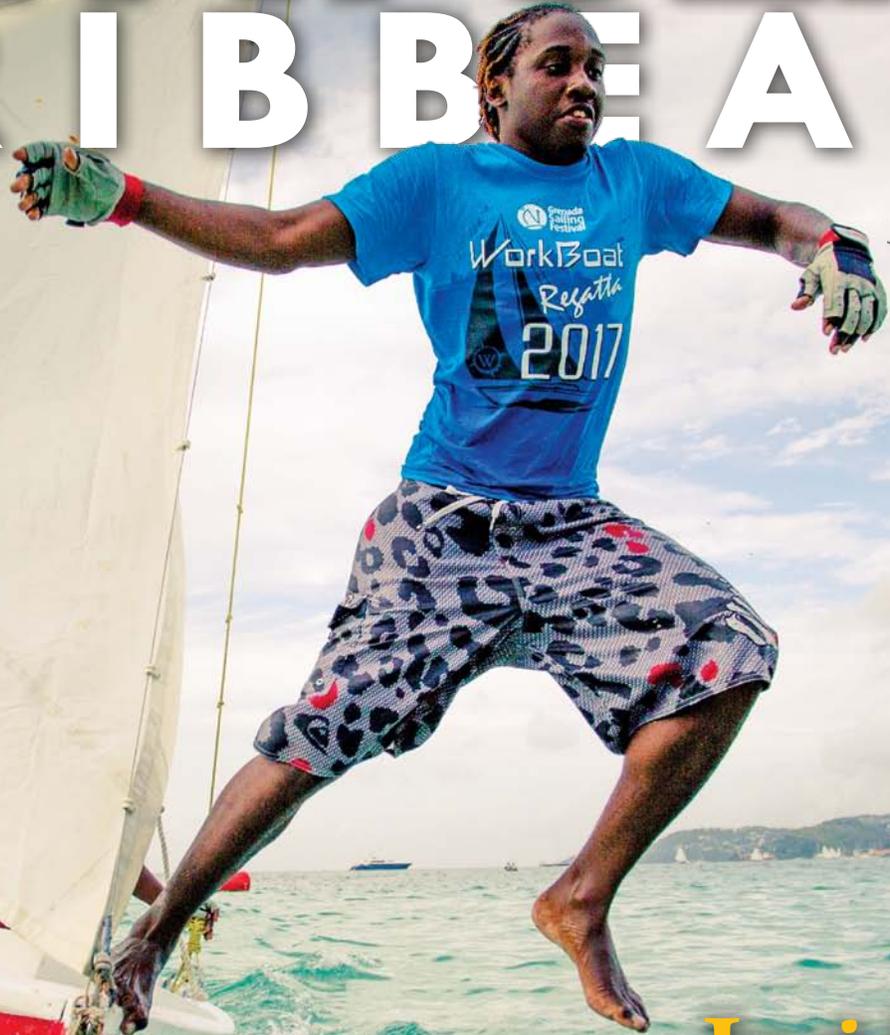


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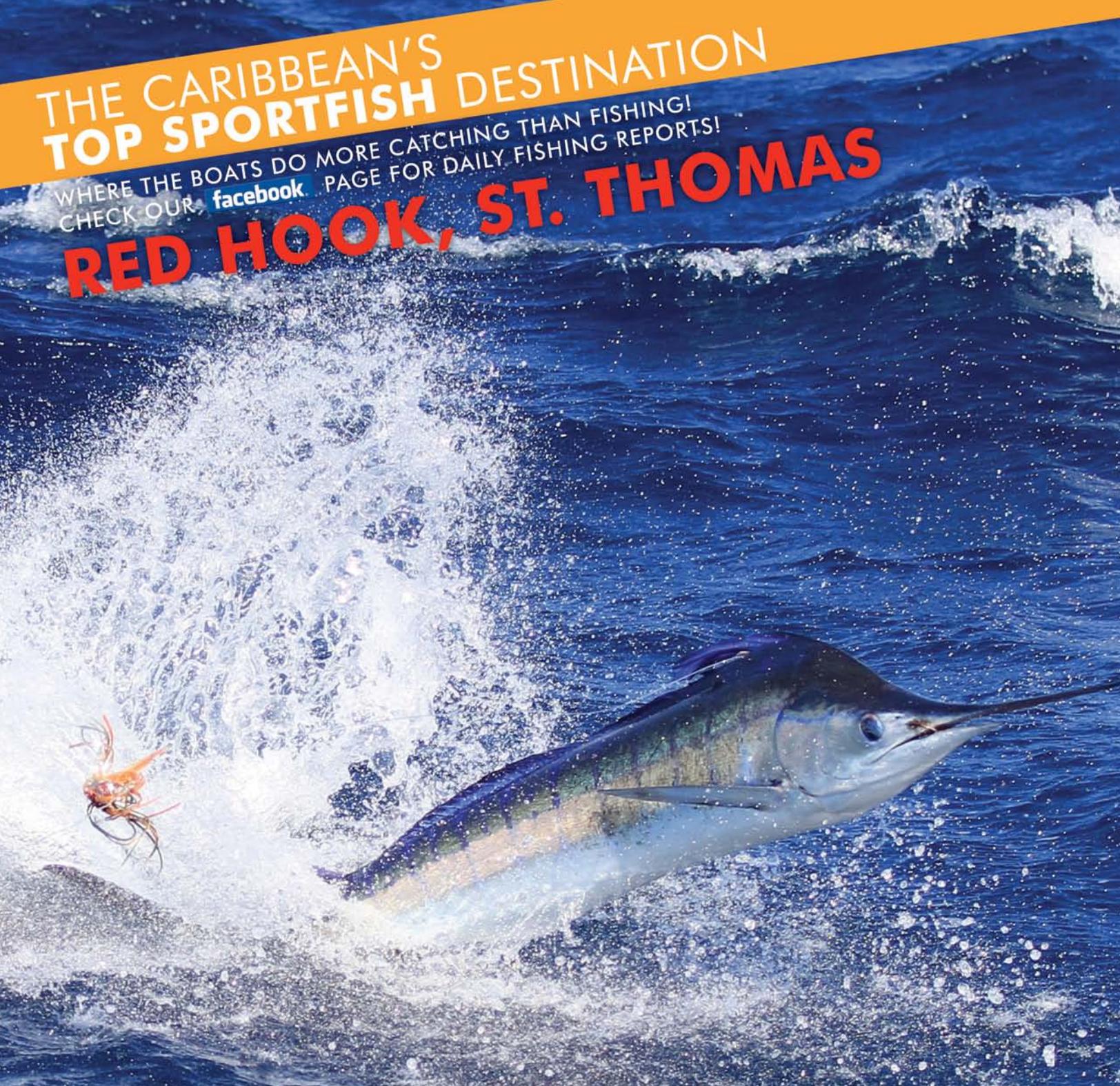
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Antigua Sailing Week –

# INTRODUCING A NEW CLUB CLASS

Get all the fun, excitement and action of Antigua Sailing Week by participating in its new Club Class. The Class is open to sailors who want to participate in the regatta but who take their racing a little less seriously than others; a perfect class for cruisers.

Chairman of the Regatta Organising Committee, Kathy Lammers said: "The intent of the Class is to make Antigua Sailing Week more accessible to less serious racers at a lower cost. It's designed for those who want to have fun while participating in the on-the-water action."

There will be one race per day for the Class. Only single headsail with or without pole will be allowed. No downwind sails, including mizzen staysails, are acceptable.

The Class will be scored using a Progressive Handicapping system. All entrants will be provided with a CSA Simplified Rating prior to the first day of racing. After racing, the results program will calculate the speed of each boat relative to every other boat and individual ratings will be adjusted accordingly on a daily basis and expressed as a performance index. The indices will be averaged from race to race and the averages will become new TCFs for the next race. The calculation is based on an internationally recognized and used program and will not be subjective.

All Club Class participants must accept the Progressing Handicapping procedures when they register. Otherwise they would be more suited to a CSA racing class. Acceptance of entries into the Club Class is solely at the discretion of the Organising Authority.

It will not be necessary for boats in the Class to obtain a full CSA Rating. A CSA Simplified Rating will be issued prior to the first day's racing at a cost of US \$50. Boats that already have full CSA Ratings may enter the Class, but will still be issued a CSA Simplified Rating. The entry fee for the ASW Club Class is US\$8 per foot of measured overall length.

## NOT RACING?

New for 2017 there will be Chase the Race action daily with local tour companies followed by an after party at a different beach each day around the island. Old Traditions in New Ways is the theme for 2017 as it's the 50th Edition of Antigua Sailing Week. Some favourite old venues such as Galleon Beach, Dickenson Bay and Jolly Beach are back on the programme, but not as you knew them. They will provide the venue for the after-race parties for spectators and at Dickenson Bay a huge celebration of Antiguan Culture and Music will take place on Sunday 7th May, after all the racing is complete.

## CELEBRATING THE FIRST 50 YEARS

At the time of writing, 133 boats had already entered Antigua Sailing Week and all classes are shaping up nicely. All routes certainly lead to Antigua at the end of April. This is definitely a year not to miss.

For more information visit  
**[WWW.SAILINGWEEK.COM](http://WWW.SAILINGWEEK.COM)**.



PHOTOS: PAUL WYETH AND PG LABS



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# BOAT SPEED & BUGGY RIDES

I sat down to write this after hours spent on the Heineken Regatta press boat with a camera pressed to my eye, my legs braced against the heave of the tumbling waves, and my face scoured by a sprightly 20kt trade wind. In fact, my computer keyboard is moving slightly as I type and the screen's taking the occasional lurch to port and starboard.

One year on from the last regatta and again I am amazed at the huge leap forward in boat design. The quest for ever faster boats marches on and do these new boats, even the small ones, go fast. Traditional hull colors are out and shiny is in, shapes have morphed until some boats look like they could strip off their rig and fly, UFO like, into a sci-fi movie. Is the skill to sail these super-fast, highly maneuverable boats keeping up with their development? It's a question I hear more and more. Riding home from the regatta (yes, like many sailors, I like motorbikes), I found myself behind a low-slung car with a throaty exhaust. When the driver put his foot down, he released so much power that the back end of the car fishtailed several times. High speed sailboats do the same. A flick of the wheel will make it do the twist and if you are not in full control the twist can turn into the hokey pokey. Boats do collide, people fall overboard and where once things happened fairly slowly, now they happen lightning fast. Issuing the correct orders, clearly and calmly, to a fifteen man crew, the moment someone goes overboard at 20 knots in a big sea ... well, you hope the skipper is up to it. One thing for sure, these new boats require superb seamanship and, in a strange way, what once was a dying art is coming back in force.

Races to Cuba, cruising to Cuba, it's all kicking off for this fascinating land that for so long lived in the netherworld when it came to tourism. Now that their near neighbor, the USA, has eased travel restrictions for their nationals wanting to visit the communist country, it signals rapid changes for the entire island and its people. I have friends who have regularly visited Cuba in the past and all sing its praises. Yes, the infrastructure is shaky, officialdom rather draconian, and supermarkets limited in what they offer especially to those who are used to the mega stores of the 'outside' world, but one thing all my friends agree on is the friendliness and genuine warmth of the



**Hi-speed St. Maarten Heineken Regatta**  
Lionel Pean's SFS II broke the Round the Island monohull race record at the 2017 St. Maarten Heineken Regatta. Blasting around the course in 2h 10m and 37s, the French Volvo 70 shaved 2m 5s off the record set last year.

people. There are many who say you should visit Cuba now, before it faces the inevitable changes that mass tourism and the mighty dollar will bring, and they are probably right. The US government still imposes a number of restrictions on US flagged vessels wishing to sail to Cuba and it remains to be seen if the new American administration winds back the clock, undoing all that has been accomplished to normalize relationships between the two countries. But for now, the doors are creaking open and this once forbidden land is offering everyone a warm welcome ... and oh, those classic cars! You can read about a recent visit to Cuba on page 38.

With all this talk about racing and cruising, we shouldn't forget that there is far more to the Caribbean than just warm water, as alluring as it is. This month, I was delighted to receive an article from our correspondent in Grenada, describing the joys of river-rafting and dune buggy tours to the island's remote places. We love sharing these kind of adventures with our readers, so if you have a favorite island and an exciting activity you would like to tell us about, then please email details to: [gary@allatsea.net](mailto:gary@allatsea.net)

See you on the water!

**Gary E. Brown,**  
Editor



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### DEPARTMENTS

- 8 EDITOR'S LOG**
- 14 WHERE IN THE WORLD?**
- 16 CARIBBEAN NEWS**
- 17 EVENT CALENDAR**
- 20 NEW PRODUCTS**
- 22 SAILING HUMOR**  
The Skinny on Ham Radio,  
Fatty-Style  
Sailing with Charlie:  
Vive La Difference
- 26 RACING CIRCUIT**  
Island Water World  
Grenada Sailing Week

### RACING CIRCUIT CONT.

- RORC Caribbean 600:  
A Totally Unique Race
- 34 FISHING**  
Budget Marine Spice Island  
Billfish Tournament
- 36 BOAT BUILDING**  
Shark Boats in Hot Pursuit
- 38 CRUISING**  
Cuba Calls
- 44 CAPTAINS & CREW**  
Safe Speed Rule
- 48 CLASSIC YACHTS**  
*Mariella* Returns to Race  
Antigua Classics

### FEATURE

- 52 ALL AT SEA'S TEN TOP  
CARIBBEAN MARINE  
PARKS TO VISIT**
- 58 REGATTA PREVIEW:**  
April – December 2017

### RESOURCES

- 98 ISLAND REAL ESTATE GUIDE**
- 101 CARIBBEAN BROKERAGE**
- 113 MARKETPLACE**
- 122 SPONSOR DIRECTORY**
- 124 THE DISH**  
That's What Friends Are For!

Continued on page 12

COVER SHOT: Sailing action Grenada style | **Photo: Arthur Daniel, True Blue Bay Resort**



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ISLAND EVENTS & INTERESTS

- 14 MAP**
- 64 PUERTO RICO**  
Pan Pepin International  
Dinghy Regatta
- 68 ST. MAARTEN / ST. MARTIN**  
Caribbean Sail Training:  
Steady As She Goes
- 72 ANTIGUA**  
A Rock and Roll Race
- 74 GRENADA**  
Spice Island Dune Buggies  
and River Rides  
  
Westerhall White Jack  
Workboat Regatta

- 86 BONAIRE**  
Bonaire International and  
Local Fishing Tournament

RESOURCES

- 90 CARIBBEAN MARINAS**
- 92 CARIBBEAN BOATYARDS**
- 93 SOUTHEAST U.S.  
MARINAS & BOATYARDS**



PHOTO BY JAN HEIN

Rock Stars and junior Rock Stars in the makeup room

**NEXT MONTH IN ALL AT SEA:**  
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# ALL AT SEA CARIBBEAN

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Owned and Published by  
Kennan Holdings, LLC  
382 NE 191st Street #32381  
Miami, Florida 33179-3899  
**phone (410) 929-2248**  
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# WHERE IN THE WORLD?

Congratulations to Lesley and Stuart and thanks for reading *ALL AT SEA*!



## IT'S CHRISTMAS ALL YEAR ROUND AT ALL AT SEA!

Lesley Dunning and her husband Stuart Clark sent us this festive photo from the Varadero boat yard in Aruba, taken on Christmas Day, and of course they are reading the Christmas edition of *All At Sea* magazine.

"We are beneath our yacht *Sula*, which we are sailing to our home port in New Zealand," said Lesley. "On the ground beside us is our damaged rudder, which broke 20 miles into our voyage from Aruba to Panama in November."

Lesley said they made their way slowly back to Aruba, not knowing how long the remaining piece of rudder would hold. "The office and yard staff at Varadero marina and boat yard were amazing. They helped organize customs clearance and delivery of a new rudder. Unfortunately the bolts on the quadrant were seized, so they organized a local machinist to bore them out. The owner of the company delivered the quadrant back to us on Christmas Eve! He was our Santa!"

---

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](mailto:subscribe@allatsea.net) or mail to: **382 NE 191st Street #32381, Miami, Florida, 33179-3899.**



## ISLAND EVENTS & INTERESTS

*ALL AT SEA'S*  
Caribbean Coverage



**PAGE 64**  
Pan Pepin International  
Dinghy Regatta

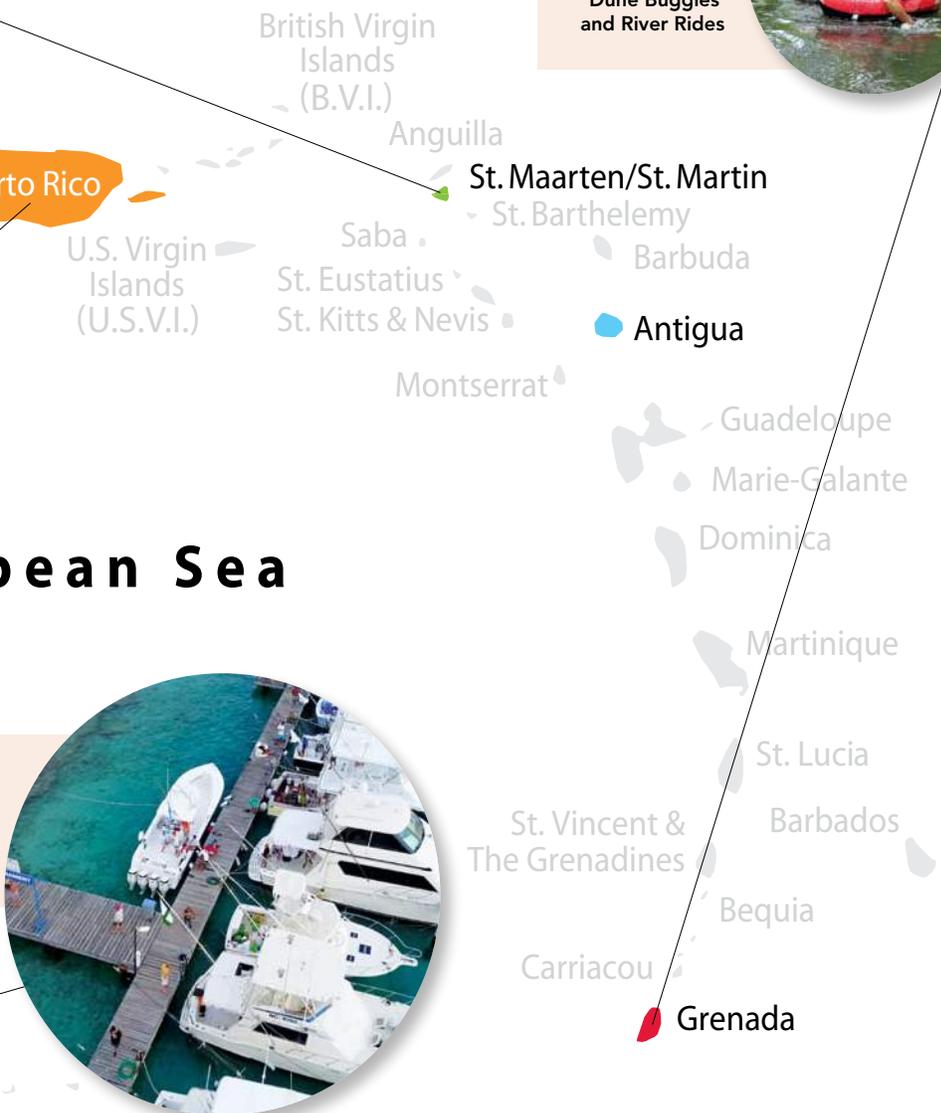




**PAGE 68**  
Caribbean Sail Training:  
Steady As She Goes



**PAGE 74**  
Spice Island  
Dune Buggies  
and River Rides



# Caribbean Sea



**PAGE 86**  
Bonaire International  
and Local Fishing  
Tournament

Bonaire

Curaçao

Venezuela

# CARIBBEAN NEWS



## HARSH REALITY HITS REALITY TV SHOW

It wasn't in the script but it highlights what can happen when things go wrong at sea.

The *Silver Queen*, a classic 78ft sport fishing boat sank while docking in Marigot, St. Martin in February. The incident occurred when a mooring line was dragged into a propeller with such force that it ripped the shaft strut out of the bottom of the hull causing the boat to immediately take on water. Efforts to stem the flow failed and the boat sank.

The *Silver Queen* was acting as a support vessel for a film crew recording the reality show *Below Decks*. The show follows the daily lives of the crew of a superyacht and is being filmed on various Caribbean islands.

The boat, which is built of wood, was towed to Bobby's Mega Yard in Dutch St. Maarten and hauled out. It is not known if the boat will be repaired or declared a total loss.

## SAINT-MARTIN BILLFISH TOURNAMENT CELEBRATES 20TH YEAR

There's more ways to win in this emerald anniversary event, set for June 21-24 off the waterfront in Marigot, St. Martin. New is the addition of 'The Billfish Challenge', a high-stakes, \$5,000 optional buy-in where the winner takes all.

"Onshore, our local food festival, 'Caribbean Flavors', will be held all three days this year due to its huge success," says director Stephen Petit. Information at: [billfish-tournament.com](http://billfish-tournament.com)

# EVENT CALENDAR

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

## BOAT SHOW:

 **ANNAPOLIS, MD**

**APRIL 21 – 23**  
**Bay Bridge Spring Boat Show**  
[www.USBoat.com](http://www.USBoat.com)  
 410-268-8828

## FISHING TOURNAMENT:

 **ABACO, BAHAMAS**

**APRIL 19 – 22**  
**Abaco Diamond Series - White Marlin Roundup**  
[www.skipstournaments.com](http://www.skipstournaments.com)  
[skip@skipstournaments.com](mailto:skip@skipstournaments.com)  
 (954) 531-7985

**MAY 3 – 6**  
**Custom Shoot-Out**  
[www.skipstournaments.com](http://www.skipstournaments.com)  
[Skip@customshootout.com](mailto:Skip@customshootout.com)  
 954-531-7985

**MAY 17 – 20**  
**Abaco Diamond Series - The Shootout**  
[www.skipstournaments.com](http://www.skipstournaments.com)  
[skip@skipstournaments.com](mailto:skip@skipstournaments.com)  
 (954) 531-7985

**MAY 31 – JUNE 3**  
**Abaco Beach Blue Marlin Invitational**  
[www.skipstournaments.com](http://www.skipstournaments.com)  
[skip@skipstournaments.com](mailto:skip@skipstournaments.com)  
 954-531-7985

## SAILING REGATTA:

 **ANGUILLA**  
**MAY 12 – 14**  
**Anguilla Regatta**  
[www.anguillaregatta.com](http://www.anguillaregatta.com)

 **ANTIGUA**  
**APRIL 19 – 25**  
**Antigua Classic Yacht Regatta**  
[www.antiguaclassics.com](http://www.antiguaclassics.com)  
[info@antiguaclassics.com](mailto:info@antiguaclassics.com)  
 268-460-1799

**APRIL 29 – MAY 5**  
**Antigua Sailing Week**  
[www.sailingweek.com](http://www.sailingweek.com)  
[info@sailingweek.com](mailto:info@sailingweek.com)  
 268-462-8872

 **BEQUIA**  
**APRIL 13 – 17**  
**Bequia Easter Regatta**  
[www.bequiaregatta.com](http://www.bequiaregatta.com)  
[bequiasailingclub@gmail.com](mailto:bequiasailingclub@gmail.com)

 **NEVIS**  
**APRIL 30 – MAY 1**  
**The Booby Island Regatta**  
[www.boobyislandregatta.com](http://www.boobyislandregatta.com)

 **ST. BARTH**  
**APRIL 10 – 15**  
**Les Voiles de Saint Barth**  
[www.lesvoilesdesaintbarth.com](http://www.lesvoilesdesaintbarth.com)  
[info@lesvoilesdesaintbarth.com](mailto:info@lesvoilesdesaintbarth.com)  
 +590(0)590 27 20 64

**APRIL 28 – MAY 1**  
**West Indies Regatta**  
[www.westindiesregatta.com](http://www.westindiesregatta.com)  
[images@alexisandrews.com](mailto:images@alexisandrews.com)  
 268-724-4435

## POKER RUN:

 **TORTOLA, BVI**  
**05/28/2017**  
**Annual BVI Poker Run**  
[www.pokerrunbvi.com](http://www.pokerrunbvi.com)  
 (787) 200-8064

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## SALTY DAWG SAILING ASSOCIATION SPRING CRUISING RALLY REGISTRATION OPEN

Registration is now open for the Salty Dawg Sailing Association Spring Cruising Rally from The BVI to the US. The rally will depart the British Virgin Islands on May 15 after several days of social activities, weather briefings, and boat preparations.

"Our Spring Rally from the BVI to the cruiser's US port of

choice is a popular event that attracts veteran Salty Dawgs who have completed the rally south in the fall and other sailors wishing to cruise in company to the States,” said Linda Knowles, SDSA Vice-President, Rally Management.

“We are especially pleased to invite cruisers from Europe who have enjoyed the Caribbean this winter and look forward to cruising the East Coast of the US and Canada this summer. This year, some of our rally participants are planning a stop in Bermuda to witness the Louis Vuitton America’s Cup Qualifiers & Challenger playoffs,” Knowles added.

On-line tracking, shoreside coordinator services and offshore communication nets are available for all participating vessels. For more details and to register for the rally, go to: [saltydawgailing.org/rally-registration](http://saltydawgailing.org/rally-registration)



**GOLD COAST YACHTS AWARDED THE 2017 ABBRA BOAT BUILDER OF THE YEAR AWARD**

The award recognizes Gold Coast Yachts’ boatbuilding facility that, through its commitment to innovation, sound engineering, quality workmanship, teamwork, and professional project management, has built vessels that demonstrate a process and product that has made a lasting contribution to the recreational marine industry.

The 120 plus large multihulls built by Gold Coast Yachts reflect the experience gained from over 31 years of vessel construction. The company got its start 30 years ago developing and refining boats for the day-charter business, primarily in the Caribbean. Today Gold Coast Yachts can be found worldwide. The company patented a unique wave piercing designed power cat in 1992 and most recently pioneered a new carbon fiber manufacturing process for custom vessel production.

Gold Coast say company founder and president, Rich Difede, has put his heart and soul into boat building and developing a highly skilled team, expected to perform under difficult

conditions. He has also put together a well-respected design and engineering team.

As a philosophy, the company believes that relationships are more important than issues. In their relationships with employees, suppliers and clients, they endeavor to embody that principle.

Gold Coast received the award at a special ceremony held January 24th in Ft Lauderdale.

**MARK YOUR CALENDARS!**

**2017 CARIBBEAN TRIPLE CROWN POKER RUN: ONE EVENT, THREE LOCATIONS**

Prep your engines for what is to be the biggest nautical event in the Caribbean. Three of the most beautiful locations in the Caribbean will form center stage, the BVI, USVI and SXM.

The three-legged poker run circuit will commence on May 28 in BVI’s Leverick Bay, continue July 2 with the Stars and Stripes in St Thomas’ IGY Marina, and culminate July 16 in Isle del Sol Yacht Club, St. Maarten. The winner of all three events will pocket \$20,000 in cash and prizes and the IGY Triple Crown Poker Run Cup.

“The amount of interest that has been received from fellow boating enthusiasts since announcing the Caribbean Triple Crown Poker Run has been amazing, we are looking forward to a great summer, this will be an unparalleled event in the crystal blue waters of the Caribbean” said Nick Willis, founder of the Leverick Bay Poker Run.

“Back in 2001, when the first poker run took place, we never thought that it would get the recognition that it has today attracting so many people to the Caribbean. This family nautical event not only brings tons of tourism and spectators but also gives back to local charities.”

The Caribbean Triple Crown Poker Run is an official member of the Florida Power Boating Club & Poker Runs of America. For info, contact the Caribbean Triple Crown Committee at: [j.lopez@caribbeanpokerrun.com](mailto:j.lopez@caribbeanpokerrun.com). Caribbean Triple Crown Headquarters: (787)529-8064

**DESTINATION CONTACTS:**

- BVI: Nick Willis (284) 542-4010
- USVI: Guilderoy Sprauve (340) 690-9340;
- SXM: Loyd Tackling +590 690-67-3611



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# NEW PRODUCTS

## CENTEK CHECK VALVE HELPS PREVENT WATER BACKFLOW TO ENGINES AND GENERATORS

The Check Valve from leading exhaust systems manufacturer Centek Industries helps prevent water from flowing back into engines and gensets.

The check valve will be especially useful on boats and yachts that navigate in a following sea, or when a backdown is needed while fighting game fish.

Like all Centek products, the Check Valve is Lloyd's Register Type approved. Manufactured from the highest quality, flame-retardant and heat resistant resin, it is available in a wide range of standard sizes for gas and diesel engines.

[www.centekindustries.com/product-category/fittings-connections/check-valves](http://www.centekindustries.com/product-category/fittings-connections/check-valves)



## FREE LED LIGHTING SELECTION GUIDE MAKES UPGRADING EASY

With its long life, greater efficiency and ultra-low battery drain, LED lighting remains one of the most popular improvements that owners can make to their boats. But with such a wide range of products to choose from, a simple upgrade can quickly seem overwhelming. A comprehensive selection guide from Hella marine: 10 Things to Consider When Purchasing LED Lighting, cuts through the confusion to make selecting and installing new lighting easy.

The free 20-page booklet explores ten key factors in LED lamp selection, including light output, beam angle, power consumption, color temperature, thermal management, construction materials, sealing, electromagnetic interference, cost and warranties. Written in a conversational style, it makes generous use of full-color images, diagrams and charts to explain main points.

Ten Things to Consider When Purchasing LED Lighting can be downloaded at [www.hellamarine.com/en/news/10-things-booklet.html](http://www.hellamarine.com/en/news/10-things-booklet.html). [www.hellamarine.com](http://www.hellamarine.com)



## POWER DOLLY SIMPLIFIES TRAILER MANEUVERING

Even a small, lightweight boat trailer can be tricky to maneuver, especially in spots too tight for both it and the tow vehicle. The Parkit360 Force 5K power dolly is perfect for these situations. It provides the muscle to effortlessly move up to 5,000lb around corners and obstacles, and is compact enough to fit in the trunk of a small sedan.

Simple to operate, the Force 5K connects quickly and easily to the trailer using its included 1-7/8, 2.0, 2-5/16 inch or 50mm ball, and Stablelock technology. A thumb toggle on the handle provides forward and reverse. With the upgraded SD B2 and B3 models, it'll even apply electric and surge brakes when in the neutral posi-



## FOR BLUE WATER, A MAN-OVERBOARD ALARM IS A MUST

Blue water cruisers, sailors and mega yacht deckhands understand the seriousness of a man-overboard situation. When every second matters, the key to a successful recovery is a quick response by crew. Emerald Marine Products' ALERT418™ Man-Overboard System is a water-activated transmitter that instantly sets off a cabin or helm alarm when submerged, without the delay common

with systems that rely on satellite signals.

The ALERT418 Transmitter is a small, lightweight device that's attached to a PFD or harness. It runs on two CR123 lithium batteries and has six flashing LED lights for increased visibility. A red LED flashes when power is low. For wet conditions, a Spray Tight Pouch is available.

When immersed, it sends an instantaneous signal to the ALERT Man-Overboard Receiver that automatically triggers a piercing 95dB alarm and bright red flashing light on the display. It can be wired to set a waypoint on a compatible GPS chart plotter, activate external strobes and speakers, and/or stop engines.

Unlike devices that rely on AIS—either by manual activation or equipment such as an auto-inflating PFD—the ALERT418 Man-Overboard System responds immediately. There is no satellite lag.

System comes with a transmitter, receiver, 15" flexible whip antenna, 25' of coaxial cable and mounting hardware. [www.emeraldmarineproducts.com](http://www.emeraldmarineproducts.com)

tion. Weighing only 67lb, it's lighter than the average lawnmower.

Because the operator is closer to the boat and looking straight at it, clearing tight spots is no longer a nerve-wracking experience and there is no concern over jackknifing. In fact, it's the ability to make acute angles that makes it so maneuverable.

With four-inch wide tires providing plenty of traction, the power dolly can handle a broad range of surfaces. It's powered by a robust 1.5 hp Bosch electric motor and conventional 12V deep cell battery. It has a built-in monitor and charger.

Parkit360 offers a wide range of options to customize the Force5K for use with different types of trailers and conditions. Wider tires, battery box, pintle hitch adapter and a frame adapter are popular upgrades.

The Force 5K comes with a 2-year warranty. A video of it in use is available at: [bit.ly/2hOhrDJ](http://bit.ly/2hOhrDJ). [www.parkit360.com](http://www.parkit360.com)

## CONVENIENT CLIPS HELP DECLUTTER BOATS

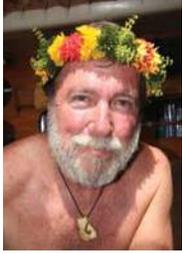
Organizing and safely storing the various accessories a boat owner needs, especially while underway, can present a challenge. Clipper and Clipmate Holding Clips from Beckson Marine secure a range of common tools and equipment, reducing clutter yet keeping them accessible.

Clipper Molded Holding Clips are ideal for boat hooks, gaffs, brooms and mops. Non-conductive, non-magnetic and non-corrosive, their unique design has no pointed or sharp edges, for greater safety than metal versions. The versatile clips are available in black or white, in eight sizes to hold items from 1/4 to 2-1/8 inch in diameter. Installation is an easy DIY project requiring only #6 countersunk fasteners.

Clipmate Extruded Holding Clips feature an extended, tubular profile to provide a simple and corrosion-proof storage solution for flashlights, chart tubes, racks and pumps. Formed from tempered B-Flex plastic, they utilize a patented leg design for permanent spring action that maintains a secure grip, even after repeated use. Sold in pairs, in a choice of four sizes, the clips handle items from 11/16 to two inch in diameter. Available in black or white. [www.beckson.com](http://www.beckson.com)

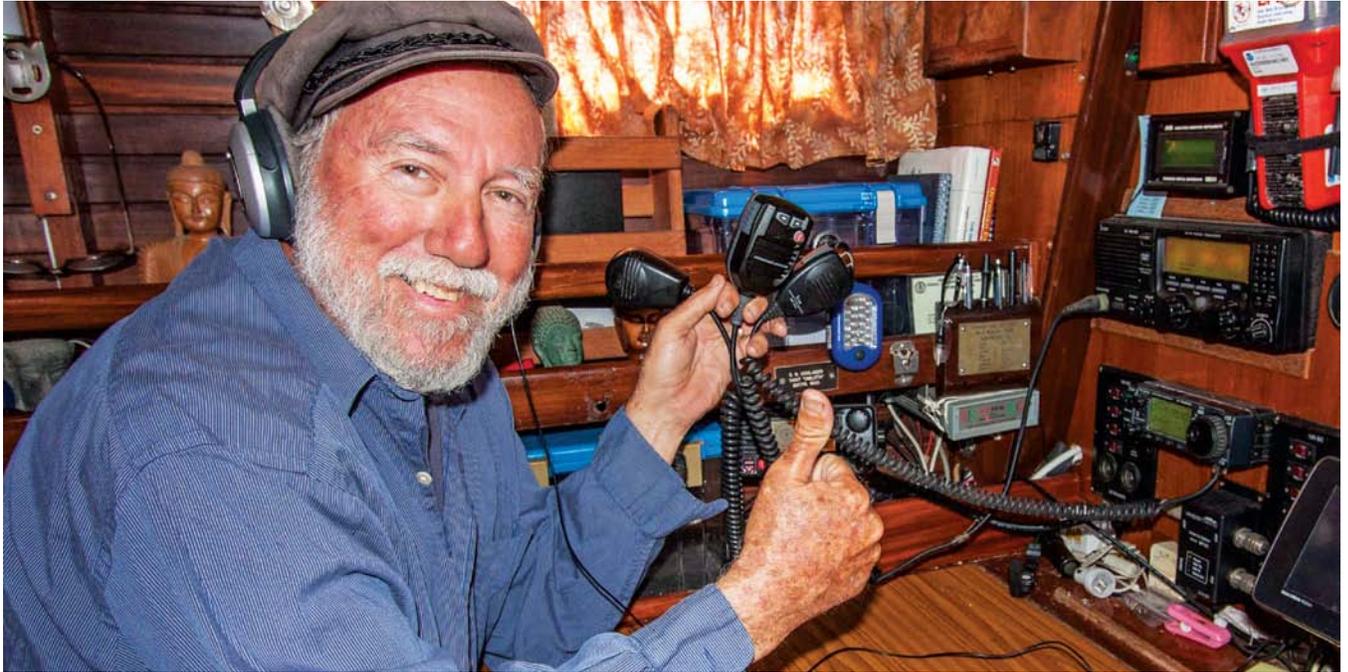


Beckson Marine's Clipper™ (left) and Clipmate™ Holding Clips



# THE SKINNY ON HAM RADIO, FATTY-STYLE

SAILING HUMOR BY CAP'N FATTY GOODLANDER



Up until recently I recommended that all circumnavigators have valid, legal amateur radio (ham) licenses. Sadly, I no longer do. This isn't to say shipboard ham radio is dead. It is not. In many ways it is better than ever. But new technologies (for better and worse) have supplanted much of the practical need for HF SSB amateur radio communications afloat.

In a sense, the 'amateur radio concept' worked all too well. The intention was to nurture an ever-expanding group of electronically savvy telecommunication dudes and dudettes (females are YLs and ex-Young Ladies in ham lingo) and to encourage experimentation.

The happy worldwide result was that—when the concept of personal computing arose—there were millions of techno-savvy international radio nerds ready to jump on the global bandwagon.

Ham radio started in the late 1800s. By 1909, the Blue Book of Stations listed 89 amateur operators. That number has now expanded globally to 2.7 million, with the vast majority of current operators in Third World nations.

My own history begins on my father's lap (K4NXQ) aboard the schooner *Elizabeth*. Listening to him communicate with the outside world from remote anchorages seemed akin to magic. Another early memory is watching a guy on a beach 'moon-bouncing' to his wife in England with a one-watt HH walkie-talkie. Wow! I started studying for my ticket (license) at nine years of age. I passed the FCC exam at twelve, becoming WN9NTY (Never Too Young) in 1964. By 1968, I was tooling around Chicago in my Chevy Chevelle with a Two Meter rig—in essence, an automotive cellphone 30 years before the average American. (Later I became WB1CYE in Boston {Cruising Yacht Enthusiast} and am currently W2FAT).

Not only was my father a ham—but my wife Carolyn (NP2MU, Miss Universe) is too. Carolyn actually has an Amateur Extra class license, strictly for super-nerds. My mother, one sister, and brother-in-law are all hams, as are numerous other family members.

Why, in this day and age when paddleboarders are yacking on their Iridium GOs (the GO stands for go-to-the-bank), is amateur radio still fun (if not necessary)?

# Floating Transceiver HX290

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First off, ham radio is all about community, safety, and international communication—all topics dear to a circumnavigator's heart. Plus, it is free in every way. (By law, you cannot charge for any communication on the ham bands.)

Nobody welcomes you into, say, South Africa because you have a Satellite Phone. But ZS1SAM (and dozens of other African hams) and I became good friends as I transited the Indian Ocean westward.

Even better, Colin ZS1RS in Cape Town had an amateur WIN-LINK shore station that we used for free (non-commercial) email. (There are hundreds of these ham-exclusive free email stations worldwide. We contact them twice daily to check our email while offshore.)

It was quite a party when we arrived in Cape Town, with numerous 'homebrew experts' helping us tune up our (radio) rigs and many local weather routers vying for our attention.

When we were hit by lightning off Sri Lanka, Indian hams fixed our HF (high frequency) radio for free because Sandeep (Google Fatty Goodlander and VU2MUE for more info) sent an email to all the local hams in the Cochin area stating, "We must fix the Revered Captain Fatty's radio—the honor of India is at stake!"

SSB radios are analog devices but we have a German PACTOR modem that converts our signal to digital. Thus we can get our email, GRIB WX files, certain types of WX charts, etc., via SAILMAIL (commercial) or ham radio shore links.

This works ship-to-ship as well. While chatting with a fellow shipboard ham 2,000 miles away, I realized he needed a certain technical graphic I had—so I zipped it to him on 20 meters ship-to-ship (no shore station involved) via PACTOR SSB.

If the above intrigues you, check out ham radio. If it sounds like boring gobblygook, well, GO to the bank. We have friends currently circumnavigating on the same amount of money other friends are sending to Iridium. Each to his own. 73s (bye!) for now, as we hams say. (88s are kisses!)

*Editor's note: The Goodlanders are currently hamming their way up the South Atlantic bound for the Caribbean, where they will end their third circumnavigation (before starting another).* ☺

Captain Fatty is the author of *Chasing the Horizon* and numerous other marine books. His latest, *Storm Proofing your Boat, Gear, and Crew*, is out now. Visit: [fattygoodlander.com](http://fattygoodlander.com)



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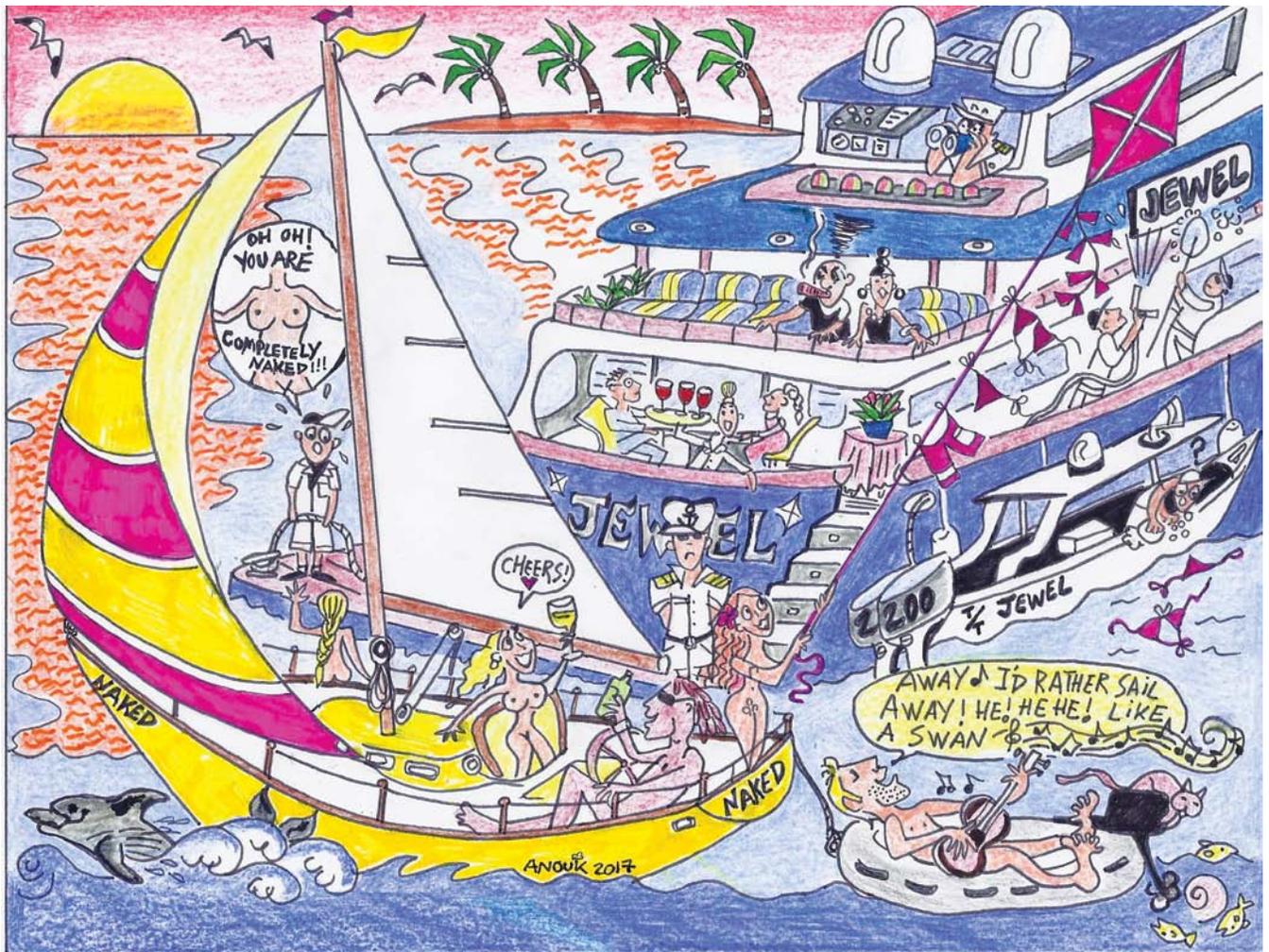
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# SAILING WITH CHARLIE: VIVE LA DIFFERENCE

SAILING HUMOR BY JULIAN PUTLEY  
GRAPHICS BY ANOUK SYLVESTRE



Charlie's just started re-reading the 1970s classic: *Zen and the Art of Motor Cycle Maintenance*. Among other things it describes the difference between riding a motorbike on long trips and doing the same thing sitting in a car. The former experience has the riders enjoying the wind in their faces, smelling the scents of the world as it goes by, being close to nature and watching the road disappear underfoot. Sitting in a car gets you from A to B but looking out of the window ... well, you might as well be watching TV.

The similarities between the above and either sailing or power boating are supremely evident. Sailing and, more impor-

tantly, passage making under sail has a crew preparing their chariot for nature's forces, equipping the vessel with all the necessities for a long voyage, eventually harnessing the wind. Voyaging under sail encompasses so many facets of life it becomes an 'education for life'.

Celestial navigation involves math and science. Practical skills like the art of sail, storm management and maneuvering under power are obviously necessary as are basic mechanics, electrical and plumbing skills, sail stitching ability, splicing rope, tying knots, woodcraft, welding, fishing, safety ... the list goes on.

On the modern power boat a colorful screen points your direction, gives you all the data you need, even names and destinations of nearby vessels. As long as all systems are running skill levels are minimal.

Psychological skills are important on any vessel – the days of the cat o’ nine tails to discipline the crew are gone, and so would your crew be if you utilized it today. Domestic chores and cooking ability are mandatory: a clean boat and a well-fed crew make for a happy team. Charlie sets the tone by always cooking the first day’s meals on a long passage. Lead from the front not from the poop deck – it’s what Britain’s greatest naval hero, Nelson, did.

You are out there in the wind and the waves, rail down, salt spray flying – exhilarating stuff. Then you see a power boat and you say to yourself – well, he can’t go around the world on a single tank of gas. Then you feel sorry for him because, unless it’s flat water, he’s either pounding or wallowing and the smoke from his exhaust tells you he’s not only polluting the atmosphere but also using fossil fuel, excessive use of which accounts for many of the world’s woes.

For Charlie, the wind calls the tune. Being out there in nature is not only therapeutic but often entices crew to gay abandon. In the warm Caribbean, clothes come off, the sun warms the body, wind blows the hair and salt spray elicits screams of delight.

On the mega yacht or power boat guests are served by uniformed servants, often behind tinted windows – for various reasons many owners and their invitees do not want to be recognized.

Seldom does the wind die in the trade wind belt of the Caribbean but when it does the power boat comes into its own and, as it goes roaring past, sailors mutter something about ‘stink pots’ and their wake. Charlie imagines the response from that gilded bridge and thinks he hears “useless rag boats.”

At journey’s end at the local watering hole Charlie will drink a beer with almost anyone but if someone tries to argue the merits of power over sail it may well be a very brief conversation. 

---

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

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# ISLAND WATER WORLD GRENADA SAILING WEEK

**RACING CIRCUIT** BY CAROL M. BAREUTHER  
PHOTOGRAPHS COURTESY OF GRENADA SAILING WEEK



Fierce competition in a variety of conditions made for an outstanding Grenada Sailing Week. Hosted January 30th to February 4th out of both the Grenada Yacht Club in St. George's and Secret Harbour Marina in Mount Hartman Bay. Sailors on thirty-one boats from as far away as Lithuania, the UK, France, USA, and closer to home, Trinidad, Barbados, Antigua, the U.S. Virgin Islands and of course Grenada, raced in six classes on everything from a J/24, a Volvo 60, and 70ft classic yawl.

Trinidad's Mark Chapman sailing his modified Kerr 11.3, *Dingo*, won the prize for Best Performing Yacht, plus came in first overall in the Racing Class against a dozen boats.

"We always have great camaraderie with other teams, but TAZ (Antigua's Bernie Wong's RP 37) is always close racing with us. Bernie's daughter Mei Ling sails with us, so it is always exciting to hear her comments," says Chapman. "For us, crew work was key. Plus, we enjoyed the weather conditions. There were shifty conditions off Grand Anse and then more sea and breeze off the south coast."

In the spinnaker-optional Racer-Cruiser class, Trinidad's Peter Morris, aboard his Frers 43, *Jaguar*, beat the UK's Andrew Yates, sailing his Dufour 44, *Piccolo*, by a mere one point. This was despite *Jaguar* breaking a hydraulic backstay in the second of nine races.

"The new format, with shorter races and better courses, worked well and the winner was only decided by the results of the final race. A well-prepared boat and enthusiastic crew that included Trinidadian, Grenadian, British, French and American nationals led to our success," says Morris.

Grenada's Robbie Yearwood, helming his J/24, *Die Hard*, won the Racer/Cruiser 2 class, while the U.S. Virgin Islands' Judd Tinius finished first aboard his 70ft, 1899-built classic yawl, *Galatea*, in the Classic class. *Galatea* traded first and second place finishes with *The Blue Peter*, an Alfred Mylne-designed 1930-built 65-footer sailed by the UK's Mathew Barker, ultimately beating the smaller boat by one point.

"Conditions this year were a bit breezy causing us to take a lit-

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A pelican's eye view ...

tle damage in the tied race, but fortunately we had three firsts at that point and were able to throttle back. Both *Galatea* and *The Blue Peter* are so closely matched that it is rare for one to have more than a two-boat length lead meaning that no one could make a mistake," says Tinius.

In the Cruising Class, the winner was Barbados' Jonathan Gittens aboard his Morgan 41 Out Island Sloop *Shangri La*.

"This was our second time in Grenada and our second victory there. The flat seas of the first couple of days suited our competitor (*After Hours*) and the larger seas of the last couple of days suited ourselves better. So, at no point in any race were we assured victory. The final race of the series concluded with us finishing seconds ahead of our competitor. As always, we had a wonderful time with great races, excellent parties and fantastic prizes," says Gittens.

Regatta organizers introduced a Class 40 division this year and welcomed one entry, the *Campagne De France*. France's Halvard Mabire sailed with a crew of just three around Grenada and set a record of 7h 19m 52s. Organizers hope to attract more entries to this class next year.

"A huge thanks to the team behind the scenes which helped



Spinnaker Racing Class

make Grenada Sailing Week 2017 the success it was," says regatta manager Karen Stiell. "We had four days of competitive sailing and our parties were 'off the hook' as they say in the islands."

For full results, visit: [grenadasailingweek.com](http://grenadasailingweek.com)



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



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# RORC CARIBBEAN 600: A TOTALLY UNIQUE RACE

RACING CIRCUIT REPORT BY LOUAY HABIB  
PHOTOS BY TIM WRIGHT PHOTOACTION.COM

PHOTO: RORC/TIM WRIGHT/PHOTOACTION.COM



*Bella Mente*— Overall winner of the 2017 RORC Caribbean 600 Trophy

The 2017 RORC Caribbean 600 started in magnificent conditions with the largest ever offshore fleet assembled in the Caribbean. Close to 900 sailors from 30 different nations competed in the 9th edition of the Royal Ocean Racing Club's classic offshore race around 11 Caribbean islands, starting and finishing in Antigua. The race was affected by unusual weather conditions, with a low pressure system sending the wind direction dancing around the compass.

## EPIC WIN FOR BELLA MENTE

The All-American Maxi72 battle lived up to expectation with Hap Fauth's *Bella Mente* and George Sakellaris' *Proteus* enjoying an epic match race. The lead in the Maxi72s changed hands on seven occasions during the race. *Bella Mente* counted 85 sail changes and at one point, both yachts were over canvassed, smoking along at 30 knots in a gigantic squall. *Bella Mente* crossed the finish just 14 minutes ahead of *Proteus* to win IRC Zero and the RORC Caribbean 600 Trophy for the best time after IRC correction for the fleet. It was the second time *Bella Mente* has won the race overall and was a sweet victory after retiring last year with keel problems.

"We are beat; there is nothing left as the whole team gave 120% or more ... unbelievable!" smiled Hap Fauth. "We are just delighted to have prevailed. We had a match race for 500 miles with *Proteus* and that is a really well sailed boat."

## MOD70 NAIL-BITER

Lloyd Thornburg's American MOD70, *Phaedo*<sup>3</sup> took multihull line honors for the third year in a row holding on to win the battle of the trimarans by just 12 minutes ahead of Giovanni Soldini's Italian MOD70, *Maserati*. The high-speed battle saw the lead change hands four times. There was high drama at Guadeloupe with vicious squalls and heroics from *Maserati*'s crew diving into the water to free the boat from a fish trap.

"*Maserati* gave us a heck of a run and it was really tough to stay ahead of a foiling boat," commented Thornburg. "Every year, I get reminded how insane a race this is and we have turned the insanity up again this year. Hanging on reaching at 36 knots, it is just incredible."

*Phaedo*<sup>3</sup> was also the winner after MOCRA time correction



Maserati and  
Phaedo<sup>3</sup> at the start

PHOTO: RORC/TIM WRIGHT/PHOTOACTION.COM



Antigua's Bernie  
Evan Wong and Taz –  
winner IRC One

PHOTO: RORC/TIM WRIGHT/PHOTOACTION.COM

with *Maserati* in second place and Robert Szustkowski's *HH66*, *R-SIX* sailed by Robert Janecki in third.

Not one to let barnacles grown on the hulls, *Phaedo<sup>3</sup>* immediately left Antigua bound for the Panama Canal and their next race from Newport Beach, California to Cabo San Lucas.

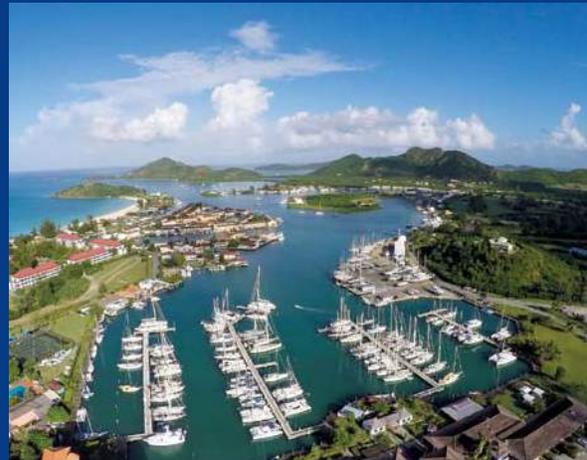
### MONOHULL LINE HONORS FOR RAMBLER 88

George David's American Maxi, *Rambler 88* took monohull line honors for the race marking David's third line honors win in this event.

"This year we had a full-on reach all the way from St. Barth to Guadeloupe," commented David. "When you are at the helm and the boat is beautifully balanced and you are doing 20 knots with a poled out J1 and staysail for 150 miles, you can't help but smile"

*Rambler 88* was also the winner in IRC Canting Keel after time correction. Lionel Pean's French Volvo 70, *SFS II* was second followed by Mike Slade's British Maxi *Leopard 3*. *Leopard* was

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Rambler 88 – monohull  
line honors winner



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also awarded a new trophy, the RORC Caribbean Series Trophy for the IRC Rated boat with the best combined score in the RORC Transatlantic Race and RORC Caribbean 600.

### **SUPERYACHT TROPHY**

Anders Nordquist's Swan 115, *Shamanna*, taking part in its debut offshore race, was the winner of the Superyacht Class.

### **MAGNIFICENT SCHOONERS**

Among the spectacular entries this year were two colossal schooners: *Eleonora* and *Adela*. At 182ft (55m) and displacing 250 tons, *Adela* was the largest yacht in the race. *Eleonora* is an exact replica of the famous 1910 Herreshoff schooner *Westward*, displacing 213 tons with an overall length of 162ft (49.5m). *Eleonora* and *Adela* racing is a magnificent sight.

### **BATTLE ROYAL AMONG THE CLASS40S**

The battle in the Class40 division was intense with three yachts taking the lead at various points along the course. Peter Harding's *Phor-ty* was leading at Redonda, just ahead of Catherine Pourre's *Eärendil*, and Halvard Mabire and Miranda Merron's *Campagne de France*. All three yachts started the beat to the finish with a chance of victory. However, *Eärendil*'s main halyard broke as they hardened up and they were forced to reef and re-hoist. This left *Phor-ty* to take the gun and the class win by just 33 minutes. With *Eärendil* under-powered, *Campagne de France* closed the gap and overtook them to snatch second place by just under two minutes.

### **IRC ONE**

In IRC One, Antigua's Bernie Evan Wong, who has competed in all nine editions of the race, was tired but overjoyed to win the class racing his RP37, *Taz*.

"Unbelievable, just amazing," said Evan Wong. "The team worked so hard, but was also a really happy bunch. I remember trying to take a rest but I couldn't sleep because there was so much laughter on the boat. We are the smallest boat in the race and to beat all of the big boats in our class is like a dream come true."

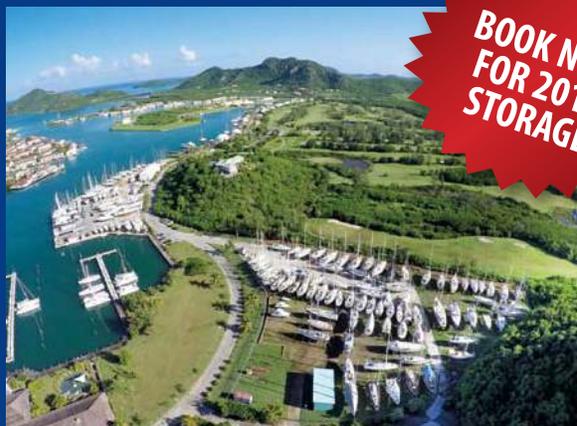
RORC Chief Executive Eddie Warden Owen congratulated the class winners. "Winning class in this race is proving more and more difficult as the quality of the competition increases each year. The weather was the biggest factor, but the persistence shown by every boat to complete this race is admirable," he said.

For full results and more, visit: [caribbean600.rorc.org](http://caribbean600.rorc.org) 

(Additional reporting by Gary E. Brown.)

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# BUDGET MARINE SPICE ISLAND BILLFISH TOURNAMENT

FISHING BY ALL AT SEA FISHING CORRESPONDENT CAROL BAREUTHER



PHOTO: GERARD DE BRUIJN

Day two and the boats head out at dawn

A new teaser system spelled success for the sport fisherman aboard the Bertram 31, *Hard Play II*. The Tobago-based team earned Top Boat at the 48th Budget Marine Spice Island Billfish Tournament, held January 21st to 25th out of the Grenada Yacht Club in St. George's, with the release of nine billfish, five sailfish and four blue marlin. *Hard Play II* angler David Sheridan scored three sail and two blue marlin releases to win the Top Angler prize. What's more, if there was an award for youngest champion captain, *Hard Play II*'s Adrian De Silva may have won. It's easy to see where the young man gets his skill and talent; his father is famous Caribbean captain Gerald 'Frothy' De Silva.

"Captain Adrian and mate Mathew Milne were fishing off Grenada for a few days before the tournament," explains the senior De Silva. "This gave them a slight advantage as they were able to find a good body of water with a good fish stock and they worked that area for the entire tournament. During that time, they identified David Sheridan as a pretty good angler and as a result the team decided to use him as their main strike angler."



The crew of Top Boat *Hard Play II* play hard at the awards ceremony

The team worked steadily, releasing two sailfish and one blue marlin the first day, another sail and blue the second day, and two sails and two blues for a stellar third and final day finish. In

their tackle technique arsenal was a new teaser system, which is still in the development stages, although already proving to be quite a success. Nicknamed the Marlin Whistle by Adrian's younger brother Curtis, De Silva says it is definitely a secret weapon that worked very well for the team.

In other awards, Martinique's Sylvie Rolles released a blue marlin on the tournament's second day to win Best Female Angler.

"The secret to our success is really simple: have fun and enjoy the time with your team," says Johan Trudart, captain of the 35-foot Faeton, *Destiny*, on which Rolles fished.

Trinidad & Tobago's Isaiah Aleong-Baksh, aboard *Pair-a-Dice*, earned Top Junior Angler with the release of three sailfish and one white marlin.

In the gamefish categories, Trinidad & Tobago's Anthony Laurence aboard *Cocobel*, reeled in the Heaviest Yellowfin, a whopping 145-pounder. Martinique's Max Maugee caught the Heaviest Wahoo, a 36-pounder, while fishing on the *Two Thou*. Grenada's Robert Miller, angling off *Zuzu*, captured the Heaviest Dorado at 37lb.

"For most anglers, the best thing about this tournament is the amazing offshore fishing that Grenada has to offer. Also, after the fishing, the jetty lime and boat parties are second to none. The entire Grenada Yacht Club is packed with boats from all over the Southern Caribbean and the evening cook ups, Soca and Reggae music and get-togethers on the dock are really something special," says De Silva.

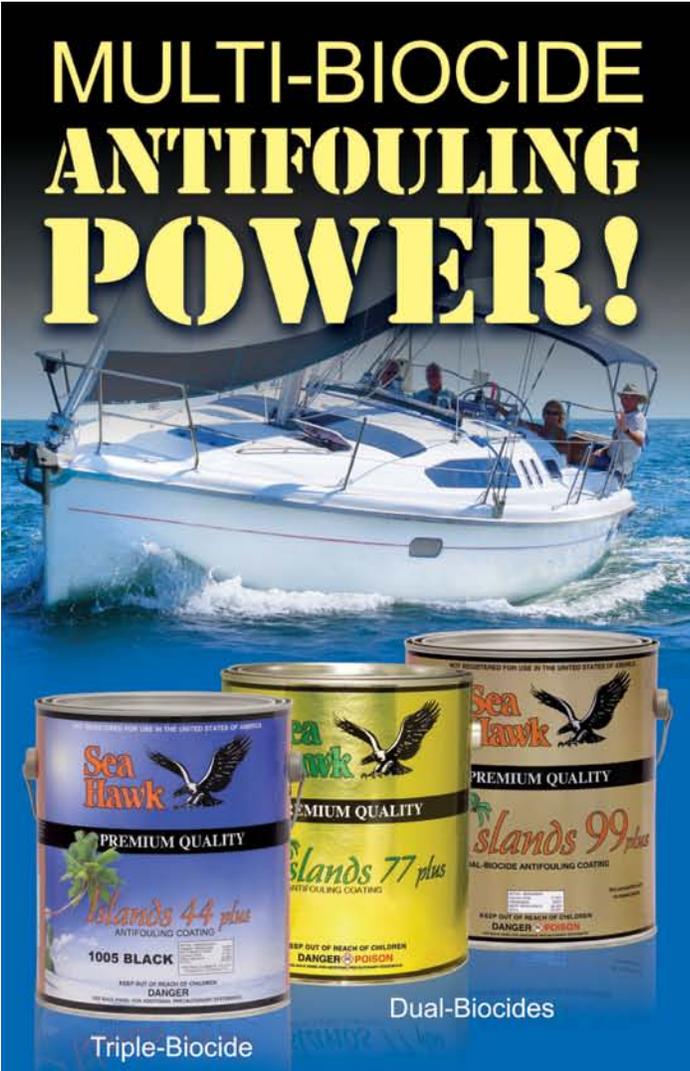
The Budget Marine Spice Island Billfish Tournament saw record participation from 58 boats and 287 anglers. In addition, as a sign of Grenada's sport fishermen's commitment to conservation, no billfish were brought to the scales for a second year in a row.

New this year, organizers continued their trend-setting use of technology by broadcasting its radio control live feed via online streams thus enabling fishing enthusiasts worldwide to catch the action first hand and as it happened.

"As chairman of this dedicated committee, I am more than overwhelmed by the success of this tournament over the years, and we have all committed ourselves to making Grenada the best fishing destination in the Caribbean," says Nicholas George, who is also manager of title sponsor Budget Marine's store in Grenada.

For more information and full results, visit: [www.sibt.gd](http://www.sibt.gd) 

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# SHARK BOATS IN HOT PURSUIT

BOAT BUILDING



Metal Shark 36 Fearless built for the Puerto Rico Police Department

Nautical law enforcement professionals in the Caribbean now have new tools to fight illegal activities such as piracy, drug running and immigrant smuggling at sea. That is, vessels built by Jeanette, Louisiana-based Metal Shark Boats that can intercept vessels at higher speeds and greater range without sacrificing crew safety. Crafts such as these are already in use by the U.S. Coast Guard in Puerto Rico and the U.S. Virgin Islands, the Puerto Rico Police Department (PRPD) and by the Dutch Caribbean Coast Guard (DCCG).

“We have significantly expanded our international footprint over the past five years by adding multiple new law enforcement and military customers in the Caribbean and Latin America,” explains Josh Stickles, vice president of marketing. “The Caribbean specifically has some challenging sea conditions and our hull designs are the perfect platform.”

Metal Shark worked at great length with the PRPD and the DCCG to identify lessons learned from their previous purchases and implement those desired improvements. As a result, these new vessels feature evolutionary enhancements throughout.

For example, the 36ft Fearless patrol boats built for the PRPD are unique in that they utilize a high-performance ventilated stepped-bottom running surface, actually the same Michael Peters-designed SVVT (stepped ventilated vee tunnel) design used on some of the high-end recreational high performance fiberglass boats. However, these boats are built to military-grade standard using welded 5086 aluminum alloy, so they’re far more durable than a comparable fiberglass boat meaning that they can take a pounding that might destroy a comparable fiberglass craft. Also, of key importance to the PRPD, says Stickles, Metal Shark worked closely with officers to assure commonality, wherever possible, with their existing fleet. This allowed the PRPD to immediately deploy these vessels as crews were already familiar with electronics and other key systems.

Stickles says that the DCCG boats utilize the company’s 38ft Defiant platform. This is an all-weather pilothouse vessel that is popular with U.S. and foreign militaries and in service across the Americas, Africa and Asia. It is ideal for the DCCG’s area of responsibility due to its deep hull, exceptional sea keeping, and its ‘pillarless glass’ pilot-

These vessels are the first PRPD boats operating in San Juan, Puerto Rico



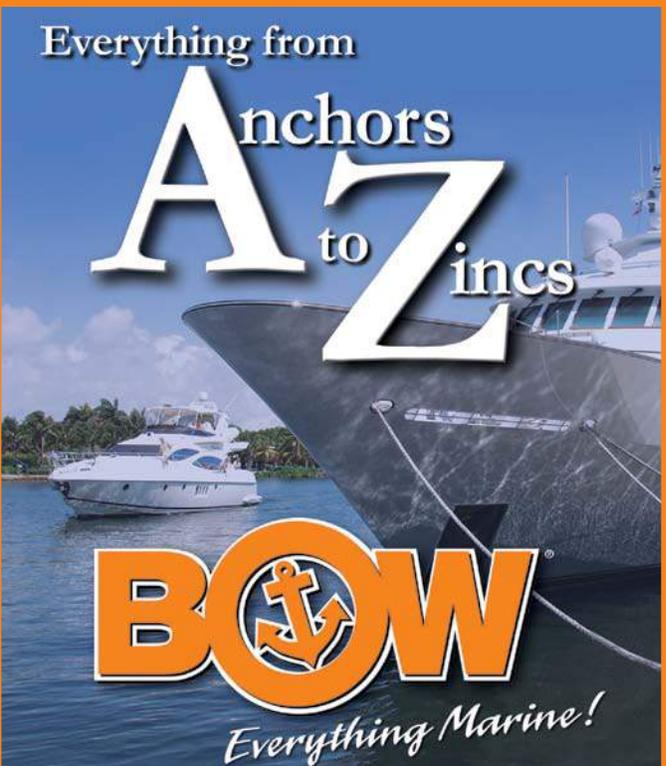
house which substantially enhances visibility over conventional pilothouse vessels with smaller, framed windows. The 38 Defiant boasts a very crew-friendly arrangement, which the company optimized to meet the specific needs of the DCCG.

"Having more boats in the Caribbean provides added opportunities for neighboring law enforcement agencies to see and experience our vessels in action, especially given the amount of multinational and multi-agency cooperation in the region," says Stickles.

In addition to building custom boats for military, law enforcement and commercial customers, Metal Shark also manufactures boats for recreational users. From bay boats and high-end offshore fishing machines to custom versions of its military platforms, the company routinely works with individuals to produce one-of-a-kind boats with built-in durability that only a welded aluminum boat can provide.

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# CUBA CALLS

CRUISING STORY AND PHOTOS BY RICK CAROSELLI



Cuban cars ... in everyday use and a collector's dream

For over 60 years Cuba has been off most cruisers' itineraries. So, when the U.S. government loosened restrictions on travel to Cuba for American citizens, we decided to visit. And making the trip even more appealing was the fact that Cuba was just 75 miles from the Bahamas Ragged Islands, where we typically spend our winters. Once we received official permission from the U.S. government for myself, my wife Katie and our daughter Hoku to visit Cuba, aboard our catamaran *Makana*, off we sailed.

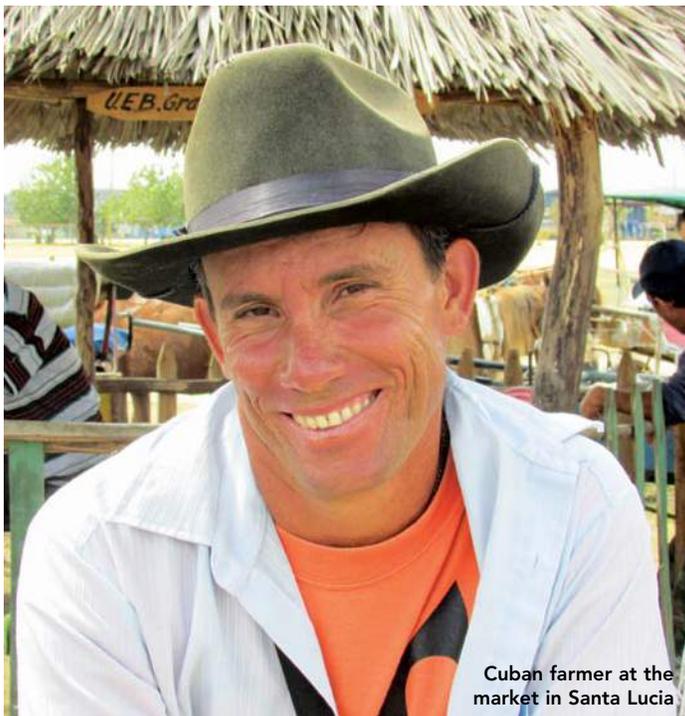
It took most of the day to sail from the Bahamas to Cuba ar-

iving just before sunset at Puerto de Vita. Prior to entering the river leading to the marina we were instructed, in Spanish over the VHF radio, by the Cuban authorities to anchor off the marina and wait until morning for the doctor to board. With the yellow flag raised and the mystery of Cuba awaiting we settled in for our first Cuban sunset.

The next morning the doctor arrived, examined us and gave us the all clear to head into the marina. After being assisted with the Med-mooring tie up it took the better part of the morning to complete the check-in process. Fortunately, Ka-



Plaza de los Trabajadores in Camaguey



Cuban farmer at the market in Santa Lucia

tie's knowledge of Spanish not only expedited the check-in process but would ultimately come in useful everywhere we went in Cuba. One of the few locals who did speak English was Janni the marina manager. In addition to her friendly demeanor she was very helpful, assisting us in locating a rental car or a taxi and eager to help plan our visit.

Once we were cleared in and given permission to go ashore, our first order of business was to exchange money. I set off on my bicycle to the closest exchange, which was at the government-run resort six miles to the east. Riding through the



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The parking lot at the market  
in Santa Lucia



Local merchants  
in Baracoa

small village of Puerto de Vita proper, I felt as if I had entered a time warp. The semi-paved road thru the village was lined with small single story homes bustling with activity. There was a social club where cold beer, rum and cigars were offered along with a bakery selling freshly baked Cuban bread. Horse drawn two wheeled buggies and four wheeled carriages and 1950s era American cars were the main modes of transport. The Russian Ladas were the minority along with older converted trucks serving as buses.

At the resort my U.S. dollars were exchanged for Cuban Unified Currency (CUC is pronounced "kook's"). American credit cards or currency are presently not accepted as pay-

ment in Cuba. Next, I picked up the rental car Janni had reserved for us. While most of the vehicles we encountered on the roads were older, the rental was a surprising late model Fiat sedan. A few CUCs later, with my bike stowed in the trunk, I drove back to the marina, once again soaking up my new surroundings.

Puerto de Vita is located on the north coast 350 miles east of Havana, with Holguin, the closest major city, an hour's drive to the west. For our two weeks' stay we decided to tour the eastern third of the island. The cities of Holguin, Bayamo, Santiago de Cuba, Guantanamo, Baracoa and Camaguey sat at the top of the itinerary along with several historic sites and national parks. While each city was unique in its own way most of them had a Plaza de la Revolucion. While the cities and sights were impressive what surprised us and perhaps impacted us even stronger was the hospitality and happiness of the Cuban people. The locals were always eager to engage in conversation. Although Katie did fine, my familiarity with the Spanish language was extremely limited. Most of my conversations were a mixture of Spanish, English and hand gestures resulting in what I called 'kinetic Spanglish'. Nevertheless, once Katie initiated a conversation, we ran with it. And thanks to the patience of the locals, learn we did!



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Baracoa

Our travels away from the marina found us spending each evening at a *casa particular* (private house), which would typically have a room or two for rent to tourists at a set rate of 25 CUCs per night. And, for an additional charge, would include breakfast and/or dinner. These well-appointed accommodations often included amenities, such as air-conditioning, refrigerators, hot showers and rooftop sitting areas, typically not seen in most Cuban homes.

In Cuba we discovered a culture that has adapted well to limited resources using what is available in creative and ingenious ways. Trash alongside the road was practically non-existent as was graffiti or junk in yards or commercial areas. The locals demonstrated a great appreciation for refrigeration, electricity and toilet tissue with publicly supplied potable water seeming to be available most everywhere. The exception of availability was your typical grocery store. They were practically nonexistent, and those we encountered in the cities would be considered well stocked if your shopping list consisted of mayonnaise, tomato sauce, rice, beer and rum. Outside of the cities the locals appeared to be self-sufficient, growing and raising their own food. Rice and vegetables were the main food source with pork, chicken and fish being luxuries. Rarely during our travels did we see cattle, beef was not offered in the stores and rarely seen on menus.

The Cuban people were more than generous with what they had and always willing to offer advice, share a story, or lend a hand. In what felt like a blink of an eye our two weeks' exploring came to an end and we departed. Sailing northward we reflected back on our experiences and vowed to return someday as this enchanting island influenced us in a way we never imagined.

With Cuba reaching out to the world, don't wait too long to experience for yourself the people and culture of this magical place. 



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# SAFE SPEED RULE

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Time to apply the safe speed rules

If you think about it conceptually, two vessels in a meeting situation must be able to successfully stop within a hair's breadth of each other in order to avoid a collision at sea.

That, in a nutshell, is the *raison d'être* of Rule 6 of the International Rules for Preventing Collisions at Sea (IRPCS), called the safe speed rule. Driving our automobiles on city streets or highways, we gauge our safe speed based on factors like traffic congestion, ice-slicked overpasses, and faulty windshield wipers during a downpour, and always praying the guy we are tailgating doesn't slam on his brakes.

Rather than wishing or hoping we are doing the right thing when it comes to helping a boat properly to avoid a collision, COLREGS codifies all the information required to operate at

a safe speed: Every vessel shall at all times proceed at a safe speed so that she can take proper and effective action to avoid collision and be stopped within a distance appropriate to the prevailing circumstances and conditions.

Since our judgment can be clouded while driving a boat, (as it is sometimes when we drive our cars; that argument we just had with our spouse, the deadline for the report at work, or that incoming cell phone call), Rule 6 lists the factors we need to pay attention to and take into account each and every time we leave the dock. And to easily remember the important items for determining safe speed and cut through the distractions, we can rely on the following mnemonic or memory tool: Very dry martinis lay Willie down.

V is not for victory

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Below, on the left, the first letter of each word of the mnemonic is highlighted. That same letter is highlighted on the column on the right, which contains the complete language of the rule:

**V**ery: The state of **v**isibility.

**D**ry: The traffic **d**ensity including concentrations of fishing vessels or any other vessels.

**M**artinis: The **m**aneuverability of the vessel with special reference to stopping distance and turning ability in prevailing conditions.

**L**ay: At night, the presence of background **l**ight such as from shore lights or from back scatter of the vessel's own lights.

**W**illie: The state of the **w**ind, sea and current, and the proximity of navigational hazards.

**D**own: The **d**raft in relation to the available depth of water.

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To simplify the mnemonic even further, the rule itself can be reduced into a shorthand version:

- V**ery: State of **v**isibility
- D**ry: Traffic **d**ensity
- M**artinis: **M**aneuverability of the vessel
- L**ay: Background **l**ight and back scatter
- W**illie: State of the **w**ind, sea and current
- D**own: **D**raft in relation to depth of water

The safe speed rule continues with the following factors that must be taken into account by vessels with operational radar, using the assumption that whomever is on watch knows how to operate the equipment correctly:

The characteristics, efficiency and limitations of the radar equipment. Any constraints imposed by the radar range scale in use. The effect on radar detection of the sea state, weather and other sources of interference. The possibility that small vessels, ice and other floating objects may not be detected by radar at an adequate range. The number, location and movement of vessels detected by radar. The more exact assessment of the visibility that may be possible when radar is used to determine the range of vessels or other objects in the vicinity.

These radar factors can be condensed and formed into another mnemonic as follows:

- E**very: **E**fficiency and limitations of radar equipment
- R**adar: **R**adar range scale
- S**ees: **S**ea state and weather
- S**mall: **V**essels may not be detected
- M**otor: **M**ovement of vessels detected
- V**essels: **M**ore exact assessment of visibility

It is easy to think that the concept of operating at a safe speed is a modern one, based on the advances in hull and propulsion design we have experienced in recent years. In reality, it is not a new issue. A 1905 encyclopedia on U.S. laws noted: Vessels should not proceed at excessive speed in harbors or other places where other vessels are liable to be encountered, particularly in fog.

*Capt. Jeff Werner is a 25-year veteran of the yachting industry. In addition to working as a captain on private and charter yachts, both sail and power, he is a certified instructor for the RYA, MCA, USCG and US Sailing.*

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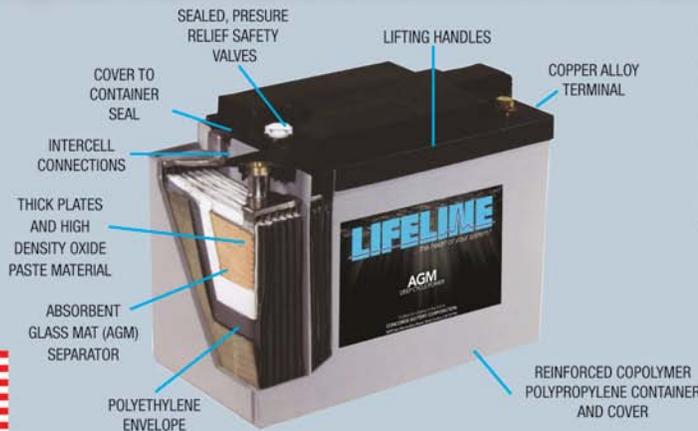
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# MARIELLA RETURNS TO RACE ANTIGUA CLASSICS

CLASSIC YACHTS CAROL M. BAREUTHER

**M**ariella, the 1938-launched, 80-foot Alfred Mylne-designed Bermudan yawl, returns this month to race in the Antigua Classic Yacht Regatta after a two-year hiatus. It's something owner Carlo Falcone, proprietor of the Antigua Yacht Club Marina in Falmouth Harbour, has looked forward to ever since the multi-time regatta winning wooden yacht was damaged back in 2014 during Hurricane Gonzalo.

"The last time we sailed in the Classics was back in 2014 and we won our class (Vintage Class A)," says Falcone, who sailed to Antigua with his family, including then three-year-old son Shannon (now and America's Cup sailor) back in 1984. "We have won in Classics many times over the past two decades. This includes the overall in 1994 and 1995 and

a class win at the 25th anniversary regatta in 2010 when we had US America's Cup skipper Dennis Conner on board."

*Mariella* has been a mainstay competitor at the Antigua Classic Yacht Regatta ever since Falcone purchased this beautiful craft at auction back in 1992. Prior to this, *Mariella* boasts an incredible start and history. She was originally built for James Patterson, a wealthy coffee merchant living in Glasgow, who requested the fastest yacht possible, placing no budget constraints on the builder, the renowned William Fife & Son shipyard in Scotland. Shortly after it's commissioning, Patterson sold the yacht to Ronald Teacher of Teacher-brand whisky fame. He raced in her only a short time until *Mariella* was pressed into service as a coastal patrol boat for the British Admiralty at the start of World War II. After the war,



Teacher owned her for another 32 years, circling the world several times. There were three more owners and refits at the Cantieri Navali di Porto Cervo, in Sardinia, from 1982 to 1986, and again by McMullen & Wing in Auckland, New Zealand, in 1992, before Falcone purchased her.

"*Mariella* is fast, but she is also a great and very safe cruising boat. My family and I have sailed her around the world, stopping in New Zealand in the early 2000s to watch Shannon compete (as a team member for Mascalzone Latino, Italy's America's Cup syndicate) in the Louis Vuitton Cup," says Falcone of the two-year 22,000-mile circumnavigation.

In 2005, Falcone set sail aboard *Mariella* in the Rolex Transatlantic Challenge. The crew included friends and wife Paola,

whom Falcone had teamed up with to represent Antigua & Barbuda in the Star Class in the 1992 Summer Olympics in Barcelona, Spain. The route for the 3,000-nautical mile race ran from New York to Cowes. After that, the Falcones raced *Mariella* in several big races in Monaco, Cannes, Sardinia and St. Tropez, winning many, before sailing back to Antigua. *Mariella* and the Falcone family have since crossed the Atlantic many times. This includes 2010 where the vessel starred in the movie *Nauta*, filmed in Gaeta, Italy.

Tragedy struck when Category I Hurricane Gonzalo made landfall in Antigua in October 2014. Many boats were either destroyed or damaged. One of these was *Mariella*. Winds originally projected to reach 20 to 30 knots as part of a tropical wave skyrocketed to 80 to 90 knot gusts straight



The aft deck with bulwarks removed along with some frame sections

out of the north when the fierce storm scythed right over the top of the island. Falcone wasn't on-island at the time. However, when he returned he saw that *Mariella*, which was tied up alongside the dock, had suffered extensive injury including massive chafe damage on the starboard side planking due to the breasting anchors being not sufficient to hold her off the dock.

"We hauled her out, patched her up and put her on a boat for transport to a yard in Italy when we found she couldn't be repaired in the Caribbean," Falcone says.

The yard was Cantiere Francesco Del Carlo in Viareggio, on Italy's northwest coast, well-known for its prowess in the restoration of classic wooden yachts. Here, over 18 months, Falcone had everything inside removed and replaced, from new stainless steel tanks, engine and generator to literally every wire. She was also outfitted with a whole new deck.

*Mariella* arrived back in Antigua via yacht transport ship in October. The Antigua Yacht Club's Nelson's Pursuit Race was her first contest since restoration. Next up this month: the Antigua Classic Yacht Regatta. Then, Falcone will enter *Mariella* in the Antigua to Bermuda regatta, which departs May 12 and arrives in time to watch this summer's America's Cup competition.

"We look forward to racing and always do well in our class. She is a real pleasure to sail, very special, fast and beautiful. When you are young, like Shannon, you want speed and carbon fiber. When you are older and wiser, you learn to appreciate the beautiful lines in a yacht like *Mariella*," says Falcone. 

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

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# ALL AT SEA'S TEN TOP CARIBBEAN MARINE PARKS TO VISIT

BY CAROL M. BAREUTHER



PHOTO: DEAN BARNES

Virgin Islands National Park/Trunk Bay-Trunk Bay Snorkel Trail, St. John, USVI

In an ever crowded world it's nice to know there are still bits of paradise that are protected. Nowhere shows this better in a nautical way than at Caribbean marine parks and protected areas. Here is a sampling of ten to visit:

## 1. MONTEGO BAY MARINE PARK, JAMAICA

This amazing protected area sits alongside a bevy of beachfront resorts. There are several ways to jump in, including scuba diving, snorkeling or a guided glass bottomed boat trip out on the reef. There's also a submersible boat excursion that departs from the park's main office at the Pier One marina. [www.facebook.com/Montego-Bay-Marine-Park-Trust](http://www.facebook.com/Montego-Bay-Marine-Park-Trust)

## 2. VIRGIN ISLANDS NATIONAL PARK

Over 40% of this park is submerged, while the rest makes up two-thirds of the land area of St. John. The underwater snorkel trail at Trunk Bay is a hit, but can become bumper-to-bumper on cruise ship days. Other snorkeling areas more off the beaten track are at Annaberg, Salt Pond, and Lameshur Bay. There's a museum at Lameshur commemorating the 1960s underwater habitat research, Project Tektite. [www.nps.gov/state/vi/index.htm](http://www.nps.gov/state/vi/index.htm)

### 3. EAST END MARINE PARK, ST. CROIX

Experience land and sea in harmony on a visit to this St. Croix, U.S. Virgin Islands' park that boasts a 23 mile fringing coral reef. "Take in the view from Point Udall, then hike to Isaac Bay. The long, sandy beach here is often totally deserted. In the water, several patch reefs in the protected lagoon harbor a variety of reef fish, octopus, stingrays, nurse sharks, lobster, and conch. On a calm day, snorkel the barrier reef but be aware there can be a strong easterly current," says Caroline Pott, marine park coordinator. [www.facebook.com/Friends.STXEEMP](http://www.facebook.com/Friends.STXEEMP)



East End Marine Park,  
St. Croix, USVI

PHOTO: COURTESY OF STXEEMP

Prickly Pear Cay, Anguilla



PHOTO: DEAN BARNES

### 4. PRICKLY PEAR CAYS, ANGUILLA

This duo of cays, neither more than one mile long, are among one of Anguilla's six marine protected areas. Both are uninhabited, except for the bar and restaurant staff who arrive daily to serve day-trippers out of thatched roof eateries. Walk the beach. Watch for sea birds. Snorkel the usually calm reef in the bay or dive down to underwater cays. There are several wrecks offshore. [pricklypearanguilla.com](http://pricklypearanguilla.com)

### 5. STATIA NATIONAL MARINE PARK

This nearly 7,000-acre protected area surrounds the island of St. Eustatius. It's a diver's paradise. "One highlight is a night dive on the sunken Vietnamese vessel, the *Chien Tong*. It was sunk in 2004 and on any given night you can see up to 20 sea turtles resting on the wreck or cruising by. In the day, reef sharks come in for a quick exploration, lobsters peep out from the portholes and schools of fish dart in and out. It's a beautiful dive site night or day," says Jessica Berkel, marine park manager. [www.statiapark.org](http://www.statiapark.org)



Statia Marine Park,  
St. Eustatius

PHOTO: ST. EUSTATIUS NATIONAL PARKS

### 6. SANDY POINT NATIONAL MARINE PARK, ST. KITTS

Scuba enthusiasts claim that the dive site here (depth 50 to 130ft), off the west side of St. Kitts, near Brimstone Fortress, is one of the best in the Eastern Caribbean. That's because it's close to shore and there's everything from deep canyons and swim-through coral formations to eels, turtles and fish on the reef. There are excellent black sand beaches for strolling too. [www.stkittstourism.kn/love-st-kitts-diving-fishing.php](http://www.stkittstourism.kn/love-st-kitts-diving-fishing.php)



Sandy Point, St. Kitts



Folkestone, Barbados

### 7. FOLKESTONE MARINE PARK, BARBADOS

Located on the west coast of Barbados, off Holetown, the crown jewel is an artificial reef created by sinking the *Stavronikita*, a 365ft Greek freighter, in a depth of 120ft less than a half-mile off shore. Those who'd rather not brave the depths can snorkel over the inshore reef where there are many fish, sponges and corals. The calm bay is great for SUPing too. A museum and interpretative center onshore showcase marine displays and exhibits. [nccbarbados.gov.bb](http://nccbarbados.gov.bb)

### 8. TOBAGO CAYS MARINE PARK

Access to the five uninhabited cays, plus the inhabited isle of Mayreau and three islets that make up this gorgeous marine protected area located in St. Vincent and the Grenadines, is by boat only. Try scuba diving on the wreck of the *Purunia*, 140ft WWI British gunship. Snorkel the Baradal Turtle Sanctuary to see green and hawksbills or take a beach walk at Petit Tabac, one of the Pirates of the Caribbean film locations. [www.tobagocays.org](http://www.tobagocays.org)



Tobago Cays, SVG

PHOTO: GRENADA SEAFARIS WWW.GRENADASEAFARIS.COM



Underwater Sculpture Park, Grenada

## 9. GRENADA UNDERWATER SCULPTURE PARK

The eerily beautiful life-size concrete-and-rebar sculptures here serve as artificial reefs. This, the world's first underwater sculpture park, opened in 2006. "The sculptures are located in the Moliniere Beausejour Marine Protected Area. They are quite spread out. Tour companies such as ours run guided snorkel trips that provide a history of the park and make sure guests see all the sculptures," explains Howard Clarke, owner of Seafaris Powerboat Adventures. [grenadaunderwatersculpture.com](http://grenadaunderwatersculpture.com)



Wayaka dive locations inside the Washington Slagbaai National Park Bonaire

PHOTO: STINAPA



## 10. BONAIRE NATIONAL MARINE PARK

A strict no anchoring policy means healthy and abundant marine life in this 6,700-acre park. There are 60 or more stony and soft corals, over 350 fish species, and 86 dive sites. Two popular scuba sites are inside the Washington Slagbaai National Park. Wayaka, at 10- to 30-feet, is where to see large species like hammerhead sharks. Boka Slagbaai, at 20- to 100-feet, is where to spot rays. "Both locations are excellent for a special dive," says Anouschka van de Ven, communications coordinator for Stichting Nationale Parken Bonaire (STINAPA). [stinapabonaire.org/bonaire-national](http://stinapabonaire.org/bonaire-national)



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



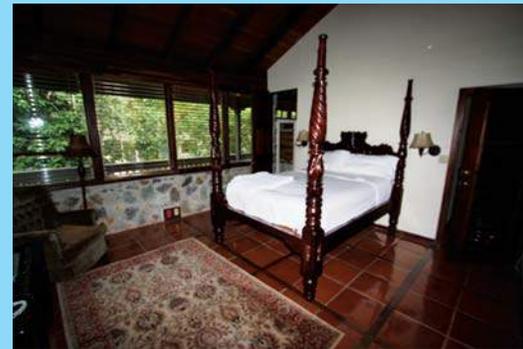
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# REGATTA PREVIEW: APRIL TO DECEMBER 2017

COMPILED BY CAROL M. BAREUTHER

Les Voiles de Saint-Barth

The Caribbean is best known for its winter and spring regattas. Yet the fun never stops! Regattas take place nearly every month of the year. Here's a sampling of what's happening in the late spring, summer and fall:

## **APRIL 10 – 15: Les Voiles de Saint-Barth**

Eight Volvo Ocean Race boats, including regatta newcomer VOR 70 *Monster Project*, are just a few of the expected 80 entries that will race in Maxi, Spinnaker, Melges 24 and Multihull classes. "We'll feature our same successful formula: four days of racing, one crew party, and one day off at Nikki Beach, along with nightly festivities in the regatta village such as concerts and fire-

works," says organizing director François Tolède. [www.lesvoilesdesaintbarth.com](http://www.lesvoilesdesaintbarth.com)

## **APRIL 13 – 17: Bequia Easter Regatta**

There's fun on sea and shore. The biggest class is the local double-enders. "Amateur crewed cruising yachts and J/24s are encouraged to attend and race," invites Richard Ashton, secretary of the host Bequia Sailing Club. Layday crazy craft and sandcastle competitions makes this event family-friendly. [www.bequiaregatta.com](http://www.bequiaregatta.com)

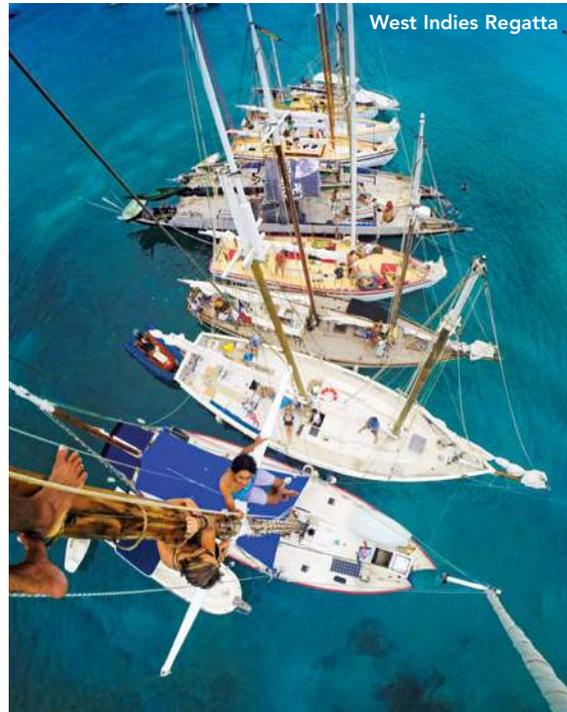
## **APRIL 19 – 25: Antigua Classic Yacht Regatta**

The Caribbean's premier classic yacht regatta turns 30. New,



PHOTO: WILFRED DEDEKER

Bequia Easter Regatta



West Indies Regatta

PHOTO: ALEXIS ANDREWS



PHOTO: OCEANMEDIA

Antigua Classic Yacht Regatta



Antigua Sailing Week

"we have partnered with Antigua National Parks Authority who will host our regatta in Nelson's Dockyard, which has recently been designated a UNESCO World Heritage Site," says press officer Ginny Field. Participating yachts such as *Chronos* (157ft staysail ketch) and *Kairos* (109ft staysail schooner) offer spaces on board for the races. [antiguaclassics.com](http://antiguaclassics.com)

**APRIL 28 – MAY 1:  
West Indies Regatta**

Nearly a dozen entries are expected including a three-masted schooner from Bermuda. "This event is about reconnecting the islands with traditional sail. We hope to inspire a resurgence in traditional boatbuilding," says organizer Alexis Andrews. Venue is the Quai General de Gaulle, Gustavia, St. Barth. [westindiesregatta.com](http://westindiesregatta.com)

**APRIL 29:  
Foxy's Wooden Boat & Classics Regatta**

Calling all wooden boats! A recently added 'Classics' class welcomes boats built of any material and designed 30 or more years ago. "Everyone is welcome to participate," invites organizer Susan Zaluski. [foxysbar.com](http://foxysbar.com)

**APRIL 29 – MAY 5:  
Antigua Sailing Week**

Over 100 hot yachts are expected to race this 50th anniversary event. There's a hard-cover 160-page coffee table-style commemorative book for sale that's a must-have. New, according to chairman Kathy Lammers, is a Club Class for less serious racers. "Boats will be given a rating before the first race and rating will be adjusted based on performance



Booby Island Regatta & Sailing Festival

every day to help balance out the class." Afternoon prize-giving at Antigua Yacht Club and nightly parties. [www.sailingweek.com](http://www.sailingweek.com)

**APRIL 30 – MAY 1:  
Booby Island Regatta  
& Sailing Festival**

Up to 20 mono and multihulls will circumnavigate Nevis for the Round de Rock race April 30 then continues with the Booby Island Cup May 1. "This is an ego free regatta that anyone can enter and anyone can win," says organizer Miles Denne. After parties at Chrishi Beach Club and Nevis Yacht Club. [www.boobyislandregatta.com](http://www.boobyislandregatta.com)



CREDIT DEAN BARNES

International Optimist Regatta

**JUNE 12 – 18:  
International Optimist Regatta**

Over 100 junior sailors from the Caribbean, U.S, and world are expected at the clinic, team race and three-day regatta, sponsored by EMS Virgin Islands and TOTE Maritime, says regatta director Ann Nicolosi. Reserve charter boats by 31 May 2017 ([www.optistuff.com](http://www.optistuff.com)). [www.styc.club/international-optimist-regatta.html](http://www.styc.club/international-optimist-regatta.html)

**AUGUST 4 – 7:  
Carriacou Regatta**

Fifty-five plus boats in ten classes are expected to compete, including local small open boats, long open boats and stern boats, as well as lasers, Optimists and large and small sloops. "With the keen sailing competition that exists between the Carriacou Sloops and Antigua Sloops, we are working to ensure the attendance of the Antigua boats this year," says director Karl Benjamin. Shoreside activities include fetes, parades and prize-giving. [grenadagrenadines.com/plan/events/annual-carriacou-regatta/#.WKscSzsrlIU](http://grenadagrenadines.com/plan/events/annual-carriacou-regatta/#.WKscSzsrlIU)



Carriacou Regatta

**AUGUST 18 – 20:  
Aruba International Regatta**

Over 50 sails will be on the water in classes like Optimists, windsurfers, sunfish, beach cats and racing yachts, all in view of the beach for great spectating at the regatta village on Surfside Beach. "Since we received Silver Certification from Sailors for the Sea last year, we are inspired to do more in sustainability and go



Aruba International Regatta

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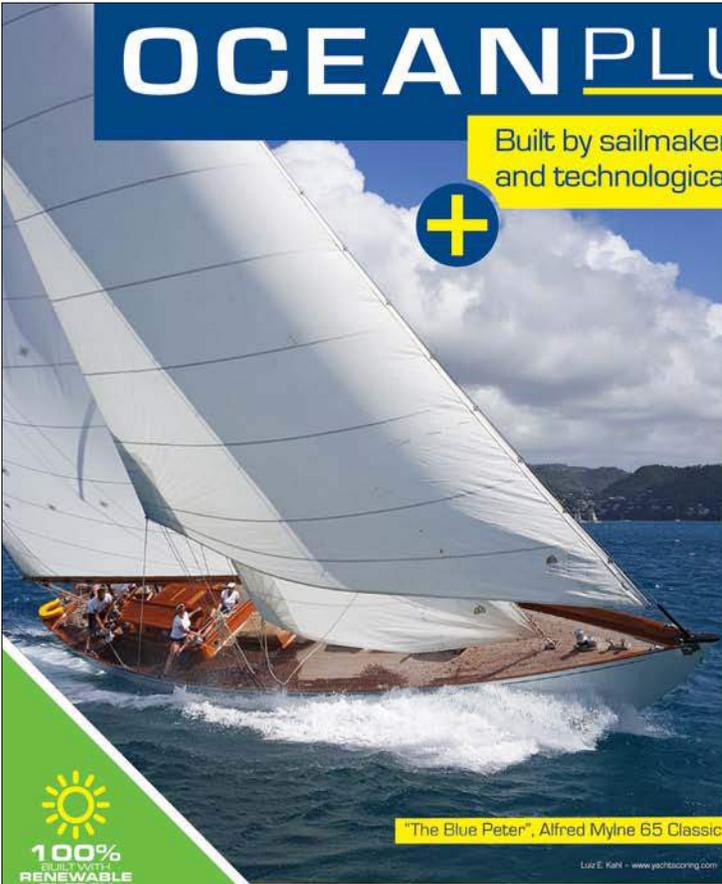
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for the Gold," says director Eric Mijts. [aruba-regatta.com](http://aruba-regatta.com)

**AUGUST 19 – 20:  
Round Grenada Regatta**

This small, no-rules, family regatta features a sail to Carriacou one day and back to Grenada the next. "There is a party in Carriacou and final prize-giving at Le Phare Bleu Marina in Grenada," says Daniela Froehlich. [www.pycygrenada.com](http://www.pycygrenada.com)



Round Grenada Regatta – La Diabliesse (left) and Shakin'

PHOTO: PATTIE HALL

**NOVEMBER 3 – 5:  
Discover the Caribbean**

Fifty boats are expected, including more IC24s. "We'll give the cruising classes the longer courses they like," says organizer David Kerr. The sunset beach party on November 3 is not to miss. [www.ponceyachtandfishingclub.com](http://www.ponceyachtandfishingclub.com)

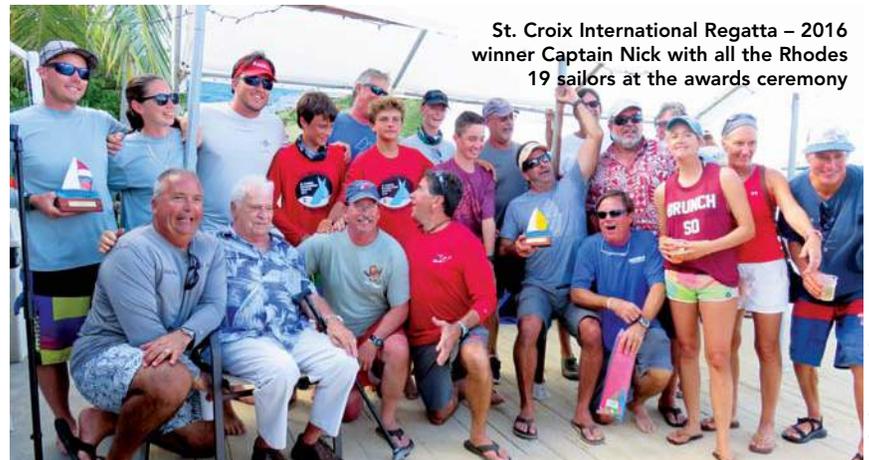


Discover the Caribbean Regatta

PHOTO: CARLOS LEE

**NOVEMBER 10 – 12:  
St. Croix International Regatta**

Inside the bay, over 40-plus Optimists will race, while in the Buck Island channel 30 Racing, Non-Spinnaker and one-design Rhodes 19s compete. Traditional Rum and Gatorade Prize-giving weigh-ins for the adults and kids. Shore-side activities include a pig roast and parties. [www.stcroixyc.com](http://www.stcroixyc.com)



St. Croix International Regatta – 2016 winner Captain Nick with all the Rhodes 19 sailors at the awards ceremony

PHOTO: ELLEN SANPERE

**NOVEMBER 30 – DECEMBER 3:  
Mango Bowl Regatta**

"We expect to welcome 35 boats this year to the best conditions and race course in the region," says organizer Lily Bergasse. A Saturday night social fete is planned at host, St. Lucia Yacht Club on Reduit Beach. [stluciyachtclub.com](http://stluciyachtclub.com)



St. Lucia – Digicel Mango Bowl Regatta

**NOVEMBER 30 – DECEMBER 3:  
Carlos Aguilar Match Race**

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# PAN PEPÍN INTERNATIONAL DINGHY REGATTA

PUERTO RICO



PHOTO: PASTRANA MANUEL JOSUE

Oswaldo E De Leon Lebrón takes an early bath

Seamanship, sportsmanship and dogged perseverance were all on display at the Pan Pepín International Dinghy Regatta, hosted out of Club Nautico de San Juan, Puerto Rico in early February. Ninety-four sailors from Puerto Rico, the U.S. Virgin Islands, British Virgin Islands, Curaçao and the USA skillfully competed in Sunfish, Optimist, Laser and 420 classes.

It was skills such as superior boat handling, proficiency on home waters and excellent boat speed that led Puerto Rico's Pedro Fernandez to win the Sunfish Class.

"The first day winds were light. That made it more difficult for me as I'm heavier than some of the other class competitors. The second and third days' winds were stronger and that gave me an advantage. I took the lead on the second day and held it to the end," says Fernandez, an accomplished sailor with wins throughout his sailing career in the Optimist, Laser and Sunfish.



Pedro Fernandez, Sunfish Class Winner

PHOTO: PASTRANA MANUEL JOSUE



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Fernandez, a member of Club Nautico de San Juan, spent the month of March in Palma de Mallorca training in the Laser Standard with his coach. The 19-year-old sailor's goals are podium finishes at the Central American and Caribbean Games this summer in Columbia, and next summer at the Pan American Games in Peru, with his sights ultimately set on racing in the 2020 Summer Olympics in Tokyo.

A larger than usual class of 14 Sunfish raced in preparation for the 2017 Sunfish South American & Caribbean Championship, which will be held November 21-25, out of Puerto Rico's Ponce Yacht & Fishing Club. However, the Optimist was the biggest class at the Pan Pepin Regatta, with 56 entries. Saint Thomas, US Virgin Islands sailor Mia Nicolosi topped the Advanced Optimist fleet.

"My favorite parts about sailing in Puerto Rico are the tricky conditions, sailing against other Caribbean sailors and the wonderful hospitality," says Nicolosi. "My success to winning was always checking the course and staying focused at all times."

Interestingly, Nicolosi won even though she didn't sail the last race. Sickness prevented the 13-year-old from launching with her team on the regatta's final day. Yet 20 minutes later, not wanting to let her team down, she pushed off from shore, sailed one race to secure her win then headed back ashore too ill to continue. It was a great example of team sportsmanship.

Another great example of never giving up or stick-to-itiveness also happened in the Advanced Optimist fleet when Puerto Rico's Osvaldo E De Leon Lebro, who finished seventh overall and second in the 11- to 12-year-old Blue Fleet, capsized just as he was in the lead by 30 feet and only ten feet from the finish line.

"I acted quickly, un-flipped my boat as fast as I could and started bailing. That's when I capsized for a second time. I saw all the other competitors passing by me as I struggled to bail. When I finally finished the race, I was frustrated that I had given up. Then, one of my coaches calmed me down and told me 'A real sailor always finishes the race'. So, the lesson learned was that you shouldn't give up just because you had one bad race."

In other classes, Puerto Rico's Roger Casellas led in the Optimist Green, Curaçao's Darius Berenos topped the Laser 4.7 class, and Puerto Rico's Sofia Rivera with crew Paola Mercado and Carolina Perez won the Laser Radial and 420 classes, respectively.

Full results at: [www.regattanetwork.com/event/13579#\\_newsroom](http://www.regattanetwork.com/event/13579#_newsroom)



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# CARIBBEAN SAIL TRAINING: STEADY AS SHE GOES

ST. MAARTEN / ST. MARTIN BY THE EDITOR



Topsail schooner *Wylde Swan*

Everyone has a soft spot for tall ships. For some it's the romance of the sea, others say it brings out the hidden pirate and poet in them. A tall ship in port will gather admirers, put three of them on a dock and open them to the public and you will see just what an attraction these ships are.

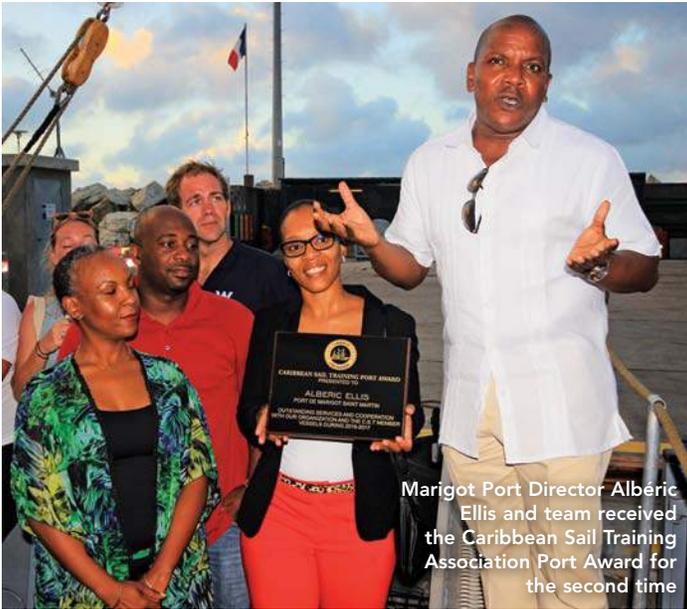
Saint Martin-based Caribbean Sail Training Association (CSTA) have done tremendous work in bringing tall ships to the Caribbean and the sight of the 200ft (65m) sail training vessel *Alexander von Humboldt II*, the 170ft (56m) *Fryderyk Chopin*, and the 196ft (62m) *Wylde Swan* alongside in the port of Marigot during Sail St. Martin Open Ship Day brought out the shellback in everyone.

On a Sunday morning in February, these three magnificent

vessels offered on board tours and within 30 minutes of opening 300 people had arrived to visit the ships. By 4pm, closing time, that number had risen to almost 1400 making the 2017 Open Ship Day the liveliest to date.

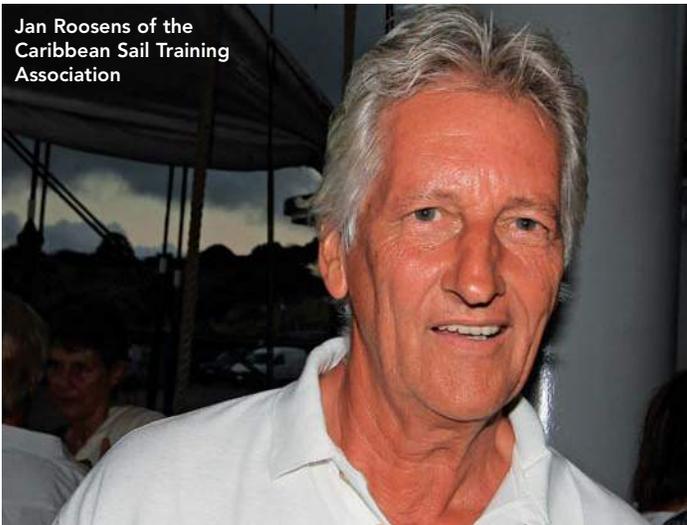
Following the public's departure, the CSTA held a reception for invited guests and members of the press aboard the Dutch registered *Wylde Swan*. While others focused on the canapes and wine, I went off to look around the ship.

Superb in her upkeep, the Dutch topsail schooner is a testament to hard work. Everything was neat and tidy, with not a spot of rust in sight. This in itself speaks volumes. Although gorgeous to look at, *Wylde Swan* is very much a working sailing ship that plies the oceans in its many moods, giving trainees hardy enough to sign on the adventure of a lifetime.



Marigot Port Director Alberic Ellis and team received the Caribbean Sail Training Association Port Award for the second time

OCEANMEDIA PHOTO



Jan Roosens of the Caribbean Sail Training Association

OCEANMEDIA PHOTO

Jan Roosens, the force behind the CSTA, is passionate about sail training. With the assistance of his family, Roosens has helped hundreds of young people go to sea.

"For many," says Roosens, "sail training is simply a great adventure. For others, it's a life-changing experience that has led to a maritime career, with more than one trainee going on to skipper a superyacht.

Sail training ships require community support if they are to prosper and the St. Martin port of Marigot has set an example that other island ports should want to follow.

During the reception, Fosse Fortuin, Captain of *Wylde Swan* presented Port Director Alberic Ellis with the Caribbean Sail Training Association Port Award.

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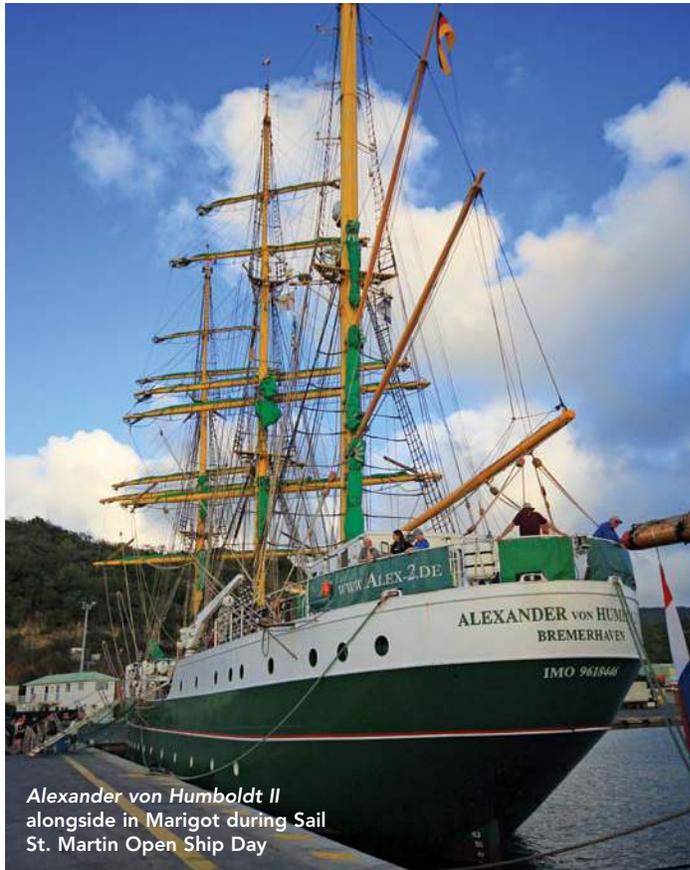
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Alexander von Humboldt II  
alongside in Marigot during Sail  
St. Martin Open Ship Day



Wylde Swan – shipshape  
and Bristol fashion

OCEANMEDIA PHOTO

The port was cited as 'being the most friendly host port' for sail training vessels during the past two seasons.

On accepting the award, Ellis turned to address three key members of his staff: Secretaries Nadia Gumbs-Williams and Suzie Brooks-Calvaire, and statistician Ramon Baray, saying: "This is the team who did all the work today, along with the CSTA members." He added, "We recognize the importance of these vessels to St. Martin, so it's always a pleasure to say yes to Jan when they come here."

The port of Marigot forgo all charges for their services and in lieu request an open day to allow the public – and especially youngsters – to visit the ships.

With such consistent support there is no wonder that this marks the second time the port has received the award.

Seventy-five ships are now within the purview of the Caribbean Sail Training Association.

Volunteers offer their time, and donations help keep the programs running, however, finances are stretched when the association have to pay port fees on other islands or pay for youngsters who would find it impossible to finance

their own voyage on a tall ship.

"We are limited, but we are lucky that we [the family] are in the marine business with a few companies, because most of the sponsoring comes from us," Roosens said.

By midsummer the CSTA will have been based in France for two years and qualify for papers that allow donations to be tax deductible. Hopefully this will act as an incentive.

Next season the CSTA will start a campaign to raise money through tax deductible donations. "This will help us do more and help us put more youngsters on the ships and that's very important," Roosens said.

For more information, visit: [caribbeansailtraining.org](http://caribbeansailtraining.org) or [caribbeansailtraining.com](http://caribbeansailtraining.com)

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Gary E. Brown is the Editorial Director of All At Sea. He is the author of the thriller/sailing adventures *Caribbean Deep* and *Caribbean High*. Works of nonfiction include, *Biscay: Our Ultimate Storm*. For more information, visit: [garyebrown.net](http://garyebrown.net)

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# A ROCK AND ROLL RACE

ANTIGUA STORY AND PHOTOS BY JAN HEIN



Getting started was the first hazard of the race

Antigua's Wobbly Race, a build-your-own-boat contest, has two simple rules. No engines are allowed and each vessel must incorporate two pieces of paper thin plywood. On the flip side, imaginations are allowed to run wild. Cheating is openly encouraged. There are no size limitations and material selection is at the discretion of each team.

A novel theme generates much of the competition. This year, rock stars and their adoring groupies were on site wielding tools, adhesives, rope, and buckets of cold Carib beer. Beatles tunes poured from a nearby megayacht as the 'Fab Four' constructed their *Yellow Submarine*. The *Kiss Army* wore pounds of make-up, which might have caused the stability issues they incurred on the water. *Moves Like Jagger* rocked more than their screwy vessel because smartly, they left Keith Richards at home.

It's a silly event raising serious money in support of ABSAR-

Antigua Barbuda Search and Rescue. Staffed by volunteers, the non-profit organization provides 24 hour coverage, 365 days of the year. Members were in attendance during the three hour construction phase in case a hammer ran wild. During the race the rescue boat stood by – ready to assist should one of numerous capsizes spin out of control.

Eight teams toiled in scorching sun at the Catamaran Club, torturing plywood into a variety of box-like shapes or, in the case of *One Stroke*, simply layering it between an already made craft.

Ready or not the vessels were carted to Cambusa Restaurant, paraded past the beer table, and down the road on a convoluted route through the boatyard to the beach, where the fun began.

Knowing that the start resembles a highway pileup, boats left



Might need a bigger sponge to bail *Glories Gloria*



Rock Stars take first place ... the prized mini W.C.

haphazardly in two heats. No team forged a lead nor stood out as the clear winner but everyone got very wet. Paddles flew in random arcs, while some who fell overboard simply gave up. The course was short but arduous. Downwind to the dock, hard to starboard, then past the finish marker earning every boat a cannon blast.

After lengthy deliberations (to ensure everyone won) the committee called teams to collect bags of loot and of course, more beer. The coveted WC (Wobbly Club) WC (Water Closet) was accepted by first place winners, team *Rock Star*, who clung to the miniature outhouse as if it was pure gold. ☺

Writer, photographer, sailor, Jan Hein calls the Caribbean home when she's not on a boat in Washington State. [jan-jhein@gmail.com](mailto:jan-jhein@gmail.com)

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# SPICE ISLAND DUNE BUGGIES AND RIVER RIDES

GRENADA STORY AND PHOTOS BY ROSIE BURR

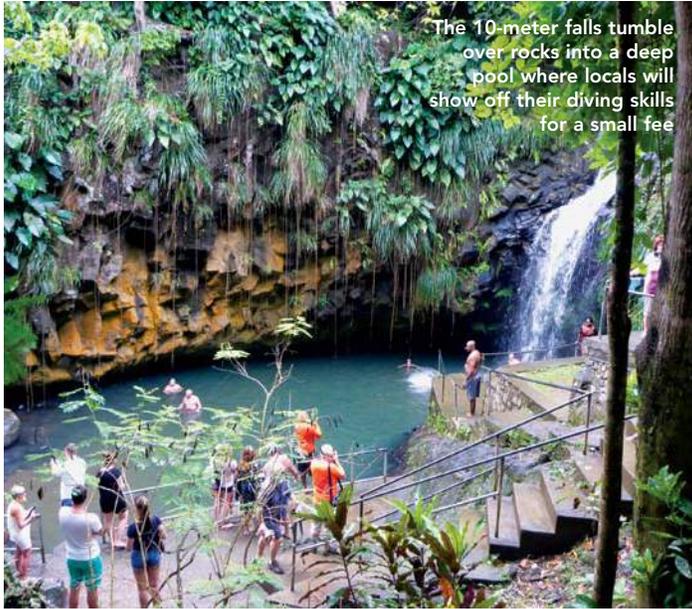


Having just left the dune buggy base it's straight into the fun

Sometimes you just need to get off your boat and get to know the island you are visiting. If you are looking for something a little different during your stay in Grenada, why not don a crash helmet and try your hand at a dune buggy ride or a river tubing trip? Both are great ways to explore this tropical paradise.

I must admit, I was a little self-conscious in my big black helmet with orange bandana underneath when people

stared somewhat bemused and then stepped to the side of the road to let our fleet of buggies go by. We had joined a group of 18 other tourists for a four hour buggy ride to Annandale Falls in the Grand Etang Rainforest in Grenada. Sim, my husband, is driving and I find myself hanging onto the grab rail as we bounce about in the open-top vehicle. Sim loves it; the driving is definitely his thing and the perfect way to enjoy seeing the island. Not driving frees me up to do what I like best – marvelling at the scenery and taking



The 10-meter falls tumble over rocks into a deep pool where locals will show off their diving skills for a small fee



Driving through pretty villages with the flags still flying from Independence Day

a million photos. There is no denying it is gorgeous.

The tour company picked us up from our nearest marina and took us back to their base. From there, they gave us a quick safety briefing and orientation of the vehicle, and got us to sign a disclaimer, before sending us off with their guides. The guides lead the fleet of twelve buggies, stopping every now and then to explain where we are, tell us a little history or point out some plant or point of inter-

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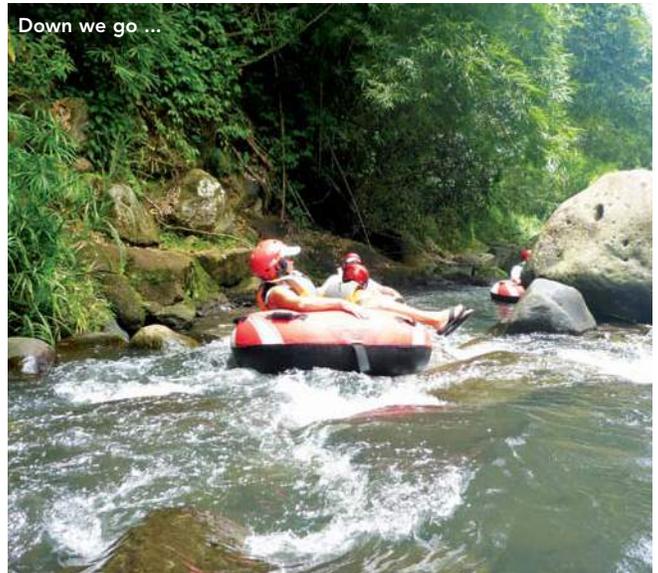
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Down we go ...

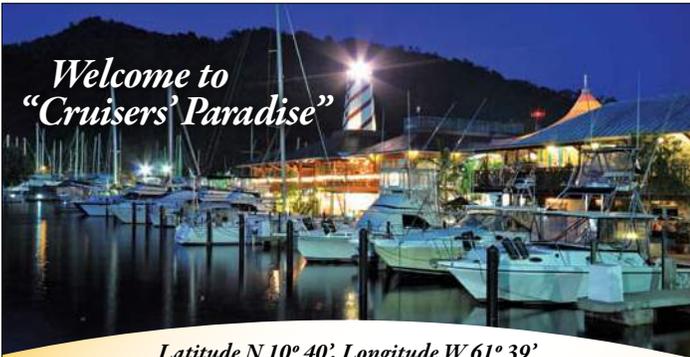
est. We drove through the back roads of Mount Hartman Dove Sanctuary, around Clarks Court and into the capital, St. George's. The island had just celebrated Independence Day and all the little towns were dressed in red, yellow and green flags.

We drove over Mount Parnassus and past small villages until we picked up another off-road track that took us into the Grand Etang Forest Reserve. The air cooled and the vegetation changed, becoming more dense and green as we climbed higher until we reached our destination, Anandale Falls. The waterfall is beguiling, one of the island's best. It is surrounded by enchanting tropical rainforest and as the guide will tell you, Grenada now relies heavily on tourism and this is a prize spot. The place is fairly busy with other tourists but it's still worth the view and I got my photo ops. We spent a good half hour at the falls, time for a swim, a drink and a snack before we all get back in our buggies. On the return we pass the forts on the hill overlooking St. George's and take the scenic route over the Morne Jaloux Ridge, with fantastic views out across the harbour. This is certainly a fun way to explore parts of the island you wouldn't normally see. The road less travelled was definitely the reward.

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Imagine yourself gently floating down a river surrounded by arches of bamboo and huge banana leaves gently swaying in the breeze. All you can hear is the sound of water and the rustle of wind through the foliage. You hit a boulder but the tube you are in just gently spins back into the flow and off you go again, careening down the river. We are at the Mellows Entertainment Complex at Birch Grove, in the Par-

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ish of St Andrews, almost in the center of Grenada. We are surrounded by lush, green, tropical rainforest. It's beautiful. There are 26 of us in all, arriving together in an organised group from the southern bays. The Mellows Entertainment Complex boasts the longest, smoothest, cheapest river rides in Grenada. There are not enough tubes for us all to go at once so the group divides in two and we wait. But there is a bar, so it's okay. Finally it's our turn. Guides help us into the tubes and propel us down the river. It's wonderful being in the cool, crisp fresh water. We float along twisting and turning in the current. It's peaceful and serene and far gentler than I expect. When we are finished we are picked up and driven back to the complex, where we have arranged to stay for the BBQ buffet we had organised in advance. It's delicious. ☺

Rosie and her husband Sim Hoggarth have been cruising the Caribbean and North America full time for the past twelve years aboard Wandering Star. Follow their travels at: [www.yachtwanderingstar.com](http://www.yachtwanderingstar.com)



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**GRENADA** STORY BY SARAH BAKER  
PHOTOS BY ARTHUR DANIEL, TRUE BLUE BAY RESORT



Sailing action took centre stage on Grand Anse Beach in January as the 24th annual Grenada Sailing Festival got under way bringing high adrenalin racing and fun to the crowds who came to enjoy this unique sailing event. Twenty five boats from Gouyave, Grand Mal, Sauteurs and Woburn lined up bringing their well-known and much loved colours with them. New boats had been built to take part in the 2017 event, and Woburn, with a Community fleet of ten boats entered two Racing Classes for the first time: Woburn Traditional and Woburn Sport.

Skipper Ted Richards and crew sailing *Tomorrow's Worry*, one of five matched design boats owned by Grenada Sail-



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ing Festival, stormed through the finish line to bring the title of Champion of Champions back to Gouyave for 2017. The winners took away a cheque for US\$1,000.00, and a Yamaha outboard presented by McIntyre Brothers. This completed a 'Hat-Trick' of wins in the major Match Race finals, with Gouyave crews taking first place in both the Budget Marine Junior National Team Sailing Final, and the Senior Team Sailing Final, sponsored by Carib.

The racing was as close and competitive as ever in the Community Classes, with every skipper and crew sailing hard to score first place and the chance to go through to race in the Westerhall White Jack Champion of Champions match race final. At the end of the first day positions were close, leaving everything to race for on Sunday.

Another two races in The Community Class Series on Sunday morning set the scene for the afternoon finals. In another first,

The racing was as close and competitive as ever in the Community Classes, with every skipper and crew sailing hard to score first place and the chance to go through to race in the Westerhall White Jack Champion of Champions match race final.

two Woburn Classes took to the water together in a fun 'Bragging Rights' race between Tradition and Sport – the honours going to skipper Allan Noel with his boat *Here Comes Trouble*.

Excitement levels moved to a new high as the crowds on Grand Anse Beach waited for the boats and teams to be picked for the National Team Sailing Match Races in the



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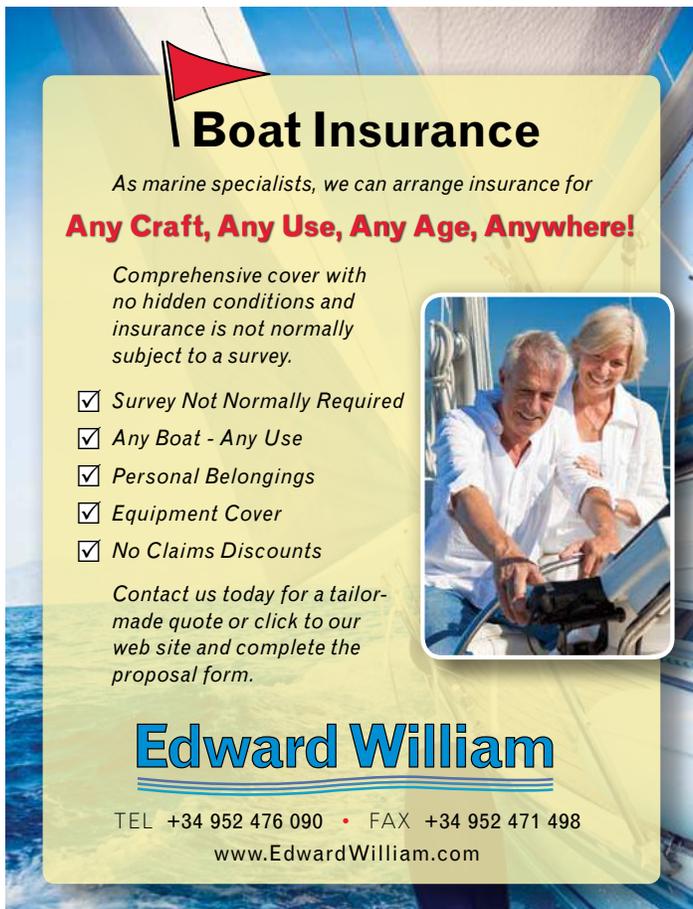
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The afternoon ended with the winning skippers and crews from the Community Class Race Series battling it out in the *Champion of Champions* final. As the sun went down, crowds lined the water's edge to watch the five boats race for the Big Prize.




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fleet of GSF16s – the 16ft workboats owned by the Grenada Sailing Festival.

Racing was tough in the Budget Marine Junior Final, Team Gouyave, sailing in *Pink Gin*, crossed the finish line to take first in front of Woburn in *Mr. X*. There followed more high-octane racing in the Senior National Team Sailing Final – sponsored by Carib – as Team Gouyave and *Pink Gin* once again crossing the finish line first in front of Woburn in *Mr. X*, with Sauteurs sailing *Gybe Talk* in third place.

The afternoon ended with the winning skippers and crews from the Community Class Race Series battling it out in the *Champion of Champions* final. As the sun went down, crowds lined the water's edge to watch the five boats race for the Big Prize. Positions changed throughout the race, but Gouyave pressed hard, starting the charge for the line after rounding the final mark. The Gouyave crew from the Community Class winning boat *Classic* came home in style to take the title, trophy, cash and outboard motor.

The final prize giving was rounded off with a firework display courtesy of Spice Island Fireworks, Dodgy Dock and True Blue Bay Resort – a true high spot to start the week of Independence celebrations.



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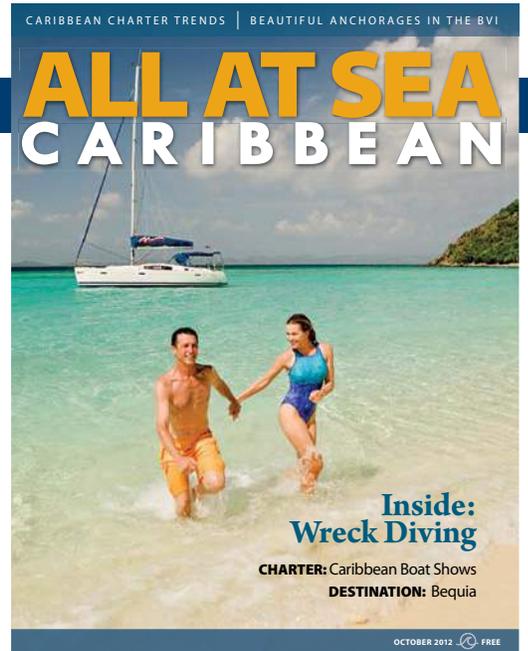
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# BONAIRE INTERNATIONAL AND LOCAL FISHING TOURNAMENT

BONAIRE BY TAMARA NEUMAN



PHOTO: VINCENT LENDING OF VINNIE DESIGNS

Anglers swap war stories after a long day of fishing

The Bonaire International & Local Fishing Tournament held in the bountiful waters of Bonaire was another huge success.

Organized by NAPA and the It Rains Fishes restaurant, the end of January tournament has become a staple event for ardent anglers from the ABC islands and neighboring Venezuela.

The tournament consists of two categories: The international division – a catch and release billfish competition, and the local division; a competition for local fisherman where the prizes go to boats with the most catch in kilos.

Twenty-nine boats battled it out in the international division

and a total of 34 billfish were released during the two-day tournament that boasted perfect weather conditions.

One of the tournament's more unique features is the Bimini start for the billfish category. All boats gather at an invisible line between the It Rains Fishes restaurant and Klein Bonaire. At 07:00 the horn blasts and the yachts head off. Lines are cast at 07:30, and all lines must be out by 16:00 sharp. Vessels must be moored by 17:00 to hand in cameras and the catch of the day.

This year, anglers from Aruba, Venezuela and Curaçao joined those from Bonaire to compete for the coveted overall win. It was an exciting weekend with a suspenseful and thrilling conclusion. All top three finishers had amassed



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Preparing to head out

PHOTO: VINCENT LENDERING OF VINNIE DESIGNS

900 points by the last day but, ultimately, it was Aruba's *Naira* that took first place and the US\$6,500 prize, winning on accumulated points. The time of a strike is essential in this competition, if there's a tie, the yacht with the fastest strikes takes the win.

This year there was an astounding three-way tie, but *Naira's* anglers got the earlier strikes placing them in the top position. *Paso Largo*, from Curaçao, finished in second place scooping the \$3,500 prize.

The battle for third was an edge of your seat, nail-biting race against the clock. Just one minute before lines in *Tara*, from Aruba, then in fourth place, got a strike, knocking Aruba's *Ili-za* from third place down to fourth, which put her out of contention. *Tara's* late strike secured the third prize of \$2,000.

In the local division, *Kuna* took the win for boats under 17 feet, with a total catch of 86 kilos, while *Fatima* finished tops in the category for boats over 17 feet, with a whopping 108.5 kilos.

Anglers and captains alike were rewarded with a delicious barbeque buffet during the awards ceremony after which the party really got rocking with performances by several local DJs and bands. Slides of the day's catch were also shown during the festivities.

Next year marks the 30th anniversary of the Bonaire International & Local Fishing Tournament and organizers hope to welcome even more international and local anglers to the event.

For results, pictures and information, visit: [www.bonairefishingtournaments.com](http://www.bonairefishingtournaments.com)

Tamara Neuman is a freelance writer for the Amigoe Express in Curaçao.



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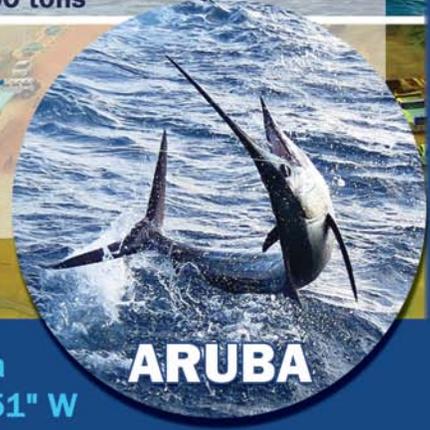
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St. Maarten	<b>Lagoon Marina Cole Bay Waterfront</b>	599-544-2611	9'	100'	45	●	110/220	●			●	●	●	●	●	16	FREE
St. Maarten	<b>Simpson Bay Marina</b> www.igy-simpsonbay.com an IGY destination™	721-544-2309	13'	196'	114	●	480V 3-phase 100 amps/ leg; 220V 3-phase 100 amps/leg; 220V 50 amps; 110V 30 amps 60hz	●	●	●	●	●	●	●	●	16/ 79A	FREE
St. Maarten	<b>The Yacht Club at Isle de Sol</b> www.igy-isledesol.com an IGY destination™	721 544 2408	18'	320'	45	●	480V 3-phase 100 amps/ leg; 220V 3- & single- phase; 100 amps/leg; 220V 50 amps 60hz	●	●	●	●	●	●	●	●	16/ 78A	FREE
St. Martin	<b>Captain Oliver's</b>	590-590-87- 33-47	10'	150'	160	●	110/240		●	●	●	●	●	●	●	16/67	
St. Thomas	<b>American Yacht Harbor</b> www.igy-americanyacht harbor.com an IGY destination™	340-775-6454	10'	110'	134	●	120/208Y/240 VAC 30 to 100 amps, 60 Hz	Cable	●	●	●	●	●	●	●	16/6	FREE
St. Thomas	<b>Crown Bay Marina</b> www.crownbay.com	340-774-2255	24'	200'	99	●	30, 50, 100amp 120v, 208v, 220v, 480v	Cable	●	●	●	●	●	●	●	11	FREE
St. Thomas	<b>Yacht Haven Grande</b> www.igy-yachthaven grande.com an IGY destination™	340-774-9500	18'	656'	48	●	120/208Y/240/480Y VAC 50 to 600 amps, 60 Hz Ability to hard wire	Cable	●	●	●	●	●	●	●	16/10	FREE
Tortola, BVI	<b>Nanny Cay Marina</b>	284-494-2512	12'	125'	200	●	110/220		●	●	●	●	●	●	●	16	●
Tortola, BVI	<b>Soper's Hole</b>	284-495-4589	25'	170'	50	●	110/240	Cable	●	●	●	●	●	●	●	16	Cafe
Tortola, BVI	<b>Village Cay Marina</b>	284-494-2771	12'	200'	106	●	110/220/308	Cable	●	●	●	●	●	●	●	16/71	FREE
Trinidad	<b>Power Boats Ltd</b>	868-634-4346	13'	65'	40	●	115/220		●	●	●	●	●	●	●	72	●
Turks & Caicos	<b>Blue Haven Marina &amp; Resort</b> www.bluehaventci.com an IGY destination™	+649-946-9910	8.5'	220'	78	●	30/50/100 amp, 3 phase, up to 480V	Cable	●	●	●	●	●	●	●	16	FREE
Turks & Caicos	<b>Caicos Marina &amp; Shipyard</b> www.caicosmarina.com	649-946-5600 649-232-1905	9'	150'	100+	●	30/50/100 amp		●	●	●	●			●	16	FREE
Virgin Gorda	<b>Virgin Gorda Yacht Harbour</b>	284-495-5500	10'	180'	94	●	110/220		●	●	●	●	●	●	●	16/11	●
Colombia	<b>Marina Santa Marta</b> www.marinasantamarta.com an IGY destination™	+574363601	11.5'	132'	256	●	110/220V, 60hz		●	●	●	●	●	●	●	16/72	FREE

**OUTSIDE OF CARIBBEAN:**

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

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# CARIBBEAN BOATYARDS

All At Sea's Caribbean Boatyards Guide

		Latitude	Longitude	Phone Number	Maximum 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
Antigua	<b>Jolly Harbour Marina / Boat Yard</b>	17 04 46.4 N	61 54 37.0 W	(268) 462-6041	15'	80'	18'	no limit	110/220	8am-5pm	70	•	•	•	•	•	•	•
Antigua	<b>North Sound Marine</b>	17.1167	-61.7500	(268) 562-3499 \ (268) 764-2599	15'	no limit	31'	no limit	Anything	24x7	150	•	•	•	•	•	•	•
Aruba	<b>Varadero Caribe</b>	12 32 N	70 02 W	297-588-3850	8'	120'	45'	no limit	50/30 amp	8am-5pm	60	•	•	•	•	•	•	•
Tortola, BVI	<b>Nanny Cay Hotel &amp; Marina</b>	18 25 0 N	64 37 0 W	(284) 494-2512	11'	160'	45'	no limit	110v 30amp/220v 50amp/ 3phase 100 amp	7am-6pm	70	•	•	•	•	•	•	•
Tortola, BVI	<b>Soper's Hole</b>	18° 23' 46"	-64° 41' 53" W	(284) 495-3349	7'	65'	18' and 40'	no limit	110/220	8-5, Mon-Sat	45	•	•	•	•	•	•	•
Tortola, BVI	<b>Tortola Yacht Services</b>	18 25 N	64 37 W	(284)-494-2124	10'	68'	20'	no limit	220V, 50A, 110V, 30A	7-4, 7days	70	•	•	•	•	•	•	•
Virgin Gorda, BVI	<b>Virgin Gorda Yacht Harbour</b>	18.45222	-64.43750	284-495-5318	10	150	34	no limit	110/120	7am-6pm	70	•	•	•	•	•	•	•
Curaçao	<b>Curacao Marine</b>	12' N	68' W	599 9 562-8000	9'	120'	33'	193	110/220 380	8am-5pm	60	•	•	•	•	•	•	•
Boca Chica, D.R.	<b>Marina ZarPar</b>	18 26.4 N	69 37.23 W	(809) 523-5858	7.5'	65'	28'	no limit	110/220 380	9am-5pm	70	•	•	•	•	•	•	•
La Romana, D.R.	<b>IBC Shipyard</b>	18° 23' 55" N	68° 53' 55" W	+809 449 3321/3323	12'	110'	26'	no limit	110/220 3 phase 100/50/30' amp	8-5 M-F	120	•	•	•	•	•	•	•
Grenada	<b>Clarks Court Boatyard &amp; Marina</b>	12° 00.6' N	061° 44.0' W	473-439-3939	11'	150'	37'	0	110/220; 50Hz	7:30am-4:30pm	242	•	•	•	•	•	•	•
Grenada	<b>Grenada Marine</b>	12° 01:20	61° 40:42	00-1-473-443-1667	12'	75'	31.5'	0	110/220	8-5, M-F; 8-12, Sat	70	•	•	•	•	•	•	•
Grenada	<b>Spice Island Marine Services</b>	12.041 N	61.45 W	473-444-4257	12'	70'	25.4'	0	110/220	8-4 M-F	70	•	•	•	•	•	•	•
Panama	<b>Bocas Yacht Services</b>	09° 17.3' N	082° 23.06 W	507-6619-5601	10'	65'	20'	no limit	120/220	7:30-3:30pm	60	•	•	•	•	•	•	•
Puerto Rico	<b>Varadero @ Palmas</b>	18 04' 37" N	65 47' 57" W	787-656-9211	11'	110'	26'	no limit	50/30 amp	8-5, 7days	110	•	•	•	•	•	•	•
Puerto Rico	<b>Puerto Del Rey Marina</b>	18° 17.3 N	65° 38 W	787-860-1000	15'	150'	33	no limit	120/208V single & 3 phase; 30, 50, 100 & 200 amps; 60 Hz	8am-5pm	155	•	•	•	•	•	•	•
Sint Maarten	<b>Megayard</b>	18°02' 13.24 N	63°05' 08.52 W	1-721-5444-060	12'	200'	33'	12'	110/220	8-5 M-F	150	•	•	•	•	•	•	•
St. Lucia	<b>Rodney Bay Marina</b> 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	<b>St. Croix Marine</b>	17° - 45' N	64° - 42' W	340 773-0289	11'	68'	13'-8"	no limit	110v 30amp; 220v 50amp; 3 phase 100amp	8-5, Mon-Sat	60	•	•	•	•	•	•	•
St. Kitts	<b>St. Kitts Marine Works</b>	17° - 20.3' N	62° - 50.1' W	1-869-662-8930	12'	120'	35'	no limit	110/220/3 phase 100amp	7-4 M-F	150	•	•	•	•	•	•	•
St. Thomas, USVI	<b>Subbase Drydock</b>	18 N	65 W	340-776-2078	16.5'	190'	50'	no limit	440 three phase/220/110	8-5, Mon-Sat	1000	•	•	•	•	•	•	•
Turks & Caicos	<b>Caicos Marina &amp; Shipyard</b>	21.45.57N	72.10.47W	649-946-5600	9	150			30/50/110 amp	24x7	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
Washington D.C. / MD	VA MD	<b>National Harbor Marina</b>	301-749-1582	Call	160'			•	30/50/100 single and 3 phase	•	•	•	•	•	•	•	•	71/16	•
Morehead City	NC	<b>Morehead City Yacht Basin</b>	252-726-6862	8'-10'	200'+	88	•	•	30/50/100 Amp	•	•	•	•	•	•	•	•	16	FREE
Beaufort	NC	<b>Jarrett Bay Boatworks</b>	252-728-7100	10'	135'	30	•	•	30/50/100 Amp	•	•	•	•	•	•	•	•	16	FREE
St Petersburg	FL	<b>Maximo Marina &amp; Boatyard</b>	727-867-1102	8'	110'	300	•	•	30/50/100 single phase	•	•	•	•	•	•	•	•	6/16	FREE
Miami Beach	FL	<b>One Island Park</b>	754-701-4020	40'	150-800'	8	•	•	100 single & 3 phase/200/480/600 Amp	•	•	•	•	•	•	•	•	11/16	FREE
Fort Pierce	FL	<b>Fort Pierce City Marina</b>	772-464-1245	7'	150'	240	•	•	30/50/100 Amp	•	•	•	•	•	•	•	•	16/78	FREE
Clear Lake Shores	TX	<b>Legend Point Condominiums &amp; Marina</b> 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
Washington	NC	<b>Washington Yacht Service</b>	252-975-2000	7'	70'	21'	no limit	30/50 Amp	24x7	50 ton travelift	•	•	•	•	•	•	•	•
Beaufort	NC	<b>Jarrett Bay Boatworks</b>	252-728-2690	10'	130'	30'	no limit	30/50/100 Amp	24x7	50/75/200 ton travelift	•	•	•	•	•	•	•	•
Beaufort	NC	<b>Beaufort Marine Center</b>	252-728-7358	10'	130'	30'	no limit	30/50/100 Amp	8-4:30 M-F	50/75/200 ton travelift	•	•	•	•	•	•	•	•
Beaufort	NC	<b>Moores Marine Yacht Center</b>	252-504-7060	10'	130'	30'	no limit	30/50/100 Amp	8-4 M-F	50/75/200 ton travelift	•	•	•	•	•	•	•	•
Beaufort	NC	<b>True World Marine</b>	252-728-2541	6'	100'	20'	no limit	30/50 Amp	8-5 M-F	75 tons	•	•	•	•	•	•	•	•
Thunderbolt	GA	<b>Thunderbolt Marine Inc.</b>	912-352-4931	14'	180'	36'	no limit	30/50/100 single and 3 phase	24x7	150 ton travelift/1150 ton Syncrolift	•	•	•	•	•	•	•	•
Fort Lauderdale	FL	<b>Cable Marine</b> (1517 SE 16 St Location)	954-462-2822	6'	60'	16.5'	25'	110/240	8-4:30	40 ton	•	•	•	•	•	•	•	•
Fort Lauderdale	FL	<b>Cable Marine</b> (2491 W State Rd 84 Location)	954-587-4000	9'	120'	22'	no limit	120/50/100 Amp	24/7	100 straddle crane	•	•	•	•	•	•	•	•
St. Petersburg	FL	<b>Progressive Marine Service/Boat Yard</b>	727-822-2886	10'	100'	26'	no limit	50 Amp	8-4:30 M-F; Sa-Su by app't.	40/94 ton travelift	•	•	•	•	•	•	•	•
St. Petersburg	FL	<b>Maximo Marina &amp; Boatyard</b>	727-867-1102	8'	62'	18'	no limit	Outboard, I/O, Inboard	8am M-F	50 ton travelift	•	•	•	•	•	•	•	•
Gulf Shores	AL	<b>Saunders Yachtworks</b>	251-981-3700	10'	130'	28'	74'	30/50/100 Amp 3 phase	24x7	165 ton travelift	•	•	•	•	•	•	•	•
Mobile	AL	<b>Dog River Marina</b>	251-471-5449	8'	85'	22.5'	75'	30/50/100 Amp 3 phase	24x7	70 ton travelift	•	•	•	•	•	•	•	•
Orange Beach	AL	<b>Saunders Yachtworks</b>	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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- Access to the dedicated VIP area on the race course boundary
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- Pit lane base tour (x2 guests)
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**Louis Vuitton America's Cup  
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*6 Guests Overnight • 12 Guests Cruising/Anchor • 20 Guests at Dock • Day Charters Also Available*

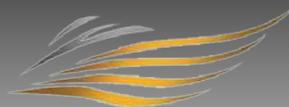


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***OUT OF OFFICE* 65' powercat**

- Requires minimum 2 paying adults.
- Book by August 31st; applies to charters taking place between June 1st and September 30th only.
- All inclusive meals and watersports aboard fully crewed 6 cabin.
- Virgin Islands
- MINIMUM NIGHTS: 5 nights and 2 paying adults
- LIMIT: 2 kids, ages 12 or under
- VALID DATES: 01-June-17 thru 30-Sept-17
- EXPIRES: 30-Sept-17

Luxurious and modern, *OUT OF OFFICE* was launched in December 2016. She offers six equal guest cabins with king size berths, each with private ensuite. Cabins are bright, spacious and have individually controlled air-conditioning. The top deck fly bridge offers a 360 degree view. Her interior salon has lounge, bar and formal dining areas which are bright and open with expansive views. The salon opens onto the aft deck.



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**AOIBH 57' Fountaine Pajot - Caribbean**  
*Sleeps 8 Guests in 4 Queen(s)*



**RATE REDUCTIONS AVAILABLE IN VIRGIN ISLANDS**

**BAMARANDI 67' Custom Fountaine Pajot** charters include: Go-Pro & Digital guest photos as keepsake, Personalized guided shore excursions, Cliff and boom jumping, Laser star show  
 Rate reductions available on charters of one week or longer:

- \$250 per child (1-12 years old, up to 2 children)
- 5% Repeat clients OR 5% Bookings made more than 1 year in advance
- Only one rate reduction can apply, not valid for Christmas or New Year's charters.



**10% OFF PUBLISHED RATES**

**FEEL THE MAGIC 50' Voyage - Virgin Islands**

VALID THRU: 31-JULY-17 MINIMUM: 7 nights

3 Ensuite Queen Cabins and a 4th Forward Queen Cabin (ideal for children). Spacious Salon and Cockpit for dining/entertainment. Two large trampolines forward for lounging in the sun, enjoying fresh ocean breeze, etc. Many water toys and upgraded 70hp dinghy. Stereo & Speaker System with vast music and movie library.



**15% DISCOUNT OFF WEEKLY RATES**

**GRAND CRU 46' Leopard- Virgin Islands**

Sleeps 6 Guests in 3 Queen(s) now through July 31st.

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**S/Y SILENT WINGS 54' Jeanneau Sun Odyssey**

Celebrate romance in the Grenadines, which includes:

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- Complimentary peaceful massages on board
- This romantic getaway offer is for 2 pax only. Can accommodate 4 guests in 2 cabins.
- Past guests are eligible for 20% discount – FOREVER – even Xmas & New Year charters!!



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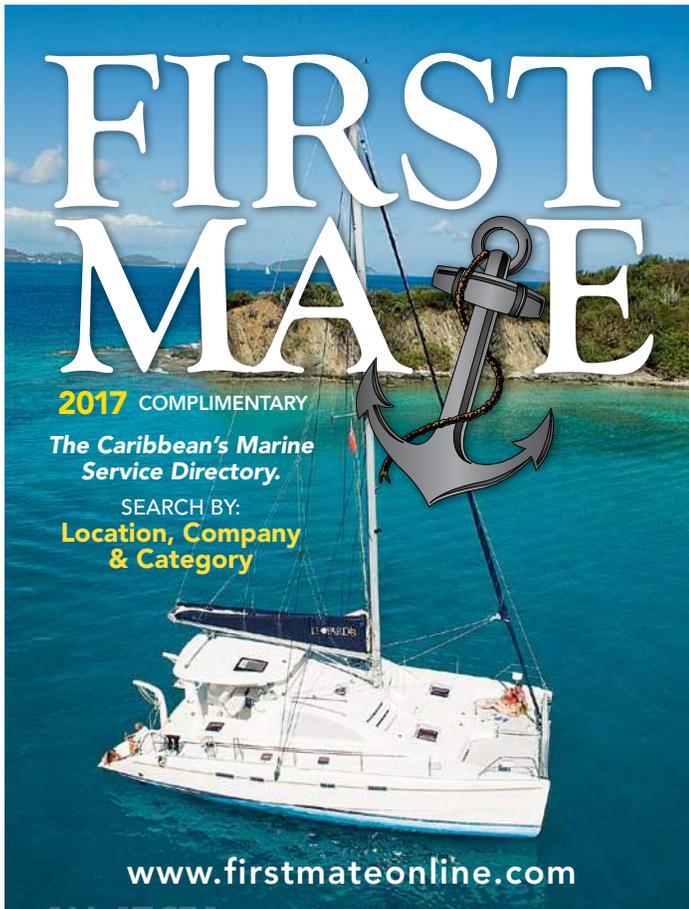
**SEVEN MILE BEACH, GRAND CAYMAN.** Situated on the 4th floor of the Water's Edge condominium complex, this 3 BR/3.5 BA apartment features outstanding views to the West and South. Décor is understated elegance. It's tastefully done, with classic clean lines and in pristine condition. Adjacent to one of the most beautiful beaches in the world, and walking distance to several restaurants. Price: US \$4,499,000.

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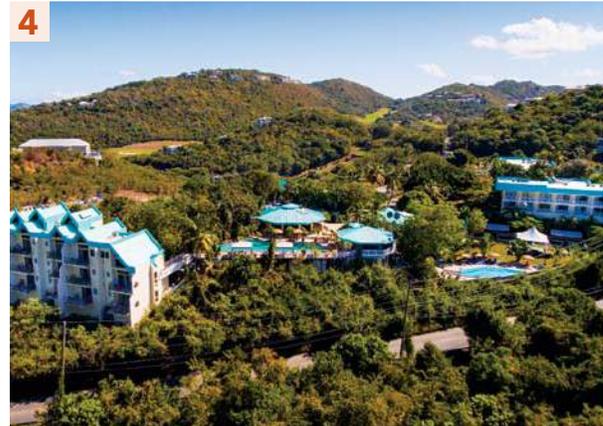
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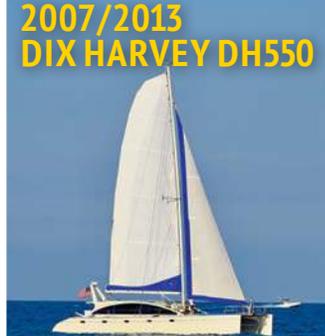
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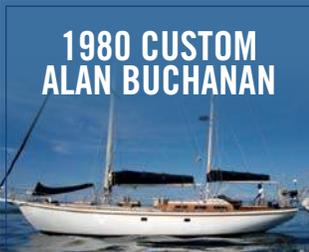
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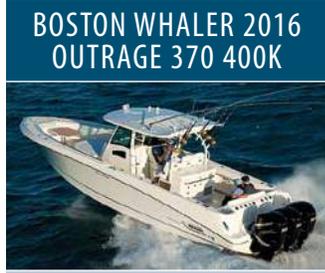
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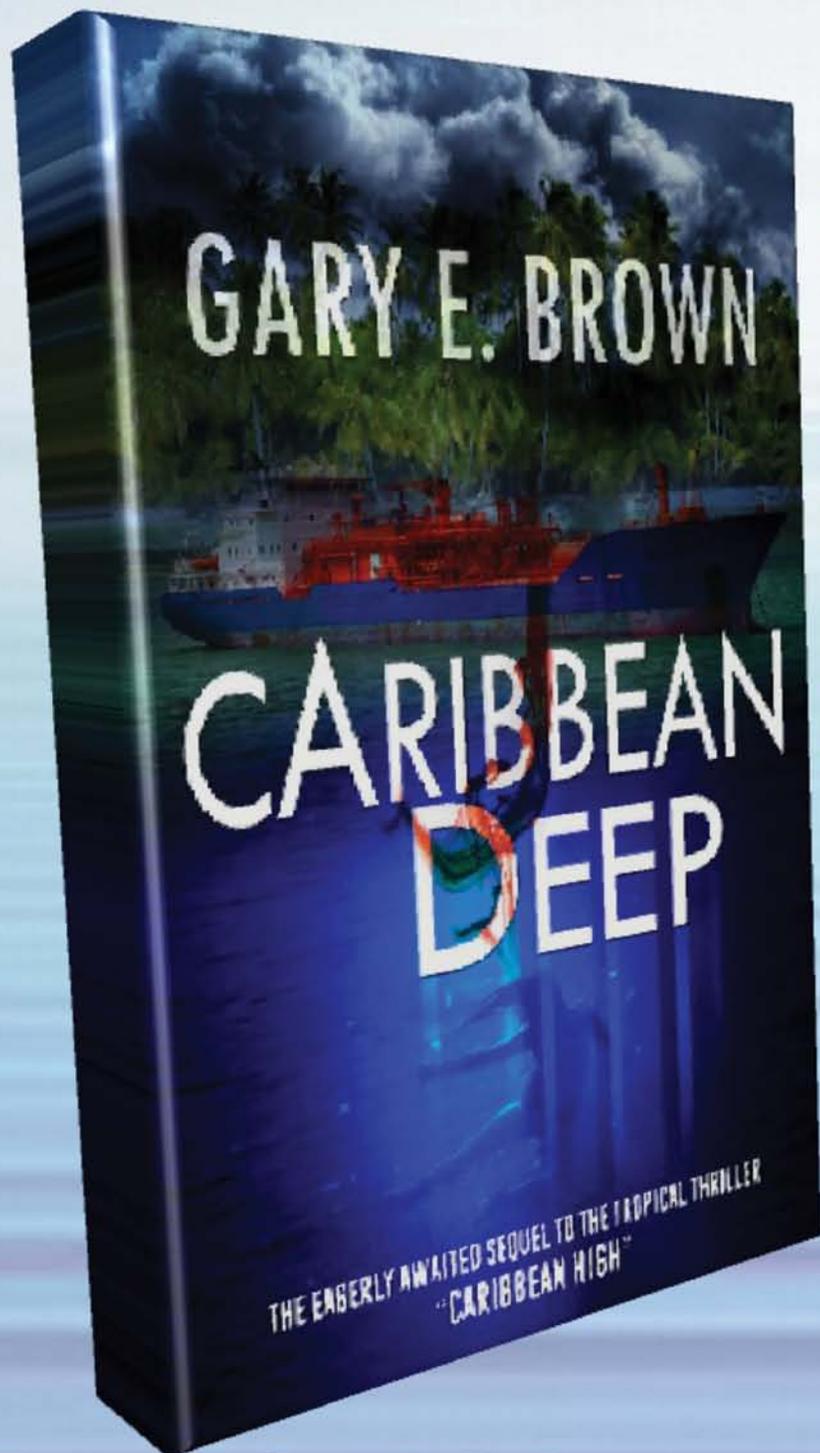


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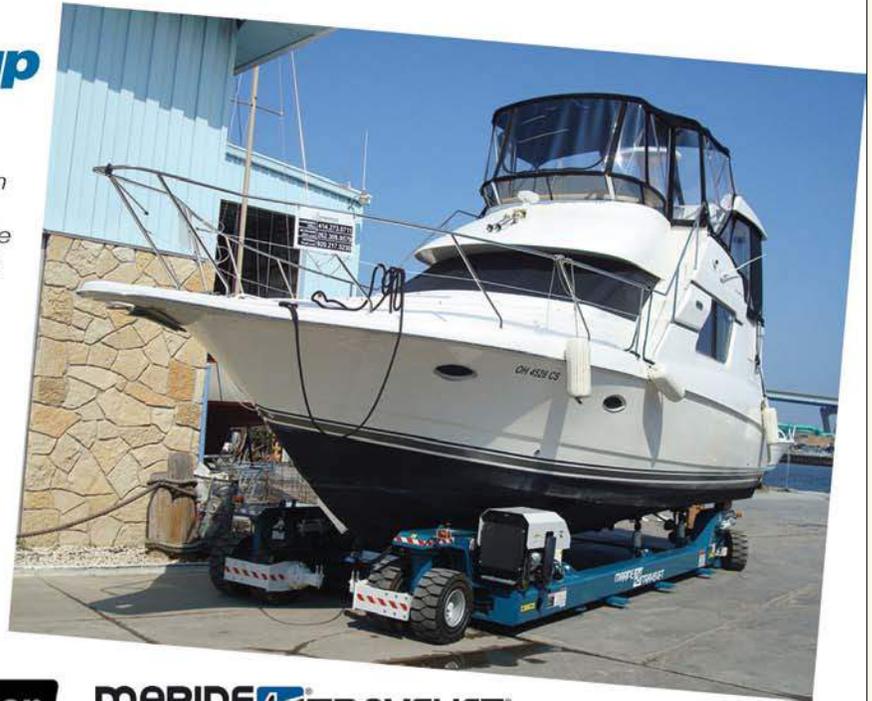
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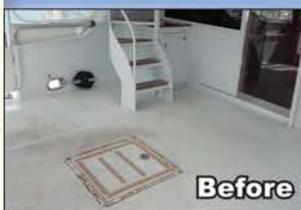
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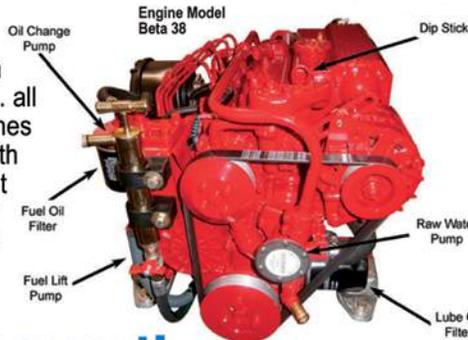
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Renaissance Marina .....89 River Supply ..... 122 Rollformers of Texas ..... 116 Saint Martin Billfish Tournament .....79 Sam's Taxi & Tours Ltd .....83 Santa Barbara Beach Marina .....45 Seagull Inflatables.....81 Sea Hawk Paints.....35 Seru Boca Marina .....45 Sevenstar Yacht Transport..... 6 Smith's Ferry Service LTD .....69 Soper's Hole Wharf & Marina .....73 Spice Island Marine Services .....13 St. Croix Marine .....73 St. Kitts Marine Works ..... 117 St. Maarten Sails..... 117 Subbase Drydock, Inc .....67 Tank Tender ..... 114 The Little Ship Company ..... 107 The Moorings..... 103 Tickle's Dockside Pub .....69 TurtlePac ..... 120 Ullman Sails ..... 117 Ultra Yacht Refit.....78 Unique Marine..... 108 Varadero Aruba Marina & Boatyard.....89 Village Cay Hotel & Marina .....71 Virgin Gorda Yacht Harbour.....67 VI Alternators and Starters..... 116 W.E. Johnson Equipment Company 113 Yamaha Motor Co., Inc.....C3		

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# THAT'S WHAT FRIENDS ARE FOR!

THE DISH BY CAP'N JAN ROBINSON

Recently I spent a weekend in Ft. Lauderdale with my favorite family and fortunately for me, they love to cook. Not only did I enjoy scrumptious meals, they also shared these delicious recipes.

## KALE SALAD WITH GRAPES, PROSCIUTTO AND PINENUTS

Prep time: 15 minutes. Serves: 4 - 6

- 4 cups kale, shredded (ribs removed)
- 1/2 cup red seedless grapes
- 4 slices prosciutto, chopped

### DRESSING:

- Zest of one lemon
- Juice of lemon
- 1 tsp honey
- Pinch salt
- Freshly ground black pepper
- 1/3 cup extra virgin olive oil

GARNISH: 1/4 cup pine nuts

Prepare kale and place in large serving bowl. Add chopped seedless grapes, and prosciutto. Mix together the dressing ingredients, set aside. Toast the pine nuts in a little olive oil and sprinkle with sea salt.

To serve add pine nuts and toss with dressing!

Note: This is delicious served with fish, chicken or meat.

## ROASTED VEGETABLES

Prep time: 15 minutes. Cooking time: 30 minutes. Serves: 4 - 6

- 1 zucchini, sliced and quartered
- 1 carrot sliced and quartered
- 1 red bell pepper, seeded and chopped
- 1 red onion, chopped
- 1 cup Brussel sprouts, halved through core
- 2 cups broccoli florets
- 2 cups cremini mushrooms
- 6 cloves garlic, minced
- 1/4 cup olive oil
- 1/4 cup balsamic vinegar
- 1 tbsp dried rosemary
- 1 tbsp dried oregano
- 1 tbsp dried basil
- 1 tsp dried thyme
- Sea salt and freshly ground black pepper, to taste

Preheat oven to 425°F. Place all vegetables in a single layer onto a lightly oiled baking sheet. Mix together the olive oil, balsamic vinegar, garlic, rosemary, oregano, basil, and thyme; season with salt and pepper. Gently toss to combine. Place in oven and bake about 30 minutes or until tender. Serve hot.

Note: Roast your favorite vegetables. You can add or delete vegetables, as you like.



## THE BEST FRESH MARINADE FOR FISH, CHICKEN, OR MEAT

Prep time: 10 minutes. Makes: 1 cup

- 1/4 cup fresh squeezed lemon juice
- 1 tsp freshly ground black pepper
- 1/2 tsp coarse salt (kosher or sea), or to taste
- 1/2 tsp red pepper flakes
- 4 strips of lemon zest
- 4 cloves garlic, crushed or minced
- 1/3 cup coarsely chopped fresh parsley
- 1/2 tsp dried oregano
- 1/4 cup coarsely chopped fresh basil, cilantro, or dill
- 1/2 cup extra virgin olive oil (EVOO)

In a glass or ceramic bowl, combine the lemon juice, black pepper, salt, and red pepper flakes; whisk until salt crystals dissolve. Add the lemon zest, garlic, parsley, oregano and basil. Whisk in the olive oil.

Hint: The secret of this marinade is to make and use as soon as possible.

## QUICK GREEK YOGURT DESSERT

Prep time: 5 minutes. Serves: 2

- 1 cup Greek yogurt
- 2 tbsp crushed walnuts
- Cinnamon to taste
- 2 tbsp honey, more or less to taste

Toast the walnuts lightly in a hot skillet. Spoon the yogurt into two small glass dessert bowls. Sprinkle toasted walnuts over the top of the yogurt. Then sprinkle with cinnamon and drizzle with honey. Serve.

Capt. Jan Robinson's Ship to Shore Cookbook Collection is available at your local marine or bookstore. Visit [www.shiptoshoreINC.com](http://www.shiptoshoreINC.com) email [CapJan@aol.com](mailto:CapJan@aol.com).



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