran aground but the other finally fetched up at Norman Island and the crew, aware that the Spaniards would be hunting them down, transported their vast haul ashore and buried it. The booty amounted to 55 chests of silver dollars to a total of 165,000 dollars, two chests of wrought silver and church plate. Other valu-



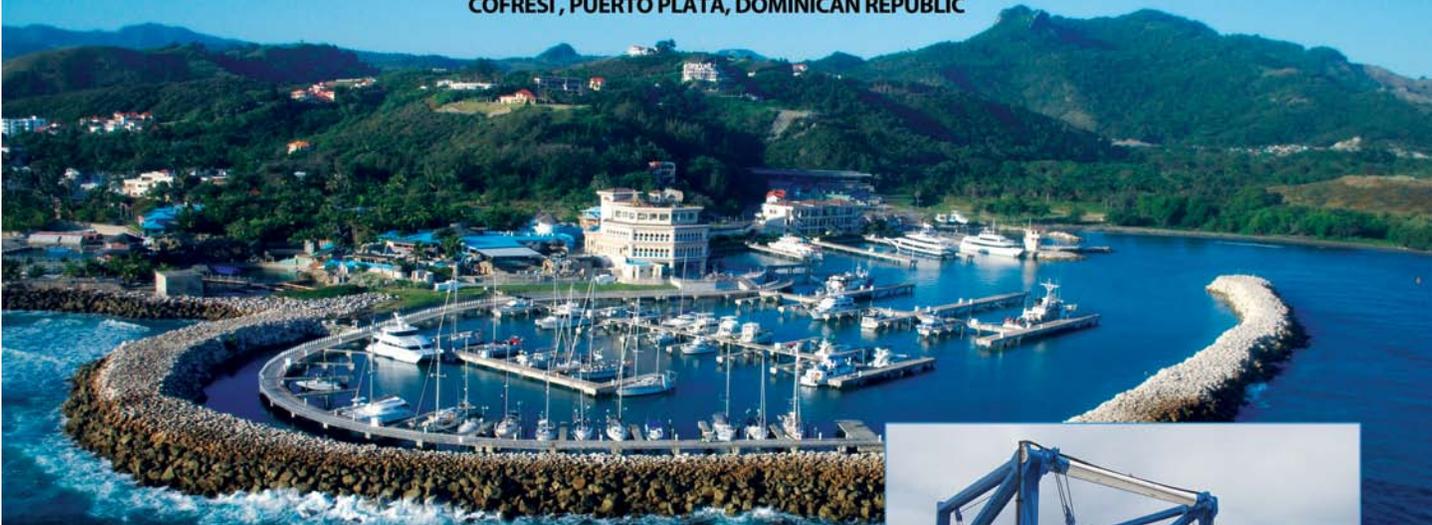
able cargo included large quantities of cochineal, vanilla, indigo, tobacco and hides.

One thing that the pirates overlooked was that Norman Island is visible from Tortola and that they had been spotted. The president of the local council, a Mr Chalwell, sailed over to Norman Island to investigate and after much confusion he decided to confiscate (for safe keeping?) some of the silver whilst several other Virgin Islanders did the same. Meanwhile the pirates escaped with a portion of the booty and some of the cargo.

By now the Spaniards were on the lookout for the pirates and had complained bitterly to the English authorities. Word

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reached Lieutenant Governor Fleming of the Leeward Islands, whose authority included the Virgin Islands. He was tasked with apprehending the pirates and retrieving the treasure and eventually returning it to the Spaniards; acts of piracy like this were enough to foment war in Europe. Fleming sailed in a privateer, from the seat of power in Antigua, with two companies of marines to Norman Island to try and resolve the incident. He was met with stiff resistance; the Tortolians had resolved not to divulge any information regarding the treasure and in the end Fleming managed to retrieve just over 20,000 dollars in silver by rewarding the finders rather than offering belligerence. It can be seen that a huge amount of treasure was unaccounted for.

And what became of the pirates? It seems that most of them

got off pretty lightly by either turning King's evidence or trading silver or information for leniency. It is interesting to note that in 1910 or thereabouts a treasure chest was found in one of the caves on the leeward side of the western promontory of The Bight on Norman Island. Treasure Point, Privateer Bay and Money Bay are all names on old BVI charts that point to long gone derring-do on Norman Island.

*Bilander: a small two-masted merchant vessel, a type of hoy distinguished by the trapezoidal shape of the mainsail. 

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

Part of a Proclamation to the people of Tortola in order to retrieve the treasure and apprehend the pirates.

Under my hand and Seal at Arms this Twenty Fourth day of November In the Twenty Fourth year of His Majesty's Reign and in the Year of our Lord 1750.

In the name and on behalf of His Majesty George the Second, by the Grace of God of Great Britain, xxx and Ireland, King, Defender of the Faith etc

By the Hon. Gilbert Fleming Esq. Lieutenant General and Commander in Chief of all His Majesty's Leeward and Charibbee Islands in America.

A Proclamation:

Whereas Information has been given to me, the said Lieutenant General of a certain piracy and felony committed on the High Seas by Owen Lloyd, William Damas, William Blackstock and others their accomplices in seizing, running away with, and converting to their own use, a Certain Sloop from North Carolina with a Treasure onboard the same Sloop consisting of Gold, Silver, Jewels, and other valuables

to the value of one hundred and Fifty Thousand pounds lawful money of Great Britain or thereabouts, which sloop was hired at Carolina by the Governor of Mexico to carry the same Treasure from North Carolina to Old Spain, on account of the said Governor, or other subjects of Spain, and that after the same Piratical and Felonious taking, the Criminals conveyd the same Sloop and Treasure to a certain little Island calld Norman Island under the dominion of His Majesty of Great Britain and within the Limits of my Government and there buried or conceald great part of the said Treasure and that certain British Subjects getting knowledge where the xxx Treasure lay buried, or hid have jointly and clandestinely dug up and taken and conveyd away the same to a very great value and conceal and convert the same to their own use; And whereas I the said Lieutenant General thinking myself bound by all the Tyes of Duty to my Royal Master, the King of Great Britain (whose burden it carries to have National Justice done in this and such like cases within his Dominions) to the utmost in my power to secure and bring to Justice the said Pirates and Felons and to procure the said Treasure.

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BUDGET MARINE CHALLENGE 2016: ANCHORS AWEIGH!

RACING CIRCUIT



Heavy winds and a challenging anchor start gave competitors plenty to think about as the Budget Marine Challenge 2016 got underway in Curaçao. This was the 12th edition of the Budget Marine Challenge, sailed in June, which saw competitors battling it out for the coveted Budget Marine Challenge Cup.

The first race of the event is characterized by a downwind start in Spanish Water on a course that takes the fleet to Fuik Bay. The start of the second race in Fuik Bay is equally as interesting as the boats start from anchor. This means all sails are down and the crew must remain below decks until the start gun is fired. On hearing the gun, the crew sprint up the companionway to the deck, hoist sails, raise anchor, and the race is on! This requires a certain set of skills and plenty of

After leaving Fuik Bay, the yachts hit the open sea and the downwind leg. Conditions now proved challenging and as winds increased, strong gusts and steep waves deterred many from flying their spinnakers.

teamwork from the sailors as well as being a lot of fun for the spectators to watch.

As in previous years, the competition was as fierce as ever.

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Cruising Class winner *Melody* leads *Venus Callipyge* out to sea



Having won Cruising Class for the last two years, *Venus Callipyge* was favored to do it again but it wasn't to be. She was seen off by the crew of *Melody*, who were in top form and crossed the line first.

In the Racing Class, the anchor start in the second leg of the race played a big role in deciding the winner. The *Budget Marine Merlin* team was the first boat to bring aboard their anchor and should have led the charge. Unfortunately, due (reportedly) to a poorly tied knot, the jib sheet came loose and, as if that wasn't enough, the mainsail jammed in the track halfway up the mast. Capitalizing on Budget's misfortune the yacht *Chamba II* sailed away towards the first mark snatching an early lead.

After leaving Fuik Bay, the yachts hit the open sea and the downwind leg. Conditions now proved challenging and as winds increased, strong gusts and steep waves deterred many from flying their spinnakers. However, it would take more than wind and waves to dishearten the two J-24s, *Budget Marine*

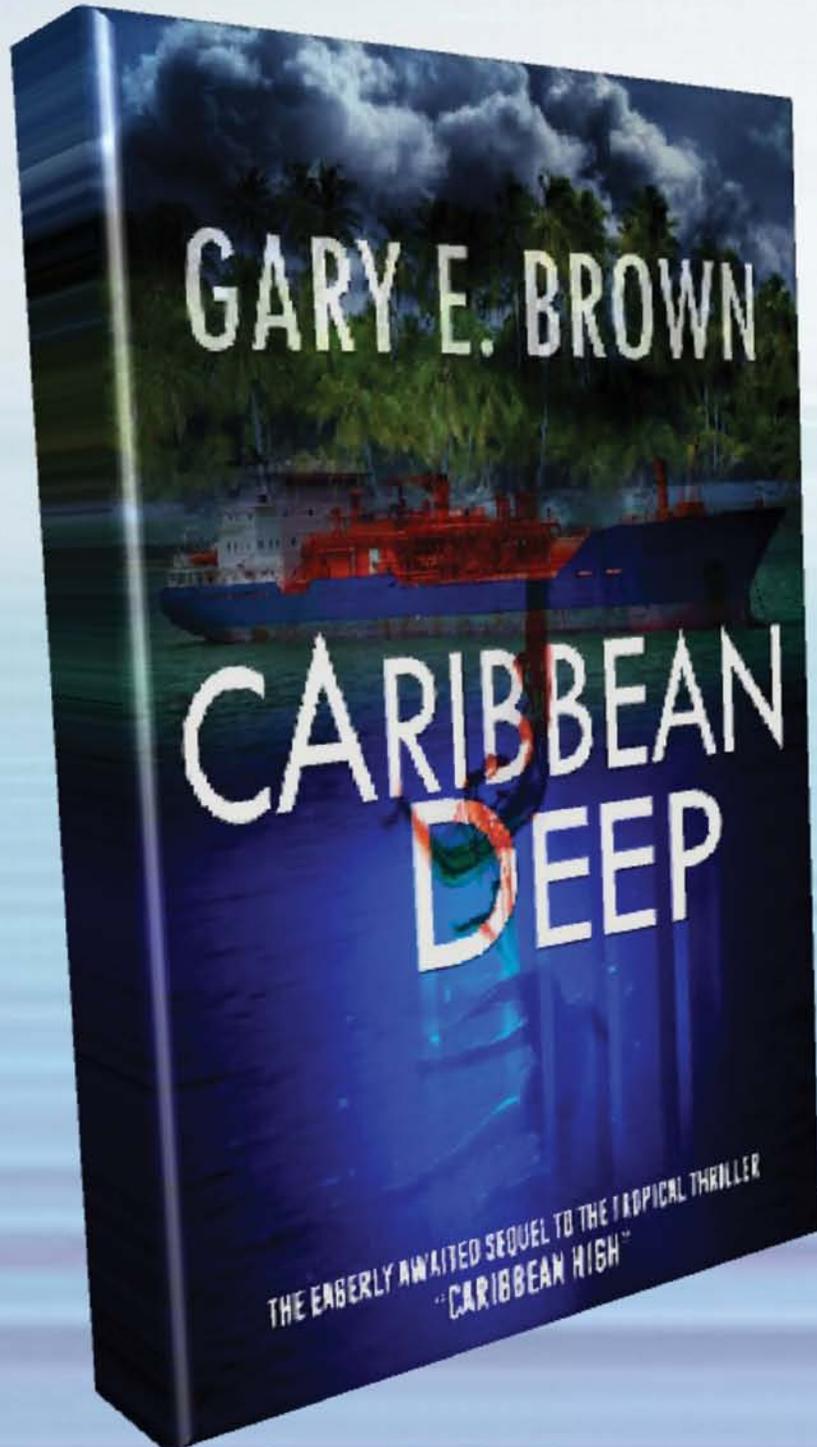
Merlin and *Chamba II*. The battle that commenced on the start line heated up and both crews broke out their spinnakers. There ensued a thrilling race towards the next mark as both teams focused on steering, often surfing at high speed while avoiding the ever present threat of a damaging broach.

Both boats sailed on the edge, with no mistakes, but *Budget Marine Marlin* failed to expunge the faux pas made during the start and *Chamba II* went on to win the race and with it the regatta.

Although the newcomer *Keetje*, sailing with a completely novice crew, finished in last position, they had a thrilling taste of what the Budget Marine Challenge is all about.

A dinghy service provided by title sponsor Budget Marine operated to and from the beach in Fuik Bay, while the more athletic among the yacht crews – perhaps wanting to cool down – swam ashore for lunch.

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CARIBBEAN BOATYARD ROUND-UP: WHAT'S NEW AROUND THE REGION?

BY CAROL M. BAREUTHER



The boatyard at Puerto Del Rey, Fajardo

Hurricane season is a great time to haul out. Here's a sampling of what's new at boatyards throughout the Caribbean.

PUERTO RICO

Owners of the boatyard at **Puerto Del Rey** in Fajardo have re-done their haul out and splash area with reinforced concrete for a smoother operation. In addition, they are in the process of adding new hurricane tie downs. "We have been

visited by various superyachts and, as a result, we now have apartments for rent for those who want to stay at the Marina while their boat is in the yard and we have an Executive Concierge service," says manager, Carolina Corral.

ST. THOMAS, U.S. VIRGIN ISLANDS

"We have added an extension on our larger dry-dock which now enables us to haul vessels up to 220ft in length and with a metric ton rating of 1200 tons," says Mary Kral, whose family

Bobby's MegaYard, St. Maarten



owns and operates **Subbase Drydock**, located west of the Charlotte Amalie harbor.

**TORTOLA,
BRITISH VIRGIN ISLANDS**

New docks, the first of which are set to open in November, is the big news at **Nanny Cay Hotel, Marina & Boatyard**. However, the opening of Budget Marine BVI and Tradewinds Yachting Services in the past year, according to spokesperson Alastair Abrehart, is a boon to yard clients.

Island Water World, St. Maarten



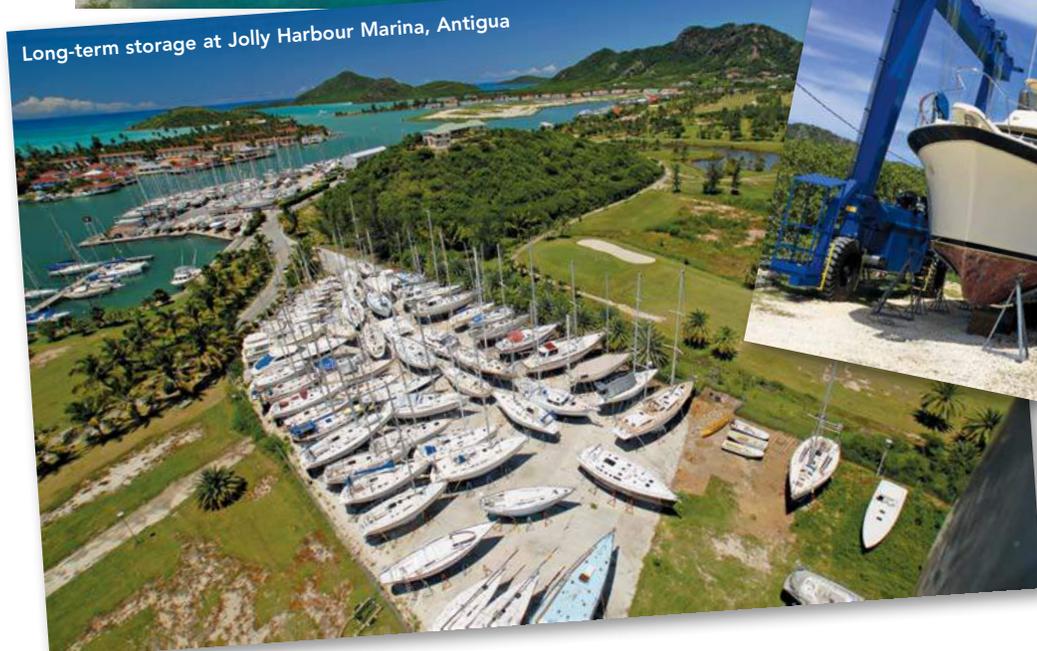
ST. MAARTEN

Located on Simpson Bay Lagoon, **Island Water World Marina & Boatyard** has six new lifts capable of holding boats up to 16,000lb. These are perfect for powerboats in the 35-foot range. "The lifts mean better service to our cus-

tomers," says Sean Kennelly, managing director. Nearby in Cole Bay, **Bobby's MegaYard** now offers customers free high speed Wi-Fi. "We also have a backup generator to supply the yard in the event of power outages," explains general manager Jeff Howell.

ANTIGUA

In Falmouth Harbour, Sir Hugh Bailey's **Catamaran Marina & Boatyard** has a new addition. "We have just finished assembling a brand new 75-ton travel lift from Ascom in Italy", says manager Helen Cools-Lartigue. Near St. Johns, there are new services at **North Sound Marina's** yard. These include a Budget Marine store, a machine shop and an OnDeck Maritime Training Facility all on-site, according to Marsha Hellier. A 75-ton marine travel lift is new at **Jolly Harbour Marina & Boatyard**. "This year, we have expanded the concrete area in the working yard and the designated cradle area in the storage yard, renovated the tenant's workshop building and increased the number of cradles available for rent to thirty-six," says Mike Van Rensburg, marina operations manager. Additionally, new businesses include Lighthouse Yachting, David Walters (mechanical engineering and metal fabrication services), Jesse Gomes (Hull Osmosis treatment and more) and Techniques yacht painting.





Marina Bas du Fort & Shipyard,
Pointe-à-Pitre, Guadeloupe

GUADELOUPE

Located near Pointe-à-Pitre, **Marina Bas du Fort & Shipyard**, is focusing on environmental friendliness by earning the Blue Flag label for the second year. "One example is our service dinghy with its non-toxic antifouling bottom paint," says Ariane Graf, communications and environmental enforcement officer.

ST. LUCIA

There's a new convenience store in the fuel office at **Rodney Bay Marina & Boatyard**, according to Shane Macauldy, marketing, sales and events manager. On the marina side, there's an integrated solid waste management program, a first for a marina in the Eastern Caribbean.



Rodney Bay Marina, St. Lucia

ST. VINCENT

Hubert Winston, owner of the Dominica Marine Center, has set up a second, even bigger shop, the St. Vincent Marine Center, at the **Ottley Hall Shipyard & Marina**, located just outside of Kingstown. "We will be the center for Mer-

cury Marine, Yanmar Marine, Northern Lights generators and much more. There will be a small chandlery on site providing sales, service and full warranty support for these brands," says Winston.

Clarke's Court Boatyard & Marina, Grenada



CARRIACOU

Coming in 2017, says Sandra Martin, executive manager at **Carriacou Marine**, a Port of Entry with Customs & Immigration, located on Tyrrel Bay, "we will have a new travel lift and upgrades to the provisioning store, chandlery, laundry, and the cottage."

GRENADA

In mid-September six new self-contained apartments will be completed at **Spice Island Marine Services**, in Prickly Bay. "We also now have a wash-water recycling system, which filters and reuses water by high pressure washer to prevent ocean contamination," says Susie Grey, customer service manager. To the east in St. David's, **Grenada Marine** is restructuring its entire yard to add a 330ft dock extension which allows the handling of many jobs without a haul-out. "We have added an engineering building at the

top of the yard for the metal shop, systems and mechanical workshops; and have relocated the administrative office, which allowed us to increase the size of the sail loft. The office's former space is home to Island Water World and a small mini market. In the near future, we'll add a catchment area for pressure washing, a new yard entrance and 250ft of locker space," says Tracy St. Louis, purchasing manager and marketing analyst. *(Editor's Note: For full details of **Clarke's Court Bay Marina**, see story on page 80.)*

TRINIDAD & TOBAGO

The latest focus at **Peake Yacht Services**, in Chaguaramas, is improving Internet access for its customers. "No marina or boatyard anywhere in the Caribbean that I've visited has anything near the speed and bandwidth that we now have throughout our entire yard. And, at no charge," says owner Peter Peake.



CURAÇAO

There's been several aesthetic improvements at **Curaçao Marine**. "We have reinforced our driveway where we have been hauling out bigger and heavier yachts. With our 40-ton and 60-ton custom-made Roodberg trailers we can attend to our regular customers and new larger projects," notes Nicole van Beusekom, marketing manager. Also new is car rental on site, a cozy 'fire pit area' in the Palapa Bar, and K-9 dog, Saily, to protect the upper yard.

PANAMA

"We just added two new mooring buoys so clients can wait for their haul-out or stay for an extra day after launch," says Luis 'Fabian' Fabiano, yard manager at **Bocas Yacht Services**, in Bocas del Toro. 



Bocas Yacht Services,
Bocas del Toro, Panama

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

PORTA ATLANTICO SAN JUAN PLACES PUERTO RICO ON THE SUPERYACHT MAP

PUERTO RICO BY CAROL M. BAREUTHER



Puerto Rico is already a maritime hub in the Caribbean. Now, the U.S. flag island is ready to make its mark as the region's a first-ever full-service superyacht destination. In June, Puerto Rico's Governor Alejandro García Padilla announced the development of Porta Atlantico San Juan, a marina and shipyard facility that will cater to international yachts ranging from 130- to 500-feet in length.

"A number of large yachts such as *A* (390ft), *Luna* (377ft) and *Le Grand Bleu* (371ft) are already coming to San Juan. In fact, visitation by large yachts to the Port of San Juan has increased 300 percent over the last three seasons," says Paul Madden, chief executive officer of Madden Yachts, in Newport, RI, who teams as a large yacht consultant with Edgewater Resources and Puerto Rico-based venture capital firm, Advent Morro Partners, on this US \$73 million development. "We talked to the captains and managers and they confirmed that they wanted to have the same level of marinas and vessel services in the Caribbean that they would find in the Mediterranean or Florida. Over the last two years, we determined how we could achieve this level of facilities and service, and put together the team to develop and deliver this."

The megayacht marina is located within the Bahia Urbana

redevelopment next to Old San Juan, while the shipyard is situated on the over 40-acre former U.S. Navy base which has a graving dock capable of handling yachts 644ft (196m) in length with 81.6ft (24.8m) of beam. Madden says the first phase of the project, the marina, will open by the end of the year in time for the winter season. Limited dry dock services and wet dockside boat refit and refurbishing within the existing facility's pier will also be available this season. Phase II calls for a hotel marina by 2020.

"Crews love Old San Juan because of its lively culture and welcoming people. When they have time off, they can head into the rain-forest and mountains, or hop on a short flight to Florida. For owners, they can land their plane on Isla Grande within sight of their yacht, and if they arrive from U.S. there is no customs. Vessel managers can source whatever they need locally, or in Florida and have it immediately, without duties or customs. Most importantly, San Juan is a secure port with a U.S. Coast Guard base and good weather protection," says Madden.

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

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UNEXPECTED WINS USVI STARS & STRIPES POKER RUN

UNITED STATES VIRGIN ISLANDS BY CAROL M. BAREUTHER



PHOTO: DEAN BARNES

First, Second, and Third place teams on the stage: Team Unexpected, Team Why Fight It and the girls from Team Contender

Keen boat preparation and a mean knack for picking a winning hand of cards earned Team Unexpected first place on the podium at the 3rd Annual USVI Stars & Stripes Poker Run. Nineteen boats braved six- to eight-foot seas to participate in this much anticipated powerboating event held on July 3, which saw the fleet circumnavigate the U.S. Virgin Island of St. Thomas with five fun-filled stops along the way.

"Expect the Unexpected," says Dean Bryan, owner of the champion 38ft cigarette boat, *Unexpected*. "We finished second the first year and now first the last two years. We did it for the fun, but it's nice to win."

In second place was the team aboard *Why Fight It*, a 32ft Scarab.

"It's a great way to spend the day with friends and family,"



PHOTO: DEAN BARNES

says owner and driver Sherwayne Felix. "We just got lucky at picking the cards."

Third place finishers, Team Contender aboard their 30ft *Contender*, were first time entrants.



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The stop at Abi Beach Bar on St. Thomas

"Beginner's luck," says Crystal LaPlace, whose husband, Frank LaPlace, was behind the wheel.

The day started out as a nail biter because the weather was forecast for rain. However, by starting time at 10am some 40 participants were aboard their vessels and ready to run from host venue, IGY's Yacht Haven Grande Marina. The *Pizza Pi* boat in Christmas Cove, off St. Thomas' east end, was the first stop to pick a card. The weather started cooperating with sun and blue skies by the second stop, in Cruz Bay, St. John, and the day was beautiful thereafter. In fact, teams had a blast at Coki Beach, the third stop, where there was a barbecue lunch waiting followed by a Battle of the Sexes Tug of War – which the women won. Brewer's Bay, reached after a cruise around the island's wild west end, was the fourth stop followed by a ride back east to the fifth and final card-picking destination, Abi Beach Bar, on Green Cay. The Awards Ceremony followed back at Yacht Haven Grande.

"Each year is a learning experience for us," says organizer Guilderoy Sprauve. "This year taught us that our participants are hungry for more. They appreciate an event like this and want a calendar filled with more events where they can use their vessels and enjoy the ocean. Our aim for 2017 is to have a strong representation from Puerto Rico and possibly a team or two from the U.S. mainland; that would be a treat!"

The USVI Stars & Stripes Poker Run is one of only two organized powerboating events on St. Thomas. The other is the Carnival Boat Races in April.

The 4th annual USVI Stars & Stripes Poker Run is set for July 2 2017.

For more information, visit: <https://www.facebook.com/USVIPOKERRUN>

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

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VIRGIN ISLANDS GAME FISHING CLUB'S KIDS' TOURNAMENT

UNITED STATES VIRGIN ISLANDS



Four-year-old Kadmiel Warrell beamed brightly as he proudly walked his catch, a little pufferfish, to the weigh station with the help of adult, WSTA radio personality Addie Ottley. Warrell was one of the first junior anglers to catch a fish in the Virgin Islands Game Fishing Club's Kids' Fishing Tournament, held July 10 at IGY's American Yacht Harbor Marina. What's more, this was the first fish Warrell had ever caught, a feat he called "fun."

Some 171 age 12-and-under junior anglers, along with parents and guardians, took part in this 30-plus-year-long event, which is designed to introduce kids to the love of sportfishing. Everyone who tried their luck reeled in a lot of fun even if a fish wasn't at the end of their line.

Down the dock, Wesley McCartney, 3, excitedly dropped his catch into a bucket to take to the weigh station.

"I always wanted to," McCartney said, in response to a question about how he liked fishing.

Shane Edwards, 8, received a short lesson on how to cast his baited handline from tournament director Paul Meyer.

"It's good, for my first time," said Edwards as he practiced what he was taught in search of a catch.

Members of the Virgin Islands Game Fishing Club walked the docks and helped junior anglers and adults alike with everything from fishing technique to untangling lines.

Eleven-year-old Eve Williams seemed to be a pro, having fished this event for the past three years with her brother and sisters.

"I caught a lobster last year and got the Most Exotic fish



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prize," says Williams. "What I like best about this (tournament) is there are lots of other kids to fish with and we get to put the fish back in the water so they will live."

Thirty-five of the registered anglers were members of the Boys & Girls Club of the V.I.

"We started by bringing 18 kids nine years ago," says Club director Jackie Brown. "Since then, many of the kids have learned to swim, sail and boat and now they want to catch fish. The more the word passes, the more the others get excited and want to come too. Now, they all want to be part of this."

V.I. Department of Planning & Natural Resources (DPNR) Fish & Wildlife-personnel manned the weigh-in station scales.

Puffer fish, snapper, barracuda, lobster, an eel and a couple of crabs numbered among the day's catch. Junior anglers practiced conservation by keeping their fish in a bucket of seawater until weighed and then released their catch back into the sea.

The overwhelming success of the tournament played out over the young faces as they ate pizza and drank cold drinks following the 11am call for lines out.

"We had smiling faces up and down the docks," says Meyer. "That's what fishing is all about. It's important to pass these skills to the next generation."

All registered anglers received free entry, which included a T-shirt, backpack, handline and bait. Prizes included rods and reels, gift certificates, beach bags, jewelry, trophies and much more donated by local businesses. The prizes were awarded in two age groups: Up to six years and seven- to 12-years.

The event was sponsored by Island Time Pub, DPNR Fish & Wildlife, Neptune Fishing Supplies, Mixed Bag Sportfishing, Captain Alvin Fishing Charters, Coral World Ocean Park, Budget Marine, Sue Boland, IGY American Yacht Harbor, East End Flower Shop, Diamonds International, Guardian Insurance, Merchants Bank and Tropic Tours.

For more information, including photos, visit: www.facebook.com/pages/Virgin-Islands-Game-Fishing-Club

Report by Carol M. Bareuther.



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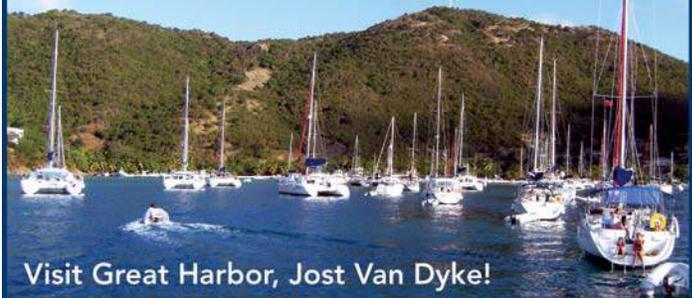
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PHOTO ALLISON MOCELLIN

All clear. One of the starts during the 27th Heineken Light Laser Championships held in Orient Bay over the weekend.

Benoit Meesmaecker may well have earned copyright on the Heineken Light Caribbean Open Laser Championships after winning it so many times. If not, he has certainly made it his own, and his presence every year comes with that air of authority top sailors seem to have.

He just happens to be in a higher league, and his fourth place in Masters at the Laser Worlds in Mexico two weeks before his Heineken Light win confirms his level of skill.

The St. Barth's sailor successfully defended his title in June at the 27th edition held in St. Martin's Orient Bay (even he is not sure how many times he has won it) fending off the talented Rhône Findlay, now a top US College sailor, and the always tenacious Frits Bus.

Meesmaecker won five of the six races on Saturday, and two of three on Sunday. He reported excellent conditions on the course with easterly winds blowing 14 to 18 knots over the two days of racing.

"It was a wonderful regatta as usual. At times I had close sailing with Rhône but I expected to have more of a battle with

him. I told him once when you can beat a Master, then you are sailing well," Meesmaecker joked.

The champion's future plans include going to Marblehead in September for the US National Laser Masters and again to the Laser Worlds in Croatia next year.

The Open category was won by Meesmaecker, Rhône Findlay was second and Asher Drijgers third.

Frits Bus won the Masters category, Olivier Bernaz was second, and third place went to the Dominican Republic's Jorge Abreu. Radials was won by Cindy Pumbo, second place went to Carson Gifford, and third to Sébastien Luir.

"We had strong wind on Sunday which suited us heavier sailors. It was always close racing and Rhône especially did well, finishing second overall," Bus said.

The regatta was organised by the St. Maarten Yacht Club and made possible by Heineken Light, Island Water World, Sunsail, Club Orient and Fiji Water. Race Officer's duties were handled by Andrew Rapley and helpers. 



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SAILING & SPORT FISHING HIGHLIGHTS IN ST. KITTS

ST. KITTS BY CAROL M. BAREUTHER



A successful Booby Island Regatta & Sailing Festival this spring served as a testing-ground for an even bigger event in 2017, while this fall welcomes a new sport fishing tournament in St. Kitts.

"This year's regatta kept with its usual three-day formula designed to give everyone an opportunity to take part," says organizer Jonni Murphy. "However, the 'Chase the Monkey' cross channel sprint from St. Kitts to Nevis was downgraded from a yacht race to a 'first crew to the bar' type of event due to weather conditions. Fortunately, the 'Round De Rock' circumnavigation of Nevis and the 'Booby Island Cup' went ahead as planned and saw some great sailing conditions and keen competition.

Bill Lumsdon and Wendy Smith won the Round de Rock race aboard their Hallberg-Rassy 53, *OverStreet*. Their secret to success?

"We invited a local fisherman friend who is very familiar with the 70 miles of ocean between Saba Bank to the north of St. Kitts and the Redonda Bank south of Nevis," says Smith. "His knowledge of the winds, currents, reefs and shoreline helped us sail the shortest course possible."

Peter and Marian Dupre championed the Booby Island Cup for the second time while racing their 1963-built Rhodes Chesapeake 32, *Windspawn*.

"We either made a good job of reading the wind shifts on the windward leg, or just got lucky! It was a pursuit race which is always fun when you have a wide range of sailboats right down to Hobie cats!" says Dupre. "Most of all, this regatta is about sailing, having fun and getting people out on the water. Our boat and one of the others took youths from junior sailing to give them experience of racing in bigger boats, which made the sailing all the more fun!"

A portion of the regatta proceeds benefits Nevis Youth Sailing at the Nevis Yacht Club.

The overall winner from both days of the Booby Island Cup was Phil Matthews aboard his HC *Dogs Bollocks*.

"We have some big plans in the works for this regatta in 2017, so stay tuned," says Murphy.

On the sport fishing front, the first-ever Delta Petroleum



Fortunately, the 'Round De Rock' circumnavigation of Nevis and the 'Booby Island Cup' went ahead as planned and saw some great sailing conditions and keen competition.

Tournament will take place October 22nd to 23rd out of Port Zante, St. Kitts.

"Entry is US \$200 per boat. Seventy-five percent of this will be awarded in prize money, while the other 25 percent will benefit a local orphanage," says organizer, Capt. Leandro Quiroz.

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



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SEABOARD MARINE OPTIMIST NORTH AMERICAN CHAMPIONSHIPS

ANTIGUA BY CAROL M. BAREUTHER



USVI's Mia Nicolosi - Fourth overall,
Top Girl and Top Caribbean sailor

Nearly 150 junior sailors from 19 countries set sail in the Seaboard Marine Optimist North American Championships (OPTINAMS), hosted July 10 to 18 out of the Antigua Yacht Club in English Harbour, Antigua. Uruguay's Hernon Umpierre won this continental championship. However, the event gave sailors from six Caribbean nations both a time to shine and to soak up plenty of sailing experiences.

Format for the OPTINAMS was four days of fleet racing with one day in-between for the team racing championships. On the last day, sailors were divided into gold, silver and bronze fleets based on results. The competition area was south of English harbour. Interestingly, the championships host venue of Nelson's Dockyard, was named a UNESCO World Heritage Site by an international committee meeting in Turkey on the same day the regatta finished.

Islands represented at the OPTINAMS were the US Virgin Islands, British Virgin Islands, Puerto Rico, Antigua, St. Vincent & the Grenadines and Trinidad & Tobago.

The USVI's Mia Nicolosi, BVI's Rayne Duff and Nathan Haycraft, and USVI's Mathieu Dale were among those Caribbean sailors that finished in the Gold Fleet.

"What helped the most is that the wind and ocean conditions in Antigua are just like we practice in at home in St. Thomas," says Nicolosi, who finished fourth overall, Top Girl and Top Caribbean sailor.

Duff missed his goal of finishing in the top ten by one point, but 11th place overall in this highly-skilled fleet is commendable. "My simple strategy was to have good, safe starts and play the course up the middle left most races," says Duff.



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"My favorite part was the wind. Antigua always has enough wind to race."

Learning something new and improving each day landed Haycraft in gold. "I started strong and at a good position and moved higher on the leader board after each day," he says, ending 18th overall. "What I really enjoyed most was meeting all the new kids and the closing ceremony, which was full of fun, dancing and being thrown into the water."

Nailing good starts was Dale's objective and what gave him a great 29th place finish. "International regattas like this usually have 50 to 60 boats on the starting line and it is critical to have decent starts. Plus, the competition was stiff because all the sailors that came had to qualify in their home country," he says.

Puerto Rico's Jose Diaz and Antigua's Louis Bavay ended well in the Blue Fleet.

"I really wanted to make the Gold and I think I would have if not for the over early and disqualification I got on the second day," says Diaz. "But I am happy because this was my first Optimist championship and it was a great experience."

The OPTINAMS was the last in Optis for Bavay, who had nearly outgrown and aged-out of the eight-foot dinghy.

"Louis and his best friend/crew Rocco Falcone are training hard to be top international sailors in 29er, a class not well known in Antigua. So this regatta is not his last, but the beginning of many others," says Bavay's mom, Lilly, as Bavay and Falcone

were en route to the 29er World Championships in Holland.

Antigua's Maria Eldridge and Trinidad & Tobago's Christoph Dells completed the OPTINAMS in the Red Fleet.

"The best to me was the team racing day. One reason is working as a team, which is fantastic and very exciting, especially since with only four sailors we rarely get to practice it," Eldridge says.

For Dells, who was nervously sailing in his first international regatta, it was the lay day that proved most memorable. "I got to speak to the lead sailor of the competition Hernan from Uruguay. He gave me good advice and his experiences sailing in competitions around the world was very useful in calming my nerves," he says.

OPTINAM organizers, who have hosted this regatta for two years in a row, are pleased with the successful outcome and what it means for the island.

"Antigua is becoming well known around the world for its dinghy sailing events," says regatta director Paola Vittoria. "Let's see what the future will bring!"

www.optinam2016.org



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

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Kelly Glass in front of the famous 'Hulk'

BOATYARD PROFILE: KELLY GLASS, CLARKE'S COURT BOAT- YARD & MARINA

GRENADA BY CAROL M. BAREUTHER

The combination of an early love of boats and successful entrepreneurial skills are what the owner of one of the newest boatyards in the Caribbean brings to the property. New Zealand native, Kelly Glass, who was taught to sail Lasers in Bequia by Hodge Taylor and since built construction, cable TV and Internet-oriented companies spanning a half dozen southern Caribbean islands, turned his focus to the marine industry three years ago. The result? Glass purchased the Blue Lagoon Hotel and Marina in St. Vincent, and the Bequia Plantation Hotel, with plans to build a marina in Bequia and Clarke's Court Bay Marina in Grenada. The latter celebrated its first anniversary as the Clarke's Court Boatyard & Marina (CCBM) in June.

"I came to St. Vincent in 1984 to build the Cumberland Hydro Electric Project," says Glass, about his initial move to the Caribbean. "Later I refitted *Sweet Janina*, a neglected 582 Catana Catamaran which I bought with Jason Fletcher and his team at Grenada Marina, and learned that Clarke's Court Bay Marina was for sale."

Glass said his vision for CCBM from the start was "to create a world-class boatyard unlike any other in the Caribbean where clients can feel like they are in a home away from home." This included the ability to let client's haul out and do their own work, with a place for parts and a place to stay on site, or contract out the work to one of the yard's wide range of skilled approved contractors. It also entailed obtaining a lift that could haul catamarans and wooden boats with ease. Both goals are now a reality. All the trades are represented in the yard, there's a North Yachts Chandlery and four waterfront hotel rooms above the new restaurant. Haul-outs come thanks to the Hulk

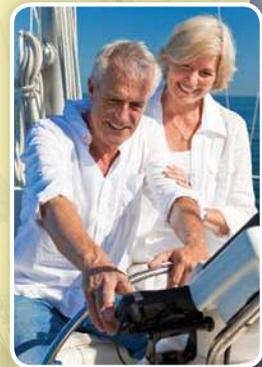


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"We lifted our first boat on June 8th 2015 and have lifted over 300 boats to date. Yachting in Grenada is predominantly sailing vessels but our biggest lifts to date are power boats, trawlers, tugs and mega yachts," says Glass. "In addition, we have created a large boat storage area and currently have just under 200 boats on the hard in the yard with plenty of room left. We have an entire area specifically for catamarans and monohulls."

Having completed Phase I, Glass and his CCBM team plan to add more covered areas and soon start construction on a megayacht dock at the eastern end of the property. He also intends to build on the people side of the business.

"We lifted our first boat on June 8th 2015 and have lifted over 300 boats to date. Yachting in Grenada is predominantly sailing vessels but our biggest lifts to date are power boats, trawlers, tugs and mega yachts ..."

"It is our desire and vision to grow and train young persons in various marine skill trades. While I think we need more foreign specialists in the sector in years to come, I would like to see Grenadian youth fully trained having completed apprenticeships in order to provide competent skills locally and professionally," Glass says.

While CCBM is certainly a business for Glass, in some ways it is also a labor of love.

"I love purchasing old, rundown boats with potential and doing projects," he says. "For example, my wife and I are totally refitting our 82ft gentleman's yacht *Atlantic Lady* at CCBM. We hope that by this Christmas she'll have all new teak decks, engines, water maker, electronics package, hydraulic passerelle and even a new fly bridge with a built in urinal in the stack." ☺

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

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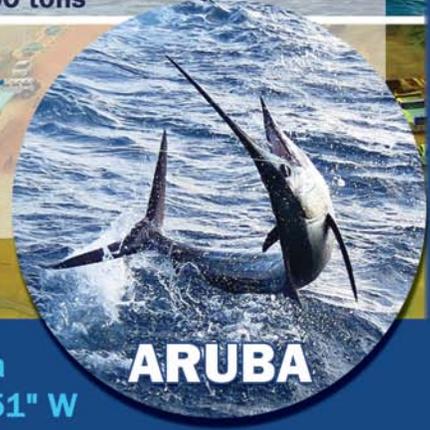
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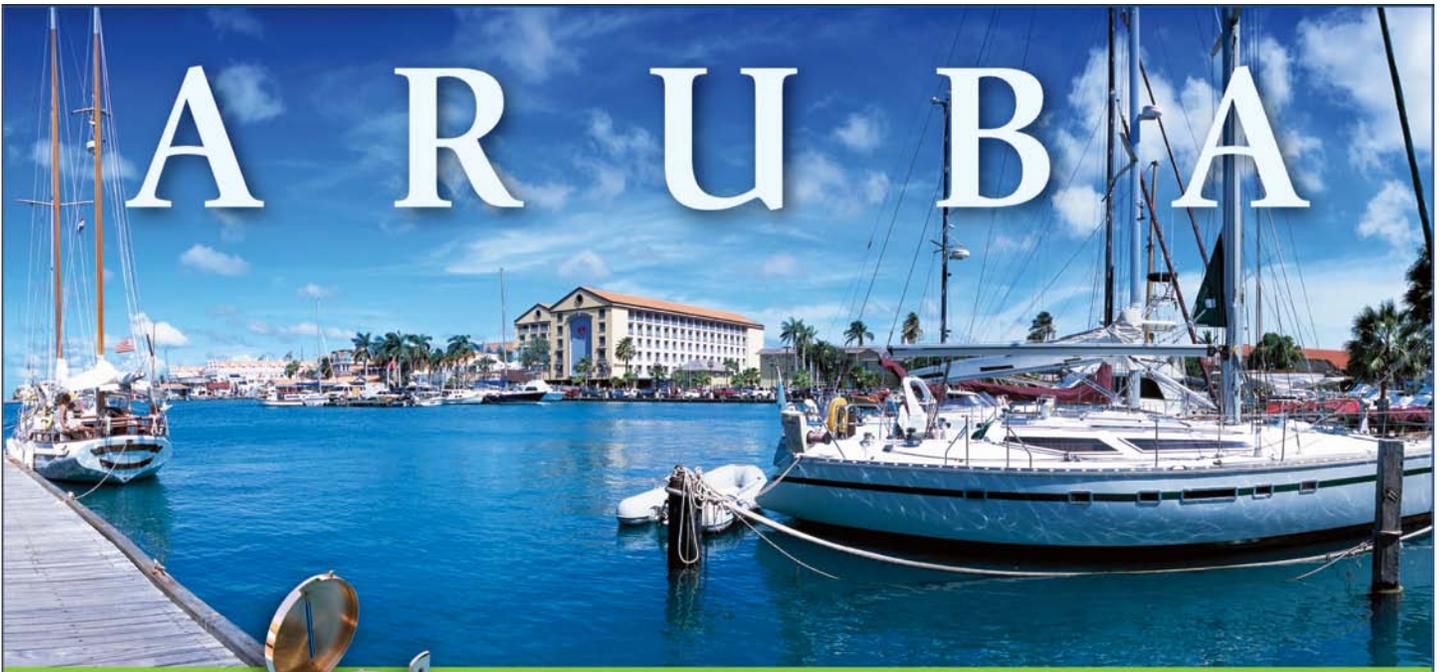


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R
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The Renaissance Marina, located in the heart of Oranjestad is part of the Renaissance Aruba Resort and Casino and can accommodate more than 50 yachts.

Located at 12° 31' 2.3124" N 70° 2' 16.8" W, Renaissance Marina is the island's most beautiful marina. It stretches over much of this picturesque waterfront community

combining the largest entertainment and shopping facility in Aruba with the natural beauty of the Marina.

The marina supplies fresh running water and 110/220/360V 60Hz electricity, satellite TV with security guards on duty 24 hours a day. For your convenience there are showers and ice machines available.

			Maximum Draft	Maximum Length	# of Slips	Fresh Water	Electrical Supply	Cable / Satellite TV	Diesel	Gas	Shower / WC	Laundry	Provisioning	Bar / Restaurant	Security	VHF Channel	Wireless Internet
St. Lucia	Rodney Bay Marina www.igy-rodneymarina.com an IGY destination™	758-572-7200	14'	285'	253	●	120V- 480V, 30/50/100/125/200 amps at 60 Hz, 240V- 440V, 32/63/125 & 200 amps at 50Hz	●	●	●	●	●	●	●	●	16	FREE
St. Lucia	The Marina at Marigot Bay	758-451-4275	16'	250'	40	●	110/220/380, 50/60 Hz	Cable	●	●	●	●	●	●	●	16/12	●
St. Maarten	Island Water World Marina	599-544-5310	8'	90'	54	●	Available	Cable	●	●	●					74	FREE
St. Maarten	Lagoon Marina Cole Bay Waterfront	599-544-2611	9'	100'	45	●	110/220	●			●	●	●	●	●	16	FREE
St. Maarten	Simpson Bay Marina www.igy-simpsonbay.com an IGY destination™	721-544-2309	13'	196'	114	●	480V 3-phase 100 amps/leg; 220V 3-phase 100 amps/leg; 220V 50 amps; 110V 30 amps 60hz	●	●	●	●	●	●	●	●	16/79A	FREE
St. Maarten	The Yacht Club at Isle de Sol www.igy-isledesol.com an IGY destination™	721 544 2408	18'	320'	45	●	480V 3-phase 100 amps/leg; 220V 3- & single-phase; 100 amps/leg; 220V 50 amps 60hz	●	●	●	●	●	●	●	●	16/78A	FREE
St. Martin	Captain Oliver's	590-590-87-33-47	10'	150'	160	●	110/240		●	●	●	●	●	●	●	16/67	
St. Thomas	American Yacht Harbor www.igy-americanyacht-harbor.com an IGY destination™	340-775-6454	10'	110'	134	●	120/208Y/240 VAC 30 to 100 amps, 60 Hz	Cable	●	●	●	●	●	●	●	16/6	FREE
St. Thomas	Yacht Haven Grande www.igy-yachthaven-grande.com an IGY destination™	340-774-9500	18'	656'	48	●	120/208Y/240/480Y VAC 50 to 600 amps, 60 Hz Ability to hard wire	Cable	●	●	●	●	●	●	●	16/10	FREE
Tortola, BVI	Nanny Cay Marina	284-494-2512	12'	125'	200	●	110/220		●	●	●	●	●	●	●	16	●
Tortola, BVI	Soper's Hole	284-495-4589	25'	170'	50	●	110/240	Cable	●	●	●	●	●	●	●	16	Cafe
Tortola, BVI	Village Cay Marina	284-494-2771	12'	200'	106	●	110/220/308	Cable	●	●	●	●	●	●	●	16/71	FREE
Trinidad	Power Boats Ltd	868-634-4346	13'	65'	40	●	115/220		●	●	●	●	●	●	●	72	●
Turks & Caicos	Blue Haven Marina & Resort www.bluehaventci.com an IGY destination™	+649-946-9910	8.5'	220'	78	●	30/50/100 amp, 3 phase, up to 480V	Cable	●	●	●	●	●	●	●	16	FREE
Turks & Caicos	Caicos Marina & Shipyard www.caicosmarina.com	649-946-5600 649-232-1905	9'	150'	100+	●	30/50/100 amp		●	●	●			●	●	16	FREE
Virgin Gorda	Virgin Gorda Yacht Harbour	284-495-5500	10'	180'	94	●	110/220		●	●	●	●	●	●	●	16/11	●
Colombia	Marina Santa Marta www.marinasantamarta.com an IGY destination™	+574363601	11.5'	132'	256	●	110/220V, 60hz		●	●	●	●	●	●	●	16/72	FREE

OUTSIDE OF CARIBBEAN:

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

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CARIBBEAN BOATYARDS

All At Sea's Caribbean Boatyards Guide

		Latitude	Longitude	Phone Number	Maximum Draught	Maximum Length	Maximum Beam	Maximum Air Draft	Power Supply	Arrival Hours	Lift 1 Type / Capacity (Tons)	DIY Friendly	Electronic Shop	Carpentry Shop	Electrical Shop	Prop Shop	Paint Shop	Onsite Crew Facilities
Jolly Harbour, Antigua	Jolly Harbour Marina / Boat Yard	17 04 46.4 N	61 54 37.0 W	(268) 462-6041	15'	80'	18'	no limit	110/220	8am-5pm	70	•	•	•	•	•	•	•
Antigua	North Sound Marine	17.1167	-61.7500	(268) 562-3499 \ (268) 764-2599	15'	no limit	31'	no limit	Anything	24x7	150	•	•	•	•	•	•	•
Aruba	Varadero Caribe	12 32 N	70 02 W	297-588-3850	8'	120'	45'	no limit	50/30 amp	8am-5pm	60	•	•	•	•	•	•	•
Tortola, BVI	Nanny Cay Hotel & Marina	18 25 0 N	64 37 0 W	(284) 494-2512	11'	160'	45'	no limit	110v 30amp/220v 50amp/ 3phase 100 amp	7am-6pm	70	•	•	•	•	•	•	•
Tortola, BVI	Soper's Hole	18°23' 46"	-64° 41' 53"	(284) 495-3349	7'	65'	18' and 40'	no limit	110/220	8-5, Mon-Sat	45	•	•	•	•	•	•	•
Tortola, BVI	Tortola Yacht Services	18 25 N	64 37 W	(284)-494-2124	10'	68'	20'	no limit	220V, 50A, 110V, 30A	7-4, 7days	70	•	•	•	•	•	•	•
Virgin Gorda, BVI	Virgin Gorda Yacht Harbour	18.45222	-64.43750	284-495-5318	10	150	34	no limit	110/120	7am-6pm	70	•	•	•	•	•	•	•
Curaçao	Curacao Marine	12' N	68' W	599 9 562-8000	9'	120'	33'	193	110/220 380	8am-5pm	60	•	•	•	•	•	•	•
Boca Chica, D.R.	Marina ZarPar	18 26.4 N	69 37.23 W	(809) 523-5858	7.5'	65'	28'	no limit	110/220 380	9am-5pm	70	•	•	•	•	•	•	•
La Romana, D.R.	IBC Shipyard	18° 23' 55" N	68° 53' 55" W	+809 449 3321/3323	12'	110'	26'	no limit	110/220 3 phase 100/50/30' amp	8-5 M-F	120	•	•	•	•	•	•	•
Grenada	Clarks Court Bay Marina	12° 00.6' N	061° 44.0' W	473-439-3939	13'	150'	40'	0		8-4 M-F	242	•						
Grenada	Grenada Marine	12° 01:20	61° 40:42	00-1-473-443-1667	12'	75'	31.5'	0	110/220	8-5, M-F; 8-12, Sat	70	•	•	•	•	•	•	•
Grenada	Spice Island Marine Center	12 5 N	61 43 W	473-444-4257	12'	70'	25.4'	0	110/230	8am-4:30 pm	70	•	•	•	•	•	•	•
Panama	Bocas Yacht Services	09° 17.3' N	082° 23.06 W	507-6619-5601	10'	65'	20'	no limit	120/220	7:30-3:30pm	60	•	•	•	•	•	•	•
Puerto Rico	Varadero @ Palmas	18 04' 37" N	65 47' 57" W	787-656-9211	11'	110'	26'	no limit	50/30 amp	8-5, 7days	110	•	•	•	•	•	•	•
Puerto Rico	Puerto Del Rey Marina	18° 17.3 N	65° 38 W	787-860-1000	15'	150'	33'	no limit	120/208V single & 3 phase; 30, 50, 100 & 200 amps; 60 Hz	8am-5pm	155	•	•	•	•	•	•	•
Sint Maarten	Megayard	18°02' 13.24 N	63°05' 08.52 W	1-721-5444-060	12'	200'	33'	12'	110/220	8-5 M-F	150	•	•	•	•	•	•	•
St. Lucia	Rodney Bay Marina <small>an IGY destination</small>	14°04 '32.72" N	60°56 '55.63" W	758- 572-7200	11'	75'	28'	no limit	120V- 480V, 30/50/100/125/200 amps at 60 Hz, 240V- 440V, 32/63/125 & 200 amps at 50Hz	8am-5pm	75	•	•	•	•	•	•	•
St. Croix, USVI	St. Croix Marine	17° - 45' N	64° - 42' W	340 773-0289	11'	68'	13'-8"	no limit	110v 30amp; 220v 50amp; 3 phase 100amp	8-5, Mon-Sat	60	•	•	•	•	•	•	•
St. Kitts	St. Kitts Marine Works	17° - 20.3' N	62° - 50.1' W	1-869-662-8930	12'	120'	35'	no limit	110/220/3 phase 100amp	7-4 M-F	150		•	•		•	•	•
St. Thomas, USVI	Subbase Drydock	18 N	65 W	340-776-2078	16.5'	190'	50'	no limit	440 three phase/220/110	8-5, Mon-Sat	1000		•		•	•	•	•
Turks & Caicos	Caicos Marina & Shipyard	21.45.57N	72.10.47W	649-946-5600	9	150			30/50/110 amp	24x7	75	•	•	•	•	•	•	•

OUTSIDE OF CARIBBEAN:

Deltaville, Va	Deltaville Boatyard	37.54 96.64 N	76.32 96.21 W	804-776-8900	9'	80'	25'	no limit	30/50 Amp	7-5 M-F	35/75	•	•	•	•	•	•	•
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SOUTHEAST U.S. MARINAS

All At Sea's Southeast U.S. Marinas Guide

				Maximum Draft	Maximum Length	# of Slips	Fresh Water	Electrical Supply	Cable / Satellite TV	Diesel	Gas	Shower / WC	Laundry	Provisioning	Bar / Restaurant	Security	VHF Channel	Wireless Internet
Deltaville	VA	Deltaville Yachting Center www.dycboat.com	804-776-9898	10'	70'	78	•	30/50 Amp	•	•	•						16	FREE
Morehead City	NC	Morehead City Yacht Basin	252-726-6862	8'-10'	200'+	88	•	30/50/100 Amp	•	•	•	•	•		•		16	FREE
Beaufort	NC	Jarrett Bay Boatworks	252-728-7100	10'	135'	30	•	30/50/100 Amp		•	•	•				•	16	FREE
Fort Pierce	FL	Fort Pierce City Marina	772-464-1245	7'	150'	240	•	30/50/100 Amp		•	•	•	•	•	•	•	16/78	FREE
Clear Lake Shores	TX	Legend Point Condominiums & Marina www.legendpointmarina.com	281-334-3811	7'	48'	254	•	30/50/100 Amp	•			•	•					

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SOUTHEAST U.S. BOATYARDS

All At Sea's Southeast U.S. Boatyards Guide

				Maximum Draught	Maximum Length	Maximum Beam	Maximum Air Draft	Power	Arrival Hours	Lift Type/Capacity	DIY Friendly	Electronic Shop	Carpentry Shop	Electrical Shop	Prop Shop	Paint Shop	Onsite Crew Facility
Deltaville	VA	Deltaville Yachting Center www.dycboat.com	804-776-9898	10'	70'	19.6'	no limit	30/50 Amp	8-4:30 M-F/ 9-4:30 S	50 ton travelift	•	•	•	•	•	•	•
Washington	NC	Washington Yacht Service	252-975-2000	7'	70'	21'	no limit	30/50 Amp	24x7	50 ton travelift	•	•	•	•		•	
Beaufort	NC	Jarrett Bay Boatworks	252-728-2690	10'	130'	30'	no limit	30/50/100 Amp	24x7	50/75/200 ton travelift	•	•	•	•	•	•	
Beaufort	NC	Beaufort Marine Center	252-728-7358	10'	130'	30'	no limit	30/50/100 Amp	8-4:30 M-F	50/75/200 ton travelift	•	•	•	•	•	•	•
Beaufort	NC	Moore's Marine Yacht Center	252-504-7060	10'	130'	30'	no limit	30/50/100 Amp	8-4 M-F	50/75/200 ton travelift		•	•	•	•	•	•
Beaufort	NC	True World Marine	252-728-2541	6'	100'	20'	no limit	30/50 Amp	8-5 M-F	75 tons	•	•	•	•	•	•	•
Thunderbolt	GA	Thunderbolt Marine Inc.	912-352-4931	14'	180'	36'	no limit	30/50/100 single and 3 phase	24x7	150 ton travelift/ 1150 ton Syncrolift	•	•	•	•	•	•	•
St. Petersburg	FL	Progressive Marine Service/Boat Yard	727-822-2886	10'	100'	26'	no limit	50 Amp	8-4:30 M-F; Sa-Su by app't.	40/94 ton travelift	•	•	•	•	•	•	•
Gulf Shores	AL	Saunders Yachtworks	251-981-3700	10'	130'	28'	74'	30/50/100 Amp 3 phase	24x7	165 ton travelift		•	•	•	•	•	
Mobile	AL	Dog River Marina	251-471-5449	8'	85'	22.5'	75'	30/50/100 Amp 3 phase	24x7	70 ton travelift		•	•	•	•	•	
Orange Beach	AL	Saunders Yachtworks	251-981-3700	6'	85'	21.5'	no limit	30/50 Amp	7-5 M-F/Sa-Su by app't.	60 ton travelift		•	•	•	•	•	

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1
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2
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Sleeps up to 6 guests.



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historic downtown New Bern. \$799,000.



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3



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cated on just under 1 acre of beach front land in the inter-
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urant and a pool. There is space on the land to build addi-
tional units, if desired, with approval already given for three
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4



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5
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6
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www.acresantigua.com

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7
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lara@grenadine-escape.com

www.grenadine-escape.com

Office: 44 203 468 5592 | Cell 44 (0) 7747 600569



8
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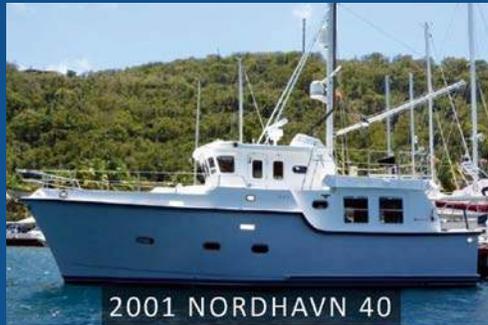
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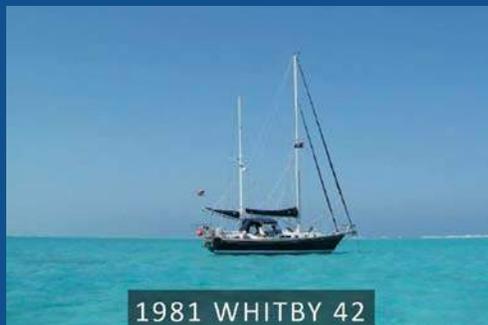
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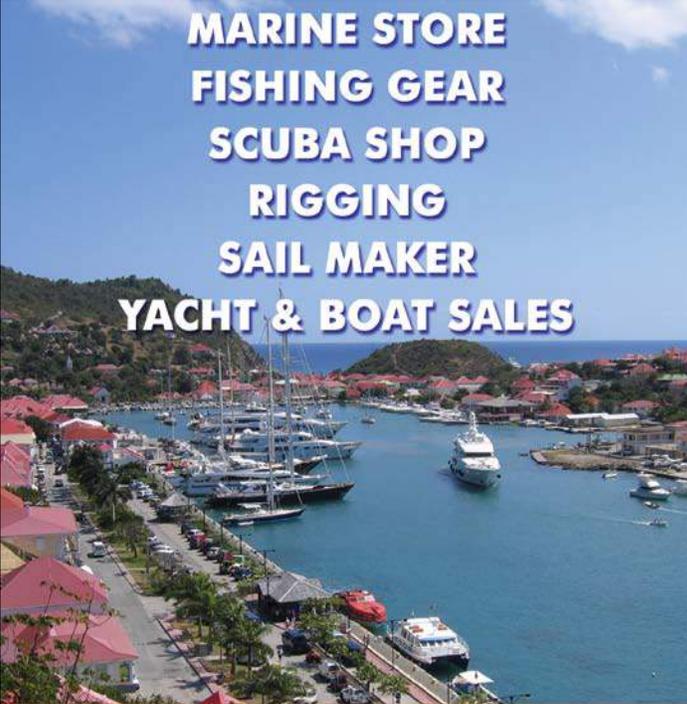
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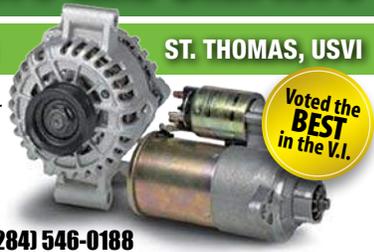
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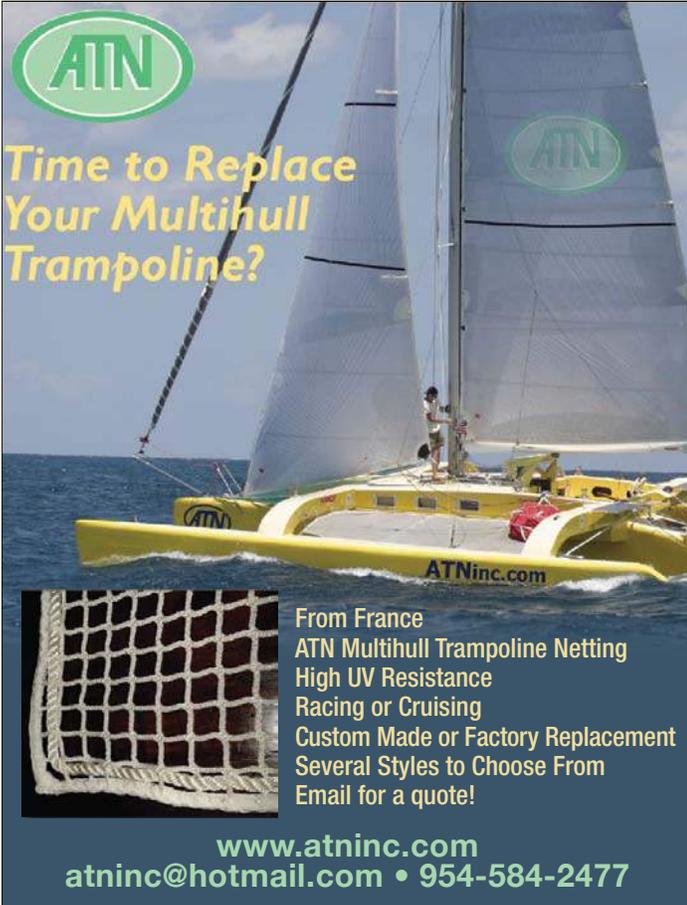
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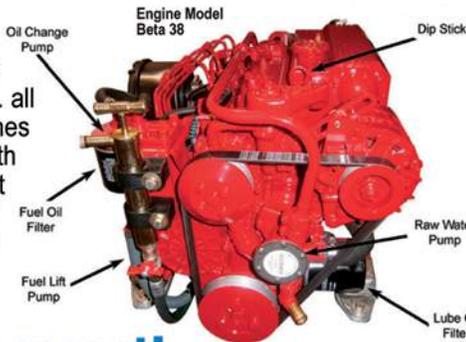
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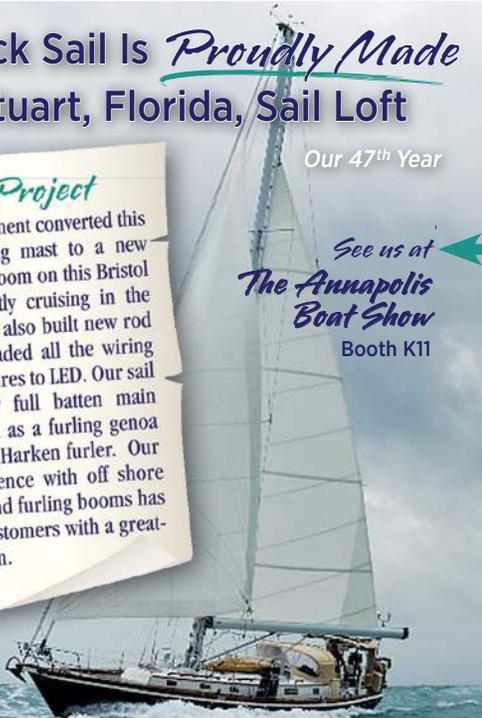


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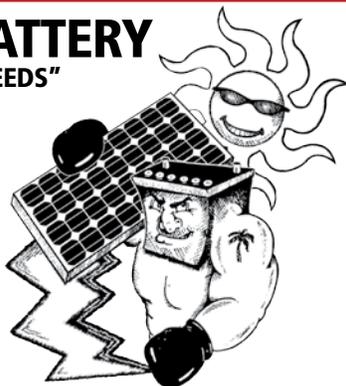
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People think cooking healthy food takes a lot of time, looks too complicated, and they don't know where to start. But to eat healthy, you are much better off eating at home, then you know what is actually going into your meal. So, here are a few easy recipes to get started with ...

PEPPERS STUFFED WITH MILLET, TOFU AND GINGER

Prep time: 15 minutes. Cooking time: 30 minutes. Serves: 4

- | | |
|-----------------------------------------------------------------|------------------------------------------------|
| 1-3/4 cups water | 3 tbsp canola oil |
| 3/4 cup millet or quinoa | 1-1/2 tbsp reduced-sodium tamari |
| 2 large red bell peppers, halved lengthwise & seeded | 2 tsp minced Serrano or jalapeño pepper |
| 1/4 cup flavored baked tofu, diced | 1 clove garlic, minced |
| 2 medium carrots, grated | 2 tsp grated ginger |
| 1/4 cup chopped fresh cilantro | |

Preheat oven to 425°F. Position rack in upper third of oven. Combine water and millet in a medium size saucepan; bring to a boil over high heat. Cover, reduce heat to maintain a simmer and cook until the millet is tender and the liquid is absorbed, 18 to 22 minutes.

Meanwhile, place bell pepper halves cut-side up in a broiler-safe pan. Bake until starting to soften, 6 to 10 minutes. Remove from the oven. Turn broiler to high. Combine tofu, carrots, cilantro, oil, tamari, hot pepper, garlic, and ginger in a medium bowl. Stir in the millet. Stuff each pepper-half with about 1 cup of the mixture. Broil the peppers until heated through and the millet is starting to brown, 4 to 6 minutes.

ZUCCHINI NOODLES WITH PESTO

Prep time: 15 minutes. Cooking time: 4- 6 minutes. Serves: 2

- | | |
|------------------------------------------------------|-----------------------------------|
| 3 large zucchini, washed and ends trimmed | 2 bunches basil |
| 1/4 cup extra virgin olive oil + 1 tablespoon | 1/2 cup pine nuts, toasted |
| Sea salt | Juice of 1 lemon |
| Freshly ground black pepper | 1/3 cup shredded parmesan |

Create noodles by using a spiralizer tool. Sauté the "noodles" in olive oil over medium-high heat for 4-6 minutes. Add salt and black pepper to taste.

Wash and dry basil; add to blender with pine nuts, lemon, extra virgin olive oil. Blend until smooth, adding more olive oil and/or water as needed. Toss zucchini noodles with pesto and top with Parmesan.



SIMPLE SALMON PATTIES

Prep time: 15 minutes. Cooking time: 8 minutes. Serves: 4

- | | |
|----------------------------------------------------------|-------------------------------------|
| 2 (14.5oz) cans wild salmon, drained and flaked | Freshly ground pepper |
| 1 cup seasoned regular or gluten-free breadcrumbs | 1 tsp Dijon mustard |
| 1/2 cup chopped parsley | 2 fresh eggs, lightly beaten |
| Sea salt, to taste | 1 tbsp fresh lemon juice |
| | 1 tbsp olive oil |

In a large bowl add salmon, breadcrumbs, parsley, sea salt, pepper, and mustard; combine well using clean hands. Once combined, add eggs and lemon juice. Combine well. Form mixture into eight patties.

Bring olive oil to medium-high heat in large skillet and cook burgers for four minutes on each side, until cooked through and slightly crispy on the outside.

TROPICAL ANGEL

Prep time: 10 minutes. Serves: 6 - 8

- | | |
|--------------------------------------------------------|--------------------------------------------------------------------------------|
| 1 cup plain nonfat yogurt | 1-1/2 cups fresh pineapple pieces or 1 (12oz) can unsweetened pineapple |
| 1 tsp fructose | 2 pints strawberries, sliced thin |
| 1 tsp vanilla extract | |
| 1 commercially available nonfat angel food cake | |

Stir fructose and vanilla into yogurt, set aside. Layer cake and fruit in a glass loaf pan or large wine glasses, starting with cake, ending with fruit (cake, fruit, cake and fruit). Just before serving put a dollop of yogurt on top of each. Garnish with pineapple and/or strawberry or other fresh fruit!

DECADENT HINT: Pour a little coconut rum over the mixture before serving (so it can soak through) and before adding the garnish. ☺

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



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