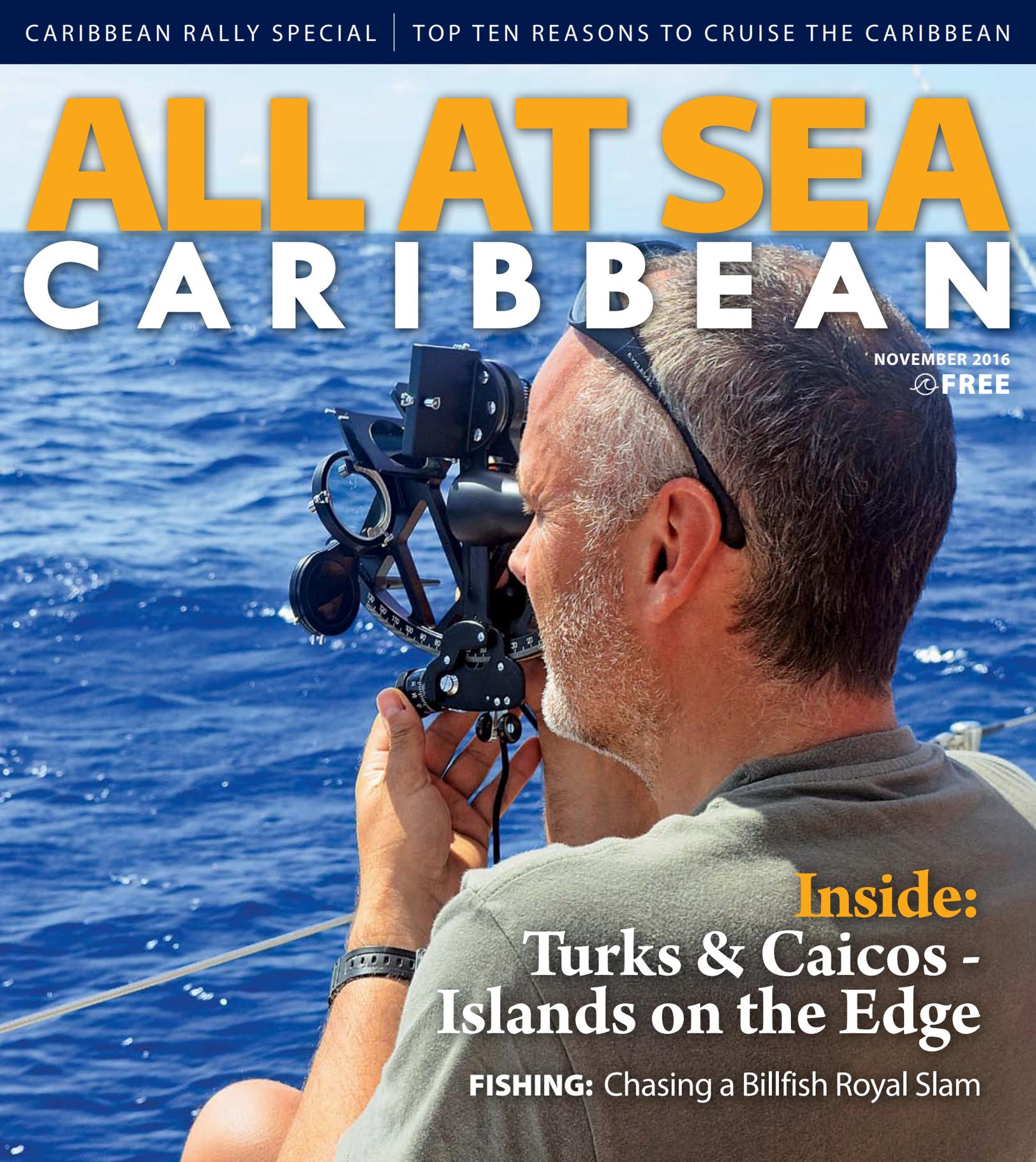


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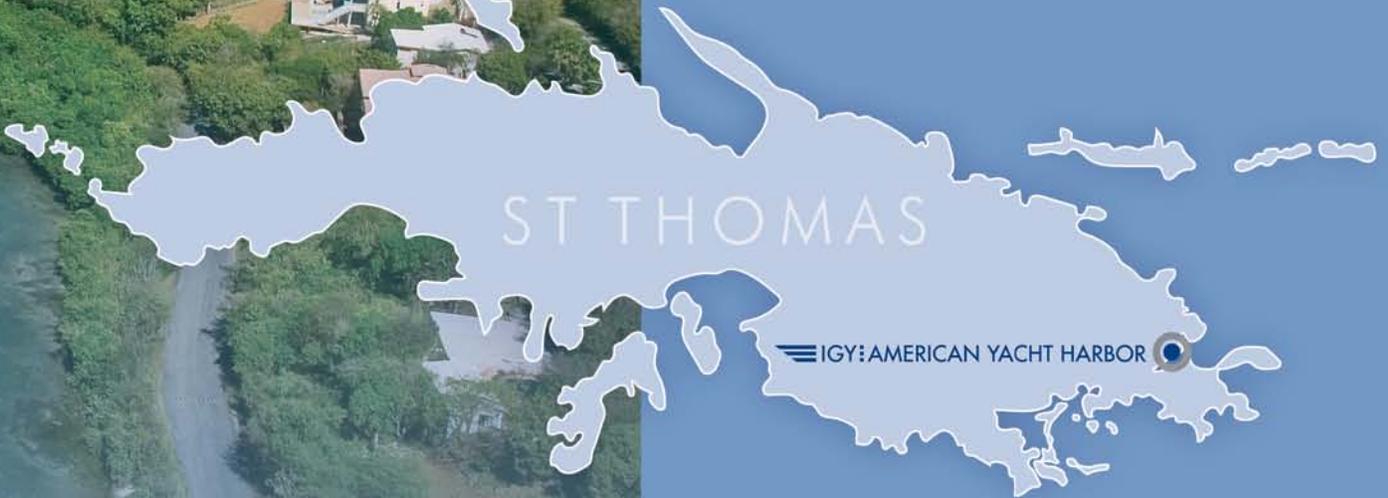
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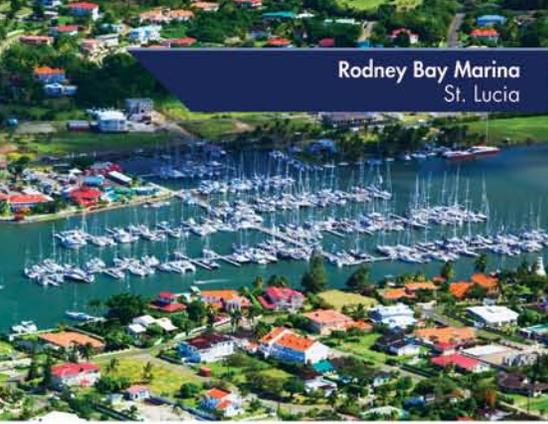
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RALLIES AND PINK RIBBONS

If, over the next few weeks, you climb up to the crow's nest and scan the horizon with your telescope the chances are that the sailboat bobbing around in your lens is taking part in a Caribbean Rally. The ever increasing popularity of long distance sailing rallies, some of which take voyagers around the world, borders on the phenomenal with organizers filling their books well in advance while adding names to their waiting lists. Having reported on the various rallies for a number of years, it never fails to amaze me how they have evolved, how they have grown and how organizers never stop tweaking and refining their events by offering more and more every year. Yes, some rallies are now big business but not all of them. Like everything else in sailing, there is something to suit everyone. Perhaps families benefit the most from joining an organized flotilla, reasons being that the safety standards required before they are allowed to sail, and the support offered along the way, eliminates skippers (and overenthusiastic dads) who go to sea with a leaking boat and an old school atlas for a chart. If you think I am exaggerating, then think again. During my Atlantic wanderings I met such people, let's call them adventurers. One in particular comes to mind. I met him in Gibraltar where he had washed up from who knows where. Gibraltar, like other ocean crossroads, is a dream breaker where many boats are sold cheap. My friend, who was terrific company on a night out but couldn't sail or navigate worth a damn, bought himself one of these cheap boats. He loaded it up with rice and beans and a school atlas he got from a book swap and set off for the Caribbean. His plan was to hug the African coast until he was opposite the Canary Islands and then turn west for Lanzarote. He would know where he was because he'd go ashore and ask. I wasn't the only one who tried to dissuade him, but he was having none of it. The North African coast is low and treacherous with shallows running miles out to sea. Most pilot books tell you to avoid it and some sailing instructions recommend boats heading for the Canaries from Gibraltar stay at least 40 miles off. Now this makes it difficult if your only means of navigation is to shout for directions from an Arab herding his camels along the beach. The offshore sandbank, when he hit it, grabbed his keel. The breaking waves did the rest. He related this story to me



Pretty in Pink – Sint Maarten Sunset Cruise in aid of Breast Cancer Awareness

years later in the Caribbean where he was working as a charter boat skipper while praising the Atlantic Rallies of which, after his meeting with the shifting sands of the desert, he had taken part in three.

Early in October I had the pleasure of joining an amazing group of people during a 'Pink' Sunset Cruise for Breast Cancer Awareness. The event was organized by Aqua Mania in Sint Maarten, and featuring three day-charter catamarans, two from Aqua Mania's fleet: *Lambda* and *Tango*, and the *Golden Eagle* of Golden Eagle Tours. I was asked if I would contribute to the cruise by taking along my camera and shooting lots of pictures that could be used to promote next year's event. With around 180 people all wearing pink T-shirts and in some cases pink wigs, there were plenty of photo ops and I had a blast. The reason I mention it is that if you or your organization are thinking of running a fundraiser with a nautical or beach theme then we would be happy to list the occasion in our Calendar of Events, both online and in the magazine. Just drop a note to gary@atallatsea.net and I will take it from there. You need to get your information to me at least eight weeks in advance of the event to make this work. 

See you on the water!

Gary E. Brown,
Editor



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NOVEMBER 2016

The Caribbean's Waterfront Magazine



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It's Thanksgiving Time Again

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COVER SHOT: The ARC – Time to enjoy some traditional Navigation | **Photo courtesy of World Cruising Club**

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WHERE IN THE WORLD?

Congratulations to Terry and Michael and thanks for reading *ALL AT SEA!*



Terry Chretien and Michael Dance sent in this photograph of them reading the Caribbean's favorite waterfront/boating/lifestyle magazine while at anchor in the Tobago Cays, one of the most beautiful cruising grounds in the world.

The Tobago Cays, an archipelago located in the Southern Grenadines, are a key element of the Tobago Cays Marine Park. Comprising five small islands and extensive coral reefs, the cays: Petit Rameau, Petit Bateau, Baradal, Petit Tabac and Jamesby - are all uninhabited.

Terry and Michael were exploring the Cays aboard the sailing catamaran *Dream Martinique* and say that leafing through the pages of *All At Sea*, while enjoying such a lovely Caribbean anchorage, was a delight.

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

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ISLAND EVENTS & INTERESTS

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St. Vincent & The Grenadines

Barbados

Bequia

Carriacou

Grenada

Bonaire

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New Brews Have Things Hopping at Grenada's West Indies Beer Co.



Tobago

Trinidad



Suzuki is now on Instagram

SUZUKI CARIBBEAN MARINE IS NOW ON INSTAGRAM

Suzuki Del Caribe launched its official Instagram account to increase brand awareness and showcase its products reliability and benefits in August. The dedicated Instagram account, [@suzukicaribbeanmarine](#), will also present dealers in other Caribbean islands, user experiences and helpful information for boaters in the region.

The account’s target audience includes journalists, news outlets and boating enthusiasts. These groups will find rich content that highlights the company’s communication efforts, behind-the-scenes features, and boating activities.

The new Instagram feed is part of the company’s wide-ranging effort to reach out to potential customers who are avid social media users. The company already maintains an active presence on Facebook. For more information, visit: www.suzukipr.com

NV CHARTS RELEASES UPDATED CHART SETS FOR 2016/17

nv charts announces the release of their newly updated chart sets for Florida, the Bahamas and the Caribbean for 2016/17 in paper and digital format. In addition to being updated, the new NVAtlas format brings a modern, handy design to the charts that’s practical and easy to use. The chart set includes a download of digital charts, including free navigation software, plus the free nv charts Mobile App for iOS and Android mo-

bile devices. The App includes free digital updates for this chart set for 2016/17. nv charts are relied on for accuracy and dependability by recreational boaters, professionals mariners, and the US. Coast Guard.

The new chart sets now feature a compact, fold-over format, (unbound ‘booklet’) the NVAtlas, reducing the physical size of the paper chart set by half (but not the cartography itself) for ease of use on today’s smaller navigation stations and chart tables.

“Since these charts are produced from our own cartographic databases, rather than simply copied from government sources, we have designed them so that no critical elements are in the crease, or fold, where they might lose definition over time from use and wear,” states Hasko Scheidt, CEO.

The set is available in a variety of formats - paper, digital, SD Card devices. They include the following: Passage charts, coastal charts, harbor and anchorage pilot (only Florida, Bahamas and Virgin Islands), GPS charted waypoints and approaches, download of digital charts, including free navigation software, tables and recommended courses, and free nv charts Mobile App for iOS and Android

nv charts products in digital format are also available on SD memory cards for chartplotters including Lowrance, Simrad and B&G chartplotter systems. nvcharts.com

EVENT CALENDAR

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RONSTAN NORTH AMERICA STAFF CHANGES

Promoting from within, Ronstan has announced the appointment of a new CEO and Commercial Manager-Marine for their North American operation. These changes are part of a worldwide reorganization led by the recent retirement of longtime CEO, Alistair Murray, and subsequent promotion of Scot West from the North American President to Managing Director of Ronstan International.

New North American CEO, Brendon Anderson, will assume the leadership role of Ronstan's business in the US and Canada.

To help Brendon maintain and expand Ronstan's core marine business in North America, longtime Ronstan employee, Alan Prussia, will now assume the role of Commercial Manager-Marine.

Headquartered in Melbourne, Australia, Ronstan USA is based in Portsmouth, RI, with additional offices in California and Florida. ronstan.com

ANTIGUAN TEENS ACHIEVED ROYAL YACHTING ASSOCIATION QUALIFICATIONS

The Antigua National Sailing Academy say six of its students, aged 16 to 18 years, have achieved their Royal Yachting Association qualifications as certified Dinghy and Keelboat Sailing Instructors.

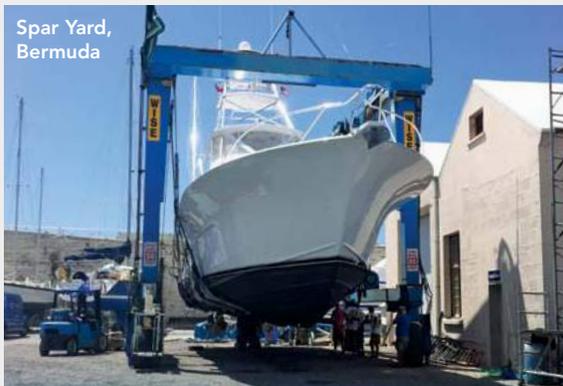
Qualifying as sailing instructors were Jules Mitchell (17), Tyrese Loctar (16), Joshua Daniels (17) Maliek Patterson (18), Kamar James (18), and Jahdean Jeffers (17).

The course, which took place over a period of ten days, was delivered by two RYA Coach/Assessors from the U.K. The first day of sailing assessment required the students to demonstrate that they had sufficient sailing skills to enable them to teach others and the remainder of the time was 'teaching them to teach'.

The RYA Sailing Instructor Certificate gives them the credentials to gain employment anywhere in the world that teaches Dinghy/Keelboat Sailing.

"The Academy regards this as the first rung on the ladder of qualifications that we would like them to obtain in their chosen fields of sailing/yachting – thus underlining the fact that sailing is the only sport in Antigua that can lead to well-paid employment for significant numbers of our young people," said Elizabeth Jordan, President of the National Sailing Academy.

Jordan said she was delighted that so many young Antiguan youths who learnt to sail in the Academy program are now being able to use it as a major stepping stone for their future careers. "It is very satisfying to see that the vision we had for the program is now bearing fruit," she said.



VOLVO PENTA NAMES NEW DEALER IN BERMUDA

Volvo Penta of the Americas have appointed Spar Yard Marine Solutions as an authorized sales and service dealer in Bermuda. With a rich sailing legacy, the island of Bermuda will host the 35th annual Americas Cup and given its geographical location, Spar Yard is well-positioned to support the influx of leisure and commercial vessels leading up to and during the event which takes place in June 2017.

Established in 1995, Spar Yard has recently undergone significant growth through the amalgamation of two additional local marine organizations, making it the premier full-service boat yard in Bermuda. Located in the Royal Navy Dockyard, the yard serves a full range of vessels – including those operated by local businesses, residents and tourists. With five trained technicians, Spar Yard performs a full range of engine services, including scheduled maintenance, troubleshooting and repairs, as well as installations.

"We expect up to 60,000 people for the Americas Cup event, and much of the movement of traffic will be on the water," said Kareem Johnson, General Manager of Spar Yard. He added, "Our location close to the America's Cup team support center will enable us to provide on-the-spot service and repairs quickly and efficiently." 



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Golden Boat Lifts, 17611 East St, North Fort Myers, FL 33917. Tel: 888-909-5438 or 239-337-4141. goldenboatlifts.com



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Electrical issues, especially overheating and loose connections, are the leading cause of recreational boat fires. Retrofitting to SmartPlug Systems' 30 Amp Inlet and Connector Kit protects boat owners against these worries. It's the ground-breaking, safe alternative to old-fashioned, twist-type connections.

Simple to use, the SmartPlug System has dual locking clips and a sleeved inlet design for a rock-solid connection. The unique shape of the inlet makes it easy to orient when connecting, even in the dark. It pushes straight in; no pin alignment, twisting or locking ring is required.

Combined, the connector and inlet provide 20 times the pin and clip electrical contact than twist-style mod-

els, greatly reducing the chance of overheating. Three weatherproofing seals prevent water intrusion and resultant corrosion.

The 30A/125V kit contains an inlet and connector, using marine-grade 316 stainless steel components and is engineered to meet or exceed code compliance standards for the US, Canadian and European markets. Boat owners retrofit the female connector to their existing shore power cords. Installation is fast and easy, with minimal tools and skill needed. The boat side inlet uses the same standard mounting holes as the industry standard twist-type inlets. No new holes or drilling is required. smartplug.com

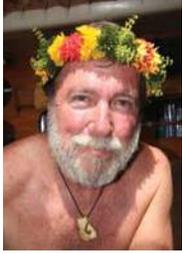


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According to Scott Foresman, CEO and President of Forespar Products, the introduction of the PureWater+ system serves as their official entry into potable water filtration. Customer loyalty and trust in our Marelon plumbing systems for non-potable water is extremely solid and we felt it was time to migrate that same quality, innovation and trust into water filtration, Foresman said.

The PureWater+ arrives with a unique 'twist' on the old standards. With a patented quarter-turn of the faucet, again done solely above the counter, the filter lifts out, slips off and receives the new carbon filter, especially ideal for space saving onboard boats and even RVs. The consumer units come with an attractive chrome faucet, installation hardware and one each of a five micron standard carbon-block filter and .5 micron enhanced filter, for added purification. forespar.com



LIVING RIGHTEOUSLY WHILE PRACTICING WHAT YOU PREACH

SAILING HUMOR BY CAP'N FATTY GOODLANDER



I was dozing off on the Singapore bus, returning to *Ganesh* after a day attempting to figure out how to promote my latest book while lying around my cockpit in Southeast Asia. It was a complicated marketing problem—and I pride myself on being an uncomplicated, instinctual guy.

Heavy sigh.

At least I wasn't being a hypocrite. I was practicing what I preach as a frugal sea gypsy. Nearly all my books focus on some aspect of cruising cheaply—and getting on the right side of karma. But this particular day I was just spacing out on the very inexpensive, very clean, very graffiti-free bus when I noticed a silver-haired man stand up and look undecided. He was a handsome guy, and dressed with a certain

conservative flair. Perhaps he noticed me noticing him because he nodded politely and asked in a posh British accent, "Do you know which stop I get off for the Changi Sailing Club (CSC)?"

"Two stops," I said, "and you can follow me. I'm going there too."

We immediately hit it off. He'd Euro-chartered a few times and was interesting in sailing. I told him I'd show him around the club. We chit-chatted as we strolled down the winding, tree-lined drive. It was late afternoon on a spring day. He was amazingly articulate. I liked him immediately. But things got confusing the moment we stepped into the club—with the Sisters from Reception rushing over to me excitedly.

"There's a **Fat Head** to see you, Fatty," said the older sister.
"Another one!"

When it rains it pours. Last month I'd mentioned in one of my columns where Carolyn and I were holed up—and since then a number of demented-but-mobile folks had dropped by.

"He says he's read all your books," said the younger sister, "and that he can't wait to meet you. He's here somewhere in the bar. He has been waiting for you all day, antsy as a cat!"

"He's probably an escaped lunatic," I said. "Or tripping on LSD. Was he an American—did you check him for gum? Or guns? *Whatever!* The only thing we know for sure—he lacks judgment."

The Brit—whose name was Russell Trott—smiled.

"Does this happen to you often," he asked.

"Almost never," I sighed.

Okay—full disclosure: I've never figured out how to handle fans. They kinda freak me out. I write, "I've twice had to swim away from sinking vessels—once with my seven-year-old daughter in my arms," and they somehow *hear* in their addled brains that I'm a great seaman, wonderful father, and own an artful pen.

Anyway, there was now a commotion at the Changi bar, and suddenly Gary the Fan Boy emerged waving dog-eared copies of a magazine—and bellowing, "Fifty dollars for an autograph!"

I kid you not.

Three things immediately crossed my mind—one, I needed \$50; two, how quiet and low-key the Singaporeans are; and three, and how long the poor guy had waited. I always try to be nice to my readers—after all, it is they who ultimately sign my paycheck. And this Floridian had flown a long way. So, to get myself out of the spotlight and to accommodate my excited-but-jet-lagged fan, I said, "Please come out to my boat, Gary," but only then did I remember the British dude. Not wanting to appear rude, I said to Russell Trott, "you, too!"

Now it turns out that Flyboy Gary had an almost encyclopedic knowledge of my work—which is funny because I can't remember what I wrote yesterday. If you ask me, all my stories are entitled *Fatty Needs Money!* And, basically, Gary wanted me to tell him all the funny bits I'd written over the course of the last 40 years. Okay! So I did—and I soon had Gary and Russell

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rolling on the cockpit floor of *Ganesh*, holding their stomachs, weeping, and begging me to stop. However, once I've pinned my audience on the ropes, I like to keep them there—so I hit them with sea gypsy joke after sea gypsy joke ... "It was blowing so hard the wind peeled my Awlgrip off! That's right, I had to tuck a reef in my *ensign*! I'm not kidding—those wave crests were so high my ears popped, and in the troughs, I was snatching lobsters off the ocean bottom!" And a couple more ... "My boat's so slow I have to factor in continental drift!" and my go-to joke for the mermaids: "My wife Carolyn only made two mistakes in her life: saying 'I' and saying 'do' were both of them!"

Looking back on this brutal, merciless joke fest—it was perfect. I didn't have to blow my own horn; Flyboy Gary was actively prying it out of me. I had no *choice* but to be mega-entertaining. It was a command performance. And, thus, a couple of times I glanced over and saw Russell watching me professionally—like I was a performing bug.

"But Fatty, you know *everybody*—all the coolest sailors in the world—because of your being perpetually penniless," giggled Gary. "I mean, I love that section where you talk about walking and riding buses versus renting a car in *Buy, Outfit & Sail*."

I turned to Russell in a rare moment of seriousness, "I think the title of that section was *The Joys of Poverty*—about how poor sailors can have just as much fun, or even more so, than their Topsider-clad counterparts. And how working as you go can actually be advantageous over, say, watching your precious cruising kitty disappear."

We had a good gam. Gary Anderson turned out to be a very likeable lifetime boater—and handy enough with tools to replace the gen-set aboard his 44-foot Privilege cruising cat. I ultimately gave him an autographed copy of *Creative Anchoring* for his kind words and long flight. Russell was nice enough to take a snapshot of Gary and me. I even grabbed a fuzzy one of him.

But it wasn't until Gary was strolling out of the club and I was

shaking Russell's hand good-bye—that I realized there might be larger forces than just happenstance in play.

"Fatty," said Russell. "I'm with BBC World. Would you mind if I came back with a camera crew?"

Russell did, indeed, come back—as did Gary. Both men bought us a lavish dinner at CSC—fulfilling my annual promise to Carolyn to take her ashore to eat at least once per year. (I know, I know... I'm *too nice*, right?)

Three months later—the whole incident above completely forgotten—I announced on Facebook the release of my new book *Storm Proofing your Boat, Gear, and Crew*. A few hours later, I went to check if there were any comments on the book release post—and discovered that tens of thousands of folks worldwide had seen the BBC piece—which had, coincidentally, been released within hours of the book.

"Boy, are you *lucky*," mused my Carolyn. "Bumping into Russell with Gary blowing-your-story-telling horn, and *then* to have the totally random release days coincide—wow!"

I'm often told I'm lucky. I take it as a compliment. And, of course, it is. But what luck really is—perhaps—is an affirmation of lifestyle. I tell my readers not to worry—to trust in Jah; that when the student is ready, the teacher will arrive. I also inform my readers that Madison Avenue wanted nothing to do with me while I frantically pounded on their door—and have been begging me to return ever since I left. Each year that I cruise—the more hedonistically, the better—the more money I earn. For a modern inkling entrepreneur, having a fixed address is soooooo yesterday. And any idiot knows you meet more people on a city bus than in the back of a limo.

That evening, Carolyn went deep into cyberspace and the guts of Amazon to compare launch figures with *Buy, Outfit, and Sail* and *Creative Anchoring*.

"Whoa," she said, and gaped.

"Just lucky," I said with a smile.

Cap'n Fatty and Carolyn are currently playing the odds in the Southern Indian Ocean. To see the vid clip, google Fatty Goodlander & BBC.

Cap'n Fatty Goodlander and his wife Carolyn are currently on his third circumnavigation: fattygoodlander.com



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SAILING WITH CHARLIE: THE RENAISSANCE MAN

SAILING HUMOR BY JULIAN PUTLEY
GRAPHICS BY ANOUK SYLVESTRE



“What do you want to be when you grow up?” This meaningless question is often asked by adults of five year olds at family gatherings with a comical response expected, or at least a response that would lead to further conversation. The answer from the five year old might be “I wanna be an astronaut,” or “I wanna be a fireman,” or “I wanna be a sailor.” The latter response may be because little Sinbad had just watched a cartoon of Popeye (sans Olive Oyl or spinach, I suppose).

The answer from the child would likely have no bearing on a career choice in twenty years’ time but what the question might do is plant the seed in the child’s mind that perhaps he/she should start examining the future. In today’s world it is expected that a child of say, 16 years, should know the answer and then direct his time, his energy, his learning towards achieving that goal of becoming a surgeon, a lawyer, a banker ... following a narrow path dedicated to a specific career that would eventually lead to fame and fortune.

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However, many young people don't have a single-minded goal or passion – or at least they haven't realized it by the time they get to college. Some may have several passions and can't decide which career choice they should pursue; it can be confusing. There's a term for a person with many interests, passions and talents – he/she is a Renaissance man, more recently described as a multipotentialite. A successful cruising sailor may be described as a Renaissance man; Joshua Slocum was one, so was Bernard Moitessier, Blondie Hasler and Harry Pigeon – they were navigators, explorers, shipwrights, mariners, writers and psychologists. Their lives were rewarding beyond measure.

Charlie's mantra is: don't wait till you've got five million in the bank – just do it NOW. Sailing is like sex; don't wait until you're retired, do it now and do it often. And the more you do it the better you become and the more you enjoy it.

Charlie often gets students who aspire to be a Slocum or Moitessier but all too often they have left it too late. These folks are often the surgeons, lawyers and bankers who have led successful lives in their one track existence. This is not to say they can't have a rewarding time sailing but it takes years to gather the confidence to enjoy world cruising in all latitudes. Charlie's mantra is: don't wait till you've got five million in the bank – just do it NOW. Sailing is like sex; don't wait until you're retired, do it now and do it often. And the more you do it the better you become and the more you enjoy it. Then one day in that pretty, secluded bay, watching the sunset while swinging to your anchor, you'll meet young Sinbad. You'll tell sea stories, laugh at shared experiences and eventually you'll wonder how the hell he ever got to live his sailing life without working for a living – and then you'll realize that it's just another facet of the skill of the modern Renaissance man. Then you'll probably go below to open another bottle to celebrate the diversity of life. 

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

SOUTH FLORIDA ANGLER VISITS CARIBBEAN IN PURSUIT OF RECORD

FISHING BY ALL AT SEA FISHING CORRESPONDENT CAROL M. BAREUTHER

On her way to a Billfish Royal Slam – Julie Crispin seen here with Ryan Thurner, mate of *Marlin Magic* in Kona, Hawaii



A Billfish Royal Slam is for most a lifetime sports fishing achievement. Julie Crispin, of Stuart, Florida, has set out to accomplish the International Game Fishing Association (IGFA) recognized feat of catching, tagging and releasing nine specific billfish species in 12 months. This has meant touring the world in search of Pacific blue marlin, black marlin, white marlin, striped marlin, Atlantic sailfish, Pacific sailfish, swordfish, spearfish and to the Caribbean for an Atlantic blue marlin.

"I was inspired by a friend, Scott Nichols, who was the first



person on record to catch all nine required species of billfish twice in 12 months," says Crispin. "I have always loved to fish and actually attained my first IGFA record in 1995 with a 34lb kingfish on light tackle."

Crispin initially set out to accomplish the slam in a lifetime. Then in May, she and Nichols traveled to Hawaii to fish aboard the *Luna*, one of the boats on which Nichols had caught some of his slam fish. In one week, she was able to scratch a Pacific blue marlin, a spearfish and a black marlin, one-third of a Billfish Royal Slam, off her list. So, she decided to shorten the record attempt to 12 months. If Crispin accomplishes her goal, she will be the first female angler in history to do so.

In June, Crispin flew to Cuba to compete in the 66th Hemingway International Fishing Tournament. She and Nichols spent several days afterwards fishing the waters off the island's north coast as well as taking a week to explore ashore. While she found the trip to be an amazing adventure, it didn't further her record attempt as Crispin didn't catch any billfish.

Her luck changed in July when she reeled in an Atlantic sailfish off West Palm Beach, Florida.

"It was the search for an Atlantic blue marlin that brought me to St. Thomas. Scott had fished on the Marlin Prince with Capt. Eddie Morrison in the past, so we booked our trip with him. We fished two days, but I caught the first Atlantic blue within one hour of putting lines in the water. Fernando Silva was the mate and had the fish tagged and released in no time at all. We learned a lot from Fernando and even brought home some of his tackle rigs to try his techniques elsewhere."

In September, Crispin went to Ocean City, Maryland, in pursuit of a white marlin. She angled off the *Miss Annie* and not only caught 14 whites in two days, but also a Hatchet marlin. This is a rare find and is not on the Billfish Royal Slam list, but Crispin definitely enjoyed the experience.

As of October, Crispin only had three billfish left to catch. She'll be working on a swordfish off South Florida, followed by a trip to Cabo San Lucas to hopefully land a striped marlin and Pacific sailfish.

"If all goes according to plan that will complete my Billfish Royal Slam. But, they do call it fishing and not catching for a reason, so only time (and a stroke of good luck) will tell!" she says.



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FISHING BY ALL AT SEA FISHING CORRESPONDENT CAROL M. BAREUTHER



PHOTOS: MARK SMESTAD

AD/HD hooked up

AD/HD angler, Mark Wodlinger, hooked up

The luck of fishing in Club Nautico de San Juan's 63rd International Billfish Tournament (IBT) for the first time combined with skills gained billfishing in the waters off South Florida, the Florida Keys and the Bahamas, earned *AD/HD* and its owner, Palm Beach, Florida-based Lamont Harris, the Top Boat and Top Angler prizes, respectively, in this September 12 to 18 event. What's more, the competition's exciting finale came down to the wire between newcomer visitor, *AD/HD*, and *Sea Dream*, a local Puerto Rican boat back in competition after a hiatus of a dozen years.

"The first day we saw five blue marlin and released three," says James Barnett, captain of the 58ft *Revenge*, *AD/HD*. "Lamont released two and Mark Wodlinger the other. That put us in the lead on the first day."

The next two days of the four day tournament weren't as productive for the *AD/HD* team, with zero bites day two and only one release by Harris on day three.

Meanwhile, the fish catching action started much more slowly for Puerto Rico's Juan Pepe Donestevez and his team aboard the *Cabo 43*, *Sea Dream*.

"The first day we saw two marlin, but one broke the line and the other we couldn't hook up," says Donestevez. "The second day, we saw two more. I released one after over an hour fight and the other didn't eat. The third day we had another two. Our visiting angler from Costa Rica caught one and the other struck my bait, but let it go within seconds."

This meant *AD/HD* led the fleet going into the final day with four blue marlin releases, compared to *Sea Dream's* two.

"The last day was amazing for us," says *Sea Dream's* Donestevez. "We saw three blue marlin and released all three. Our visiting angler from Puerto Rico, Alberto Regis, released one in the morning, followed by another by Edgar Stokes. Regis then released the team's fifth marlin, an estimated 400-pounder, at 2:47pm."

However, 26 minutes before Regis final release, *AD/HD* angler Emilio Fernandez caught the Florida team's fifth blue marlin. Thus, *AD/HD* won the Top Boat prize by being the first to release five blue marlin. Plus, *AD/HD's* Harris' total of three blue marlin also won him Top Angler because second place angler, *Sea Dream's* Regis, caught his third blue after Harris.

"It was pretty awesome. That last fish we hooked up after *Sea Dream*, but we caught it before them. It was about a 450-pounder we released in four minutes flat," says *AD/HD's* Capt. Barnett. "One of our mates, Jose Castillo, from Puerto Rico, played a big part in our success. We had been in Puerto Rico fishing for four months before the tournament and we practiced together often. That made us a well-oiled machine which means we could make the bites count when we got them."

AD/HD owner, Harris, decided to enter the IBT after one of his businesses, Rita's Italian Ice, took him to Puerto Rico and he heard about the great billfishing. Rita's, the world's largest Italian ice concept, opened last year in Old San Juan.

IBT organizers, headed by chairman Salvador Egea, Jr, prepared for the tournament by deploying eight FADs (Fish Aggregating Device). One was eight miles off the San Juan Harbor, the prime fishing grounds for the tournament. True to form, *AD/HD's* Barnett says his team hooked up all of their marlin within sight of FADs.

The 44 boat IBT fleet released a total of 58 blue marlin.

In other awards, Puerto Rico's Ana Maldonado won Best Female with the release one blue marlin on the last day. The international team award went to *United States 9*, composed Harris, Wodlinger and marine artist, Carey Chen. Puerto Rico's Jose Diaz Umpierre, Manuel Hernandez Faure and Eduardo Rodríguez Piñero took the InterClub prize.

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

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*Shore Power Cord Consumer Research Study, OSR Group, December 2015.

**Internal Lab Analysis, December 2015.



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DHARA TOP BOAT WITH 10 BLUE MARLIN RELEASES AT DR'S BIG FIVE

FISHING BY CAROL M. BAREUTHER

The catch and release of 10 blue marlin earned *Dhara* the Top Boat prize in the 3rd annual Dominican Republic International Big Five Fishing Open & Expo, hosted August 18 to 20 out of Marina Cap Cana. What's more, the team aboard this custom-built Cabo 43 with Capt. Darin Chafin at the helm also scored prizes for Top Angler by Juan José Pérez, Top Female Angler by Maritza Rodriguez and Top Junior Angler and Second Top Angler by Ian Yitzhak.



"The first day was slow until 1pm when we had our first bite to the right teaser," explains Rodriguez. "Our junior angler Ian pitched the bait, hooked up and quickly released the fish. Then at 4pm there was a bite on the left long rigger and Ian got it hooked up. He had just set the drag when the captain started turning the boat and up came a bite on the left teaser. JJ (Juan José) pitched a bait and there we were hooked up to a double header blue marlin. Each fish weighed at least 450lb. We got both releases and finished the day in the lead."

The second day, the *Dhara* team enjoyed an early bite. Rafael Aguayo, who ultimately finished third overall in the angler standings, quickly released the first fish. Then, Perez hooked up with another blue followed by a fast catch and release. The team's anglers pulled the hook and missed the next two bites, respectively, followed by another double header by late afternoon that were successfully released by Perez and Aguayo. This action kept *Dhara* in the lead with a score of seven marlin going into the last day.

"We had a slow morning again and it wasn't until 12:30pm when I caught my first marlin. Thirty minutes later, JJ (Perez) released a blue, then hooked another one right after that and caught that too. That's how we scored 10 blue marlin in three days to win," explains Rodriguez.

The rest of the champion *Dhara* team included mates Humberto Jimenez and Rafael Merentes.

Dhara beat out 14 other boats for the top boat title, which earned them US \$5000. Tournament entries hailed from the Dominican Republic, Puerto Rico and USA.

The Dominican Republic International Big Five Fishing Open & Expo was fished under International Game Fishing Association rules. Additional rules called for conservation-friendly use of circle hooks and 50lb line test.

On land, this Ministry of Tourism supported tournament hosted a nautical expo which saw several companies' exhibit products, boats, services and food tastings. Nightly parties included a Dominican Republic Night, live music and a cooking demonstration from the island's celebrity chef, Luis 'Chilin' Guzman.

The 2017 tournament will be held over the August Full Moon, August 7 to 9.

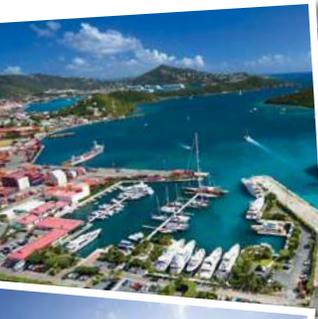
Carol M. Bareuther, RD, is a St. Thomas, U.S. Virgin Islands based marine writer and registered dietitian.



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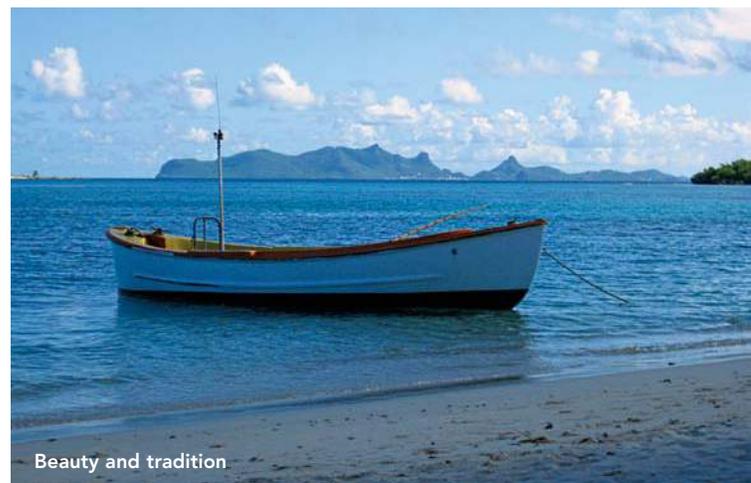
WRITER LIESBET COLLAERT'S TOP TEN REASONS TO CRUISE THE CARIBBEAN

CARIBBEAN CRUISING



You have heard it said that the Caribbean is one of the best cruising grounds in the world! But if you are new to cruising, how do you know that this area is really as great as everybody says?

Whether you are excited about sailing around the world or venturing beyond the West Indies, or you are happily island hopping in the Caribbean Sea for an indefinite period of time, there is no denying all the qualities the Caribbean has to offer as a cruising ground. While there are many more highlights for boaters in these islands than I mention here, like regattas, magical sunsets, good rum, people's hospitality, and the cost of living, these are my top ten reasons that make cruising in the Caribbean such a joy.



1. CONSISTENT TRADE WINDS

Often taken for granted, but arguably the most pleasant Caribbean feature for the true sailor is the consistency of the trade winds. It is always possible to sail between the islands – and windward of them – and often along their leeward side as well, if you are patient. Usually, our catamaran *Irie* made it from port to port quicker than expected and most trips were invigorating. Apart from great sailing, these easterly winds provide a pleasant cooling off effect at anchor – much needed to comfortably enjoy the tropics. Boats generally face into the wind, preventing collisions with neighbors, since everyone is doing the same thing, and dinghies lay neatly astern. Sun and breeze ensure that solar panels and wind generators work efficiently.

2. COMFORTABLE ANCHORAGES

The availability and abundance of decent anchorages – comfortable, protected, with good holding – in the Caribbean is a treat compared to other parts of the world. Most anchorages offer a lovely setting and their diversity means there is something for everyone. Yes, there are quite a few areas where you have to wiggle yourself into the masses and claim a spot, but it is just as easy to find a remote piece of paradise and have it all to yourself! The Caribbean basin is bigger than you think and getting off the beaten track reveals plenty of peaceful hang-outs for the night, the week ... or the month.

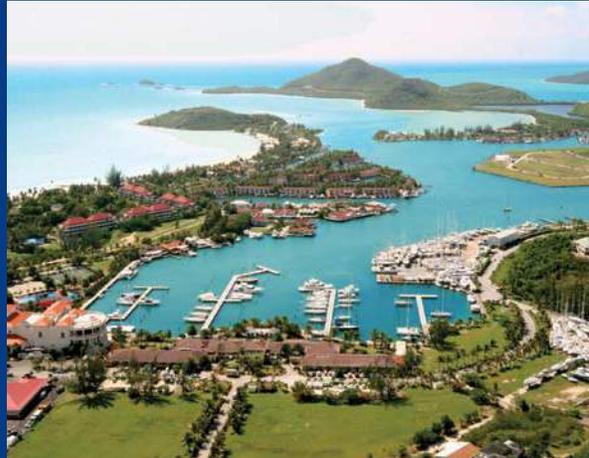
3. REWARDING SOCIAL LIFE

The Caribbean is a happening place! It is extremely easy to make new friends and bump into old ones. Hopping over to the neighbors to say “hi” is a common thing to do and on-shore, bars with good happy hours, restaurants with a local scene and perfect beaches for a potluck abound. Because the island chain attracts so many cruisers, it is easier to find like-minded and similarly aged people to connect with.



Carnival madness

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4. AMENITIES

One reason the Caribbean is such a popular cruising ground is because it is 'easy to get and do things'. Wherever you run into a problem, a desire or a need, you are only minutes away from help or a solution. Goods and services, like food, boat parts, water, fuel, or propane are often within dinghy distance in the form of a grocery store, hardware depot, marina, market, fuel station or public transportation link. Reaching a boatyard or marine store might require the mother ship to be moved, but usually never further than a day away. Shipping parts in from abroad is very feasible and doesn't break the bank, with the right amount of patience. Storing the boat long term is possible on many islands.

5. ACCESSIBILITY

For North American and European cruisers, the Caribbean islands are conveniently located to receive visitors or leave the boat to fly 'home'. Flights are regular, airports numerous and fares affordable compared to more remote cruising areas.

6. SHORT DISTANCES BETWEEN ISLANDS

Another plus is the short distances between islands. If you are not fond of sailing long distances (which you can still choose to do, of course), a pleasant day sail will bring you from one tropical paradise to the next. Often a few hours' sail will take you to a different country with its own culture, people, food, traditions, and wonders.

7. ABUNDANCE OF ATTRACTIONS AND ACTIVITIES

Even though they have a lot in common, each island offers a plethora of unique treasures. One can spend years in the Caribbean and still find new sights and experiences. The attractions are as diverse as the interests of their spectators and range from picture-perfect beaches, wonderful snorkeling, historic buildings and colorful markets to glistening waterfalls, challenging hikes to mountain tops, and heart pulsing carnivals. You can relax, you can be active; you can grab some inexpensive food at a market or sit down for a gourmet dinner. You can buy fish from a fisherman or catch one for yourself.

You can meet the friendly locals ashore or you can enjoy the surroundings from your cockpit and have a romantic, quiet evening onboard.

8. RELIABLE WEATHER FORECASTS

Imagine listening to weather forecasts, following weather reports and scrutinizing over weather models, being tuned into the SSB, VHF or internet sites (text and graphs) for hours a day to understand what the weather has in store for you and to plan the next sailing trip or passage. Then, on the day of departure – or even worse, while you are already underway – everything has changed. Wind speed and direction have altered and – if only you knew – you wish you would have stayed in that comfy, protected bay. Don't worry ... this doesn't (shouldn't) happen in the Caribbean.

9. EASY DINGHY LANDINGS

Yes, it is annoying and disrespectful when other cruisers use short painters to tie their dinghy or leave their outboards in the upward position while parked next to other inflatables. But, at least there are (floating) docks to secure and safely leave your dink while going ashore. Or, there is a patch of smooth sand to drag your dinghy out of the water. Compared to rocky shores, reef strewn beaches, crashing surf and wooden docks with protruding nails or cement monsters with crusted barnacles and nowhere to tie a line; Caribbean dinghy parking can be bliss.

10. COMMON LANGUAGE

Apart from the French overseas territories and parts of the Spanish West Indies, conversations are a non-issue for English speaking visitors. Part of the allure of traveling is being able to communicate with the locals and exchange stories, experiences, thoughts, and laughs, while enjoying each other's company. Having a language in common – with fellow cruisers or with folks onshore – enhances the cruising experience tremendously and is something we miss in other parts of the world.

While our wandering spirits have brought us far beyond the 'easy and convenient' Caribbean, my husband Mark and I have very fond memories of our years of exploring the island chain and venturing towards the basin's western extremities. Adventure waits beyond the horizon, but the Caribbean is a cruising ground to cherish, enjoy and appreciate. 

Freelance writer Liesbet Collaert and her husband Mark cruised the Caribbean and Pacific aboard their catamaran Irie for almost six years. Visit her blog at: www.itsirie.com

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ARUBA INTERNATIONAL REGATTA 2016

RACING CIRCUIT



On the podium at the Aruba International Regatta

The J35 *Dash* has now won the Aruba International Regatta an unprecedented six times in a row. Some 35 vessels from around the ABC Islands crewed by people from as far away as the US, Colombia, Venezuela, the Netherlands and Belgium, participated in the event.

Hailing from Curaçao, and having taken part in every Aruba International Regatta, *Dash*, manned by Capt. Remco van Dortmund and his crew clearly set the pace in Racing Class. *Dash* finished ahead of his Curaçao rival *Melody* skippered by Capt. Winfred Merkies, and newcomer *Gitana* under the command of Aruba's Capt. Arjen Wassenaar, who finished second and third respectively.

In the Open Class it was Aruba all the way. First place went to Capt. Eric Maris with *Robaina*, then came Aruban *Eva Luna* with Capt. Eric Mijts, and *Anouk* skippered Ruud Ypenburg.

The Sunfish races were won by Randy Brown who pushed Job Laboyrie into second place. Third place went to Venezuela's Kristiaan den Blanken. In the Beach Cat races Jose Dassen took the winner's cup, followed by Jort Hartmans in second and Greg Marchena in third.

The Aruba International Regatta again received silver status from Sailors for the Sea – Clean Regattas and, living up to that expectation, sustainability officer Anita Aerts set up a number of cam-

paigns to promote and stimulate responsible resource management during the event. Symbolizing this effort, she produced the coveted regatta awards from reclaimed glass, steel, stone and wood. No one-time plastics were used during catering and participants and spectators joined in the effort to make the footprint of the regatta as small as possible. As a result, the volunteers charged with beach cleaning following the regatta could devote their attention to other tasks: no trace was left behind.

Special regatta guest for 2016 was American marine biologist Mike Gil who gave a speech at the closing ceremony on science and coral reefs. He underscored the role sailors can play in convincing people of the value of our marine ecosystems and the way in which human activity affects coral reef systems. In closing, Gil gave the regatta participants and spectators an uplifting message on the impact individuals can have on sustainable development.

Regatta organizers Eric Mijts, Joost Horward and Anthony Hagedoorn look back on a successful regatta.

"The event brings together the sailors of different disciplines and from different places in the world, to celebrate sailing and friendship in a sustainable fashion. Special thanks need to be given to the sponsors that made the event possible, and to the valuable support provided by the Dutch Marines who provided safety and support at sea," the organizers said. 

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WILL YOUR ANCHOR HOLD?

SEAMANSHIP & VOYAGING
BY MARK STEVENS

PHOTO: SHARON MATTHEWS-STEVENSON: WWW.SHERRYPIX.COM



So, we drop the hook in the lagoon in St. George's harbour in Grenada, do a cursory anchor watch, cast off the dinghy and take the ferry to Carriacou for a day of sun and fun.

Upon our return early that evening I note with interest (and considerable alarm) that my trusty vessel is no longer where I left it, neighboring boats have slung fenders along their hulls, and one skipper, ensconced on a boat that's uncomfortably close, is scowling at me.

That's when I am forced to answer that rhetorical question posed by a Victorian hymn loved by good Protestants the world over.

"Will your anchor hold?"

Sadly, no ...

And it was completely my fault. I'd failed to sufficiently establish one of the most important members of a quartet of must-dos when it comes to dropping the hook.

I had not ensured that the bottom quality was worthy of my

ground tackle. The other three considerations include ensuring sufficient swing room, depth, and shelter.

So begins the lesson.

First off, anchoring doesn't have to be difficult. All it requires is proper equipment, good judgment and competent technique, which is simple and easy to learn.

Proper equipment means the right anchor of the proper size plus adequate rode, preferably with chain to help the anchor lay flat.

Judgment entails choosing a suitable anchoring area for the expected conditions, giving consideration to the bottom, the anchorage itself, current, weather and nearby boats.

Technique is the expeditious and wise application of the other factors in a real-world situation.

Different anchors work best in different ground. Danforth anchors, especially lightweight versions, are a poor choice for weedy or rocky bottoms, but superb in sand and mud.



Dropping the hook in Tobago Cays

CQR and plow anchors can work well in weed; are excellent in clay, but poor in mud. Smart boaters carry more than one type of anchor on their boat to adapt to different conditions. Serious cruisers have three or more anchors. And make sure you have sufficient rode. Fifteen extra feet can make a world of difference.

Ever seen someone heave their anchor overboard, cleat off and dinghy away? That boat will soon be dragging.

Make sure you drop your anchor as opposed to throwing it. Otherwise you risk fouling the anchor in its own rode. Drift back until you have sufficient scope. Snub the anchor to set it and pull with gentle power in reverse.

Letting out enough rode is related to one of those afore-mentioned must-dos. In but one more application of that well-loved mantra, "when in doubt, let it out," you need to decide how much scope is enough. Lunch stops require four-to-one (four times the distance from your boat's bowsprit to the bottom), overnights even more. Much depends on whether your rode is part-chain, part-line or chain only. The greater the amount of chain, the less scope needed.

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After my Grenada debacle I always erred on the side of lots of scope until one morning at Union Island in the Grenadines I found myself snuggled up to an excursion boat mere meters from my stern. I hadn't factored in sufficient swing room. Thereafter I always compromised.

One time in the Abacos I pulled into harbor at Guana Cay and motored around looking for a place to overnight. Seeing a white 'ball' I decided to moor instead of anchor. Steered right for it, moving slowly until I wasn't.

Not a mooring ball but a jury-rigged depth warning.

Luckily the tide was rising; I was in sand and off in ten minutes. But it reminded me of one of those other rules.

Ensure you have sufficient depth at both low and high tide.

Which brings us to must-do number four: sufficient shelter.

I call to mind two memorable nights when our boat at anchor felt like it was berthed in a washing machine gone berserk. On both nights we were last into the anchorage and had to drop much further out than I wanted to – once off Bequia, once off Jost Van Dyke.

And shelter's not the only reason to achieve your anchorage early. First boat in sets the anchoring style (if they've set two anchors you probably should). First boat in gets to pick depth and bottom quality, assuming there are choices to be made. First boat in gets the best shelter and, of course, sufficient swing room.

And first boat in gets to drop the hook without an audience.

Anchoring doesn't have to be difficult though it requires the right equipment, technique and judgment.

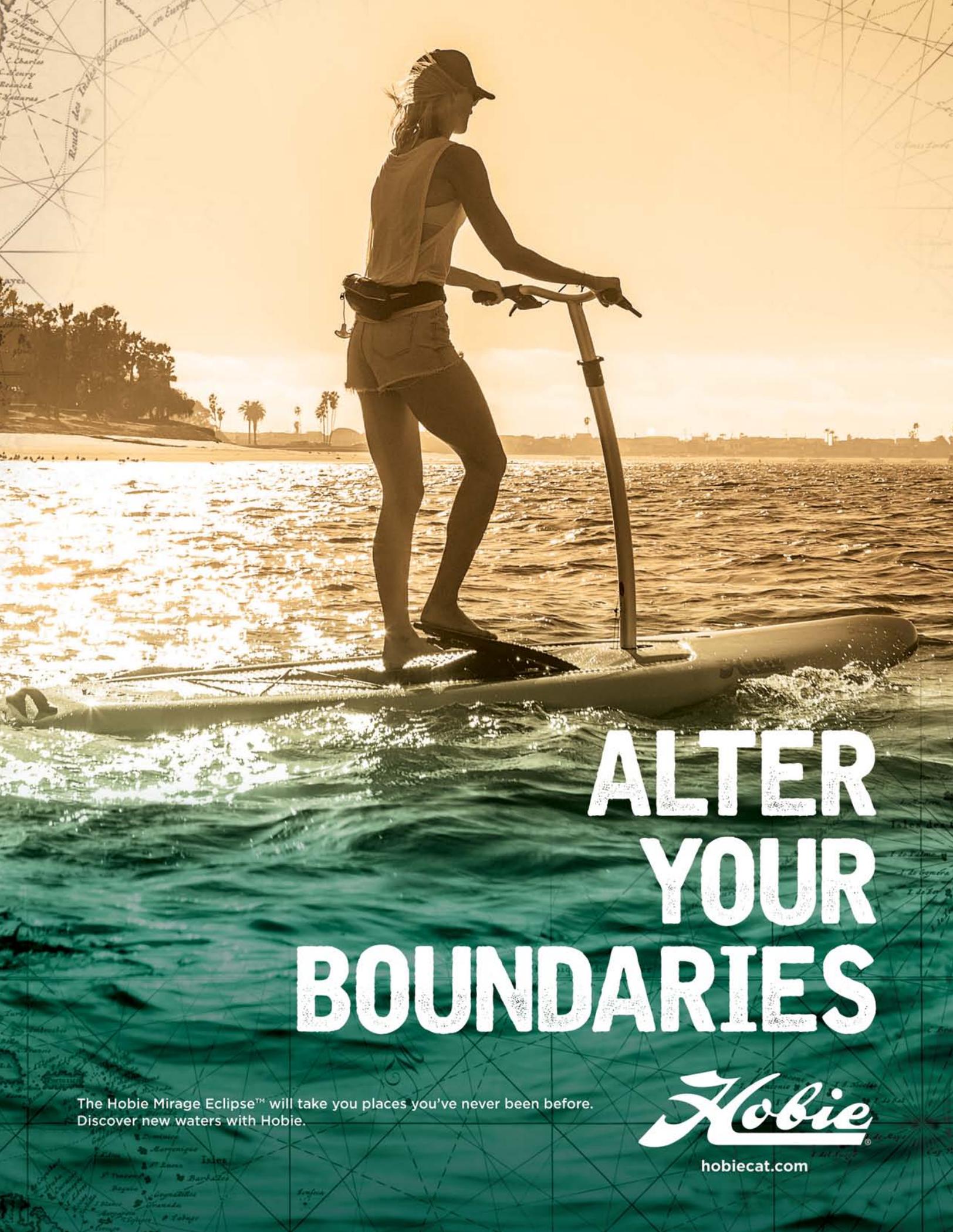
Remember the four requirements of a good anchorage, establish a system of hand signals between bow and helm crew, avoid lee shores and snub your dinghy line (don't get me started) and you'll be able to answer that age-old question with confidence.

"Will your anchor hold?"

Indubitably ...



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



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GLENN HAYES TAKES A LOOK AT WHAT'S NEW AT SURF EXPO

WATERSPORTS



Trade shows and boat shows are always good venues to see what is new and exciting in the world of water sports and boating. Surf Expo, the watersports and beach lifestyle tradeshow held in Orlando, is no exception. Manufacturers from stand up paddle boarding, surfing, paddle sports, freediving, kiteboarding, wake sports and others all converge on the land of the mouse to show off their latest and greatest wares. The innovation at these shows is always impressive. There isn't room in this article for all the cool new products at the show but below are just a couple of what were on display.

PADDLE TUNES

Fusion is well known for its high quality marine audio products amongst boaters but it's about to become a recognized name in paddle sports thanks to its new StereoActive portable wa-



tersport stereo. This self-contained compact music box has been developed from the ground up for the paddle sports enthusiast. The lithium battery powered unit can stream Bluetooth, tune into AM and FM as well as weather bands (in the US) or play MP3 music from a USB flash drive for over 20 hours on a single charge. A recharge only takes three hours. Its two custom designed 2.5 inch speakers produce a remarkably good sound after passing through a specially designed sound chamber and amplifier, giving it sound that audiophiles will respect and enjoy.

Of course sound quality is important but so is the StereoActive's ability to hold up in the very wet paddling environment in which it was designed to be used. With its polycarbonate body weighing just 1.3Kg it has a IPx7 waterproof rating and floats if dropped in the water. If you wish to attach it to your SUP, paddle craft or boat it comes with a Fusion Puck. This puck can be attached to your watercraft via screws, adhesive or double-sided tape. Just place the StereoActive on it and press the locking lever in place. It is now safely mounted and will not drift off should you capsize or hit any waves. There is even an optional Ram Mounts adapter that will allow you to take advantage of any Ram system mounts you may already have. Control of the stereo can be accomplished by the tactile controls on the top of the unit. When depressed they give audible clues as to their function, such as volume, track and source. They are designed to be used with your fingers or the end of your paddle. The fusion engineers put a lot of time and thought into this stereo and even designed an area on the stereo for mounting an action camera. If mounted here you can unclip from the Fusion Puck and take all your valuables with you in one handy package.

Another option Fusion developed for this new stereo takes care of the issue of keeping your Bluetooth streaming smart device safe, dry and in a spot that allows for easy streaming. Its new ActiveSafe will lock into the bottom of the StereoActive unit and in turn latch onto the Active Puck. In it you can place your phone, keys, money and credit cards, keeping them all safe and dry.

These stereos and safes are available in different colors. No matter what is your preference of color or watersport you can be out on the water jamming out in style. fusionentertainment.com

CONFUSED SHARKS

Shark Mitigation Systems Ltd., is a Perth, Australia, based company that claims it has developed a non-evasive way to protect surfers and watermen from shark attack. Craig Anderson (the company's founder along with co-founder Hamish



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Jolly) explained to me that they developed in collaboration with the Ocean's Institute at the University of Western Australia a visual shark deterrent (SAMS).

Their new patented technology was based on scientific study and experimentation and has come up with specific designs of patterns that can be applied to paddle craft, surfboards, wetsuits, apparel and equipment. These patterns are designed to confuse

sharks. They do so by playing on what sharks have been determined to be able to see and not see at certain depths, distances and light conditions. These patterns have been developed into two types. The first is designed to hide or distort their image for the wearer within the water column. This pattern is intended for divers or those who frequent the water below the surface. The pattern uses coloration that appears disruptive and cryptic to sharks, causing confusion in these very wary creatures. The colors are varied within the pattern and are effective at all depths in which a diver might operate. The second pattern is designed to make the wearer, paddle craft or surfboard look totally unlike anything that sharks prey on and can even make the preys target appear "as an unpalatable or dangerous food option." Licensing of these patterns is available and can be

found on a range of products. sharkmitigation.com

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



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MOSQUITO HATING PLANTS

OUR NATURAL WORLD BY ROGER MARSHALL

PHOTO: MUHAMMAD MAHDI KARIM



Mosquito (*Aedes aegypti*)

The wind has died and you are sitting on your boat in a lovely harbor, beverage in hand, watching other boats and the cars on the shore, glad you are no longer part of the rat race when you hear a buzzing sound. Seconds later you feel the sting, you slap, but it's too late. The darn mosquito has extracted its load of blood and is on its way to breed. In these days of EEE, Zika virus and other mosquito borne diseases, you need to be careful where and how you get bitten.

It doesn't have to be this way. You can spray the entire deck, yourself and everybody within five yards (4.5m) of the boat with a DEET based bug spray, but sooner or later the bugs will come back (and your spray might be harming you more than the mosquitoes).

So how do you achieve a more permanent solution and keep your boat bug free? One way is to grow your own wall of protection.

Mosquitoes find their target by flying upwind toward the CO₂ emitted by people when they breathe. Richly scented plants

Many bug sprays contain lemon scented citronella and neem, a natural pesticide from India.

help to mask the odors that attract mosquitoes. Among these plants you might find citronella, which is a type of grass, and neem, which eventually grows into a small tree. Lemongrass with, as its name implies, the scent of lemons, lemon scented geraniums, rosemary and lemon balm all are affective repellents, as is catnip, which will attract every cat within five miles but is even more effective than DEET, and lavender, which is also said to help you sleep better (probably because it keeps the bugs away), and even basil that you can use in Italian cooking.

Each of these plants can be grown in small pots and kept in the cockpit or below deck when underway.

You will have to buy a small neem tree, but keep in mind that some countries will not let you import plants. If that is so

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where you are, you can buy neem oil, neem leaf extract, or other neem products (<https://neemtreefarms.com>). By planting the tree in a small pot, it will stay quite small for a long time. In fact, you could almost bonsai it!

If you cannot import a neem plant, you should buy seeds of any of the above plants. Start them by filling your pots with good quality potting soil. I prefer square four inch pots simply because it is easiest to water them with no spillage. Filling pots tends to make a mess and is best done onshore or on the foredeck where it can be easily washed away. Sprinkle a few seeds in each pot and gently mist the seeds. Cover them with potting soil so that the seeds are about two seed diameters below the surface. Put a piece of plastic wrap over the top of the pot and set it in a place where it will get good light but not strong sunlight. Strong sunlight will heat the surface under the plastic wrap and cook the seeds. The galley sink is an ideal location.

As soon as you see the first seedlings appear in about seven to ten days, remove the plastic wrap. Water or mist the seedlings gently until they are one- to two inch -inches tall, then

fertilize with a half strength 10-10-10 fertilizer. (If you can't find 10-10-10 use any all-round fertilizer such as Miracle-Gro.) Keep your plants moist but not wet. To test how moist they are, stick your finger in the pot. If your finger comes out dry the soil is dry, add water. If your finger comes out with soil sticking to it, the soil is moist and is fine.

As soon as the plants are six to eight inches tall set them around the cockpit, crush one or two leaves to help the smell pervade the area. In theory, the plant odor will mask the carbon dioxide exhaled by humans and you will see no mosquitoes.

Mosquitoes tend to fly upwind toward the scent of their target, my experiments show that the plants should be directly downwind of the people on the boat, however, you might find this differs depending on where you are anchored in relation to the land. 

Roger Marshall has written 14 boating related books including his latest, Fiberglass Repair Illustrated.

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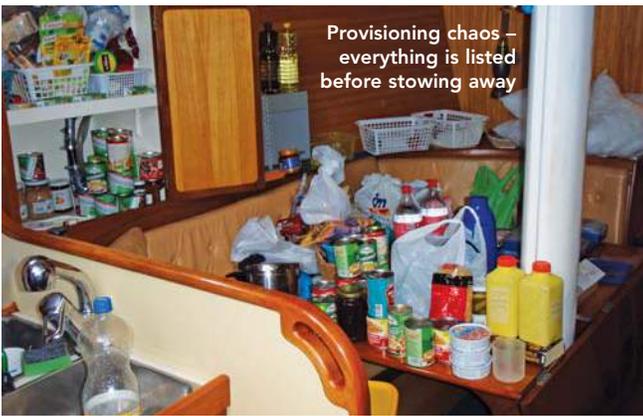
Back with the harvest: bananas, coconuts, a pumpkin, mangoes, papayas, lemons and a breadfruit

remember our first grocery provisioning tours as newbie cruisers very well. We were overwhelmed by the prospect of spending weeks away from supermarkets. How much coffee would we need a month? How many pounds of flour to bake bread? We hectically filled shopping trolleys, wondering on the way home where or if we'd be able to store everything. In the end we listed all lockers and their contents including expiry dates in a food-folder, a system that we've kept up over the years. In the meantime we've found out that at least basic supplies can be found almost everywhere as the locals also need to shop, cook and eat. We no longer

fill the lockers with rice and sugar, but research beforehand what range of provisions to expect at our next destination and rather stock up on goodies that can't be found in minimarkets and, because *Pitufa* is a gourmet boat, we enjoy preparing elaborate meals almost as much as eating them.

Cooking is a creative activity, especially on a cruising boat. Unless you're in a city marina with supermarkets providing customary 'Western' fare, cooking according to a recipe proves impossible. The more remote the cruising area, the more adventurous and interesting the boat cuisine becomes.

The chef wedged in next to our gimbaled kerosene stove



Provisioning chaos – everything is listed before stowing away

Whenever we encounter UVOs (unidentified veggie objects) we're not shy and ask the locals not just what they are, but also how to prepare them, broadening *Pitufa's* menu continuously along the way. I enjoy browsing through cookbooks, but I mainly look at the pictures to get inspiration, suppress a giggle when reading the list of unattainable ingredients and mentally start substituting them. No yoghurt in the fridge? Just mash some Happy-Cow style processed cheese with lemon juice, some milk powder and a few drops of water. No potatoes at the minimarket? Why not try breadfruit, yucca, taro or yam instead? Green papayas are readily available in the tropics and

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Island Tapas: crispy sweet-potato fritters with fake tsatsiki (green papaya instead of cucumber) and guacamole (without tomatoes)

these chameleons of the galley can pose as bamboo shoots in a stir-fry, courgettes (Zucchini) in a risotto, grated raw they make a delicious salad and can even pass as cucumber in a fake tzatziki (with the above mentioned fake yoghurt).

On passage the cruising cook faces different challenges. I usually don't prepare meals beforehand, as our fridge is filled to the brim with provisions anyway and there should still be space left to accommodate fish we hope to catch. We talked

STOVES ... KEROSENE VERSUS PROPANE

Our old fashioned kerosene stove came with the boat. The advantage is that we can stock up fuel to keep cooking for a long time in remote areas. We use less than a gallon per month and can carry enough kerosene for about two years. Owners of gas stoves constantly worry where they'll get the next supply and whether their fittings will match the local systems. The nuisances of preheating the burners and constantly pumping to keep the tank pressurized are often exaggerated. I find pumping is only necessary about once a week and if preheated with alcohol for two minutes the stove usually refrains from puffing a darting flame to the ceiling. The main disadvantage of a kerosene stove is that it's getting difficult to find spare parts and in many places kerosene. The best solution is to get JetA1 fuel from remote airfields.

to fellow cruisers who habitually prepare one huge pot of stew before passages, which then lasts them a week. But just imagine the whole crew being sick from food poisoning on top of seasickness. Who would handle the boat?

The degree of sophistication of our passage food varies with the sea state. In calm conditions there's galley business as usual with fresh bread and full meals. When the boat starts heeling or rolling severely I take some seasickness meds, avoid handling pots with boiling water (no pasta) and limit myself to one-pan dishes. In rough conditions cooking turns into a form of extreme sport with the chef wedged in behind the stove, ripping open lockers to grab something and then slamming it shut before everything inside goes ballistic. On *Pitufa* we have a sturdy gimbaled stove, but we additionally secure it with bungee cords to avoid violent swings. A non-skid mat on the work surface also helps. In such conditions I prefer quick dishes like couscous, ready-made mashed potatoes, or noodle snacks (e.g. Asian ramen). With some added fresh ingredients, like sliced veggies or fish, they provide simple but tasty and nourishing meals to keep up the energy and morale of the crew. We also keep a dedicated box with passage-snacks like nuts, dried fruit and cookies. These treats and the prospect of the delicacies to be found in the next anchorage sweeten even the roughest passage. 

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

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2016 FALL RALLY ROUND-UP

BY CAROL M. BAREUTHER



PHOTO: DAVID H. LYMAN

North Atlantic Rally for Cruisers 2015

Cruising rallies are one of the most popular ways for sailors to transit from northern climes to the Caribbean in the fall. Today, there are several rallies to choose from, each with its own personality.

Capacity Entries for 31st Atlantic Rally for Cruisers, ARC & Caribbean 1500 Ralliers Get Set for World Circumnavigation

It's a full house for this year's Atlantic Rally for Cruisers, with waiting lists in place by September. This means a total of 300 boats, the largest ever for this transatlantic maritime meet-up, will sail under the ARC banner this fall.

"ARC sailors have a choice of routes with the introduction of ARC+ Cape Verde in 2013, and two starts are planned for 2016," explains Sarah Collins, communications executive for rally organizer, the World Cruising Club, in Cowes, UK. ARC+ will depart Las Palmas de Gran Canaria on Sunday 6 November, sailing to Mindelo, Sao Vicente, Cape Verde for a 3- to 5-day stopover before the restart to Saint Lucia on 16 November. Seventy-five boats from 21 different countries make up the ARC+ fleet this year. The ARC fleet of 225 boats will start their own Atlantic adventure on November 20 sailing directly to Saint Lucia.

Entries in the bumper armada include two Comfortina 32s



Isbjorn arrives in Nanny Cay –
ARC Caribbean 1500
and ARC Bahamas 2015

PHOTO: MIA KARLSSON



Fifty-one pound
mahi mahi caught
by crew of *Flash*
during the Salty
Dawg Rally 2015



Up the mast on
Toujours Belle
ARC 2015

PHOTO: CLARE PENGELE

at the smallest end of the fleet, *Anakin* from Belgium sailing with ARC+ and *Mosaikk* hailing from Norway sailing the direct route. At the other end of the spectrum is the Ron Holland-designed luxury aluminium superyacht *Lemanja*, from Mexico. Alongside production boats, among which are twenty newly built Beneteaus, Lagoons, Oysters and Catanas, are wooden schooners, carbon fiber racers and multihulls. The latter have proved extremely popular with an impressive total of forty catamarans sailing this year. The 'grand old lady' of the ARC fleet is Christophe von Reibnitz's 1936 Henry Gruber-designed yawl, *Peter von Seestermühe*, which has been sailing with the ARC regularly since 1990.

"After the ARC Course Record has fallen for the past three years, it will be interesting to see if any of the 35 boats in the Racing Division, particularly super maxi *Rambler 88* from the USA and two duelling Volvo 70s, the Maldives' *Trifork* and Myanmar's *Sanya*, can mount a challenge on *Team Brunel's* record of 8d 7h 39m 30s set in 2015," says Collins.

The ARC+ fleet should start arriving at IGY's Rodney Bay Marina in St. Lucia around November 27, with prize giving set for this group on December 7. The majority of ARC ralliers will make its Caribbean landfall in Rodney Bay by December 12, with the awards ceremony on December 17. ARC festivities in



Salty Dawgs arrival party at the Bitter End, BVI

St. Lucia are numerous and include a Welcome Party by the tourist board, cultural activities, live music performances and lectures on Caribbean cooking and cruising.

Meanwhile, along America's Eastern Seaboard, 30-plus entries are set to cast off in the ARC Caribbean 1500 and ARC Bahamas. The two groups depart together from Portsmouth, Virginia, on November 6, en route to Nanny Cay, Tortola, BVI and Marsh Harbour, Abacos, respectively.

"The entry list for this year's ARC Caribbean 1500 boasts plenty of familiar faces from previous World Cruising Club rallies for the sail south. Just one example are British live-a-boards John and Joyce Eastal, who will be taking their Hallberg Rassy 42F *Starblazer* to the BVI with the rally as part of an epic four-year adventure that includes a circumnavigation with the World ARC with a year's break to explore the South Pacific. Since 2009, the Eastal's have sailed in nine WCC rallies," says Collins.

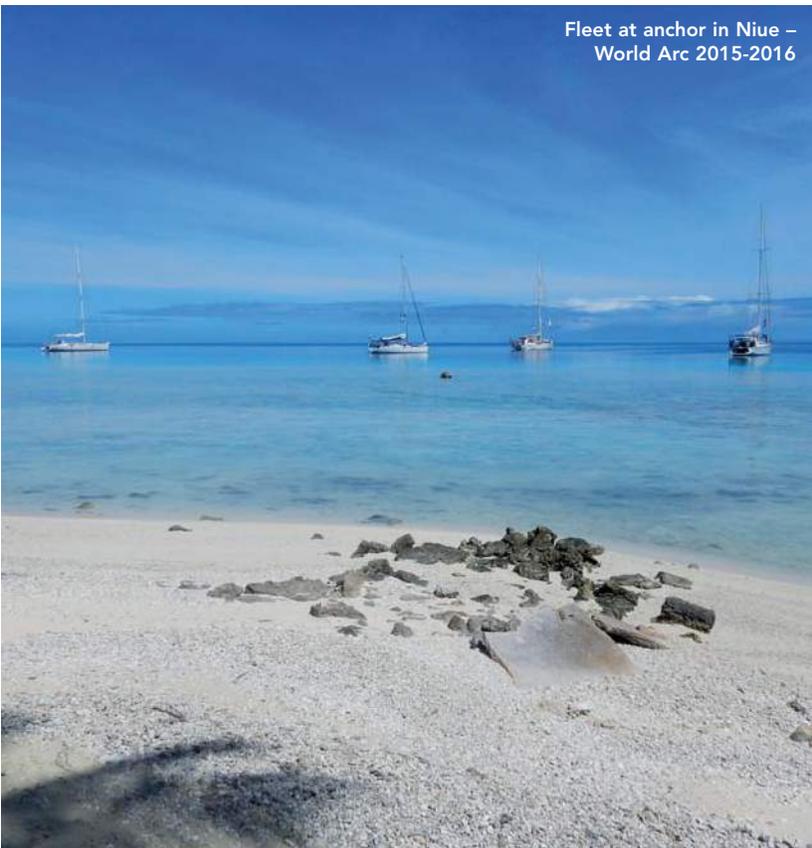
More than a dozen entries in the ARC Caribbean 1500, ARC+ and ARC make up the international fleet of nearly 30 boats that will set sail from Rodney Bay, Saint Lucia on January 7, in the World ARC 2017. The first leg takes the fleet to Santa Marta, Colombia, before cruising to the idyllic San Blas Islands

and transiting the Panama Canal. Other highlights of the planned cruise include stop-overs in the Polynesian islands, Christmas and New Year's in South Africa, Carnival in Brazil and heading back to the Caribbean via Grenada to finish in St. Lucia in April 2018. worldcruising.com

Swan Program Gains Popularity at North Atlantic Rally for Cruisers, New Bermuda Rally for 2017

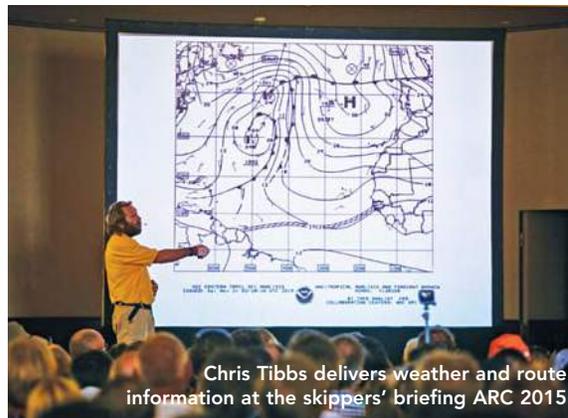
The North Atlantic Rally for Cruisers (NARC) will depart from the Newport Yachting Center, in Newport, Rhode Island, November 1, with a first leg sail to Bermuda to the St. Georges Dinghy and Sports Club, and then second leg to St. Martin. It's a formula that has worked well for nearly two decades for this rally for professionally skippered boats and veteran offshore sailors, according to organizer Hank Schmitt, who is also the chief executive officer of Offshore Passage Opportunities (OPO), a Huntington, New York-based crew network service.

"The NARC started as a way to move the Swan charter fleet to the Caribbean and the Swan Program remains one of the great components of the rally," says Schmitt, who will skipper the Swan 48 *Avocation*. "This year we have three great boats



Fleet at anchor in Niue –
World Arc 2015-2016

PHOTO: TROELS JENSEN



Chris Tibbs delivers weather and route information at the skippers' briefing ARC 2015

PHOTO: JAMES MITCHELL



Heading south – NARC 2015

and skippers. You can pay a very reasonable fee compared to any other vacation in price and sail 1500 miles on a million-dollar boat (i.e. Swan 60). You can spend hours a day on the helm if you wish. These are very cool boats to sail on a challenging classic offshore passage.”

Each Swan, which in addition to *Avocation* includes another Swan 48 and a Swan 60, has a crew of six including the skipper. This means two person watches with three hours on watch and six hours off. All crew have their own bunk. The per person crew cost is \$2750 for the 18 days all-inclusive except airfare to and from the boat and any meals ashore outside the NARC Rally socials.

The NARC fleet and other cruisers will meet up February 12th to 19th 2017, for a rendezvous at Yachtie Appreciation Week in Dominica.

“I am hoping to have 40 of the planned 50 moorings in place by then in Prince Rupert Bay, Portsmouth,” says Schmitt, whose OPO members donated funds for the moorings.

The big new rally news from Schmitt is its Rally to the Cup. The Rally sets sail on 7 June 2017 from six East Coast U.S. ports en route to Bermuda for the America’s Cup finals. The ports are

in Maine, Rhode Island, New Jersey, Maryland, South Carolina and Florida.

“The Rally to the Cup is all about promoting the rally concept and getting as many boats to Bermuda as possible to enjoy watching the competitive side of the sport,” say Schmitt. sailopo.com

New Association, New Rally from Southern Caribbean for Salty Dawgs

The latest news from Salty Dawg Rally organizers is the formation of the Salty Dawg Sailing Association (SDSA). Since 2011, when a small group of experienced offshore sailors dubbed themselves the Salty Dawgs and began an annual cruise-in-company from the Chesapeake Bay to the British Virgin Islands, the event has grown from a single fall Rally to a wide range of sailing-related activities held throughout the year. Thus, the name change reflects the broader nature of the non-profit organization, whose educational mission is for experienced offshore passage makers to share experience with those who wish to learn more about the sport and the adventure it presents. Membership is \$75 annually. The Salty Dawg Rally is for blue water sailors who have completed at least one blue water passage.



"Rally participants will likely all join the SDSA, which will further the bonds with fellow Dawgs well after the Rally," says spokesperson Hank George. "Flying the new burgee of the Association will foster continued get-togethers in the Caribbean and beyond. In fact, the SCSA has rendezvous scheduled at Frangipani Restaurant in Bequia; Bamboushay Lounge in Tortola; Foxy's in Jost Van Dyke; Portsmouth, Dominica; an annual (huge) dinghy drift in Francis Bay, St. John, and several meet-ups later in the year in the US."

Over 100 yachts are expected to participate in this year's SDSA's Fall Rally. These vessels range from a Westsail 32 to a Hylas 70. Several skippers or crew are USCG licensed captains. There is no age limit to participate. In fact, ages of participants typically range from four- to eighty years-old.

"The collection of over 20 catamarans will be the largest fleet of catamarans going offshore together in any rally in the US, ever. This is perhaps an indication of this growing class of vessel," says George.

Cruisers will start arriving to the Blue Water Yachting Center in Hampton, Virginia, on October 25. During the week, crews have opportunities to sightsee, socialize at several parties and attend numerous safety lectures and demonstrations. Departure is set for November 2. Family and friends can follow the fleet's progress offshore in real time via the Fleet Viewer on

the SDSA's website. The Rally ends in North Sound, Virgin Gorda, where a rally arrival dinner takes place at the Bitter End Yacht Club.

In addition to the formation of the SDSA, new this year is the Bequia to North Sound, BVI Rally. This event is for sailors who leave their boats in the Southern Caribbean to get work done or avoid hurricanes and would like to enjoy the company of other Salty Dawgs on the sail back to the northern Caribbean.

"The plan is, weather permitting, to depart Bequia on November 9 and hopefully the northbound fleet will arrive in North Sound, Virgin Gorda, close to the same time as the arrival of our southbound fleet," says Phil Worrall, who will lead the rally aboard his Caliber 40, *Rum Runner*. "In addition to the rally, we are having an SDSA Rendezvous for the northbound fleet and others with dinner at the Fig Tree Restaurant on November 7 and a free Pain Killer Party with a steel band followed by a dinner at the Frangipani Restaurant on November 8. All SDSA boats in the area and any non-SDR friends are welcome to come."

Over 400 boats and more than 1,600 sailors have participated in the Salty Dawg Rally, started in 2011 by Bill and Linda Knowles, of Bristol, Rhode Island, aboard their Jeanneau 54DS, *Sapphire*, with their Jack Russell terrier, Brie, the original 'Salty Dawg'. www.saltydawsailing.org

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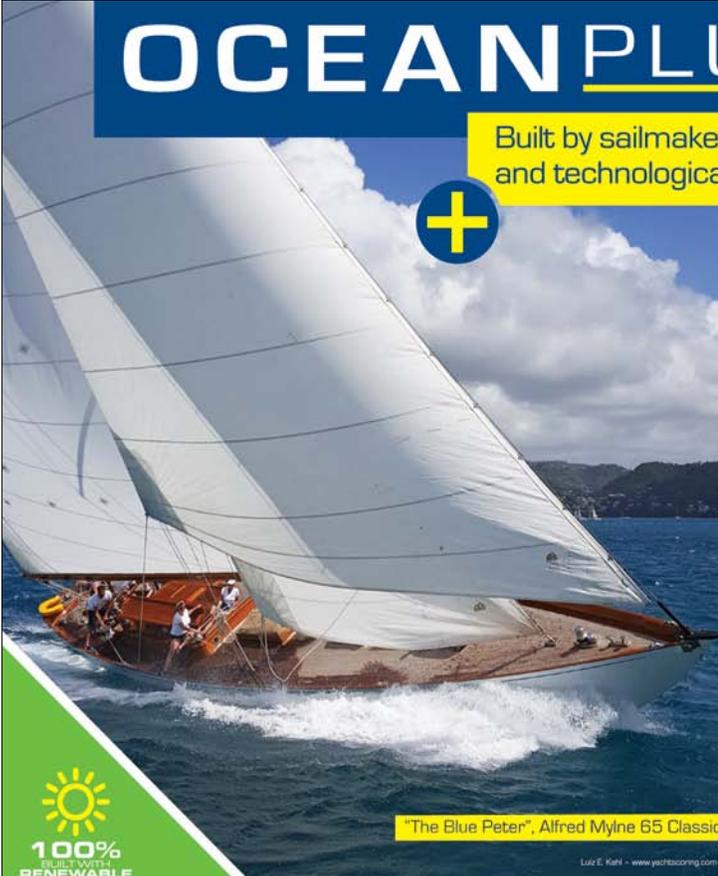
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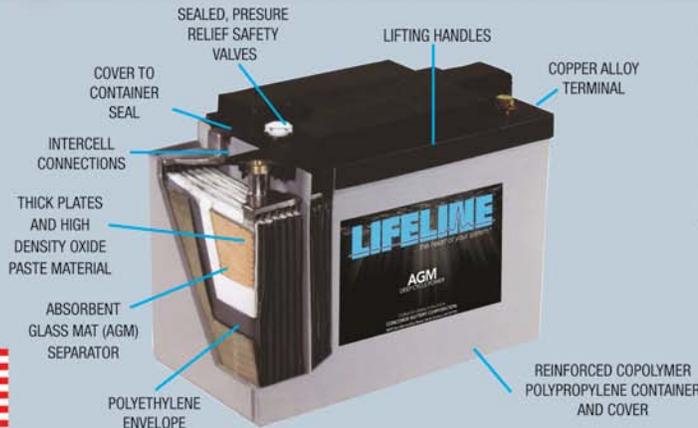


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Sail Away arrives in Nanny Cay, BVI - ARC Caribbean 1500 and ARC Bahamas 2015

PHOTO: MIA KARLSSON



THE RALLY BUSINESS Rallies Bring Millions of Dollars to Caribbean Island Economies

Caribbean island governments measure the economic impact of tourism chiefly through airlift, cruise ship arrivals and overnight resort stays. Yet over the past three decades since the first rally, the ARC, started, a quartet of cruising rallies are now adding to island coffers in a startlingly significant way.

“Our estimate of spending directly in the Caribbean due to the fall rally to the Caribbean (excluding airfares) is about US \$2.5 million per season,” says Hank George, spokesman for the Salty Dawg Sailing Association. “We figure each year most of our fleet, that’s 80 to 100 boats with 300 to 400 sailors aboard, cruises the Caribbean extensively. The owners will be aboard and cruise for most of the season, while their crew will stay a shorter period and fly back home to either the US, Canada or Europe. Most all have family or friends fly in to join the vessels’ owners for a one to several weeks’ vacation. About half or more of our fleet chooses to leave their vessels in the Caribbean after the winter season, and fly back the following season, which means they engage local yards, marinas and services from Puerto Rico to Trinidad & Tobago.”

Organizers of the ARC, estimate that in 2015, skippers, crews and their families spent over US \$2 million in Saint Lucia on

expenditures such as berthing, marine services and hospitality in port, plus entertaining family and friends that joined them on the island to celebrate the boat’s arrival.

“After the ARC, 60% of our boats stay to independently cruise the islands for the season and 20% sail in the spring time regattas,” explains Sarah Collins, communications executive for rally organizer, the World Cruising Club.

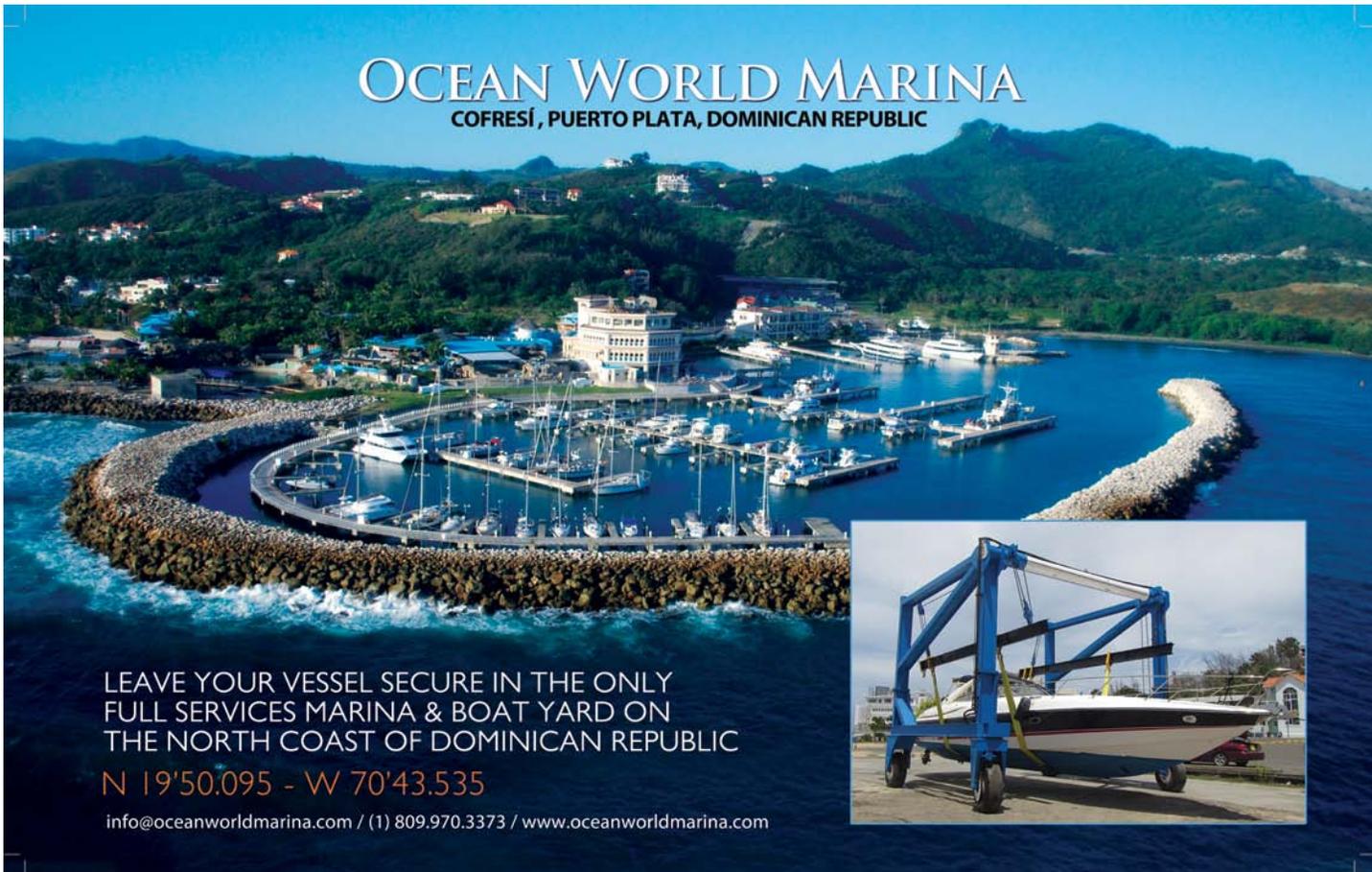
Hank Schmitt, organizer of the North Atlantic Rally for Cruisers and chief executive officer of Offshore Passage Opportunities (OPO), a crew network service, has participated in 12 St. Maarten Heineken Regattas, 11 Antigua Sailing Weeks, three BVI Spring Regattas and nine Swan Rendezvous in the years he’s operated the rally.

“What I and other OPO members, friends and ralliers have spent taking part in Caribbean regattas must run US \$60,000 to \$80,000 a year and that is just for one boat. Dockage alone is half of this. Consider we averaged 20 boats a year on the NARC for the past 16 years and the expenditure is a huge number,” says Schmitt.

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

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ISLANDS AT THE EDGE

TURKS & CAICOS BY MARK STEVENS
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Useful direction markers in the unlikely event you'd ever go anywhere instead of Grace Bay on Provo

Just off Grand Turk Island, in the Turks and Caicos, our excursion boat scrapes the sand when our skipper beaches us on an alabaster stretch guarded by a sloping dune maybe a hundred feet away, bisected by a sandy path that climbs to a ridge with a view of Grand Turk in the distance, Salt Cay in the near ground and limpid seas that makes you feel like you've landed in paradise.

We've made landfall on Gibbs Cay.

Another boat beaches just down from us. They set up a makeshift tent for their four guests. We are six including our skipper.

Stingrays wheel and soar in the water just off the beach, circling my legs as I stand waist-deep. Ten people inhabit this oasis; a dozen stingrays.

Half an hour ago we drifted in fifteen feet of water. Our skipper dropped the hook, disappeared over the side and reappeared minutes later, dripping, holding three conchs. Conch ceviche for lunch today.

From the heights of Gibbs Cay ridge we can see the massive docks of a cruise ship terminal. Were we closer we'd notice a huge freeform pool, shops and restaurants, a deluge of people populating the world's biggest Margaritaville.

Tomorrow the streets of Cockburn Town, whitewashed stone fences guarding historic colonial homes, will be filled with visitors, color-coordinated jeeps, a tour bus or two.

Tonight it belongs to my wife and I, strolling all but alone on byways that show like a set piece for a play only the actors have already said their exit lines.

Tonight we feel like we are at the edge of reality – a surreal quality to this sleepy village, this somnolent oasis that is nonetheless the capital of Turks and Caicos.

That surreal quality was a dominant impression when we toured Middle Caicos.

We scrambled past stalagmites in Conch Bar Caves, dodging bats, slip-sliding through black caves chasing



Getting ready at Bohio Dive Resort on Grand Turk, a must-do for serious divers

ghosts of Pre-Columbian Lucayans who considered these sacred places.

We marched down a rock-strewn path toward the ruins of Wade's Green, an erstwhile 18th-century plantation.

We drove for an hour along serpentine roads encased in green foliage, blue skies and bluer seas for company. We saw one other car. At Mudjin Bar and Grill, an eatery boasting one of the best views in North America, it was only my wife and I and two other people.

The edge of the world ... Maybe the edge of reality.

Something surreal about visiting Water Cay off Provo (hard by Pine Cay and Mangrove Cay) accompanied by more iguanas than people, the only sounds the wind whispering in casuarina trees fragile and graceful as ballerinas.

There's something surreal about the fact that only five nautical miles down the coast on Parrot Cay, Bruce Willis and Keith Richard both have houses.



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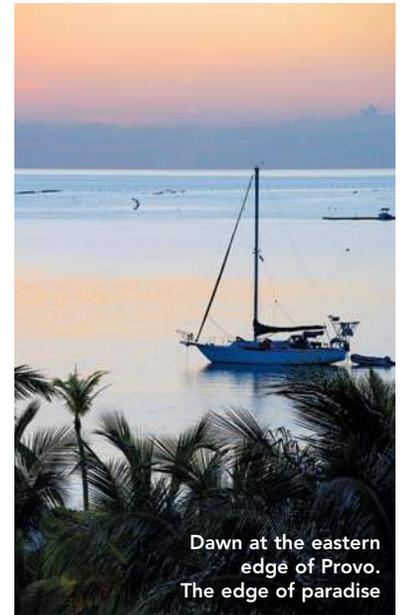
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Turks and Caicos (Turks comes from the ubiquitous Turk's Head cacti, Caicos is Lucayan for 'string of islands') comprise roughly 40 islands and cays (most uninhabited) stretching south and east along the furthest reaches – the 'edge' – of the Bahama Banks.

They lie thirty miles from the Bahamas, and a hundred miles from the Dominican Republic.

Go due north: next landfall the Carolinas. Head east: next stop, the Sahara.

While this sense that in the Turks and Caicos you've really gotten away from it all, is part of the appeal, it doesn't tell the whole story.

Provo is elegant and sophisticated, populated by hostelrys like Blue Haven, the Alexandra, the Beach House, Villas del Mar, Gansevoort. It boasts a wealth of dining options. Think catch of the day at Seaside Cafe, beef tenderloin amid gar-

den mood lighting at Opus. Or go with the locals, lured by the scents of barbecue and jerk at the weekly fish fry, serenaded by dreadlocked musicians pumping out tropical grooves.

Late one afternoon – our last on this appealing archipelago – I'm lounging on the beach outside our suite at Bohio Dive Resort on Grand Turk.

The setting sun gilds the sea, and waters are predominantly aquamarine close to shore. Way offshore the waters are painted indigo, a perfectly straight line marking the changing colors.

One our return trip from Gibbs Cay our skipper pulled up beside a white buoy. "Right here," he said, pointing, "depth is fifteen feet. Over there it's seven thousand."

The Turks and Caicos really are islands at the edge.

The edge of paradise itself.



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

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Renovations to Yacht Club Costa Smeralda (YCCS) BVI, in Virgin Gorda, will offer both pampering as well as practical services to visiting yachtsmen when completed this winter. On the creature comfort front, new and expanded services will include extensive provisioning – from fine wines and liquors to international delicacies – and concierge services: excursions, transfers, day-trips, leisure activities and more. YCCS will also provide a range of on-board services that range, for example, from catering to spa treatments, yoga and personal training. In the must-have arena, YCCS Marina will add a pump-out service as part of its ongoing commitment to protecting the marine environment, one of the first facilities of its kind in the BVI.

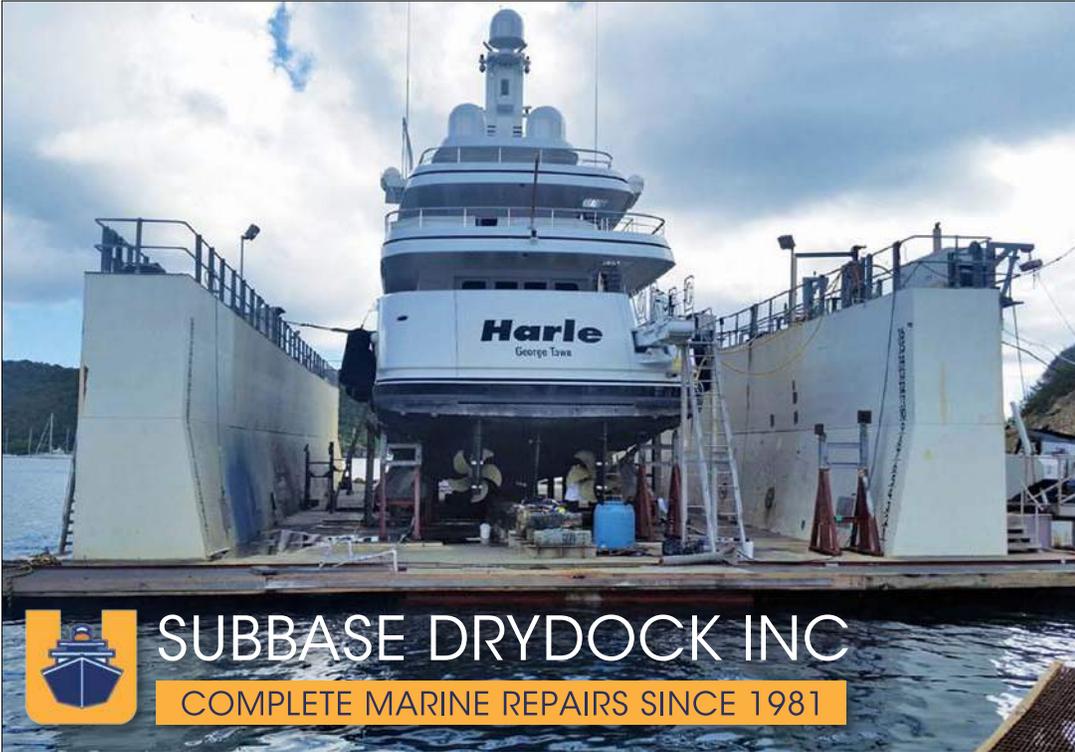
“YCCS Marina activities will be operational this winter season, however the Clubhouse will remain closed until January 2017,” says Jill Campbell, press and marketing officer

for YCCS. “When we reopen, we will have a new crew bar and restaurant. This will be a more casual space compared to the existing dining facilities which offer luxury service. A delicatessen and boutique will also be available. Two guest suites will be completed during 2017.”

Regattas planned for YCCS BVI in 2017 include the Rolex Swan Cup Caribbean (March 1 to 5), 50th YCCS Anniversary Regatta BVI – Round the Island Race (March 7), and Loro Piana Caribbean Superyacht Regatta & Rendezvous (March 10 to 13). YCCS BVI will also host the Atlantic Anniversary Regatta, which departs from Lanzarote, the easternmost of the Canary Islands on 25 November 2017, en route to Virgin Gorda, a 2800-mile voyage.

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ANGUILLA STORY AND PHOTOS BY JAN HEIN



Ivar and Freddie

One of Anguilla's legends, Ivar Carty, was an unpretentious mariner known around the island as Ivar the Diver. Each morning, weather permitting, he launched a 12ft boat from his home on the beach, climbing in with a bailer, buckets and oars held in place by thole pins.

He was 60 when we first met; lean and fit from rowing to the middle of the bay where he free dived for conch, fish and lobster. After each descent, some as deep as 80ft, he surfaced with food, tossing it in the skiff till the gunnels neared the water.

After a long pull home, Carty began the arduous task of removing meat from conch shells by pounding a hole near the top. Most sold to restaurants and all but the best of shells were added to a mountain growing beside his home. Those that were extraordinary were placed on the porch under a sign announcing: Shells for Sale.

When we sailed back to the island years later, we searched with binoculars for Ivar only to find the shell pile shrunken and slumped beside an abandoned looking house patched with bits of plywood. Vigilantly we watched for days until one

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morning, a shirtless man in faded shorts pulled a tiny boat into the sea and rowed to work. It was Ivar and he was 75- going strong and going to sea.

After watching him for days, I set out to pay a visit, hoping he might remember our boats or the little boy I took to his home to buy shells. It turned out that he'd been watching us, too, because our skiffs, like his, are powered by oars.

As he rowed toward the beach, I raced to beat him so I could land my dinghy and lend a hand. We placed driftwood logs under his skiff to serve as rollers and together pushed and pulled until finally it was in place.

I introduced myself to which he replied, "I ben watchin' you. You row dat boat as good as any man." The compliment signaled our mutual respect.

I sat with Ivar on the porch steps as he scaled and cleaned a catch of parrot fish, talking about hurricanes that hammered Anguilla in the late 90s. He recounted the horror, pointing toward the house, "Da sea come all da way up. Waves was lashin' right tru de door. It didn't break but de waves come in."

Freddie Hughes, a fishing buddy, came by with a bag of hooks and I listened as the two told stories from their days aboard Anguillian schooners. Ivar was a mere 14 when he went to sea, just a young boy sailing cargo through the Leewards and Windwards.

Both men credited their fathers for their skills, some learned at sea, of course, but the bulk of their knowledge was handed down, father to son and each of them had worked to do the same.

Recently I met Ivar's son, Doug Carty, owner and operator of Special D Diving. It was clear immediately that his love and respect for the sea came from his father. "The ocean is in my



Part of the day's catch in Ivar's boat



Ivar heading to work



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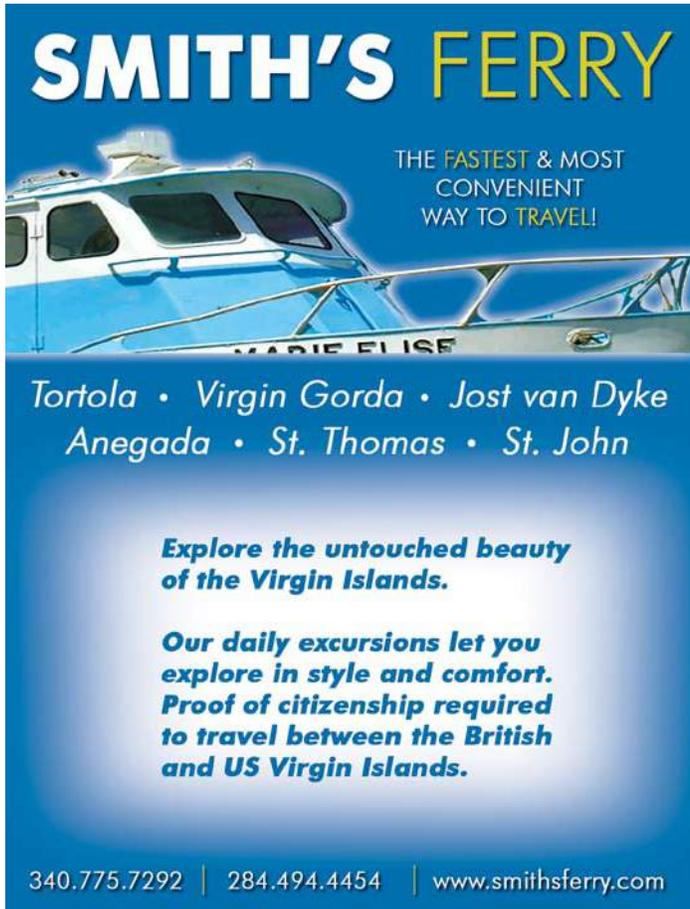
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blood – passed on from him,” he explained. “As a child I was always out in his boat.”

Doug’s master teacher was clearly his father. “When I was a teenager, I was cocky. I tried to challenge my dad with diving contests ... who could hold their breath underwater the longest.” They both dove down but Doug would come up for air, dive again and still his dad would beat him.

After earning a dive master certificate and captaining boats for others, Doug opened his deep sea enterprise in 2000 with the idea of giving customers something a little different. He doesn’t take divers on a set course nor is he concerned about consuming too much fuel. “The way I see it, my job is taking people out – to make sure they have fun.”

“There’s a variety of fish life—angel fish, parrot, eagle rays, reef sharks, octopus, sting rays. Sometimes we see whales; it just blows you away to see how big they are!”



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There are several sunken cargo ships off the island, now home to a colorful list of sea life. “The elk horn coral are dead but the soft coral fields are left,” he explained. “There’s a variety of fish life—angel fish, parrot, eagle rays, reef sharks, octopus, sting rays. Sometimes we see whales; it just blows you away to see how big they are!”

Doug also loves what he calls the small stuff like nudibranch. “They’re known as sea goddess, and sea horse – pipe horse – is the same family.” The more he talked, the wider the grin on his face grew. “I just love being under the ocean.”

For Ivar Carty, the sea was a means to survive. For his son, it’s a sanctuary.

Ivar Carty passed away in 2011 but his legend lives large.

Doug Carty can be reached at specialdivers.com and on his Facebook page, Special D Diving and Charters, Anguilla. ☺



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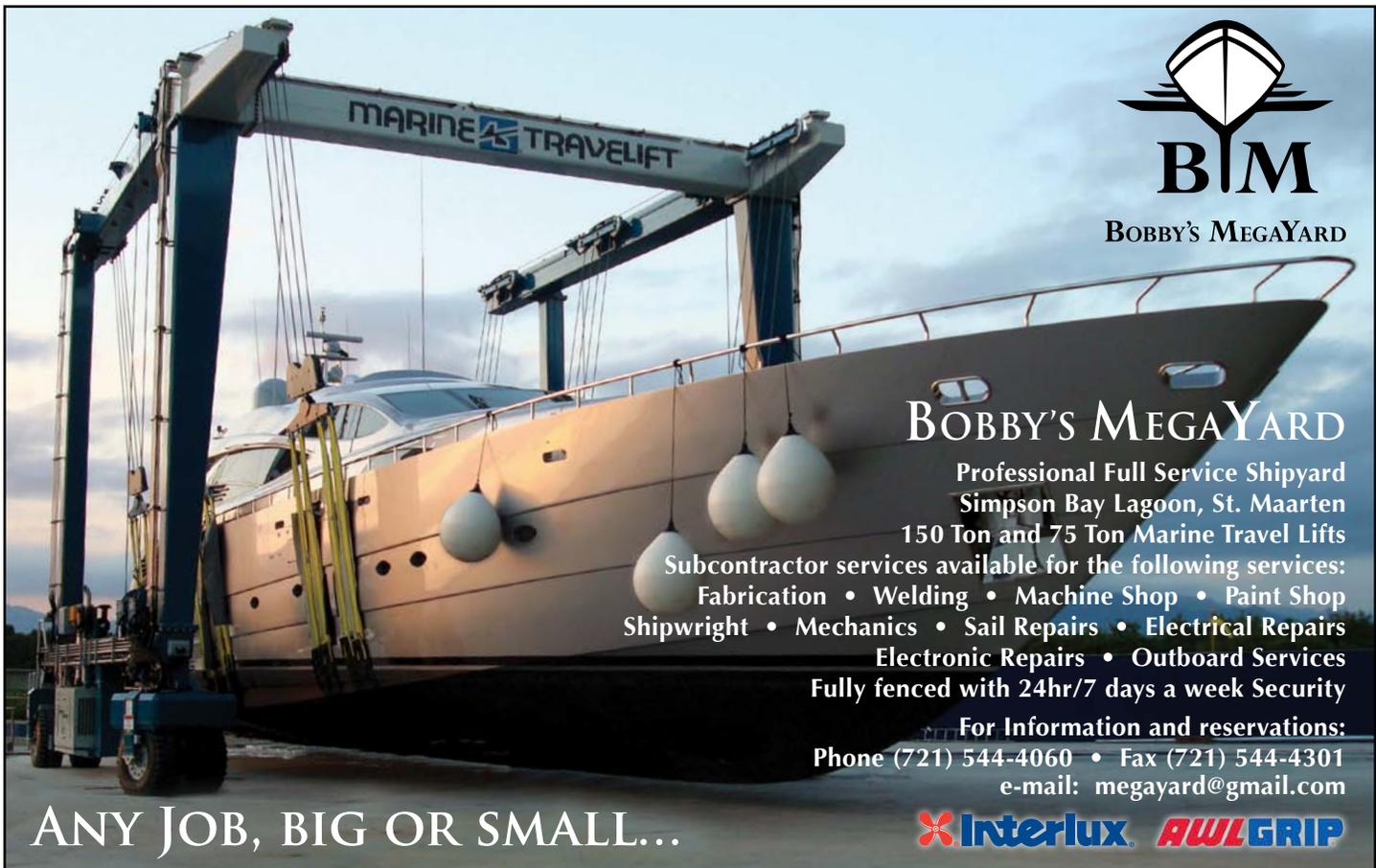
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Brewmaster Mark Heath sampling the product

When Mark Heath retired to Grenada in 2003, he seemingly had it all. The tropical climate made him the envy of friends and family back in his native U.K. The people on the southern Caribbean island were friendly and the living relatively inexpensive. He even bought his first boat, a Coronado 41, and was learning to sail.

"It was great until I realized we didn't have any decent beer here," he says. "It was lager or rum and that was it."

It was then that Heath, who first began tinkering with home brewing as a teenager, decided that if he wanted something

different, he would have to make it himself – with a little help from his wife Jill, daughter, Alice, and some expatriate friends with the same passion for a good pint.

"We brewed one beer, which we called 'Hog's Revenge' because we used to experiment on people at Hog Island," Heath says of the spot in Grenada's Mt. Hartman Bay that is a favorite of cruisers who take refuge there every hurricane season. But without a license, he couldn't sell his beer; instead, he gave it away – a concept that not surprisingly, proved popular. "Originally we were just aiming at our friends and our social circle," he says. "But everyone started to ask, 'Why don't you offer this on a bigger scale?' "

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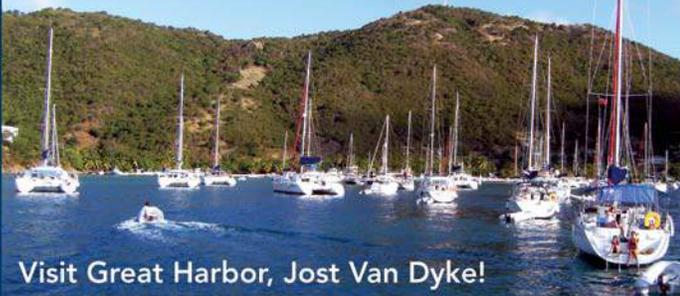
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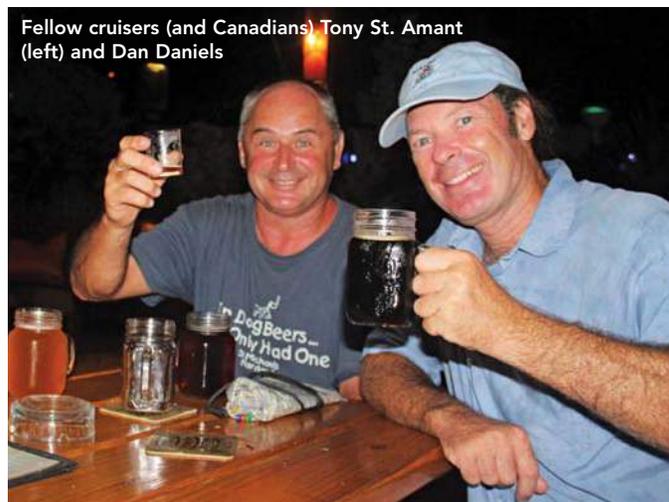
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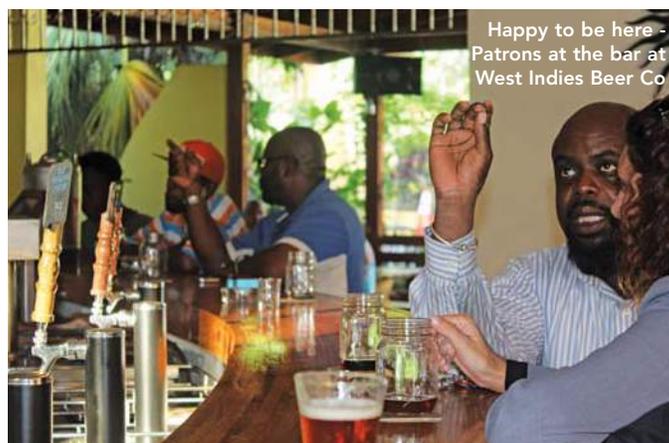
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Mark checking on the progress of a vat of the brewery's signature Windward IPA



Fellow cruisers (and Canadians) Tony St. Amant (left) and Dan Daniels



Happy to be here - Patrons at the bar at West Indies Beer Co

The idea of West Indies Beer Company was born. There were, however, plenty of growing pains.

"When I inquired about a brewing license, I got a lot of sucking through teeth and shaking of heads," Heath recalls. "People would say 'we already have a brewery here,' or warned us that we'd never get a license."

Eventually, he got a meeting with the government. "I remember picking up the phone and speaking with the controller of finance while I was in the [prime minister's] office. And, they said, 'Look, we have Mark here, this is a great idea. Let's make this happen.' And I thought brilliant, that's exactly it. That's exactly what we need."

But a year and a half later, there was still nothing. No one in Grenada had issued a brewery license in more than a half-century, so the bureaucrats hadn't a clue how to process one. Months of digging through archives and old laws dating back to before Grenada's independence from Britain in 1974 finally yielded a license in January 2014.

Still, opening such an operation on an island naturally presented some sourcing issues. Yeast, malt, and hops (used in West Indie's signature brews, including Windward IPA and Dockside ESB) must be brought in from the U.S. "If we run a little short on hops, it doesn't mean we will quickly get some in. It means we have to change the brewing schedule or think of a different beer."

In fact, the tenuous supply chain has been the inspiration for more than one new brew, Heath mentions. "Sometimes it's driven by what we have on hand. It's like: we have all this and some of this, what can we brew from that?"

One key ingredient is definitely not in short supply. The water coming off the island's lush mountains is "fabulous," as Heath describes it. "I look in the kettle when we fill it and I think I could dive in there. It looks so inviting because it's crystal clear."

The end product? "The beer is incredible," says Tony St. Amant, a Canadian sailor and first-timer at the West Indies tap room, in regards to a mug of Rogue Pirate – described



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as a not-too-bitter, English-style pale ale. "For what I like, it's about perfect," he says.

Fellow Canadian cruiser Dan Daniels grew weary of the "very light, watery beer" he couldn't escape from as he sailed south. Then he found Dockside ESB at the Grenadian settlement on Carriacou. Within 24 hours of dropping anchor at Grenada's Prickly Bay, he was sidled up to the bar at West Indies.

Texan Gigi McFarlane, who is cruising with her husband Mike on their 43ft cutter *Last Tango*, is a long-time beer enthusiast. She's tried the Windward IPA and likes it. It has "just the right amount of hops ... without being too heavy," she says, acknowledging that with at 6.8 percent alcohol content, it "packs a bit of a punch."

Changing the Grenadian palate has been harder, although the locals are coming around, Heath says. "For us, the real pleasure comes when we get a rum shack up country and the guy says 'we need another case of Old Mongoose,' and we say we didn't know you had the first case."

If hoppy ales aren't your thing, West Indies also offer hard cider, made out of the mangoes, watermelons, and pomegranates grown on the island. Heath's wife Jill gets credit for that idea, which has proven a big success.

With a recently arrived shipment from China of shiny new 450-gallon vats – three times bigger than the current ones – production is set to ramp up. There are also already plans to order the first 2,000-gallon vessels by year's end.

It's still a drop in the kettle compared to Grenada Breweries Ltd., makers of the mass-market Carib and Stag brands. Keeping things small has led to a somewhat counterintuitive business practice: "We can't advertise. If we advertise, then more people will want to drink our beer. But that's not good – we just run out quicker and upset more people," Heath says with a chuckle.

And he's reticent about a five- or ten-year plan, other than to say that he hopes to cede more of the operation to his daughter.

"I would like to have more time and get back to sailing," he says. "But I wouldn't trade this experience for anything." ☺

Scott Neuman is on sabbatical from NPR in Washington, D.C., as he and wife Noi cruise the Caribbean aboard *Symbiosis*, their *Tayana 37*. Visit: svsymbiosis.blogspot.com

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GRENADA BY CAROL M. BAREUTHER



PHOTO: PATTIE HALL

La Diabliesse prepares to set sail

Racing around any island is a thrilling experience, but sailing west around Grenada from Petit Calivigny, with an overnight stopover at Tyrell Bay, Carriacou, and back again doubles the adventure. This is just what a fleet of boats did in the Petite Calivigny Yacht Club's second annual Round Grenada Regatta, held August 21 and 22. Since the regatta is all about fun, there are no handicaps. The boat that finishes first wins the race and the accumulated times of both legs determines the overall regatta winner. This year, grand champion was Grenada's Robbie Yearwood aboard his J/24, *Die Hard*. Yearwood, however, was not without keen competition.

The course north to Carriacou on the first day saw some interesting match racing between Yearwood and Barbados' Gus Reader aboard his J/24, *Shakin*. *Die Hard* won the start and was closely tailed by *Shakin*. It soon became a three boat race

The reaching start off Tyrell Bay was closely contested, but Froehlich's *La Diabliesse* managed not only to get ahead under full main and a big jib, but also did so at an angle that gave the boat consistently good speed.

between the light displacement hulls of the two J24s and *La Diabliesse*, a 33-footer designed and built by Grenada's Rene Froehlich, who was also at the helm. The three boats constantly changed positions each leapfrogging over the others by finding their own private zephyr. This continued until Victoria, on Grenada's northwest corner, after which *La Diabliesse* headed offshore looking for more breeze, while the two J24s

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Grenada's Robbie Yearwood (white shirt) at the awards for his win overall aboard his J/24, *Die Hard*

PHOTO: JOHN WHITSETT

stayed closer to land to maintain windward positioning in anticipation of the westerly going running current.

"The breeze soon filled in and our two J24s developed an unassailable lead," tells Yearwood. "Since there was no handicap, when the wind strengthened, both of us had lots of fun experimenting with innovations to offset our short waterline disadvantage relative to *La Diabliesse*. The most successful was creating a trapeze by rigging a bosun's chair to the spinnaker pole topping lift. *Die Hard* eventually managed to overtake *Shakin*, and won the first leg of the race."

Beating to Carriacou, with steady breeze, through the beautiful Grenadines with crew on both *Die Hard* and *Shakin* on makeshift trapezes was one of the most exciting stories of the regatta for Reader. "So was handling sixteen hours of offshore racing with spirit and style with my all girl youth crew," he says.

Carriacou Marine hosted a lovely evening of dinner and live entertainment, followed the next day by a 10am start back to Grenada. The reaching start off Tyrell Bay was closely contested, but Froehlich's *La Diabliesse* managed not only to get ahead under full main and a big jib, but also did so at an angle that gave the boat consistently good speed. It was at this point that the team enjoyed watching its competitors slowly recede in the distance astern.

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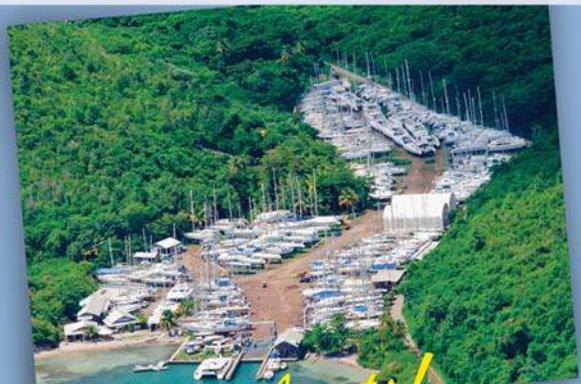
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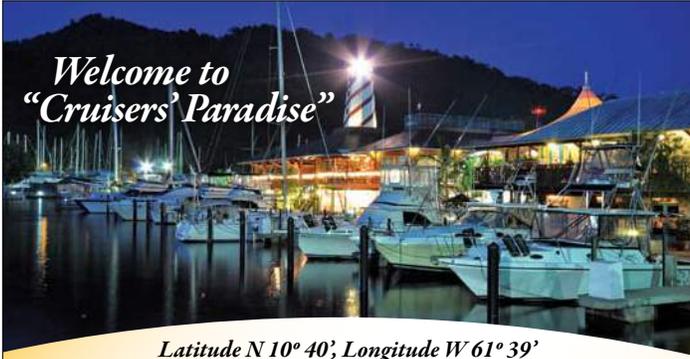
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Photo of *Shakin* from *Die Hard* during the race as the boats struggle with the early morning calm

PHOTO COURTESY OF DIE HARD

"The wind started to ease as we reached Grenada, but it kept blowing enough to keep our speed up enough to stay ahead of the opposition," tells Hugh Pringle, crew aboard *La Diabesse*. "Then, spinnakers appeared to windward and behind us and started to gain. Eventually the wind went astern enough so we in turn could hoist our spinnaker and accelerate a little. We sailed past the familiar headlands and bays of Grenada's east and southeast coasts until finally Petit Calivigny and Le Phare Bleu came in view. Our competitors were still well astern as we crossed the finish to take line honors. Our second day's success gave us third overall, behind *Die Hard* and *Shakin*, pretty good for the first racing event on a new yacht and of course a new crew. So here's to the next race and more success!"

For full results, visit: www.pcygrenada.com/round-grenada-regatta-2016-results

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

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CARLOS COSTE SETS TWO RECORDS DURING BONAIRE DEEPSEA CHALLENGE

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Carlos Coste

Carlos Coste set a new Continental South American record of 69m in the purest freediving discipline of Constant No Fins (CNF) in a time of 3m and 33s. Four days later, the Venezuelan broke his own Guinness World Record by diving to 177m, the longest distance freedive in open waters with one breath.

Organized by the Deepsea School, September 2-10, the second Bonaire Deepsea Challenge was a success on many levels. Eight days of competition culminated in one world record, two continental records, seven national records, two Guinness record attempts and countless personal best dives. The competition comprised four freediving disciplines spanning six official diving days and took place just 500m from shore in the beautiful blue and deep waters off the Van der Valk Plaza Beach Resort – one of the competitions key sponsors.



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American freediver Ashley Chapman set two national records



PHOTO: GABY COSTE



The Guinness World Record attempts were of considerable interest. Spectators lined the finger piers of downtown Kralendijk while Coste and Marina Kazankova of Russia prepared for their momentous dives. Marina impressed onlookers with a 154m dive in a mermaid tail. The dives were dedicated to the conservation of Bonaire's pristine waters.

Both divers' records were confirmed by AIDA judges Kimmo Lahtinen, from Finland, assisted by Belgium's Marie Martinez.

The Venezuelan-American journalist Casto Ocando confirmed the records as a witness. The final certification was conducted by notary Kenneth Arends from Bonaire. The records were referred to London for approval by the Guinness Record Board.

The event marks the first time an international freediving competition has been filmed using a 360° format both on the surface and underwater. The filming was carried out by 360 hub producers led by Dave Faires and Tom Boyd and can be viewed at: <https://youtu.be/Bcyk-froEh4>

Although only in its second year, the competition was attended by some of the world's most elite athletes including three world record holders and, of course, the co-founder of the Deepsea Challenge and eleven times world record holder Carlos Coste.

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For more information about the Deepsea Challenge, visit: deepseabonaire.com/deepsea-challenge-2016/

The International Association for the Development of Apnea, AIDA, is the international sanctioning body for freediving, individual and team competitions, and freediving world record attempts. aidainternational.org

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Deepsea Challenge Bonaire 2016 was organized by Gaby Contreras, wife and manager of Carlos Coste and was made possible by a large group of private companies and sponsors.

There were many notable performances in the competition. Jeanine Grasmeijer of the Netherlands broke the AIDA (International Association for the Development of Apnea) Free Immersion (FIM) record taking it to 92m. Carolina Schrappe of Brazil opened the event by plunging to 95m on a Variable Weight (VWT) dive. VWT means that Schrappe used a sled to drag her down to depth and then ascended under her own power.

Alfredo Roen from Tenerife, Spain surpassed his own national record by reaching 102m in Constant Weight to win his division, while American freediver Ashley Chapman set two national records for the USA of 84m in Constant Weight and Free Immersion winning the competition as the most distinguished athlete in four disciplines.

Alex Alvarado, the first Puerto Rican to compete internationally in this sport, achieved three national records: Static Apnea, with 5m 29s under water; and 50 meters deep in Free Immersion and Constant Weight. Frenchman Aurore Asso created a new national record of 54m in constant no fins.

Deepsea challenge Bonaire 2016 was organized by Gaby Contreras, wife and manager of Carlos Coste and was made possible by a large group of private companies and sponsors. Plans for next year include more involvement for spectators and live video feeds of the event.

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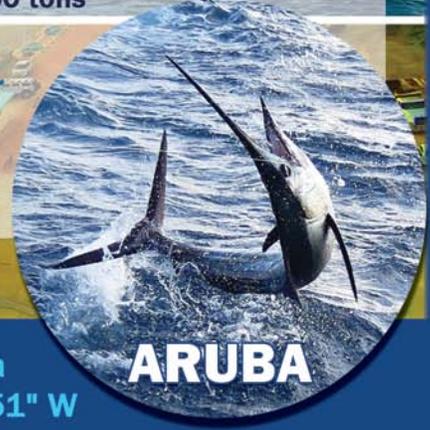
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St. Martin	Captain Oliver's	590-590-87-33-47	10'	150'	160	●	110/240		●	●	●	●	●	●	●	16/67	
St. Thomas	American Yacht Harbor www.igy-americanyacht-harbor.com an IGY destination™	340-775-6454	10'	110'	134	●	120/208Y/240 VAC 30 to 100 amps, 60 Hz	Cable	●	●	●	●	●	●	●	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 Draft	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 Boatyard & Marina	12° 00.6' N	061° 44.0' W	473-439-3939	11'	150'	37'	0	110/220; 50Hz	7:30am-4:30pm	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 an IGY destination™	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 Draft	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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2
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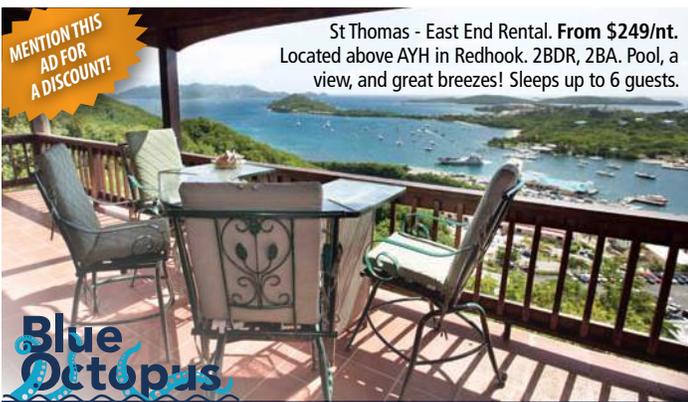


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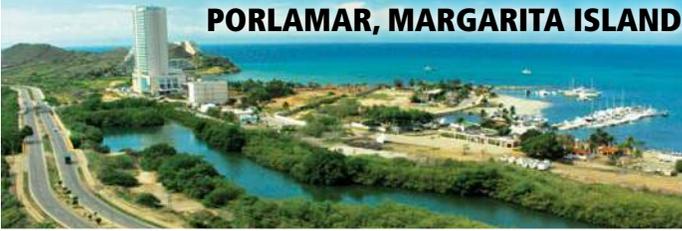
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4
ST. CROIX, USVI. Rare 3 BR/3 BA two-story fully-furnished condominium with spectacular views over Christiansted Harbor. Schooner Bay location provides sweeping views over the sea. Very large master suite and two patio areas offer a 180-degree view spanning from Gallows Bay to the Buccaneer Hotel. Very private location, lots of upgrades including white tile floors, lighting and mahogany interior doors. A 4 KW generator powers the entire unit. Price: US \$299,500

JULIE SAN MARTIN, Team San Martin/RE/MAX St. Croix
julie@teamsanmartin.com | www.teamsanmartin.com
 Office: (340) 773-1048 x305 | Cell: (340) 690-9040



5
WOODLANDS, MONTSERRAT. Extraordinary opportunity to own this extremely private, waterfront property on a 0.4-acre lot. The 3 BR/2 BA villa, Caribbean Dreamin, needs a little bit of upgrading, but it is ready to move in as is, which is furnished, as well. Stunning views from hilltop location. Features include swimming pool. Price: US \$395,000

MARIE-JOSEE BORDUAS, Owner, Montserrat Villas
mj@biscotti.com | www.montserratvillas.com
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6
ST. DAVID'S, GRENADA. Beautiful 0.45-acre water-view lot is located in one of the island's most exclusive gated areas, Westerhall Point. Land faces southwest and is sloped. All utilities are in place at the property line. Westerhall Point is 20 minutes from Maurice Bishop International Airport, 15 minutes from the main shopping area of Grand Anse, and 15 minutes from the capital of St. George's. Price: US \$195,450

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7
ENGLISHMAN'S BAY, TOBAGO. Delightful cottage sits on a 1-acre lot offering spectacular panoramic views of the Caribbean Sea and beautiful Englishman's Bay, a pristine beach that has been ranked in the top 10 in the Caribbean. Cottage interior completely up-dated and features cabinetry with Caribbean cedar. There are also all new appliances and furniture. Price: US \$250,000

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45' Privilege 45 1995
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36' Bavaria, 2011 (3C/1H)...\$109,000



31' Bavaria, 2008 (2C/1H)...\$49,000



35' Bavaria, 2010 (2 or 3C)...\$94,000



35' Bavaria, 2011 (2 or 3C)...\$99,000



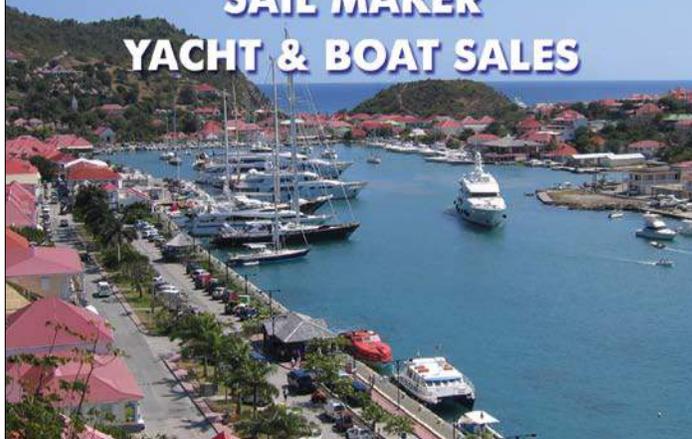
37' Bavaria, 2008 (3C/1H)...\$79,000



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1986 Wauquiez Centurion 40 **US\$80,000**



REDUCED

1972 Chassiron CF 30
€34,000



1989 Koopmans 42
US\$79,900



2016 Celtic 40
US\$454,000



2008 Hunter 49
US\$279,500



2002 Hallberg Rassy 39
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1999 Sun Odyssey 40
US\$55,000



REDUCED

1971 Swan Yawl 43
US\$69,000



1999 Mainship 430
US\$139,000



2005 Seapro 180 cc
US\$12,000



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1975 Camper & Nicholson's 41
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2000 Custom Sabre 42
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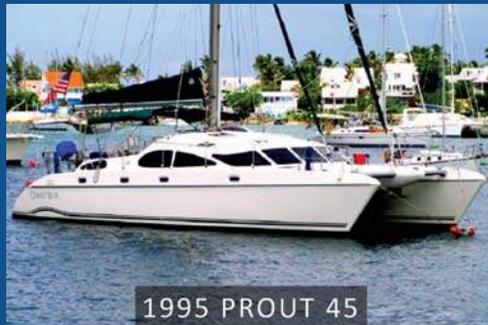
2001 NORDHAVN 40



2000 CATALINA 42



1996 34' SABRE FLYBRIDGE
SEDAN



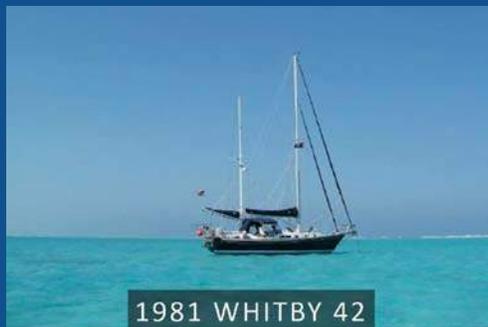
1995 PROUT 45



1995 29' WEBBERS COVE



1981 44' NORDIC SLOOP



1981 WHITBY 42



1984 BELLIUERE 41



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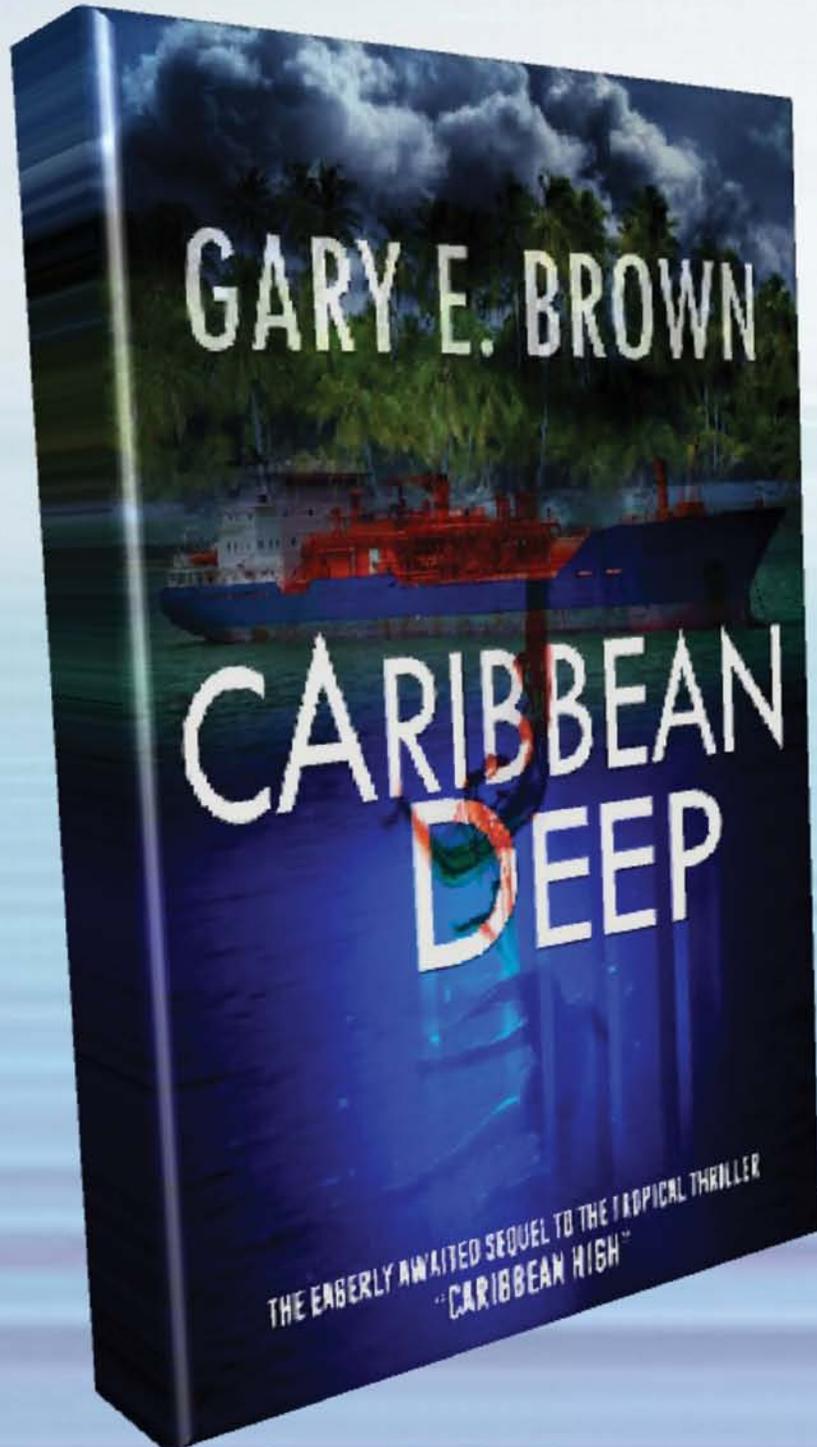
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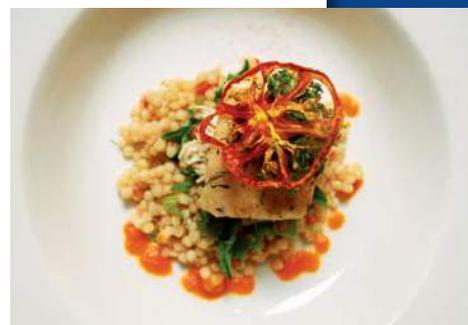
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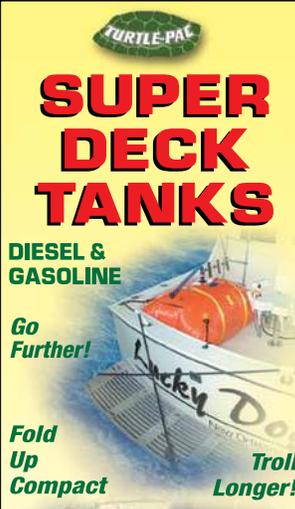
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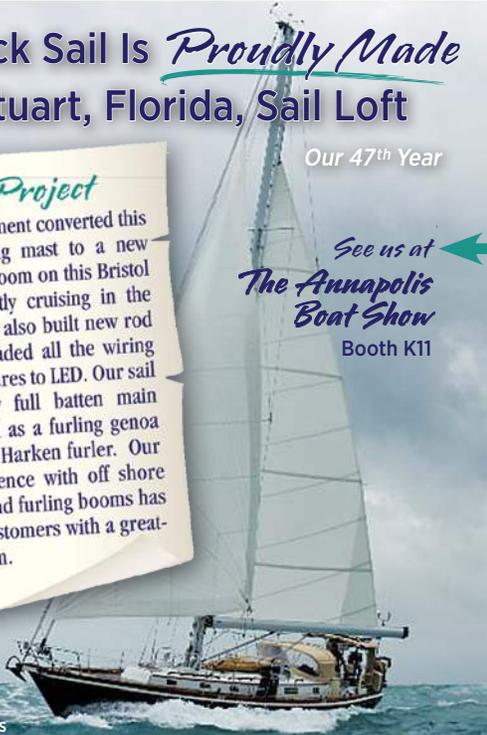


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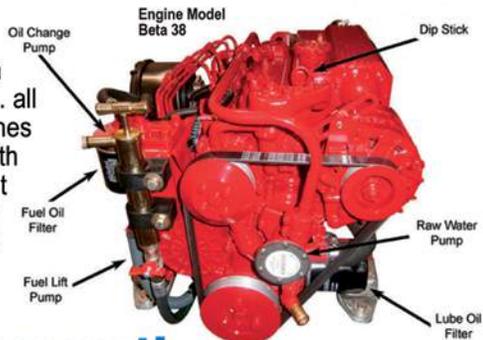
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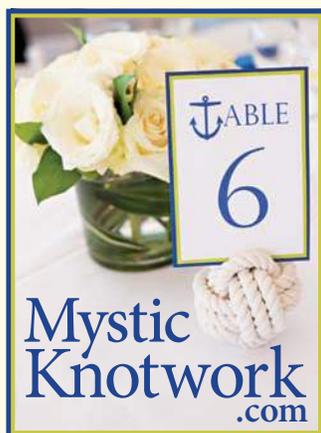
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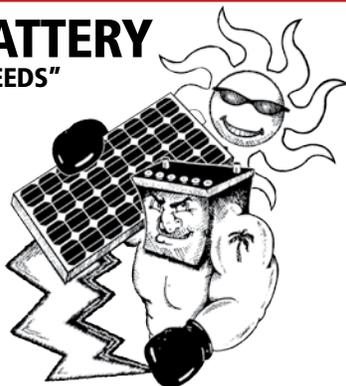
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SPICY KALE SALAD

Prep time: 10 minutes. Serves: 4

- | | |
|---|---|
| 20 large leaves Tuscan kale (the flat-leafed kind), ribs removed and leaves sliced or torn | 2 cloves garlic, crushed |
| 1/4 cup grated pecorino Romano cheese, plus more for serving | 1/4 cup olive oil |
| 1 slice sourdough bread, toasted and broken into bread crumbs, optional | 1/2 lemon, juiced |
| | Pinch red chile flakes or to taste |
| | Salt to taste |

Place kale in a medium-size bowl. In another small bowl, combine garlic and olive oil. Add lemon juice, cheese, and chile flakes; season to taste with salt. Pour dressing over kale and toss to fully coat leaves. Top each serving of salad with breadcrumbs and more cheese.

HINT: Serve within an hour after dressing the salad to avoid wilting leaves.

NOTE: The acid in the lemon juice 'cooks' the kale, leaving it tender

QUINOA AND MUSHROOM STUFFED PEPPERS

Prep time: 10 minutes. Cooking time: 30 minutes. Serves: 4

- | | |
|---|---|
| 4 red bell peppers | 2/3 cup uncooked quinoa, thoroughly rinsed |
| 2 tsp extra virgin olive oil | 1-1/3 cups water |
| 1 onion diced | 2 tsp salt |
| 1 garlic clove, minced | 1/2 lemon, juice and zest |
| 1 lb shitake or cremini mushrooms, chopped | 1/4 cup parsley |

Preheat oven to 350°F. Cut peppers in half and remove stalk and seeds. Bake peppers for 15 minutes. In a saucepan, put quinoa, water, salt, lemon zest and lemon juice; bring to a boil, reduce heat, cover and simmer until quinoa is tender about 15 minutes. While quinoa is cooking, heat olive oil in a frying pan and sauté onions, garlic, and mushrooms until tender. Mix in the cooked quinoa and parsley. Remove peppers from oven and spoon mixture into peppers. Return to oven and bake another 15 minutes. Serve on a bed of mixed lettuce leaves.

NOTE: You can also use this filling to stuff twice-baked squash. The squash takes some time to prepare, but the sweet savory taste makes it worth it.



WILD AND BROWN RICE WITH PECANS AND APPLES

Prep time: 15 minutes. Cooking time: 45 minutes. Serves: 6

- | | |
|---------------------------------------|---------------------------------|
| 2-1/2 cups vegetable broth | 1 tbsp olive oil |
| 1 cup brown rice | 1 cup chopped onion |
| 1/8 cup wild rice | 1 cup chopped apple |
| 1/2 tsp salt | 1/8 tsp nutmeg |
| 2 tbsp butter | Salt and Pepper to taste |
| 1/2 cup roughly chopped pecans | |

In a large pot, bring broth to a boil. Add rice and salt and simmer for 40-45 minutes, or until cooked. In a skillet, melt the butter, then sauté the pecans in the butter until the pecans are golden brown. Remove pecans from the pan and set aside. In the same pan, add the olive oil, and sauté the chopped onion and apple until the onions are translucent. Sprinkle with nutmeg, salt and pepper. When the rice is cooked, stir in the apple/onion mixture as well as the pecans and serve.

HINT: Serve hot or at room temperature.

SPIRALIZED ZUCCHINI PASTA WITH CREAMY AVOCADO SAUCE

Prep time: 15 minutes. Cooking time: 10 minutes. Serves: 6

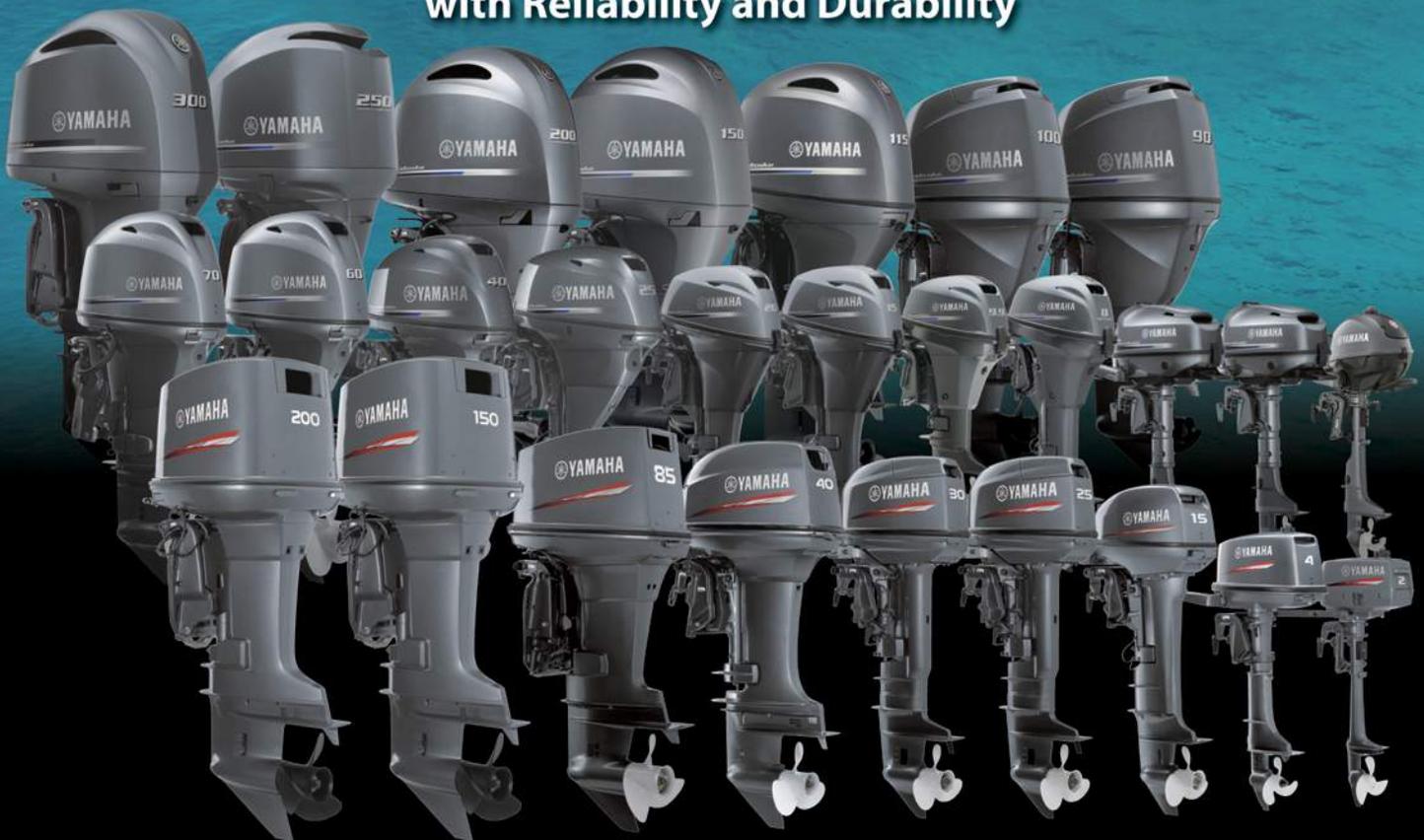
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|---|---|
| 1 zucchini, spiralized | 3 cloves garlic, minced |
| 2 tbsp extra virgin olive oil, divided | Sea salt and freshly ground pepper, to taste |
| 2 avocados | GARNISH: Freshly grated Parmesan, optional |
| 1/2 lemon, juiced | |

In a large sauté pan over medium-high heat, add 1 Tbsp olive oil. Add zucchini and stir frequently until cooked as you like. In a large bowl, add avocado, lemon juice, garlic, remaining olive oil and salt and pepper. Mash with a fork until a creamy yet chunky consistency is reached. Serve the avocado sauce over the cooked zucchini, topped with Parmesan



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