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<table>
<thead>
<tr>
<th>LOA in Feet</th>
<th>Daily $/ft/day</th>
<th>Weekly $/ft/day</th>
<th>Monthly $/ft/day</th>
<th>Seasonal $/ft/day</th>
</tr>
</thead>
<tbody>
<tr>
<td>up to 32</td>
<td>$0.87</td>
<td>$0.76</td>
<td>$0.44</td>
<td>$0.41</td>
</tr>
<tr>
<td>up to 40</td>
<td>$1.12</td>
<td>$1.01</td>
<td>$0.53</td>
<td>$0.50</td>
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<tr>
<td>up to 50</td>
<td>$1.22</td>
<td>$1.10</td>
<td>$0.58</td>
<td>$0.55</td>
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<tr>
<td>up to 60</td>
<td>$1.33</td>
<td>$1.19</td>
<td>$0.64</td>
<td>$0.61</td>
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<tr>
<td>up to 65</td>
<td>$1.48</td>
<td>$1.33</td>
<td>$0.71</td>
<td>$0.68</td>
</tr>
<tr>
<td>up to 75</td>
<td>$1.53</td>
<td>$1.38</td>
<td>$0.72</td>
<td>$0.69</td>
</tr>
<tr>
<td>up to 80</td>
<td>$1.68</td>
<td>$1.51</td>
<td>$0.88</td>
<td>$0.85</td>
</tr>
<tr>
<td>up to 100</td>
<td>$1.73</td>
<td>$1.56</td>
<td>$0.90</td>
<td>$0.87</td>
</tr>
</tbody>
</table>

*The Seasonal rate is available to vessels booking and paying for 90 days or more in advance.

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Multihulls are charged at 1.5 times the standard rate. Weekly and monthly rates apply to yachts staying consecutively for 7 days or 30 days respectively.
This month’s Editor’s Log is a little different to the usual. Recently, St. Martin and surrounding islands saw a high incidence of vessels going ashore, more in one month than in 2014 when hurricane Gonzalo blew through. Monohulls, multihulls (private and day charter) mega-yachts and ships have all ended up on the beach. A French family saw their beautiful cruising boat break free from a mooring off Saba and wash ashore in Saba’s Ladder Bay. A tug pulled her off but the boat suffered extensive damage and her decks were awash before the tug’s crew lifted her clear of the water. Shortly after, the Research/Survey vessel *Elsa* (157.5ft. 353 GRT) also broke free of the mooring she had been allocated in Saba and went ashore. At press time, the boat was leaking fuel, which was polluting the coast over a wide area. The authorities responsible for maintaining Saba’s moorings said they were strong and had been recently inspected. At the end of February, the *M/V Yacht Hop* (formerly the Canadian trawler *Cape Chidley*, built 1976 and laid up in Lunenburg, Nova Scotia in 2009. 791 GRT) went ashore in Nettle Bay, French St. Martin. For a while she was aground in quite deep water with her bows facing out to sea but when nothing was done, she was pushed inshore and ended up beam-on outside a block of apartments, so close that she was almost in their swimming pool, making salvage infinitely more difficult. At press time reports say she had a hole in the bottom and 12ft of water in the engine room. As you can expect, the groundings quickly became the talk of the waterfront and everyone had an opinion as to what caused them. Sailing pages on social media, especially Facebook, buzzed with the whys and wherefores. Debate was lively and, in what Americans call ‘Monday morning quarterbacking’, some comments were viciously hurtful. I wasn’t there and I certainly wasn’t on board any of the vessels when they went ashore but what seems certain is that human error, compounded by a distinct lack of common sense and good old-fashioned seamanship played its part. A family cruising boat secured to what they are assured is a safe mooring is one thing, and perhaps it can be written off as bad luck, but for a large commercial vessel to be left without crew capable of starting the engines or dropping a second anchor in an emergency is totally unacceptable and probably criminal.

See you on the water!

Gary E. Brown, Editor

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COVER SHOT:
El Galeón docked at IGY’s Yacht Haven Grande Marina
Photo: Dean Barnes
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Windsurf and SUP selfies – the art of shooting yourself
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WHERE IN THE WORLD?
Meet Izabella from ALL AT SEA!

ALL AT SEA LOVES BOAT SHOWS!
If you visited a boat show in the Caribbean or on the US eastern seaboard this year then chances are you had a close encounter with Izabella Wierzbicka (at least we hope you did). Izabella is the head of our Customer Relations department and, as she speaks to many people by phone and email each week, we thought it would be nice to put a face to the voice. In this shot, Izabella is having fun with clients at the Palm Beach International Boat Show.

Send us a high-resolution picture of you reading All At Sea, along with a description of when and where it was taken, and you may win a free subscription. We will select one winner a month. Please send images & your information to: subscribe@allatsea.net or mail to: 382 NE 191st Street #32381, Miami, Florida, 33179-3899.
ISLAND WATER WORLD CELEBRATE 50TH ANNIVERSARY
A large crowd gathered at Island Water World’s flagship store in Cole Bay, St. Maarten in March to celebrate the marine store’s 50th Anniversary. Drinks flowed, speeches were made and a dazzling fireworks display lit the night sky. Many members of the company’s founding family flew in to join the celebrations. Addressing the revelers, Island Water World managing director Sean Kennelly described the fascinating early history of the company and thanked the loyal staff, past and present, whose contributions had made the business a success. He then raised a glass of Champagne to the next 50 years.

HORIZON YACHTS GRENAADA MOVE INTO NEW LOCATION AT CLARKE’S COURT BOATYARD & MARINA
The yacht management team of Horizon Yachts Grenada has opened new premises at the fast growing Clarke’s Court Boatyard & Marina, Woburn. In addition to the existing brokerage and reservations office at Port Louis Marina, and yacht charters base and head office at True Blue Bay Resort and Marina, Horizon will now be operating its full range of brokerage, sales, guardianage and maintenance services for private yachts from a newly-built, spacious workshop and office located right behind the North Yacht Shop chandlery. www.horizonyachtsgrenada.com

SAINT LUCIA INDEPENDENCE DAY CLEAN UP – YOUNGSTERS SHOW THE WAY
Caribbean SEA’s Marigot Youth Club, Nature Force, showed
their national pride for Independence Day by cleaning up their local beach in March. Early in the morning, while most people were still asleep or packing picnics for a beach day, the youngsters were out in the mangroves and on the beach cleaning up trash that others so carelessly discarded.

After filling many bags of trash the youngsters were joined by visiting Caribbean SEA Executive Director, Mary Beth Sutton.
Speaking to Ms Sutton, one hardworking trash gatherer said: “If Marigot is one of the most famous places in St Lucia, like the Pitons, why does nobody help us keep it clean?”

This is the question that Marigot residents have been asking for many years. Many adults seem to have given up hope, but not the children!

ROUGH SEAS HAMPER BUDGET MARINE WAHOO TOURNAMENT

The Budget Marine and Trinidad and Tobago Game Fishing Association Wahoo Blowout held March 11-12 out of the Trinidad and Tobago Yacht Club, Bayshore, had more to contend with than just fish.

The Tournament comprised two days fishing with 66 anglers competing on 17 boats for cash and prizes. Hampered by rough waters, a total of only five fish were brought to scale including one Wahoo, three Dolphin and one Kingfish for a total of 112lb.

Team Dilligaf with anglers Robert Auerbach and Geoffrey Pollard won the Best Boat and Heaviest Wahoo prize, with a catch of 37.25lb. Heaviest Dolphin prize went to Kent Lee onboard Family III. Heaviest Kingfish prize was awarded to William Carr from Aquaholics.

MERCURY MARINE NEW SALES AND DISTRIBUTION CENTERS IN CARIBBEAN, MEXICO, CENTRAL AMERICA

Mercury Marine announce several new sales points throughout the Caribbean, Mexico & Central America. These new store openings, located in key markets throughout the region, will be exclusive Mercury Marine and Land ‘N’ Sea stores.

“Offering these types of facilities and services to our customers is a testament to the strong partnership we have developed with our dealer network in the region,” said Joaquin Soto, Mercury Marine director of sales & service, Caribbean, Mexico and Central America. “Our goal is to become more diversified to serve key markets in this region and these stores will allow Mercury to grow its presence in the Caribbean, Mexico and Central America.”

Some of the new stores have already opened for business while others will open later in 2017. The expanded network allows Mercury to expand in Mexico, Martinique, Dominican Republic, Guatemala and Puerto Rico.

For more information and a list of stores, visit: mercurymarine.com

LASER SAILORS MARK YOUR CALENDARS!

The annual Open Caribbean Laser Championship will take place in St. Martin’s Baie Orientale (Orient Bay), over the weekend of June 23 – 25.

Backed by longtime sponsor Island Water World, organizers say they are expecting representatives from many Caribbean islands will take part and that Standard, Radial, Masters and Youth classes will have separate scorings.

The regatta is run under the auspices of the St. Maarten Yacht Club and the Notice of Race (NOR) can be found on their website: www.smyc.com and at: www.Laserchamps.com. Information can be had by email from organizer and participant Frits Bus: fritsbus@caribserve.net

Competitor and organizer of the St. Martin Laser Championship Frits Bus

Mark Your Calendars!

A young volunteer helps clean up Marigot Bay by during St. Lucia’s Independence Day celebrations.
The 320 and 230 Vantage each earned a marine industry Innovation Award.

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YACHT CLUB NEWS

ANTIGUA JOLLY HARBOUR YACHT CLUB VALENTINE’S REGATTA 2017:
MORE BOATS, MORE FUN, GREAT RACING

Two action-packed days of racing, three party nights and a Junior Regatta brought together sailors, visitors and residents of Jolly Harbour for an unparalleled weekend in February.

This year's event saw a record number of entries with courses being run more closely to Olympic rules including off-shore starts to allow for larger boats to compete.

The competitive edge of the skippers and crew made for exciting starts and finishes, and good boat handling gave the 150 sailors taking part an exhilarating couple of days.

Perfect weather conditions saw the yacht Regardless scoop first prize in Racing Class, while Blue Peter dominated Racer/Cruiser Class, winning a spectacular five out of seven races. Not to be outdone, Volare snatched first in Cruising Class.

Over the two days the Junior Regatta saw eighteen youngsters competing in Optimist and Laser Taz dinghies. The winner in each class received Gill sailing gloves donated by Budget Marine.

Major sponsors of the event were Sea Hawk Paints, Budget Marine, Banks Beer, Gill Clothing, Al Porto Restaurant, and the Jolly Harbour Home Owners Association. Local shops, the Jolly Harbour Marina, restaurants and businesses from Jolly Harbour and the wider Antigua community donated prizes for the first three places in each class.
ST. CROIX YACHT CLUB. CHANDLER REGATTA FEATURES SMALL BOAT COMPETITION FOR EVERYONE

Forty-five sailors, ranging from grade school students to seniors, showed their small boat skills in the 5th Annual Bill Chandler Memorial Race. Hosted February 26, out of the St. Croix Yacht Club, U.S. Virgin Islands. Sailors competed in five classes: Optimists, Sunfish, 420s, 29ers and Rhodes 19s.

In the Optimist Green Fleet, Rodney Moorhead placed first, while Sean Huddleston won the Sunfish class with a stream of first-place bullets and one second place. High school sailors, Rider Odum and Zac Bozzo, topped the 420 Class. The 29er class, a new boat recently added to the Club’s fleet, was won by brothers Atlee and Dawson Kohl. The Rhodes 19s figured as the biggest class of the regatta with seven boats. It also proved the most competitive. Chris Stanton, with Ryan Higby as crew, won by posting a nearly flawless performance of first place finishes except for one race. An all-women team of Felice Quigley, Cheryl Nelthropp and Kelly Klempen finished a commendable sixth.

“Racing took place in Teague Bay with winds blowing a steady 10 to 13 knots,” says director Karen Stanton. “It’s always a great event in memory of longtime sailor and mentor to many sailors at our Club, Bill Chandler.”
NEW PRODUCTS

IMPELLER REPLACEMENT INVOLVES MORE THAN PUMP COMPATIBILITY

Whether it’s seasonal maintenance, buying a spare to have on board or making a last-minute dockside repair, choosing a replacement flexible impeller involves more than just pump compatibility. Quality is a factor, as are material and coating. JMP impellers surpass common neoprene and nitrile for performance and long life. And they’re ROHS-free, meaning they’re safe for the environment.

As an impeller ages, it tends to lose its ‘springiness’. It doesn’t circulate the water like it did when new. Engine temperatures rise, causing the pump to overheat and the impeller to fail even more, leading to potential serious damage. This is why it’s important to check the unit during regular service and always have a spare on hand.

ISO 9001-certified, JMP manufactures all its flexible impellers in-house to ensure quality and consistency. It uses a proprietary blend of materials in its neoprene and nitrile models that is resistant to salt, oils, chemicals and high heat. Because seawater temperatures vary from 32° to 110° F around the globe, they have a maximum operating temperature of 180° F. Both feature a special wax infusion that provides superior wear resistance and long service life. The insert is brass, a sure sign of excellence. Quality is guaranteed with a 1-year warranty. www.jmpusa.com

DECK PLATE BAGS CREATE SECRET STORAGE

The most secure spot on a boat is the space that a thief doesn’t know exists. Stow-Away Deck Plates with Bags from Beckson Marine provide hidden storage under a watertight deck plate, whether for concealing small valuables or in which to keep items handy and accessible.

Beckson Marine Stow-Away Deck Plates with Bags come complete with a 4, 6 or 8in deck plate. An included removable 12in nylon bag drops inside the deck plate opening, held in place by an interior rigid ring. It’s ideal for securing small valuables like watches, wallets, jewelry or electronics. The deck plates are fully watertight to ABYC H-3 and H-4 standards, as well as international standards ISO 11812 and ISO 12216. They also carry NEMA 250 6P Submersion certification.

The nylon storage bag has a drawstring, convenient for carrying small items between the boat and shore. Beckson’s 6in deck plate model can be ordered with a 24in long bag, which is great for stowing a fender. Available with a choice of white, black and beige deck plates. The company also offers 12in Drawstring Bag Kits to retrofit to existing Beckson Marine or other compatible deck plates. www.beckson.com
**WHAT’S THAT PONG?**

Boats with marine heads will eventually begin to smell funky. Sometimes all it takes to remedy it is some simple maintenance, other times it’s a DIY repair. Either way, Raritan Engineering has boat owners covered. They offer two easy-to-use, safe and environmentally-friendly bio-active cleaners, and Sani/Flex Odor Shield, a premium quality sanitation hose with a 5 year warranty against odor permeation.

C.P. (Cleans Potties) Marine Toilet Bowl and Drain Cleaner harnesses the power of specialized bacteria with 100% biodegradable cleaning agents. C.P. leaves the bowl, drain and sump sparkling clean and fresh-smelling. Because it’s chemical-free, it’s the only product safe to use with K.O.

K.O. (Kills Odors) is Raritan’s premium quality holding tank treatment. Its bioactive ingredients quickly break down and liquefy waste, and neutralize the cause of odor. Unlike other brands, its chemical-free formula doesn’t require boosters to dissolve tissue.

Raritan’s Sani/Flex Odor Shield butyl rubber marine sanitation hose is the perfect choice for DIYers. With a bend radius of up to two times its diameter, its extreme flexibility makes it easy to snake through close-fitting spots and get around tight corners. Once installed, it provides boat owners the lowest odor permeation level among the competition. Sani/Flex Odor Shield is offered in 1 and 1.5in diameters. www.raritaneng.com

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When bright illumination is needed, TecNiq delivers with its new E600 and E610 docking lights. Ideal for boats, RVs, trailers and EMS vehicles, they’re available as flush or surface-mount, with up to 2,000 lumens of brilliant white light.

TecNiq’s docking lights are built to last and backed by a lifetime warranty. Waterproof, they feature anodized cast aluminum heatsinks and TecSeal urethane potting. Form-fitting gaskets protect boat and vehicle finishes. 316 stainless steel covers add to their durability and good looks. Custom connectors are available on request.

The E600 Flush Mount Docking Light delivers 2,000 commanding lumens to light up the night, yet only draws 1.25–1.75 amps. Installed with two screws. Measures 6.6in x 3.1in x 1.4in (high) with a 1.3in recession.

Providing 1,400 powerful lumens, TecNiq’s E610 Surface Mount Docking Light doesn’t require a cut-out, just a small hole for wires and two screws. It draws .85–1.15 amps and measures 5.7in x 3.2in x 1in (high). www.tecniqinc.com

E600 Flush Mount Docking Light (above) and E610 Surface Mount Docking Light
Whichever dinghy you have, it’s the wrong one. If it rows well, it squats and powers poorly. If it is light-in-weight, it flips over in a gust. If it is heavy, it is hard to get on deck. Even its hull material is probably wrong. The Aussies favor aluminum but their ‘tinnies’ are noisy and hell on the yacht’s topsides. Carvel-planked wooden dinghies are too heavy. Clinker-built tenders are both too expensive and fragile. Plywood dinghies rot with amazing speed. Plastic dinghies are West Marine toss-aways. Fiberglass tenders have their place but they tend to be heavy and keeping a non-marring rub-rail attached is a full-time job.

Even dinghy stowage is problem. A wise sailor will tell you, “Never tow a tender you can’t afford to lose.” Davits are perfect for coastal work and wholly unacceptable offshore. (No exceptions!) This leaves the cluttered fore deck or cabin top on most cruising vessels as the only logical—but-regrettable choice.

My Apex was ‘bottom’s up’ so much I considered painting its outboard with antifouling paint under its cover! I can’t remember all the times it’s flipped. I’ve even towed it upside down for miles while it submarined like a berserk balloon on a demented shark hunt.

So what dinghy is best? I dunno. Obviously, hard-bottom inflatables have many advantages. They are light, easy on the topsides, easy to beach, and have a good payload. But they have three major disadvantages: They are expensive, easily damaged by the sun, and don’t like sharp objects. While a good cover in the tropics greatly helps with Old Sol, I merely ‘touched’ an oyster once while docking in my Zod. Oops! The result was a three-foot slit in the starboard pontoon.

Despite these problems, an inflatable can be an affordable choice for the careful-if-frugal mariner. Our Apex A9, despite only weighing 72 pounds, lasted 12 years and two circumnavigations.

While this A9 was great for lugging up the beach, it was also great for flipping. I sail often in New Zealand, South Africa, and the Indian Ocean. Forty-knot gusts are common. My Apex was ‘bottom’s up’ so much I considered painting its outboard with antifouling paint under its cover!
I can’t remember all the times it’s flipped. I’ve even towed it upside down for miles while it submarined like a berserk balloon on a demented shark hunt.

Solution? I have an alarm on my Maximum anemometer that rings at 30 knots. I immediately lower a 25-pound anchor into my inflatable’s bow. At forty knots a secondary alarm rings and I then pull the drain plug on the dinghy. This allows it to flood halfway—but not submerge my elevated six-gallon gas tank nor engine. Thirdly, I hook the painter on a ‘storm hook’ mounted as low as possible on my transom. This helps to ‘yank’ the bow down in big waves and inhibits the bow kiting.

I must admit I loved rowing it when alone. Alas, eventually, my hatred for rowing it with my wife, child, and three sacks of groceries overpowered that love. (Perhaps age played a role as well.)

For over a dozen years, I had a fiberglass rowing/sailing dinghy (designed by Lawley and built by Graves of Marblehead) on our 36-foot Endurance ketch Carlotta. I must admit I loved rowing it when alone. Alas, eventually, my hatred for rowing it with my wife, child, and three sacks of groceries overpowered that love. (Perhaps age played a role as well.)

The next thing you know, you glance back to see your deflated dinghy (chafe!) swinging back and forth wildly. Damn!

The only solution is to morosely spider-web your soon-to-be-chafed dinghy to the davits like the Lilliputians did Gulliver.

I’ve never had a dinghy flip once flooded. However, beware! You’d best have a strong painter and attachment point, as the loads ramp up dramatically with half-a-ton of water onboard.

The Kiwis like to think out-of-the-box. It is rough down there. Towing is out of the question. Large boats have traditional davits for coastal work but small vessels often stow their dinghies on their sugar-scoop transoms vertically. This sounds crazy but actually works, with the dinghy end-tubes lashed to the hull and the bow pointed up against the (temporarily-padded) split backstay.

Many experienced yachties hoist their dinghy each evening. This almost eliminates theft and keeps the bottom growth-free. Alas, in a severe squall, the hoisted dinghy can become airborne. This usually happens around midnight on moonless evenings. Watch out stanchions, portlights, and (gulp!) spreaders! (I’ve never had a dinghy impaled atop my Windex but nothing would surprise me.)

Some modern boats have ‘up-the-butt’ dinghy garages under their cockpits but this eliminates sugar-scoop transoms and wind vanes.

We have a Monitor windvane on the transom of our 43-foot ketch. This prevents us from using our davits most of the time. But, occasionally, we remove the windvane when our grandkids visit in windless Southeast Asia, for instance.

Davits seem relatively benign, true, but are not innocent. I believe most are possessed by the devil. Mine are. It takes about twenty lines to strap my dinghy motionless to its davits and this motionlessness lasts about twenty minutes or so until a line stretches, allows some movement, gains momentum, stretches more, etc.

Isn’t yachting grand?

EDITOR’S NOTE: The Goodlanders are now dinghying around anchorages in the Caribbean after tying the knot on their third circumnavigation.

Captain Fatty Goodlander is the author of Chasing the Horizon and numerous other marine books. His latest, Storm Proofing your Boat, Gear, and Crew, is out now. Visit: fattygoodlander.com
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May is a transition month. It’s a time when the season changes from winter to summer. We see it in our weather patterns. In the winter the northern Caribbean often gets bashed by the southern tip of cold fronts that typically travel from west to east. Northern storms send large swells to north facing beaches – great for surfers, not so for swimmers. But by May they are gone and a spell of benign weather settles in, often with calms or light winds. It’s the time when European cruisers make plans to cross the North Atlantic and return home after an annual sojourn in the Caribbean. It’s also a time when North American sailors head back to their east coast home ports and others head south to more equatorial latitudes to escape tropical storms and hurricanes. Our mammalian friends the humpback whales turn north too – after a hopefully successful mating season in the warm Caribbean (they’re just like humans). But most of them ‘gone to come back’, that delightful Caribbean phrase meaning ‘I’m leaving now but I’ll be back’.

Some time ago Charlie decided it was time to be Gone to Come Back. His mission was to sail to the pirate haunts of
yesteryear, so he set off on his small cutter and headed west. First stop was Tortuga, off the north coast of Haiti, that old haunt of long ago pirates seeking refuge from the law; they were the boucaniers or buccaneers and were a ruthless lot. Charlie sailed into the anchorage and had hardly got the anchor down when a boatload of ‘officials’ climbed aboard, started stripping the boat in the guise of ‘inspection’ and then demanded money. The pirate haunts of yesteryear hadn’t changed a bit; they were the pirate haunts of today. That night Charlie was Gone, Never to Come Back. But in all Charlie’s cruising, over thirty years aboard, he can’t think of any other place he wouldn’t go back … (except that reef on the east coast of Molokai where he ran aground).

Having just come from the southern and western Caribbean and having cruised Guatemala and the Bay Islands she found the local decadence abhorrent. There is little doubt that the adventurous cruising sailor on a budget is getting squeezed out.

While chatting to a fellow cruiser the other day Charlie was surprised to hear that she was not really enamored with the northern Caribbean islands. “Things are ridiculously expensive, crowds of loud and obnoxious tourists everywhere, huge plastic catamarans all over the place, and mooring balls … $30 a night and no room to anchor! Unbelievable.” As Charlie mulled her comment he had to admit that she was right, it’s all a matter of perspective. Having just come from the southern and western Caribbean and having cruised Guatemala and the Bay Islands she found the local decadence abhorrent. There is little doubt that the adventurous cruising sailor on a budget is getting squeezed out.

The majority of charterers, racing sailors and even the wealthier itinerant cruisers love the islands and will return year after year ‘Dem is de people Gone to Come Back’. But for real ‘salt of the earth’ adventurous sailors once may well be enough. After all, there’s a whole world out there. 

NILAYA WINS SECOND CONSECUTIVE LORO PIANA CARIBBEAN SUPERYACHT REGATTA

RACING CIRCUIT BY CAROL M. BAREUTHER

Nilaya, the dominating Reichel/Pugh design, was presented the Boat International Media Trophy for overall victory at the seventh Loro Piana Caribbean Superyacht Regatta & Rendezvous sailed March 10 – 13.

It is the second consecutive year and third time in the past four years that the 111-footer has won the trophy at the annual regatta presented by Italian luxury brand Loro Piana and co-organized by the Yacht Club Costa Smeralda and Boat International Media. Built by Baltic Yachts, Nilaya won all three races in Class A by an average of more than six minutes.

“It comes down to good management and, of course, a great owner,” said tactician Bouwe Bekking. “Without a great owner you can’t put a good team together and he puts a lot of emphasis on good team work. It’s a combination of a couple of pros, a lot of friends, and a lot of history; we’ve been sailing together for nearly seven years now.”

Nilaya also won the Loro Piana Cup for winning Class A; as did the 38m P2 in Class B, the Swan 90 Freya in Class C and the 60m Perseus³ in Class D.

With brisk winds of 13 to 20 knots propelling the 17 yachts around the 23 nautical mile course set about the Sir Francis Drake Channel, P2 won its final race showdown with Ganesha to capture Class B.
The two were tied on points heading into the finale, but the P2 crew signaled their intention to take no prisoners early when they fired their cannon – a 39-inch long, two-inch bore piece of ordinance that was captured from the French frigate Le Medee in 1801 – upon leaving the YCCS dock. When they fired it again after finishing, everyone in earshot knew the job had been done.

“The cannon has become our signature move,” said Tony Rey, the tactician. “The poor fellow who has to fire the cannon has the hardest job because you don’t want to misfire. But we had a great race with Ganesha, it seems it always comes down between us. Matt Humphries and the guys on Ganesha are incredible competitors. We like to think we’re getting better.
and better at sailing P2. We all take pride in getting on the podium here. It’s a big deal.”

Don MacPherson’s Freya also captured its second consecutive class victory and third in the last four years, winning all three races in Class C by an average of more than five minutes.

“It was a fantastic week, we did well because we’re a crew,” said MacPherson. “It was really good racing and we made very few mistakes.”

For MacPherson and crew it was their fifth consecutive victory in the past year. They started winning at last year’s Loro Piana Caribbean Superyacht Regatta, continued at the St. Barth’s Bucket, and then won the Rolex Swan Cup last September in Sardinia and finally the Rolex Swan Cup sailed March 3rd in Virgin Gorda.

“The Loro Piana Superyacht regattas represent one of the highlights on both sides of the Atlantic and these last four days have been incredible. Here we have such a range of boats, from the smallest at 23 meters to the largest at 60 meters.”

In Class D the 60m Perseus³ completed its first class victory with a come-from-behind after suffering a problem with its roller furling system that prevented the crew from using the large headsail. However, the crew was able to get the issue sorted out in time to score a 45-second win over Action, the new 123-footer from Dykstra Naval Architects and built by Royal Huisman.

At the final awards Action, helmed by Olympic medalist Shirley Robertson with Volvo Ocean Race winner Ian Walker calling tactics, was presented the British Virgin Islands Trophy for best newcomer to the event.

“The Loro Piana Superyacht regattas represent one of the highlights on both sides of the Atlantic and these last four days have been incredible,” said YCCS Commodore Riccardo Bonadeo. “Here we have such a range of boats, from the smallest at 23 meters to the largest at 60 meters. We also have classic designs such as Wild Horses, to new boats, such as the Swan 115 Shamanna. I want to thank our title sponsor Loro Piana for supporting us and the owners who make all of this possible. I look forward to seeing you in June in Porto Cervo and in 2018 back here in Virgin Gorda.”
This is a beautifully remodeled and pristine family home, on the desirable East End of St. Thomas. The home is within walking distance to both the town of Red Hook and peaceful Vessup Beach, and just steps from the VI Montessori School / Peter Gruber Academy. It has a total of 6700 square feet of indoor space, and an additional 2000 square feet of outside decks.

There are a total of eight bedrooms with ensuite bathrooms, making this a perfect candidate as a vacation rental for AirBnB or VRBO/Homeaway. And with a second full kitchen on the lower level, you also have the flexibility to lease both floors separately, or live on one level and lease the other to help pay the mortgage.

Other features include:

- Completely fenced, with electric gate
- Large solar array on WAPA net metering program to reduce your electric bill
- Large Generator on Automatic Transfer switch to cover power outages
- Two full kitchens, one on each level
- Ample outdoor living space on both levels
- Central Air Conditioning
- Wired for offices, with dedicated server room
- Huge temperature controlled wine room
- Hurricane resistant windows eliminating the need for shutters
- Lots of driveway space for parking
- Professional Landscaping
- Granite counters in upstairs kitchen
- Hardwood accents
- Saltillo tile floors

This home offers great flexibility in usage, but the greatest asset may be the value. It is priced well below comparable properties per square foot, and is ideal for large families or rental income. $1,890,000

CONTACT: Kirk Boeger, David Jones Real Estate
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The 37th running of the St. Maarten Heineken Regatta, which took place on March 3-6, had something for everyone: big breeze, record-setting performances, impressive winners and a wrap-up party headlined by legendary performance artists UB40 on the sands of Kim Sha Beach. The event’s motto is ‘serious fun’ and it once again lived up to its well-earned reputation.

A fleet of 164 entries, competing in 17 dedicated divisions for racing monohulls and multihulls, bareboat charter yachts and cruising boats, set sail on Day 1 of the event in a staunch easterly breeze topping 20-knots on the annual round-the-island race. The conditions proved to be ideal for the French
Volvo 70, **SFS II**, skippered by the veteran ocean racer Lionel Pean, which set a new record for the course of 2h, 10m, 37s. It proved to be the start of a dominating regatta, as Pean’s well-sailed 70-footer went on to win all four races over the long weekend to easily capture first place in the five-boat Ocean Racing Class.

Even so, when all was said and done, the honor of Most Worthy Performance for the regatta belonged to Ross Appleby’s Oyster 48, **Scarlet Oyster**, in the highly competitive, nine-boat CSA 1 division. It was Appleby’s 13th straight St. Maarten Heineken Regatta but the first time he’d won his class, and as he accepted his trophy he vowed to return next year to defend his championship.

There were plenty of well-known Caribbean sailors sprinkled throughout the fleet, but no single division was more impressive for its local flavor than CSA 4, which proved to be ‘the battle of the knights’: among the eight skippers in the class were St. Maarten’s Sir Robbie Ferron and Sir Bobby Velasquez, and Antigua’s Sir Hugh Bailey. It came down to the last of five races, with Velasquez’s 45-foot **L’Esperance** trailing his longtime rival, Ferron’s J/39 **Micron 99**. But when **L’Esperance** pulled off the victory and **Micron 99** finished fourth it gave Velasquez satisfying bragging rights for another year.

As always, there were plenty of international entries as well, and some star-studded sailors competing on those yachts. Among the celebrities were Saskia Clarke of Great Britain, the Olympic gold medalist in the women’s 470 class in the 2016 Rio de Janeiro games, and American Brad Kendell, the Paralympic silver medalist in the Sonar class in Rio. Both sailed on class winners, with Clarke crewing for Sir Richard Matthews aboard his 42-foot **Oystercatcher XXXi** in CSA 2, and Kendell trimming the main on the Dufour 455 **KHS&S Contractors**, which won the Bareboat 3 class and was also named the top Bareboat Overall.
One of the great things about the St. Maarten Heineken Regatta is its inclusive nature, with competitors racing boats as disparate as Melges 24s and Swan 100s, and everything in between. In the former class, another pair of strong local rivals dueled it out, with Andrea Scarabelli’s Gill Race Team taking first place just ahead of Frits Bus’s Team Island Water World 1. At the other end of the spectrum was a pair of 100ft Swans, Tomex Ulatowski’s Varsovie and Miquel Huma’s Muzuni, in the seven-boat Maxi class. When the smoke cleared, however, the winner of the class on corrected time was St. Maarten’s Nico Cortlever, sailing the X-612, Nix.
There was also great racing in the Multihull classes, with another highly international fleet. In Multihull 1, Aussie Shaun Carroll was the winner aboard his modified Sea Cart 30 trimaran, *Morticia*. Germany’s Sergei Kischilov’s Catana cat *Selika* won Multihull 2. And the Lagoon 380, Andrey Arbusov’s *Platin*, topped the field in Multihull 3. The best Offshore Multihull was American Greg Slyngstad’s Beiker 53, *Fujin*.

The popular J/Boat brand was well represented in this year’s fleet. Mitch Padnos earned top honors in CSA 3 aboard the chartered J/122, *El Ocaso*. And Dave Cullen, from St. Barths, was the winner of CSA 5 on a J/109, *Pocket Rocket*.

It wasn’t all about flat-out racers, though. In future regattas, event organizers hope to see more cruising boats, and have designated the Lottery Class for cruisers with an easier racing schedule and dedicated parties. Veteran Heineken campaigner Hank Schmitt, owner of the Swan 48, *Avocation*, is at the forefront of this movement, and this year the Lottery Class fleet included an Alden 50, several Beneteaus, a Jeanneau, a C&C and a Catalina, many of which raced with dodgers and Biminis set up and wind generators whirling. The winner of this eclectic group was a modest Holiday 33, *Caribella*, sailed by Gordon Robb.

For full results, photos and much more, visit the regatta’s website: www.heinekenregatta.com.

Herb McCormick is the executive editor of Cruising World magazine.
Six J Class boats were among the star attractions at the 2017 St Barth Bucket, in which a fleet of 38 yachts, all over 100ft long, raced over the weekend of March 16-19 in St Barthélemy. There is really nothing like the Bucket, where the public can walk along the dock right next to these incredible vessels, and a yacht hop allows hundreds of guests the chance to party aboard a few of them.

But the boats take the sailing seriously. Divided into five classes, not including the J Class, the fleet sailed in two round-the-island races and one ‘wiggly course’ under ideal weather conditions with sunny skies and gusty winds.

In the J Class—which opened the regatta on March 16—the 136ft Hanuman was the overall winner. Based on the original designs of the 1937 Endeavor II, Hanuman’s closest competitor was Velsheda, which had victories in three of the around-the-buoy races sailed by that fleet over its first two days.

Built by Royal Huisman in 2000, the 112ft sloop, SPIIP, took top honors in Les Elegantes des Mers class, as well as winning the perpetual Bucket Trophy for best overall performance among all the pursuit classes. The owner was also awarded a leather-clad bucket from Hermes. This yacht’s sophisticated exterior design and engineering are by German Frers, with interiors by Andrew Winch.

SPIIP’s tactician Tom Whidden revealed that the yacht lost its hydraulics on the last day provoking a third-place finish, but that was enough to secure their overall class victory: “We had a big lead at one point,” said Whidden. “We went way offshore after the start and came back right on lay line. I’d like to say it was skill, but it was a little bit luck when the wind went left. Then we lost the hydraulics about two-thirds the way up the beat on
the backside of the island. We couldn’t let the mainsail out and had to trim the jib by hand, heading the boat into the wind to pull in the lines because we didn’t have a winch handle.”

Wisp, a 115ft Royal Huisman sloop, won Les Mademoiselles del Mers class, while the 183ft Perini Navi ketch Rosehearty took top honors in Les Grandes Dames des Mers, holding off her closest competitor, Meteor, by taking a course closer to shore than Meteor’s on the windward side of the island and tacking to cover her as she began getting closer. Rosehearty also won the Perini Navi Trophy for best performance by a Perini Navi yacht in The Bucket.

In the new Corinthian Class for Les Voiles Blanche, the 140ft Vitters sloop, Koo, snatched the lead from Q and crossed the line in first place. This is Koo’s fourth Bucket, the team having raced non-spinnaker every time, so it’s as if the new Corinthian Class was created especially for them.

The Les Gazelles des Mers class win went to Visione, a 147ft Baltic Yacht built in 2002.

The awards ceremony was held on the evening of March 19 on the main dock in Gustavia, at which time The Bucket Regatta presented a donation of 20,000 euros to the Saint Barth Yacht Club Youth Sailing Program.

The 2018 Bucket will take place March 15-18. For full results and Bucket info, visit: www.bucketregatta.com

Ellen Lampert-Gréaux lives in Saint Barthélemy where she is editor-in-chief of Harbour Magazine.
If the Casa de Campo International Blue Marlin Classic, fished March 17 to 20 out of Marina Casa de Campo, La Romana, Dominican Republic, was a horse race, no one would have bet on what turned out to be the top boat and angler winners. It definitely looked like a longshot for the Venezuelan-based team aboard the Viking 58, Amazing Grace, to consider a podium finish when they started the last day of fishing 9th out of 16 in the boat standings. Ditto for Garrett Penley, who fished aboard the 48ft G&S, Chaser, out of Destin, Florida, and who set out seventh on the tournament’s final day among the anglers. Yet there’s that certain mix of luck and skill in sport fishing, especially billfishing, that means that anything can and does happen.

“Our three days of fishing were executed under the strict and effective work of our captain, Goyo Mejias, who located the best zones for us to hunt for blue marlin,” says Amazing Grace angler William Bustillos. “In reality, we had problems with our electronics and Mejias spent 72 hours working to repair and calibrate the equipment. This, plus the excellent vibes from our team members really helped us. But what really made the difference was when we released three individual blue marlin. The cherry on top was a tripleheader of releases that put us at

PHOTO: RICHARD GIBSON/Hi SEAS PHOTOGRAPHY

Sport fishing action aboard Amazing Grace

The crew of Amazing Grace enjoy the awards ceremony

PHOTO: RICHARD GIBSON/Hi SEAS PHOTOGRAPHY

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The crew of Amazing Grace enjoy the awards ceremony

PHOTO: RICHARD GIBSON/Hi SEAS PHOTOGRAPHY

Sport fishing action aboard Amazing Grace

The crew of Amazing Grace enjoy the awards ceremony
six fish total that last day and seven total for the tournament.”

Bustillos credits the skill of Amazing Grace’s anglers – in concert with the spot-on execution of Capt. Mejias maneuvers during each fight – for the win.

Frank Rodriguez’ Fa La Me, which placed Top Boat in this tournament in 2014, finished second, while Chaser ended third in the boat standings.

Penley, on Chaser, also enjoyed a gangbuster of a last day to reach his six fish total and earn the tournament’s Top Angler prize.

“Garrett is a phenomenal angler and my first mate,” says Capt. Tim Richardson, on Chaser. “He is the fastest you will see around a cockpit and is on point all day.”

Richardson says the Chaser team fished 26 to 30 nautical miles southwest of Casa de Campo on two sets of FADs. Penley caught fish throughout the day, but releases tended to be concentrated between 11am and 4pm.

“Each fish behaved differently, but we caught one blue marlin in less than three minutes and others we fought for over 30 minutes,” Richardson explains.

Sixteen boats from the Caribbean and U.S. released a total of 63 blue marlin in this blue marlin only, all release tournament.

“The weather was great the first and last day, but really rough the second day,” explains tournament director and owner of Miami, Florida-based International Billfish Tours, Rick Alvarez. “I think we would have seen even more fish if we didn’t have a front come through right before the tournament started. Some boats in the week prior were releasing nine to ten blue marlin a day.”

The Casa de Campo Blue Marlin Classic is the kick-off event for the 2017 Dominican Billfish Triple Header Series, now in its second year. The series will continue with the International Cap Cana Billfish Shootout in June and finish at the Cap Cana Classic in September.

For more information, visit: www.intlbillfishtourns.com

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

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While the Rules of the Road do not make for stimulating bedtime reading, unless one is studying for their captain’s license, they do contain an interesting set of guidelines pertaining to the equipment for sound signals.

Masters of superyachts and ships of 100m (328ft) or more in length must make sure that their vessels have a whistle, a bell and a gong on board. According to the rules, bells and gongs are to be constructed of ‘corrosion-resistant material and designed to give a clear tone’. And for that gong, ‘the tone and sound cannot be confused with that of the bell’. A quick perusal of specialty ship chandler catalogues reveals that a brass signal gong, 0.5m in diameter with a hammer striker, can be had for under $300. Neither the bell nor the gong should be used as the signal for dinner being served.
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For these large vessels, the whistle must be capable of being heard between 1.5 and two nautical miles away. Their loudness is measured in decibels (dB) when standing one meter away. A superyacht’s whistle will have a maximum intensity of 143 dB. Just how loud is that? The Decibel Equivalent Table, which equates loudness to ‘everyday’ sensations, rates 140 dB as the ‘threshold of pain’. Fortunately, the whistle on large vessels is just 1 dB below the intensity where the ‘nose itches due to hair vibrations’. Mariners will be thankful to learn that the International regulations for Preventing Collisions at Sea (IRPCS) mandate that a whistle shall be placed as high as practicable on a vessel, in order to minimize hearing damage risk to personnel and that the sound pressure level of the vessel’s own signal at listening posts shall not exceed 110 dB. That’s just 10 dB lower than sitting in the front row at a rock concert.

What is a whistle, anyway? COLREGS define it as ‘any sound signaling appliance capable of producing the prescribed blasts’ and meeting the specified loudness laid out in the rules. Smaller recreational vessels, less than 20m (65.6ft) LOA, only need an audibility range of a half nautical mile. Whistles can be powered by steam, compressed air, electricity or one’s breath. On boats today, they are more commonly known as horns. By IRPCS definition, there are only two types of whistle blasts. A short blast—a blast of about one second duration, and a prolonged blast—a blast from four to six seconds duration.

The sound signals themselves are governed by two rules: Maneuvering and Warning Signals (Rule 34) and Sound Signals in Restricted Visibility (Rule 35). Rule 34 is expressly for power-driven vessels operating in sight of one another in meeting or crossing situations, while Rule 35 covers all power-driven and sailing vessels, day or night, in or near an area in which visibility is restricted by fog, mist, falling snow, heavy rainstorms, sandstorms or other similar causes. Rule 35 further subdivides its prescribed signals into vessels that are underway and vessels that are not underway.

The definition of being underway is critical to deciding what sound signals to use for situations covered in Rule 35. COLREGS Rule 3 states: The word underway means that a vessel is not at anchor, or made fast to the shore, or aground. It’s succinct and to the point. And a vessel underway can have two states: underway making way and underway not making way. What is the difference? A power-driven vessel is considered not making way, when its transmission is in neutral and is stopped and making no way through the water. Of course, the vessel will still be subject to the motion of leeway, caused by any wind present, and drift, caused by any current.

In the next two articles in this series, the details of Rule 34 and Rule 35 will be explained. The Maneuvering and Warning Signals Rule covers course alterations, operation in a narrow channel, nearing an obscured bend and signals for dangerous situations. The Sound Signals in Restricted Visibility Rule highlights vessels underway, whether encumbered or not encumbered, and also when they are at anchor or aground.

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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www.pettitpaints.com

Photo by Billy Black
Cooking on a crewed charter yacht isn’t easy. On one hand, guests expect three to five mouth-watering, never-repeated, restaurant-style meals daily for the duration of the charter. On the other hand, unlike their land-based counterparts, charter chefs work in tiny galleys, often in rough seas and in off-the-beaten-track places where there’s no chance to run ashore for ingredients. It’s a rigorous role. That’s why Melissa Neidlinger started her training-intense Ten-day Yacht Chef Boot Camp.

“When I started Island Eats Culinary Adventures last December I had the idea to create day-long seminars. Yacht chefs that attended brought a wide variety of experience. It soon became clear that what was missing in this industry was to teach the basics of cooking and working on charter boats in the Caribbean. While captains are required to present certifications and experience to get a job, often a yacht chef is not. And many of the chefs feel they have much to learn when working in an industry where food is becoming more important to the charter business.”

Boot Camp is an apt name for Neidlinger’s ten-day course. She has put together an intensive program that starts with basic cooking techniques, skills such as searing meats and fish, simple knife skills, cleanliness and organization. Then, lessons move on to provisioning, including a field trip to the...
supermarket, menu planning and plating. Neidlinger breaks
the syllabus down to cover a few topics each day.

Learning how to prepare over 100 recipes – everything from
sushi, sauces and vegetable sides to appetizers, breads, soups
and desserts, is what Ashley McGowan liked best about being a
student at Neidlinger’s Yacht Chef Boot Camp. McGowan, who
grew up and worked on boats all her life, says she was comfort-
able with all aspects aboard, except when it came to the galley.

“What we learned really helped us feel confident in being
able to create and cook a high-end menu for charter guests.
Some of my favorite dishes were Curried Shrimp Skewers with
Pineapple Chutney, and Coq au Vin and Spiralized Zucchini
‘Spaghetti’. No corners were cut and everyone got to tackle
everything,” she says. “Plus, we learned substitutes and key
staples to have aboard to accommodate for guests’ aller-
gies, dietary needs, special requests and last minute changes,
which are almost inevitable on a boat.”

Plating and presentation were among the Boot Camp skills
taught that Sherry Moore, chef aboard the 50ft Voyage cata-
maran, Sirius Escape, appreciated.

“Food must not only taste great, but it should be plated with
an appealing creative touch. In this vein, I found the prosciutto
wrapped green beans to add a delicious, impressive, touch to
the plate,” says Moore, who entered Neidlinger’s Boot Camp
to ‘up her game’ by filling in knowledge gaps and honing cu-
linary skills. “For me, it was a confidence builder to realize my
challenges are pretty much the same as other chefs. It was
fun to share our experiences, ideas and helpful tips and these
enabled me to further develop my repertoire, creating more
flexibility in my menus.”

Neidlinger offers her Yacht Chef Boot Camp during the off-
season in late summer and early fall. Classes are held in St.
Thomas, with class size limited to six so there is plenty of
space to work and personal instructional time.

“As Boot Camp continues to grow, there have been more
requests for an extension of the course in the future. Those
more seasoned in the business request menu consultation
and more complex recipes, and those with less experience
want more hands-on, one-on-one work in building a cooking
repertoire,” says Neidlinger.

For more information, visit: www.islandeatsvi.com/yacht-chef-
cookery-course

Carol M. Bareuther, RD, is a St. Thomas, U.S. Virgin Islands
based marine writer and registered dietitian.
Musicians Jarad and Christel Astin had a sweet life on New Jersey’s Rockaway Beach. Two young daughters, burgeoning careers, friends and family close by. But in late October 2012, everything took a wild tack when news broke that a storm was coming … A big one.

They heeded warnings, hustling kids and valuables inland – a prudent move that saved all because days later, on October 29th, Hurricane Sandy hit the Jersey Shore leaving a wake of broken dreams.

Rendered homeless, the Astin family moved through a series of temporary lodgings for nine months. Permanence seemed elusive until they considered a boat – a home that would float on the waters’ of the world. Although sailing was a newly acquired skill and shopping for a cruising boat a novel experience they began the hunt in earnest.

They needed room for four, storage for music equipment and a perfect price. A string of vessels didn’t pass inspection until a friend insisted they look at one more. “The boat was in Mystic,” said Jared. “I had to drive through a blizzard to get there.”

The drive was worth it, Catherine, a 43ft C&C Landfall was perfect.

The Astins moved aboard in June 2013, followed by a six month ‘shake down’ at a marina before jumping offshore. That ocean crossing, the first of five so far, was a kind teacher. The boat was outfitted with gear, stores and crew but seriously lacked in funds. “When we got to Bermuda,” laughed Jarad, “we only had enough to clear in!”

Months before leaving, the couple began a duo as Stell and Snuggs with weekly gigs in Brooklyn, then sailed south for their first show in St. Thomas. Christel, playing flute, ukulele
and voice combine with Jarad’s vocals, accordion and stomp-box creating a sound they describe as gypsy soul. Their style, borrowed from Columbian Cumbra, gypsy, country and Brazilian choro is a sweet sound in the islands where dancehall, ska and reggae reign supreme. “We like to have fun playing music; like to party,” explained Christel, “But the type of music is important. It has to have cultural integrity.”

Judging by the number of bookings, now over 200 a year, listeners love their music.

Stell and Snuggs have an unusual work commute when you consider that their schedule has them hopping up and down the island chain. Performances this season began in Grenada at Roger’s Barefoot Bar on Hog Island followed by gigs in Carriacou, Antigua, St. Maarten, Anguilla, St. Thomas, St. Croix and the BVI. It’s not uncommon for Catherine to carry them to multiple islands in just one week.

Time at sea is not just sailing. Jarad writes most of their music while underway. “I’m a night-owl,” he said. “I like the time alone.” Instruments frequently come out for practice; the girls work on school projects; meals are prepared; boat trimmed and maintained – all without self-steering.

Early on, the girls were in the audience at performances but now they’re part of the show. Arden, 15, began accompa-
Cruising Families

“Cruising families,” said Jarad. “That’s where we find our real enjoyment. We have a lot going on in the states and want to do more.”

The Astins are partners and producers for CueBro Audio, a publishing company producing music for film and advertising. Their talent is heard in ads for Corona and San Miguel beer, Channel One Productions, and is part of the soundtrack for the film, What Happened to Nina Simone. They have over 25 recordings available through Van Camp, Spotify and i-Tunes.

To learn more, visit StellandSnuggs.com. Follow their tour on Facebook and Instagram or contact direct at: stellandsnuggs@gmail.com

Writer, photographer, sailor, Jan Hein calls the Caribbean home when she’s not on a boat in Washington State. janjhein@gmail.com

Riley, now six, also wants in on the action. “She writes a little ditty and we perform it,” Jarad said. Judging by her gregarious character and costume flair, the stage is in her future.

The girls are perfect boat kids. “Arden gets the boat thing,” said Jared. “It’s opened her eyes – she wants to continue that.” The past two Classic Regattas, she’s crewed Carriacou sloops. “She’s a great hand on a boat. Riley is all water-baby.”

Last summer the family took their show on the road, literally. Via Craigslist they scored a land-yacht, a ‘vintage’ 1986 Jamboree RV, that took them on a US tour from New York to Chicago, Des Moines, on to Denver and back. “We’re performers,” said Jarad. “That’s where we find our real enjoyment. We have a lot going on in the states and want to do more.”

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Writer, photographer, sailor, Jan Hein calls the Caribbean home when she’s not on a boat in Washington State. janjhein@gmail.com

nying shows with hoop dancing. That crowd pleaser led to LED lit hoops and the most recent accoutrement entails fire. “She met Kiki and the Flaming Gypsies in St. Croix last year,” explained Christel. That inspiring encounter changed everything. “Last year we opened for Mishka in St. Croix. Arden did her first fire dance there.”

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For me the very phrase ‘All At Sea’ has connotations that are not merely of being on a boat. Whether it’s cruising, racing or just plain old live aboard, being on the water propels us into another dimension. You don’t have to be doing an ocean crossing or a brave single-handed passage. All of us when on the sea are humbled by the one element that, without compassion or sympathy, both gives life and takes it away. The sea is relentless in its support (and often opposition) to the lives that are on it, in it and under it.

In my time on the water I have seen grown men cry like babies and young children become the epitome of courage and valour. It’s without rhyme or reason why one person will rise to the challenge and another will tremble in their bunk as the waves crest and the wind blows through the rigging like a howling beast.

The Law of the Ocean is nothing like the Law of the Land, it is instant! No judge, no jury and no appeal.

After 20-25 years of cruising and living in the Caribbean it was time for me to go back the other way once more, to re-cross the Atlantic. As you must have guessed from the opening paragraphs I have a healthy respect for the sea and, at times, fear. The trip, however, was one of excitement and joy rather
than fear or trepidation. I was sailing aboard a beautiful Frers-designed yacht with an extremely capable captain. Synergy is 50ft of classic lines and well balanced rig; her Captain, Lea de Haas, is a salty dog whom I trusted implicitly. We were not just sailing, we were sailing to a new life. One that would bring change and challenge to both our lives.

Faial, in the Azores, was our destination and it is indeed from the comfort our house on the hill overlooking the ocean that I now write this story. Lea also has a wonderful house high on the shore of this stunning retreat that is Faial.

The passage was fast and uneventful making landfall in just 16 days. Still, stepping ashore after the spectacular night skies, surrounded by the smell and movement of the ocean, was rather akin to the shock of birth. The sudden separation from the sea and all it holds found me wishing it had taken longer.

Quickly I found that far beyond the apparent waterfront services there was a comprehensive friendly community of tradesmen and suppliers hidden in the heart of the island that are keeping the tradition of hospitality to seafarers alive to this day.

Much of my time at sea was taken up with Lea’s stories of the island and the people who make up the colourful backdrop to this magical rock in the middle of the Atlantic that is part of the nine-island Azores archipelago.

The following months were spent living abroad Synergy in the marina at Horta. Somewhere in the region of 1100 boats would make landfall here in that season of 2013. All with a story to tell, provisions to find and many with repair work to do. Synergy also had jobs that needed doing, the alternator was tired, some tweaking of the rigging and general maintenance. Quickly I found that far beyond the apparent waterfront services there was a comprehensive friendly community of tradesmen and suppliers hidden in the heart of the island that are keeping the tradition of hospitality to seafarers alive to this day.

So if you are planning on crossing the pond you might want to make Faial your landfall. If you do then look me up. Safe sailing and fair winds.
TEN TOP CARIBBEAN MUSIC FESTIVALS YOU CAN REACH BY SEA

COMPiled by CAROL M. BAREUTHER

There’s nothing better than listening to music with the sights and sounds of the surf in the background. The Caribbean is famous for its many music festivals, from those that feature high-profile productions with well-known names to regional rock stars. Many venues are right on the beach! Here’s a sampling of sweet-sounding events where you can dance on the sand.

1 Eleuthera All That Jazz Festival
Six events take place over five days each March, in a variety of locations on this island in the central Bahamas. The festival opens on a Wednesday at the LeoRose Sunset Bar & Grill on James Cistern Beach and closes on Sunday with the Lunchtime Concert at On the Rocks, held at a private home overlooking the Atlantic Ocean and miles of pink sand beach. “Audiences are never more than 200 at a time, so there is plenty of opportunity to meet and chat with the musicians, who come from all over the world,” says organizer Patricia Leigh-Woods. Several events are within the Governor’s Harbour area where yachtsmen can anchor and drive in by dinghy. The Festival benefits the historic Haynes Library. eleutheraallthatjazz.com
2 Reggae Sum Fest
Set for July 16-22 in Montego Bay, Jamaica, this year’s fest will feature for the first time an all-Jamaican line-up of performers. Talk about getting to the roots of reggae! The show kicks-off with its perennial favorite Sumfest Beach Party at the Aquasol Theme Park, on the Walter Fletcher Beach Complex. reggaesumfest.com

3 Water Island Music Festival
Drop anchor off Honeymoon Bay or dinghy into Honeymoon Beach, Water Island, right off St. Thomas in the U.S. Virgin Islands and head up to the house on the point. Here each January, some of the best classically trained musicians in the world play piano, violin, other instruments and sing to pieces written by the masters such as Bach, Beethoven and Mozart. Since only 75 people can sit in the host family’s living room for each night’s performance, it’s important to make reservations early. Concerts are free but donations appreciated to help musicians pay for travel. www.water-island-music.com

4 Foxy’s Music Fest
World famous Foxy’s Beach Bar on the British Virgin Island of Jost Van Dyke, the same folks that put on an out-of-this-world New Year’s Eve party, is the venue for this concert each March. The event features ‘Foxy’s Funky Friends’, an eclectic mix of local and international artists. Special guests this year included vocalist Mark Rivers and saxophonist Kebbi Williams, both members of the Grammy-award winning Blues band, Tedeschi Trucks Band. Talented local youth bands also participate. foxysbar.com/foxysmusicfest

5 The Nevis Blues Festival
Blues, soul, funk and rock right on beautiful Oualie Bay beach is the big draw to this intimate music fest held each April, where a limited capacity of only 1,000 concertgoers means everyone gets a clear view of the stage – located only 100ft from the water. “Sail into Oualie Bay, drop anchor and come ashore. Use the Oualie Beach Hotel jetty or pull your inflatable up on the beach. That’s it, you’re at the festival! Gates open at 7.30pm. The music is top class, performed by artists from the USA and UK and there’s great food: Caribbean, BBQ, Thai and Asian,” explains producer Richard Pavitt. www.nevisbluesfestival.com/contact.html
6 Bequia Mount Gay Music Fest
The sounds of blues, jazz, rock and more fill the air each January, when this St. Vincent and the Grenadines’ island hosts musicians from the Caribbean and beyond. This year, one highlight was the world-famous Mustique Blues Festival held as one night of the Bequia Fest, which features Dana Gillespie and the London Blues Band. A perennial favorite is the Jazz’N’Blues Jam by the beach at the Bequia Beach Hotel. www.bequiatourism.com/bequiamusicfest

7 Pure Grenada Music Festival
Third World, one of the all-time reggae greats, headlines this year’s festival, set for May 5-7, along with international performers such as Tarrus Riley and Queen Ifrica. “The festival aims to promote Grenada as a musical contender internationally by bringing in artistes who are not only popular, but also have a passion for live, untainted music and can deliver exceptional performances,” says festival coordinator Arlene Friday. The Festival Village is located on the green adjacent to Port Louis Marina. www.grenadamusicfestival.com

8 The Tobago Jazz Experience
The sea and beach surrounded Pigeon Point Heritage Park is just one of the venues for this weeklong musical happening that takes place each April. Local and international performers offer ‘much more than music’ as the event’s tagline says by incorporating history and culture into this experience. tobago jazzexperience.com
Curaçao Blue Seas Festival
The historic Pietermaai district in Willemstad, now known as the ‘SoHo’ of Curaçao due to its trendy neighborhoods located right on the water, is host to this annual festival to be held next in May 2018. The emphasis is on a resurgence in blues. Nearly a dozen international artists perform in two concerts. “Anyone can partake in the festival; there is no entrance fee,” invites organizer Jacqueline van Zuijlen. curacaoblueseasfestival.com

Aruba Soul Beach Music Festival
Big names like Usher, Mary J Blige, Faith Evans and Cedric the Entertainer will perform at this annual Memorial Day Weekend fest, set for May 24-29 at the Harbor Arena in Oranjestad. Beach parties, multinational foods, comedy performance and a first-ever Soul Beach Fitness Challenge – organized workouts by famous fitness gurus – round out the fun. www.soulbeach.net

Carol M. Bareuther, RD, is a St. Thomas, U.S. Virgin Islands based marine writer and registered dietitian.
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Shipboard life back in the days of pirates and privateers was showcased when the tall ship El Galeón Andalucía made a port call to St. Thomas, U.S. Virgin Islands. From February 22 to March 5, over 2000 of the island’s school children, families and visitors toured the full-size replica of the 16th to 18th century-era Spanish sailing vessel when it docked at IGY’s Yacht Haven Grande Marina.

“It’s really a big boat. It was fun to actually go on it,” says De’Nashia Huggins, a third-grade student and one of a dozen 10- to 17-year olds enrolled in the non-profit Marine Vocational Program who toured the ship. Highlights for the students, who have learned to swim, sail and operate a power boat as part of their training, were standing by the captain’s wheel, seeing the rows of cannons and visiting the hold, which has been converted into a movie theater that shows how the ship was constructed into a floating ‘living history’ museum in 2009 by Spain’s Nao Victoria Foundation.

A history lesson that both students and adults enjoyed was learning the origin of the nautical term for speed, which is knots. A crewmember showed a long line of rope with knots tied along it at equal intervals and a wooden triangular-shaped board fastened to its end. She explained how the line was cast off the boat’s stern into the water and in a predetermined amount of time hauled back aboard. The number of knots on the line that passed through a crew’s hands while the line was being towed astern equaled the speed. Thus, if it was four or five knots the...
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The U.S. Virgin Islands is celebrating its 100th Anniversary of the transfer of the islands from the Kingdom of Denmark to the U.S. back in 1917. El Galeón is homeported in Barcelona, Spain, one of seven countries that have flown their flag over what is now the U.S. Virgin Islands. Over the next several months, the tall ship will sail to the Gulf of Mexico, U.S. East Coast and Canada before crossing the Atlantic Ocean back to Spain.
When Sir Richard Branson and Unite BVI, a non-profit organization; an entrepreneurial group, the Maverick1000; a team of artists called Secret Samurai Productions and a dedicated dive company, Commercial Dive Services all pop up in the news something unique must be afoot. The story and ensuing project would not have happened had it not been for the enquiring mind of amateur maritime historian Mike Cochran.

During a sailing vacation in 2012 Mike spotted a derelict ship, the Kodiak Queen, tied up in a floating scrap yard in the British Virgin Islands’ capital, Road Town. His research led him to the ship’s origin and its historical legacy as a decorated survivor of the Japanese attack on Hawaii’s Pearl Harbor. Originally the YO-44, a fuel supply ship of the US navy, was one of only five survivors of the horrendous assault on the US Pacific fleet in 1941.

The ship survived the war, was decommissioned and became a commercial fishing vessel in the northern Pacific. How she ended up in the British Virgin Islands is a mystery but it was Mike’s desire to save the ship. His website quotes his wish: ‘It could be too far gone to save … but it served us once, so maybe, with some optimism, we can return the favor’.

An employee of Branson’s, Owen Buggy, with a keen interest in shipwrecks, noticed the derelict vessel and after some
on-line research suggested to his boss that the decorated WW2 relic could make an interesting dive site. A nod from Sir Richard set the wheels in motion. Lauren Keil, manager of the non-profit Unite BVI, was instrumental in bringing key players together to eventually transform the ship into a unique art project and underwater scuba attraction. It has been named Project YOKO BVI Art Reef.

Maverick1000 is a social justice oriented group whose aim is to ‘give back’ to worthy causes. The group includes Sir Richard Branson, Mike Cline of Secret Samurai Productions and Matt Curry, amongst many others. They joined the effort and provided insight and funding.
had dragged the ship down to a watery grave. The team used steel rebar and wire mesh to create the giant cephalopod, making sure the tentacles and head were sufficiently large for divers to swim through. Other aims were to ensure that the project would become a successful combination artificial reef, marine habitat, and science lab.

Scientists from another non-profit, Beneath the Waves, will use an emerging technology called environmental DNA to monitor the success of marine repopulations. Water samples are taken from the area and DNA testing is conducted on them to determine what marine life is present and in what quantity. For scientists, it’s a way to judge fish presence and diversity without having to interact invasively with the species.

The ship has been sunk off Virgin Gorda’s west coast in about 60ft. Apart from being a new and wonderful scuba diving site. It is also being heralded as an educational site for children and an exciting attraction for locals to learn to swim, and dive, and offer an opportunity to understand marine ecosystems.

The entire project is a good example of how visionary and well intentioned people can come together to save and even highlight a bit of maritime history, inspire unusual art, encourage reef and fish regeneration, improve an economy, advance marine science and perhaps, best of all, to provide a park for the pure joy of underwater exploration.

YO-44 FUEL BARGE (SELF-PROPELLED):
Laid down at Mare Island Navy Yard, Vallejo, CA, 01 April 1940
Launched, 17 September 1940
Commissioned USS YO-44, 3 January 1941
Allocated to the 14th Naval District
During World War II USS YO-44 was assigned to the Asiatic-Pacific Theater and was present at Pearl Harbor, 07 December 1941
Struck from the Naval Register, date unknown
Converted to a fishing trawler for commercial service
Named Vardshov in 1961, owner E. Jorgensen
Renamed Kodiak Queen in 1967, US registry (ON 507891)
Renamed Global Queen in 2007, Panama registry
Renamed Kodiak Queen in 2010, registry unknown
Final Disposition, laid up and possibly abandoned at Road Town BWI, circa 2010
USS YO-44 earned one battle star for World War II service

Secret Samurai Productions was brought on board. They describe themselves as an art production and solution engineering team. “We make weird, wacky, ‘impossible stuff’ that solves complex challenges.”

This innovative company with Aydika James and Mike Cline as founders, came up with the idea of creating a kraken, a mythical sea monster, cleverly sculpted to look as though it

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NEARLY 200 SAILORS RACE IN
SCHOELCHER INTERNATIONAL
SAILING WEEK

MARTINIQUE STORY CAROL M. BAREuther

It’s one of the oldest, certainly largest and most internationally attended of the Caribbean’s dinghy regattas and the 27th edition of Schoelcher International Sailing Week certainly lived up to its reputation. Organized by Martinique’s Cercle Nautique de Schoelcher and sailed February 24 to 28, this event has over the years hosted such high-level sailors as France’s Charline Picon who won an Olympic gold medal in windsurfing in Rio this past summer.

More than 190 sailors from Norway, Sweden, Belgium, France, and Caribbean islands such as Antigua, St. Lucia, St. Barths, Guadeloupe, Martinique and Cuba competed in the Optimist, BIC, Laser 4.7, Laser Radial, Sunfish, Beach Cat and Surprise classes. Winds proved blustery, yet except for slight problems such as one ripped sail and one broken rudder, the competitors reveled in the breeze which blew up to 30 knots.

“It was a fantastic regatta with good wind, good weather and I hope come back next year,” says Markus Berthet, from Norway, who finish fifth overall in the Optimist Minime class, for 13- to 15-year-olds.

Hedvig Liljegren, from Sweden, won this 37-boat class. She also earned first girl overall.

“Twelve races over four days was hard, but I am very happy with my result. I am looking forward to coming back next year and race against the best French and Caribbean sailors,” says Liljegren.

France’s Violette Manhes led the Optimist Benjamin class, for those ages 12 and under.
**BRIDGE OPENING TIMES - Dutch & French St. Martin**

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</table>

The above times are now in affect. After a period of three months, an assessment will follow to determine if changes need to be made or whether the bridge times will remain as published.

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**Outbound & Inbound (Outbound Traffic proceeds Inbound Traffic)**

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</tbody>
</table>

**Sundays & Public Holidays**

- 0900 hours
- 1730 hours

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Meanwhile, Martinique’s Mathieu De Sousa couldn’t finish three of the 10 races due to the high winds. “It was too hard, but I was still very happy,” he says.

The BIC class was the second largest with 33 competitors and was won by France’s Mathis Ghio. Last year, Ghio won the French and World BIC championship and finished third in the European championship. Martinique’s Kyllian Lostau’s second place to Ghio certainly bodes well for this youngster’s future sailing career.

In Laser 4.7, Martinique’s Clement Martin topped the fleet, while in Laser Radial it was fellow islander, Bruno Aglae who won. Aglae’s talented showing should put him in good stead for a great finish at the French Laser Nationals this summer.

The Sunfish class was dominated by Martinique’s Olivier Alminin, who bested the dozen boat fleet by 13 points over the second-place finisher.

Guadeloupe sailors Pascal Marchais and Mikhael Mattio sailed to the top of the Beach Cat Class in a tie-breaker with fellow islanders Birgit Krahe and Christian Roux.

This year’s Schoelcher International Sailing Week proved extra special by welcoming a first-time Surprise Class. The Surprise is a 25ft fast coastal cruiser capable of flying a spinnaker and accommodating up to six crew.

“We had a really fun time and were glad to have discovered this regatta,” says Olivier Caucat, skipper and team leader of the Surprise team from France, named Silmaril Orange Caraibes. “The kindness of the Martinican people was wonderful, it’s a beautiful island and the sailing was fantastic.”

Martinique sailors Stanley Dormoy, Regis Guermeur, Juliette Dutheil, Lola Marchand and Julien Vacher, sailing their boat Kreyol Sandwich, earned the trophy in the Surprise class.

This year’s regatta was preceded by a clinic for Optimist sailors.

“I think it is important for all French and foreign sailors to have time to work together before a regatta,” says organizer Michel Zougs. “It’s a special time to sail together but also to speak another language and exchange cultures.”

Zougs’ one disappointment was that few Caribbean sailors attended the event. However, many sailors and coaches are already making plans to come back next year.

“I am familiar with the nautical week of Schoelcher as I was working as a coach on Antigua two years ago,” says Magnus Brun, coach of the Scandinavian team. “I was very glad to come back this year. Next year I will be coming back with several kids from Norway.”

The next Schoelcher International Sailing Week will take place 9-13 February 2018. For more information and full results, visit: www.cnsoeclcher.net

Carol M. Bareuther, RD, is a St. Thomas, U.S. Virgin Islands based marine writer and registered dietitian.
Rum is as diverse as the methods used in making it and the islands it comes from; white, gold, light, dark, over-proofed, aged, spiced, flavoured or blended, it is the most varied of distilled spirits. On the small island of Grenada, rum runs through the veins of the islanders and visitors alike. Taking a tour of the rum distilleries both old and new gives you a peek into the island’s culture and heritage, from the sugar cane that was once the island’s largest industry to the rum itself, the famed tipple is synonymous with island life. What is interesting today is how differently the local rums on the island are made.

The River Antoine Estate is the oldest and only functioning waterwheel-powered distillery in the Caribbean. Located in the NE corner of the island, it produces rum the same way it did over 200 hundred years ago. Locally grown sugarcane is crushed and turned into cane juice. It is then hand-ladled from caldron to caldron as it heats up and thickens into syrup. From there it is directed into the fermentation tanks where it ferments naturally before it is carefully distilled in the centuries-old method of ‘pot stilling’. The rum produced is ‘rum agricole’ because it is made from cane juice. The pungent smell of the distillery burns your nose but not as much as the rum burns your throat at the sampling table at the end of the tour. Rivers rum can be as much as 180 proof, that’s 89% alcohol by volume and is so potent that airlines refuse to serve
it on their flights. The only way this rum leaves the island is to water it down to 69% alcohol content. Rivers produce two different strength white rums, a chocolate rum and a mango rum. The estate is open for tours Monday to Friday and costs $5E/pc. Call: +1473 4427109.

Clarke’s Court is the biggest and most modern rum distillery on the island and dates back to 1937. Formally known as The Grenada Sugar Factory, it produced sugar, molasses, rum and methylated spirits. Since 2003, due to the reduction of sugarcane production on the island, molasses is now imported from Guyana and Panama. Clarke’s Court produce ‘rum industriel’ – rum made from molasses. The molasses is distilled,
aged and blended on the premises. Oak barrels previously used for whiskey are shipped in from the USA, where the rum ages between one and 12 years. It is from these barrels and the length of time the rum spends in them that the drink gets its distinctive gold or dark hue – or the addition of caramel (burnt sugar), which also gives it a slightly sweeter taste. Barrels are only used once and after are recycled into pieces of furniture as seen in the hospitality centre. Clarke’s Court produces 19 different varieties of rum. You can take a $7EC/pp tour around the main distillery – and the obsolete but well-maintained machinery – and sample their line up of rums in the hospitality centre. Call +1473 444 5363

Westerhall Estate, although no longer a distiller, originally produced citrus fruits, cocoa and bananas in the 1700s. It moved to sugarcane and the production of rum to take advantage of the waterwheel powered by the diverted St Louis River. Things changed and the old waterwheels were decommissioned in the mid 1970s. Today the remnants of the distillery lie in ruins. These vestiges, however, only enhance the natural beauty of the well-kept gardens reminding you of a bygone era. Although the estate plans to start growing small crops of sugarcane in the future, today they import the base product from Angostora in Trinidad (not unusual in today’s rum industry), and have earned themselves a name in blending and ageing. Onsite there is a small museum with an eclectic display of items including manacles, vintage sewing machines and one of the first cars on the island, a 1915 Willys imported from Panama. The Westerhall Estate bottle, blend and produce seven rums. They are open Monday – Friday, 9am -3pm. Tours cost $7EC/pp call +1473 443 5477

Rosie and her husband Sim Hoggarth have been cruising the Caribbean and North America full time for the past twelve years aboard Wandering Star. You can follow their travels at: www.yachtwanderingstar.com
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It was a great day for sailing say the Curaçao Watersport Association Jan Sofat, organizers of the 39th Piet Dijk Race sailed in late February. Even though rough weather had been expected, conditions ended up being favorable, with 17 knots of wind and an easy chop of one to four feet.

Since 1978 the race, a 30 nautical mile loop that starts at Spanish Water, heads towards the buoy at Klein Curaçao and back, has been a must for ardent sailors.

The race consists of two classes: The Cruising class, which applies the Spanish Water Yardstick (SPY) and is equivalent to the Performance Handicap Racing Fleet (PHRF) factor, and racing class, where the Time Correcting Factor (TCF) is used. The event is also a pursuit race with vessels being given dif-
different start times in the hope that the fleet will all reach Klein Curaçao together.

Named after the late Piet Dijk, owner of a painting company, the Piet Dijk Race is known as the race sailors love and hate at the same time; they love the challenge of the six-hour race but hate the fact that they fight winds and waves for four hours to reach the beautiful sandy beach of Klein Curaçao only to have to turn around for the two-hour sail back, without the time to enjoy a refreshing dip in the azure water. Sailors also know that from the off one small mistake could cost them the race.

This year Holiday, with Nico Scheper at the helm, again proved to be the strongest boat in Cruising class, winning ahead of Hans Kroeze’s Ninfa di Awa, and Melody helmed by Winfried Merkies, which finished second and third respectively.

In the Racing class, Merlin, skippered by Klaus Schneider, took the honors, while last year’s champion Chamba II with Henry Hernandez at the helm had to settle for second place. “You win some, you lose some,” laughed Hernandez looking back over the race.

Racing class hero of the day was Derek Bongaertz. Only 17 years old, Bongaertz did a great job helming the J24 La Dolce Vita into third place. The boat crew comprised six men ranging in age from 16 to 20 years old. This was the young helmsman’s second attempt at a podium place, having fallen short of a prize last year.

The Sunday following the Piet Dijk Race the Carnival Sail got underway. This long-standing friendly Sunfish event is made up of two races: an hour and a half race from Spanish Water to Barbara Beach’ and back, and a shorter race over the same course.

The exciting first race saw competitors having to deal with constantly changing weather conditions. They got caught in a downpour, had to fight through wind shifts, and encountered sudden calms followed by squalls. At the end of the second race it was clear that Derek Bongaertz was too fast for the ‘old sailors’ and he took the overall win with two bullets. Runner-up was Maarten Taams with two third place finishes. Jan Burgers claimed the final podium place.

Tamara Neuman is a freelance writer for the Amigoe Express in Curaçao.
In March, Allison and Derek Parkes transited the Panama Canal on their Tayana 47 Arielle. Allison offers no-nonsense advice for those following in their wake.

**USE AN AGENT OR DIY?**

That is the key question many cruisers are discussing. Agents’ fees range from US$350 – $575+ extras, but just how easy is it to organize your own transit?

As long as you have access to the Internet and a phone, it is simple and can be quicker because you are dealing directly with the canal authorities, who all speak perfect English, not through a third party. Below are a few easy steps to organize your transit, north to south.

A ‘nest’ is preferred option for the locks.

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The next day you can call to measurement. The number is: 4432298. This can take place either at Shelterbay marina or at ‘the Flats’ anchorage, Colon. The measurer will enlist your help in measuring the boat and give you three options for entering the locks: Side-tied to a canal tug; Side-tied to the wall (not advised), or in a ‘nest’, i.e. two or three yachts tied alongside each other. This is best option.

PAYMENT
Once the boat is measured you can pay the deposit + fee of $1875 in cash at Citibank, Colon. Transit toll $800 (up to 50ft). Buffer $891 + Measurement fees + security charge (total $1875). The officer who measures the boat will provide and complete all the necessary paperwork. This measurement is valid for 60 days thus enabling a later transit date if desired.

TRANSIT DATE
Once payment is made you can phone after 6pm on the same day to schedule the transit date. The number is: 2724202. Waiting time depends on time of year. In February it was one week.

LINE HANDLERS
Next step is to organize four line handlers. Cruising friends are normally queuing up for the experience. Before you go through on your own boat it is helpful, but not essential, to go as a line handler to get to know the procedure. It is also a lot of fun.

LINES AND FENDERS
Last step is to organize 4 X 125ft lines and tires, which involves one phone call. Several people offer these rentals. We used Tito who delivered them to the boat at the marina. $15 per line and $3 per tire, $20 delivery charge. If you have good enough fenders, you won’t need tires.

Spending a few nights in Shelterbay marina prior to the transit enables you to pick up line handlers and tires and ropes. The marina also runs a daily bus into Colon and will deposit you right outside Citibank.

One day prior to transit, phone the canal to confirm a time to arrive at the Flats anchorage, where your ‘advisor’ will be delivered to your boat by one of the many skilled pilot boat captains.

HOW EASY WAS THAT?
A possible advantage of using an agent is that you do not have to pay a deposit and some agents take credit card payments. For DIY transits it takes two to three weeks to refund the deposit.

Agents will also offer to organize your check in/out for an additional fee. DIY Checking out on the Pacific side is simple and quick. It can all be done in one building next to the Playita anchorage for the princely sum of about $6

Transiting the Panama Canal ought to be included in ‘100 things to do before you die’, so even if you don’t do it in your own boat, if the opportunity arises to line handle, go for it!

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**CARIBBEAN MARINAS**

*All At Sea’s Caribbean Marinas Guide*

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</tr>
<tr>
<td>Curaçao</td>
<td>Barbara Beach Marina</td>
<td>5999-840-0080</td>
<td>15'</td>
<td>130'</td>
<td>6</td>
<td>•</td>
<td>380/250A</td>
<td>•</td>
<td>•</td>
<td>•</td>
<td>67</td>
<td>•</td>
<td>67</td>
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</tr>
<tr>
<td>Curaçao</td>
<td>Curaçao Marine</td>
<td>5999 465 8936</td>
<td>13'</td>
<td>120'</td>
<td>30</td>
<td>•</td>
<td>110/220/380</td>
<td>•</td>
<td>•</td>
<td>•</td>
<td>67</td>
<td>•</td>
<td>67</td>
<td>•</td>
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</tr>
<tr>
<td>Curaçao</td>
<td>Curaçao Yacht Club</td>
<td><a href="http://www.curacaoyachtclub.com">www.curacaoyachtclub.com</a></td>
<td>5999-767-4627</td>
<td>16'</td>
<td>160'</td>
<td>10</td>
<td>•</td>
<td>110/220 v, 50 hz</td>
<td>•</td>
<td>•</td>
<td>•</td>
<td>68</td>
<td>•</td>
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<td>•</td>
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</tr>
<tr>
<td>Curaçao</td>
<td>Seru Boca</td>
<td>5999 560 2599</td>
<td>14'</td>
<td>150'</td>
<td>140</td>
<td>•</td>
<td>127/220</td>
<td>•</td>
<td>•</td>
<td>•</td>
<td>67</td>
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</tr>
<tr>
<td>D.R.</td>
<td>Casa de Campo Marina</td>
<td>809.523.8646/8647</td>
<td>16'</td>
<td>250'</td>
<td>350</td>
<td>•</td>
<td>110/220 v to 60 hz</td>
<td>•</td>
<td>•</td>
<td>•</td>
<td>68</td>
<td>•</td>
<td>68</td>
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</tr>
<tr>
<td>D.R.</td>
<td>Marina Zar Par</td>
<td>809-523-5858</td>
<td>12'</td>
<td>120'</td>
<td>110</td>
<td>•</td>
<td>110/220</td>
<td>308</td>
<td>•</td>
<td>•</td>
<td>•</td>
<td>5</td>
<td>•</td>
<td>5</td>
<td>•</td>
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</tr>
<tr>
<td>D.R.</td>
<td>Ocean World Marina</td>
<td>809-970-3373</td>
<td>12'</td>
<td>250'</td>
<td>104</td>
<td>•</td>
<td>110/220</td>
<td>•</td>
<td>•</td>
<td>•</td>
<td>16/68</td>
<td>•</td>
<td>16/68</td>
<td>•</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Grand Cayman</td>
<td>Barcadere Marina</td>
<td>345-949-3743</td>
<td>8'</td>
<td>150'</td>
<td>83</td>
<td>•</td>
<td>30, 50, 100 &amp; 200 amp</td>
<td>single phase, 100 &amp; 200 amp 3 phase, 60 hz</td>
<td>•</td>
<td>•</td>
<td>•</td>
<td>•</td>
<td>16</td>
<td>•</td>
<td></td>
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</tr>
<tr>
<td>Great Exuma</td>
<td>The Marina at Emerald Bay</td>
<td>242-336-6100</td>
<td>14'</td>
<td>250'</td>
<td>150</td>
<td>•</td>
<td>120/208 3 phase</td>
<td>•</td>
<td>•</td>
<td>•</td>
<td>16</td>
<td>•</td>
<td>16</td>
<td>•</td>
<td></td>
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</tr>
<tr>
<td>Green Turtle Cay</td>
<td>Green Turtle Club Resort and Marina</td>
<td>866-528-0539</td>
<td>6.5</td>
<td>120'</td>
<td>40</td>
<td>•</td>
<td>50/100 amp</td>
<td>•</td>
<td>•</td>
<td>•</td>
<td>16</td>
<td>•</td>
<td>16</td>
<td>•</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Grenada</td>
<td>Clarckes Court Boatyard &amp; Marina</td>
<td>473-439-3939</td>
<td>11'</td>
<td>150'</td>
<td>20</td>
<td>•</td>
<td>110/220, 50hz</td>
<td>•</td>
<td>•</td>
<td>•</td>
<td>68</td>
<td>•</td>
<td>68</td>
<td>•</td>
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</tr>
<tr>
<td>Grenada</td>
<td>Grenada Marina</td>
<td>473-443-1667</td>
<td>15'</td>
<td>70'</td>
<td>4</td>
<td>•</td>
<td>110/220</td>
<td>•</td>
<td>•</td>
<td>•</td>
<td>16</td>
<td>•</td>
<td>16</td>
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</tr>
<tr>
<td>Grenada</td>
<td>Le Phare Bleu Marina</td>
<td>473-444-2400</td>
<td>15'</td>
<td>120'</td>
<td>60</td>
<td>•</td>
<td>110/220/480</td>
<td>•</td>
<td>•</td>
<td>•</td>
<td>16</td>
<td>•</td>
<td>16</td>
<td>•</td>
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<tr>
<td>Grenada</td>
<td>Port Louis Marina</td>
<td>473-435-7431</td>
<td>14.76'</td>
<td>90m</td>
<td>170</td>
<td>•</td>
<td>110/208/220/230/240/400/480/630v</td>
<td>•</td>
<td>•</td>
<td>•</td>
<td>14</td>
<td>•</td>
<td>14</td>
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<tr>
<td>Grenada</td>
<td>Prickly Bay Marina</td>
<td>473-439-5265</td>
<td>17'</td>
<td>200'</td>
<td>10</td>
<td>•</td>
<td>110/220/308</td>
<td>•</td>
<td>•</td>
<td>•</td>
<td>16</td>
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<td>16</td>
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<tr>
<td>Guadeloupe</td>
<td>Marina Bas-du-Fort</td>
<td>590 590 936 620</td>
<td>15.5'</td>
<td>210'</td>
<td>1100</td>
<td>•</td>
<td>110/220/380</td>
<td>•</td>
<td>•</td>
<td>•</td>
<td>9</td>
<td>•</td>
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<tr>
<td>Jamaica</td>
<td>Errol Flynn Marina &amp; Shipyard</td>
<td>876-715-6044</td>
<td>32'</td>
<td>600'</td>
<td>33</td>
<td>•</td>
<td>110/220/480 1ph/3ph</td>
<td>50/60HZ</td>
<td>Cable</td>
<td>•</td>
<td>•</td>
<td>•</td>
<td>16/9</td>
<td>•</td>
<td>16/9</td>
<td>•</td>
</tr>
<tr>
<td>Jost Van Dyke</td>
<td>North Latitude Marina</td>
<td>284-440-4322/284-495-9930</td>
<td>12'</td>
<td>50'</td>
<td>N/A</td>
<td>•</td>
<td>N/A</td>
<td>•</td>
<td>•</td>
<td>•</td>
<td>16</td>
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<td>16</td>
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</tr>
<tr>
<td>Panama</td>
<td>Bocas Marina</td>
<td><a href="http://www.bocasmarina.com">www.bocasmarina.com</a></td>
<td>507-757-9800</td>
<td>20'</td>
<td>150'</td>
<td>83</td>
<td>•</td>
<td>110 -220v</td>
<td>•</td>
<td>•</td>
<td>•</td>
<td>68</td>
<td>•</td>
<td>68</td>
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</tr>
<tr>
<td>Panama</td>
<td>Red Frog Beach Marina</td>
<td>redfrogbeach.com</td>
<td>+507 6726-4500</td>
<td>20'</td>
<td>300'</td>
<td>84</td>
<td>•</td>
<td>50Amp 110/220v 60 Hz, 100Amp 220V 60Hz, 200Amp 480V 60Hz 3-phase</td>
<td>•</td>
<td>•</td>
<td>•</td>
<td>68</td>
<td>•</td>
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<td>•</td>
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</tr>
<tr>
<td>Puerto Rico</td>
<td>Club Nautico de San Juan</td>
<td>787-722-0177</td>
<td>31'</td>
<td>250'</td>
<td>121</td>
<td>•</td>
<td>120/240</td>
<td>•</td>
<td>•</td>
<td>•</td>
<td>16/10</td>
<td>•</td>
<td>16/10</td>
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<tr>
<td>Puerto Rico</td>
<td>Marina Pescaderia</td>
<td>787-717-3638</td>
<td>8'</td>
<td>65'</td>
<td>97</td>
<td>•</td>
<td>110/220</td>
<td>•</td>
<td>•</td>
<td>•</td>
<td>16/68</td>
<td>•</td>
<td>16/68</td>
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</tr>
<tr>
<td>Puerto Rico</td>
<td>Ponce Yacht &amp; Fishing Club</td>
<td>787-842-9003</td>
<td>20'</td>
<td>150'</td>
<td>169</td>
<td>•</td>
<td>110/220v, 30A, 50A and 100A</td>
<td>•</td>
<td>•</td>
<td>•</td>
<td>68</td>
<td>•</td>
<td>68</td>
<td>•</td>
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<td></td>
</tr>
<tr>
<td>Puerto Rico</td>
<td>Puerto Del Rey Marina</td>
<td>787-860-1000</td>
<td>15'</td>
<td>260'</td>
<td>1000</td>
<td>•</td>
<td>120V/240V single &amp; 3 phase, 30, 50,100 &amp; 200 amps, 60 Hz</td>
<td>Cable</td>
<td>•</td>
<td>•</td>
<td>•</td>
<td>16/71</td>
<td>•</td>
<td>16/71</td>
<td>•</td>
<td></td>
</tr>
<tr>
<td>Puerto Rico</td>
<td>Sunbay Marina</td>
<td>787-863-0313</td>
<td>12'</td>
<td>75'</td>
<td>287</td>
<td>•</td>
<td>110/220</td>
<td>Cable</td>
<td>•</td>
<td>•</td>
<td>•</td>
<td>16/12</td>
<td>•</td>
<td>16/12</td>
<td>•</td>
<td></td>
</tr>
<tr>
<td>St. Croix</td>
<td>Green Cay Marina at Tamarind Reef Resort</td>
<td>340-718-1453</td>
<td>8'</td>
<td>100'</td>
<td>154</td>
<td>•</td>
<td>110/220v - 30A, 50A, 200A</td>
<td>•</td>
<td>•</td>
<td>•</td>
<td>16</td>
<td>•</td>
<td>16</td>
<td>•</td>
<td></td>
<td></td>
</tr>
<tr>
<td>St. Croix</td>
<td>St. Croix Marine</td>
<td>340-773-0289</td>
<td>11'</td>
<td>150'</td>
<td>44</td>
<td>•</td>
<td>110/220</td>
<td>•</td>
<td>•</td>
<td>•</td>
<td>16/18</td>
<td>•</td>
<td>16/18</td>
<td>•</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Country</td>
<td>Marina Name</td>
<td>Contact Details</td>
<td>Maximum Depth</td>
<td>Maximum Length</td>
<td># of Slips</td>
<td>Fresh Water</td>
<td>Electrical Supply</td>
<td>Cabins/Sound System</td>
<td>Diesel</td>
<td>Gas</td>
<td>Laundry</td>
<td>Plumbing</td>
<td>Racing</td>
<td>Restaurant</td>
<td>Security</td>
<td>Spa</td>
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</tr>
<tr>
<td>St. Lucia</td>
<td>St. Lucia</td>
<td>758-572-7200</td>
<td>14'</td>
<td>285'</td>
<td>253</td>
<td></td>
<td>120V-480V, 30/50/100/125/200 amps at 60 Hz, 240V-440V, 32/63/125 &amp; 200 amps at 50 Hz</td>
<td>• • • • • • • • • • • •</td>
<td>16</td>
<td>FREE</td>
<td></td>
<td></td>
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<td></td>
<td></td>
</tr>
<tr>
<td>St. Lucia</td>
<td>The Marina at Marigot Bay</td>
<td>758-451-4275</td>
<td>16'</td>
<td>250'</td>
<td>40</td>
<td></td>
<td>110/220/380, 50/60 Hz</td>
<td>• • • • • • • • • • • •</td>
<td>16/12</td>
<td>•</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>St. Maarten</td>
<td>Bobby's Marina</td>
<td>721-542-2366</td>
<td>12'</td>
<td>130'</td>
<td>80</td>
<td></td>
<td>110/220V</td>
<td>• • • • • • • • • • • •</td>
<td>16/69</td>
<td>•</td>
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</tr>
<tr>
<td>St. Maarten</td>
<td>Island Water World Marina</td>
<td>599-544-5310</td>
<td>8'</td>
<td>90'</td>
<td>54</td>
<td></td>
<td>Available</td>
<td>• • • • • • • • • • • •</td>
<td>74</td>
<td>FREE</td>
<td></td>
<td></td>
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<td></td>
</tr>
<tr>
<td>St. Maarten</td>
<td>Lagoon Marina</td>
<td>599-544-2611</td>
<td>9'</td>
<td>100'</td>
<td>45</td>
<td></td>
<td>110/220</td>
<td>• • • • • • • • • • • •</td>
<td>16</td>
<td>FREE</td>
<td></td>
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<tr>
<td>St. Maarten</td>
<td>Simpson Bay Marina</td>
<td>721-544-2309</td>
<td>13'</td>
<td>196'</td>
<td>114</td>
<td></td>
<td>480V 3-phase 100 amps/leg, 220V 3-phase 100 amps/leg, 220V 50 amps, 110V 30 amps 60Hz</td>
<td>• • • • • • • • • • • •</td>
<td>16/79A</td>
<td>FREE</td>
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</tr>
<tr>
<td>St. Maarten</td>
<td>The Yacht Club at Isle de Sol</td>
<td>721 544-2408</td>
<td>18'</td>
<td>320'</td>
<td>45</td>
<td></td>
<td>480V 3-phase 100 amps/leg, 220V 3- &amp; single-phase, 100 amps/leg, 220V 50 amps 60Hz</td>
<td>• • • • • • • • • • • •</td>
<td>16/78A</td>
<td>FREE</td>
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<tr>
<td>St. Martin</td>
<td>Captain Oliver's</td>
<td>590-590-87-33-47</td>
<td>10'</td>
<td>150'</td>
<td>160</td>
<td></td>
<td>110/240</td>
<td>• • • • • • • • • • • •</td>
<td>16/67</td>
<td>•</td>
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</tr>
<tr>
<td>St. Thomas</td>
<td>American Yacht Harbor</td>
<td>340-775-6454</td>
<td>10'</td>
<td>110'</td>
<td>134</td>
<td></td>
<td>120/208Y/240 VAC, 30 to 100 amps, 60 Hz</td>
<td>• • • • • • • • • • • •</td>
<td>16/6</td>
<td>FREE</td>
<td></td>
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<tr>
<td>St. Thomas</td>
<td>Crown Bay Marina</td>
<td>340-774-2255</td>
<td>24'</td>
<td>200'</td>
<td>99</td>
<td></td>
<td>30, 50, 100 amp 120V, 208V, 220V, 480V</td>
<td>• • • • • • • • • • • •</td>
<td>11</td>
<td>•</td>
<td></td>
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<tr>
<td>St. Thomas</td>
<td>Yacht Haven Grande</td>
<td>340-774-9500</td>
<td>18'</td>
<td>656'</td>
<td>48</td>
<td></td>
<td>120/208Y/240/480 VAC 50 to 600 amps, 60 Hz Ability to hard wire</td>
<td>• • • • • • • • • • • •</td>
<td>16/10</td>
<td>FREE</td>
<td></td>
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</tr>
<tr>
<td>Tortola, BVI</td>
<td>Nanny Cay Marina</td>
<td>284-494-2512</td>
<td>12'</td>
<td>125'</td>
<td>200</td>
<td></td>
<td>110/220</td>
<td>• • • • • • • • • • • •</td>
<td>16</td>
<td>•</td>
<td></td>
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<tr>
<td>Tortola, BVI</td>
<td>Soper's Hole</td>
<td>284-495-4589</td>
<td>25'</td>
<td>170'</td>
<td>50</td>
<td></td>
<td>110/240</td>
<td>• • • • • • • • • • • •</td>
<td>16</td>
<td>Cafe</td>
<td></td>
<td></td>
<td></td>
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<td></td>
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</tr>
<tr>
<td>Tortola, BVI</td>
<td>Village Cay Marina</td>
<td>284-494-2771</td>
<td>12'</td>
<td>200'</td>
<td>106</td>
<td></td>
<td>110/220/308</td>
<td>• • • • • • • • • • • •</td>
<td>16/71</td>
<td>FREE</td>
<td></td>
<td></td>
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<td></td>
</tr>
<tr>
<td>Trinidad</td>
<td>Power Boats Ltd</td>
<td>868-634-4346</td>
<td>13'</td>
<td>65'</td>
<td>40</td>
<td></td>
<td>115/220</td>
<td>• • • • • • • • • • • •</td>
<td>72</td>
<td>•</td>
<td></td>
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<td></td>
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</tr>
<tr>
<td>Turks &amp; Caicos</td>
<td>Blue Haven Marina &amp; Resort</td>
<td>+649-946-9910</td>
<td>8.5'</td>
<td>220'</td>
<td>78</td>
<td></td>
<td>30/50/100 amp, 3 phase, up to 480V</td>
<td>• • • • • • • • • • • •</td>
<td>16</td>
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<td>Turks &amp; Caicos</td>
<td>Caicos Marina &amp; Shipyard</td>
<td>649-946-5600, 496-232-1905</td>
<td>9'</td>
<td>150'</td>
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<td>30/50/100 amp</td>
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<tr>
<td>Virgin Gorda</td>
<td>Virgin Gorda Yacht Harbour</td>
<td>284-495-5500</td>
<td>10'</td>
<td>180'</td>
<td>94</td>
<td></td>
<td>110/220</td>
<td>• • • • • • • • • • • •</td>
<td>16/11</td>
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<tr>
<td>Colombia</td>
<td>Marina Santa Marta</td>
<td><a href="http://www.marinasantamar.ta.com">www.marinasantamar.ta.com</a></td>
<td>11.5</td>
<td>132'</td>
<td>256</td>
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<td>110/220, 60Hz</td>
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<td>16/72</td>
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**OUTSIDE OF CARIBBEAN:**

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<th>City</th>
<th>Marina Name</th>
<th>Contact Details</th>
<th>Maximum Depth</th>
<th>Maximum Length</th>
<th># of Slips</th>
<th>Fresh Water</th>
<th>Electrical Supply</th>
<th>Cabins/Sound System</th>
<th>Diesel</th>
<th>Gas</th>
<th>Laundry</th>
<th>Plumbing</th>
<th>Racing</th>
<th>Restaurant</th>
<th>Security</th>
<th>Spa</th>
<th>Boat Storage</th>
<th>Yacht Club</th>
<th>engine Bay</th>
<th>Winch</th>
<th>备注</th>
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<tbody>
<tr>
<td>Boston, MA</td>
<td>Boston Yacht Haven</td>
<td>617-367-5050</td>
<td>22'</td>
<td>300'</td>
<td>100</td>
<td></td>
<td>480V, 100 and 200 amps, 240V single-phase, 208V 3-phase, 100 amp, 240V 50 amps, 120V, 30 amps</td>
<td>Cable</td>
<td>• • • • • • • • • • • •</td>
<td>09/16</td>
<td>FREE</td>
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<tr>
<td>Cabo San Lucas, Mexico</td>
<td>Marina Cabo San Lucas</td>
<td><a href="http://www.igy-caboalucass.com">www.igy-caboalucass.com</a></td>
<td>+52 624 173 3140</td>
<td>26'</td>
<td>350'</td>
<td>380</td>
<td>110V 30 amps, 220V 50 amps, 100 amp 3-phase, 480V 150 3-phase</td>
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<td>88A</td>
<td>FREE</td>
<td></td>
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<tr>
<td>Montauk, NY</td>
<td>Montauk Yacht Club</td>
<td>631-668-3100/888-MYC-8668</td>
<td>12'</td>
<td>200'</td>
<td>232</td>
<td></td>
<td>30/50/100 amp single phase, 100 amp 3-phase</td>
<td>Cable</td>
<td>• • • • • • • • • • • •</td>
<td>9/11</td>
<td>FREE</td>
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<td>NY Harbor - Jersey City</td>
<td>Newport Yacht Club/Marina</td>
<td><a href="http://www.igy-newport.com">www.igy-newport.com</a></td>
<td>201-626-5550</td>
<td>10'</td>
<td>200'</td>
<td>154</td>
<td>110V, 220V 30/50/100 amps</td>
<td>• • • • • • • • • • • •</td>
<td>16/78</td>
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<td>NY Harbor - Manhattan</td>
<td>North Cove Marina at Brookfield Place</td>
<td><a href="http://www.igy-northcove.com">www.igy-northcove.com</a></td>
<td>917-677-7680</td>
<td>16'</td>
<td>175'</td>
<td>18</td>
<td>110V, 220V, 480V 3-phase</td>
<td>• • • • • • • • • • • •</td>
<td>69</td>
<td>FREE</td>
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**ASK ABOUT ADDING YOUR MARINA TO THE ALL AT SEA MARINA GUIDE**

**CONTACT ADVERTISING@ALLATSEA.NET**
### CARIBBEAN BOATYARDS

*All At Sea’s Caribbean Boatyards Guide*

<table>
<thead>
<tr>
<th>Location</th>
<th>Name</th>
<th>Latitude</th>
<th>Longitude</th>
<th>Phone Number</th>
<th>Maximum Draft</th>
<th>Maximum Length</th>
<th>Maximum Beam</th>
<th>Maximum At Cush</th>
<th>Power Supply</th>
<th>Arrival Hours</th>
<th>Displacement</th>
<th>Cap</th>
<th>Contact for Details</th>
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</thead>
<tbody>
<tr>
<td>Antigua</td>
<td>Jolly Harbour Marina / Boat Yard</td>
<td>17° 04' 40.4&quot; N</td>
<td>61° 54' 37.0&quot; W</td>
<td>(268) 462-6041</td>
<td>15'</td>
<td>80'</td>
<td>18'</td>
<td>no limit</td>
<td>110/220</td>
<td>8am-5pm</td>
<td>70</td>
<td>⬤</td>
<td>Contact <a href="mailto:Advertising@AllAtSea.net">Advertising@AllAtSea.net</a></td>
</tr>
<tr>
<td>Antigua</td>
<td>North Sound Marina</td>
<td>17°11'6&quot; N</td>
<td>61° 51' 7500</td>
<td>(268) 562-3499 / (264) 764-2599</td>
<td>15'</td>
<td>no limit</td>
<td>31'</td>
<td>no limit</td>
<td>Anything</td>
<td>24x7</td>
<td>150</td>
<td>⬤</td>
<td></td>
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<tr>
<td>Aruba</td>
<td>Varadero Caribe</td>
<td>12° 32' 0 N</td>
<td>70° 02' 0 W</td>
<td>297-588-3850</td>
<td>8'</td>
<td>120'</td>
<td>45'</td>
<td>no limit</td>
<td>50/30 amp</td>
<td>8am-5pm</td>
<td>60</td>
<td>⬤</td>
<td></td>
</tr>
<tr>
<td>Tortola, BVI</td>
<td>Nanny Cay Hotel &amp; Marina</td>
<td>18° 15' 25 N</td>
<td>64° 37' 0 W</td>
<td>(284) 494-2512</td>
<td>11'</td>
<td>160'</td>
<td>45'</td>
<td>no limit</td>
<td>110v/220v/50A, 110v, 30A</td>
<td>7am-6pm</td>
<td>70</td>
<td>⬤</td>
<td></td>
</tr>
<tr>
<td>Tortola, BVI</td>
<td>Soper’s Hole</td>
<td>18° 23' 46' N</td>
<td>64° 41' 53' W</td>
<td>(284) 495-3349</td>
<td>7'</td>
<td>65'</td>
<td>18' and 40'</td>
<td>no limit</td>
<td>110/220</td>
<td>8-5, Mon-Sat</td>
<td>45</td>
<td>⬤</td>
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<tr>
<td>Tortola, BVI</td>
<td>Tortola Yacht Services</td>
<td>18° 15' 25 N</td>
<td>64° 37' 0 W</td>
<td>(284) 494-2124</td>
<td>10'</td>
<td>68'</td>
<td>20'</td>
<td>no limit</td>
<td>220V, 50A, 110V, 30A</td>
<td>7-4, 7days</td>
<td>70</td>
<td>⬤</td>
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<tr>
<td>Virgin Gorda, BVI</td>
<td>Virgin Gorda Yacht Harbour</td>
<td>18° 08' 5222 N</td>
<td>64° 37' 43750 W</td>
<td>284-495-5318</td>
<td>10</td>
<td>150</td>
<td>34</td>
<td>no limit</td>
<td>110/120</td>
<td>7am-6pm</td>
<td>70</td>
<td>⬤</td>
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<tr>
<td>Curacao</td>
<td>Curacao Marine</td>
<td>12° N</td>
<td>68' W</td>
<td>599.9 562-8000</td>
<td>9'</td>
<td>120'</td>
<td>33'</td>
<td>193</td>
<td>110/220</td>
<td>380</td>
<td>8am-5pm</td>
<td>60</td>
<td>⬤</td>
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<tr>
<td>Boca Chica, D.R.</td>
<td>Marina ZarPar</td>
<td>18° 26' 4 N</td>
<td>69° 37' 23 W</td>
<td>(809) 523-5858</td>
<td>7.5'</td>
<td>65'</td>
<td>28'</td>
<td>no limit</td>
<td>110/220</td>
<td>380</td>
<td>9am-5pm</td>
<td>70</td>
<td>⬤</td>
</tr>
<tr>
<td>La Romana, D.R.</td>
<td>IBC Shipyard</td>
<td>18° 22' 33' N</td>
<td>68° 53' 55 W</td>
<td>+809 449 3321/3323</td>
<td>12'</td>
<td>110'</td>
<td>26'</td>
<td>no limit</td>
<td>110/220</td>
<td>3 phase</td>
<td>100/50/30 amp</td>
<td>8-5</td>
<td>⬤</td>
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<tr>
<td>Grenada</td>
<td>Clarkes Court Boatyard &amp; Marina</td>
<td>13° 00' 6.6' N</td>
<td>61° 45' 44.0' W</td>
<td>473-439-3939</td>
<td>11'</td>
<td>150'</td>
<td>37'</td>
<td>0</td>
<td>110/220; 50Hz</td>
<td>7:30am-4:30pm</td>
<td>242</td>
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<tr>
<td>Grenada</td>
<td>Grenada Marina</td>
<td>12° 01' 20 N</td>
<td>61° 40' 42 W</td>
<td>1-473-443-1667</td>
<td>12'</td>
<td>75'</td>
<td>31.5'</td>
<td>0</td>
<td>110/220</td>
<td>8-5, M-F, 8-12, Sat</td>
<td>70</td>
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<tr>
<td>Grenada</td>
<td>Spice Island Marina</td>
<td>12° 04' 41 N</td>
<td>61° 45' W</td>
<td>473-444-4257</td>
<td>12'</td>
<td>70'</td>
<td>25.4'</td>
<td>0</td>
<td>110/220</td>
<td>8-4</td>
<td>M-F</td>
<td>70</td>
<td>⬤</td>
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<tr>
<td>Panama</td>
<td>Bocas Yacht Services</td>
<td>09° 17' 3.3 N</td>
<td>082° 23' 06 W</td>
<td>507-6619-5601</td>
<td>10'</td>
<td>65'</td>
<td>20'</td>
<td>no limit</td>
<td>120/220</td>
<td>7:30-3:30pm</td>
<td>60</td>
<td>⬤</td>
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<tr>
<td>Puerto Rico</td>
<td>Varadero @ Palmas</td>
<td>18° 04' 37' N</td>
<td>65° 47' 57 W</td>
<td>787-656-9211</td>
<td>11'</td>
<td>110'</td>
<td>26'</td>
<td>no limit</td>
<td>50/30 amp</td>
<td>8-5, 7days</td>
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<td>Puerto Rico</td>
<td>Puerto Del Rey Marina</td>
<td>18° 17' 3.3 N</td>
<td>65° 38' 38 W</td>
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<td>120/208V single &amp; 3 phase; 30, 50, 100 &amp; 200 amps; 60 Hz</td>
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<td>Sint Maarten</td>
<td>Megayard</td>
<td>18° 02' 13.24 N</td>
<td>63° 05' 08.52 W</td>
<td>1-721-5444-060</td>
<td>12'</td>
<td>200'</td>
<td>33'</td>
<td>12'</td>
<td>110/220</td>
<td>8-5</td>
<td>M-F</td>
<td>150</td>
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<tr>
<td>St. Lucia</td>
<td>Rodney Bay Marina</td>
<td>14°04'52' 32.72 N</td>
<td>60°56'55' 63 W</td>
<td>758-572-7200</td>
<td>11'</td>
<td>75'</td>
<td>28'</td>
<td>no limit</td>
<td>120V-480V, 30/50/100/125/200 amps at 60 Hz, 240V-440V, 32/63/125 &amp; 200 amps at 50Hz</td>
<td>8am-5pm</td>
<td>75</td>
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<tr>
<td>St. Croix, USVI</td>
<td>St. Croix Marine</td>
<td>17° 45' 45 N</td>
<td>64° 42 W</td>
<td>340 773-0289</td>
<td>11'</td>
<td>68'</td>
<td>13-8'</td>
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<td>110v/220v/50A, 3 phase</td>
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<td>St. Kitts</td>
<td>St. Kitts Marine Works</td>
<td>17° 20.3' N</td>
<td>62° 50.1' W</td>
<td>1-869-662-2124</td>
<td>12'</td>
<td>120'</td>
<td>35'</td>
<td>no limit</td>
<td>110/220</td>
<td>3 phase</td>
<td>100amp</td>
<td>7-4</td>
<td>⬤</td>
</tr>
<tr>
<td>St. Thomas, USVI</td>
<td>Subbase Drydock</td>
<td>18° N</td>
<td>65 W</td>
<td>340-776-2078</td>
<td>16.5'</td>
<td>190'</td>
<td>50'</td>
<td>no limit</td>
<td>440 three phase/220/110</td>
<td>8-5, Mon-Sat</td>
<td>1000</td>
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<tr>
<td>Turks &amp; Caicos</td>
<td>Calicos Marina &amp; Shipyard</td>
<td>21° 45.57N</td>
<td>72° 10.47W</td>
<td>649-946-5600</td>
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<td>30/50/110 amp</td>
<td>24x7</td>
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### SOUTHEAST U.S. MARINAS

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

<table>
<thead>
<tr>
<th>Location</th>
<th>Name</th>
<th>Contact</th>
<th>Fuel</th>
<th>Slip</th>
<th>Power</th>
<th>Hours</th>
<th>Amenities</th>
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<tbody>
<tr>
<td>Washington D.C. / MD</td>
<td>National Harbor Marina</td>
<td>301-749-1582</td>
<td>30/50/100 single and 3 phase</td>
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<td>50 ton travelift</td>
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<td>Morehead City NC</td>
<td>Morehead City Yacht Basin</td>
<td>252-726-6862</td>
<td>30/50/100 Amp</td>
<td>8-10</td>
<td>16 FREE</td>
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<tr>
<td>Beaufort NC</td>
<td>Jarrett Bay Boatworks</td>
<td>252-728-7100</td>
<td>30/50/100 Amp</td>
<td>10'</td>
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<td>St. Petersburg FL</td>
<td>Maximo Marina &amp; Boatyard</td>
<td>727-867-1102</td>
<td>30/50/100 single phase</td>
<td>24/7</td>
<td>6/16 FREE</td>
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<tr>
<td>Miami Beach FL</td>
<td>One Island Park</td>
<td>754-701-4020</td>
<td>100 single &amp; 3 phase/200/480/600 Amp</td>
<td>8</td>
<td>11/16 FREE</td>
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<tr>
<td>Fort Pierce FL</td>
<td>Fort Pierce City Marina</td>
<td>772-464-1245</td>
<td>30/50/100 Amp</td>
<td>7'</td>
<td>16/78 FREE</td>
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<tr>
<td>Clear Lake Shores TX</td>
<td>Legend Point</td>
<td>281-334-3811</td>
<td>30/50/100 Amp</td>
<td>7'</td>
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</tbody>
</table>

ASK ABOUT ADDING YOUR MARINA TO THE ALL AT SEA MARINA GUIDE CONTACT ADVERTISING@ALLATSEA.NET

### SOUTHEAST U.S. BOATYARDS

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

<table>
<thead>
<tr>
<th>Location</th>
<th>Name</th>
<th>Contact</th>
<th>Fuel</th>
<th>Slip</th>
<th>Power</th>
<th>Hours</th>
<th>Amenities</th>
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<td>Washington NC</td>
<td>Washington Yacht Service</td>
<td>252-975-2000</td>
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<td>50 ton travelift</td>
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<td>Beaufort NC</td>
<td>Jarrett Bay Boatworks</td>
<td>252-728-2690</td>
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<td>10'</td>
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<tr>
<td>Beaufort NC</td>
<td>Beaufort Marine Center</td>
<td>252-728-7358</td>
<td>30/50/100 Amp</td>
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<tr>
<td>Beaufort NC</td>
<td>Moores Marine Yacht Center</td>
<td>252-504-7060</td>
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<td>10'</td>
<td>50/75/200 ton travelift</td>
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<tr>
<td>Beaufort NC</td>
<td>True World Marine</td>
<td>252-728-2541</td>
<td>30/50/100 Amp</td>
<td>6'</td>
<td>7-5 M-F</td>
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<tr>
<td>Thunderbolt GA</td>
<td>Thunderbolt Marine Inc.</td>
<td>912-352-4931</td>
<td>30/50/100 single and 3 phase</td>
<td>24/7</td>
<td>150 ton travelift/1150 ton Syncrolift</td>
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<tr>
<td>Fort Lauderdale FL</td>
<td>Cable Marine</td>
<td>954-462-2822</td>
<td>30/50/100 Amp</td>
<td>6'</td>
<td>8-3:30</td>
<td>40 ton</td>
<td></td>
</tr>
<tr>
<td>Fort Lauderdale FL</td>
<td>Cable Marine</td>
<td>954-587-4000</td>
<td>30/50/100 Amp</td>
<td>9'</td>
<td>8-4</td>
<td>100 straddle crane</td>
<td></td>
</tr>
<tr>
<td>St. Petersburg FL</td>
<td>Progressive Marine Service/Boat Yard</td>
<td>727-822-2886</td>
<td>30/50 Amp</td>
<td>24/7</td>
<td>40/94 ton travelift</td>
<td></td>
<td></td>
</tr>
<tr>
<td>St. Petersbur FL</td>
<td>Maximo Marina &amp; Boatyard</td>
<td>727-867-1102</td>
<td>30/50/100 Amp 3 phase</td>
<td>8AM M-F</td>
<td>70 ton travelift</td>
<td></td>
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<tr>
<td>Gulf Shores AL</td>
<td>Saunders Yachtworks</td>
<td>251-981-3700</td>
<td>30/50/100 Amp 3 phase</td>
<td>24/7</td>
<td>165 ton travelift</td>
<td></td>
<td></td>
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<tr>
<td>Mobile AL</td>
<td>Dog River Marina</td>
<td>251-471-5449</td>
<td>30/50/100 Amp 3 phase</td>
<td>8-5 M-F</td>
<td>70 ton travelift</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Orange Beach AL</td>
<td>Saunders Yachtworks</td>
<td>251-981-3700</td>
<td>30/50/100 Amp 3 phase</td>
<td>8-5 M-F</td>
<td>60 ton travelift</td>
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MARAEE will be located on Berth 19, within the race village, alongside the Cup racing yachts and teams. As one of a few select yachts, MARAE is entitled to many VIP benefits.

**VIP Package Benefits:**
- Access to the dedicated VIP area on the race course boundary
- Access to the America’s Cup parties and events (2x guests)
- Access to America’s Cup Village on every race day
- Pit lane base tour (x2 guests)
- Access to post-race press conference (2x)
- Attendance at the Prize Giving (2x guests)
- On-land and on-water concierge services from BWA Yachting
- Additional VIP Event Access can be customized upon charter interest

---

**KIDS SAIL FREE!**

**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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• Access to post-race press conference (2x)
• Attendance at the Prize Giving (2x guests)
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15% DISCOUNT OFF WEEKLY RATES NOW THROUGH JULY 31ST
AOIBH 57’ Fountaine Pajot - Caribbean
Sleeps 8 Guests in 4 Queen(s)

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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
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• 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.

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Sleeps 6 Guests in 3 Queen(s) now through July 31st.
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ESTATE PETERBORG, ST. THOMAS, USVI. Over 1.5 acres with beautiful white sand at this beachfront property located off Magens Bay. Luxury home designed to capture the outdoor elements has 5 BR, fine finishes, pool, solar, generator and an extra lot to build another home if you desire. Price: $3,998,000

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Coral Bay, St. John, USVI. The spacious income-producing duplex overlooks Coral Bay Harbor, with walking distance to your boat, restaurants and shopping. These side-by-side units’ house 2 BR/1 BA on the upper level, with the master ensuites (plumbed for kitchenettes) on the lower level with private exterior access. Meticulously maintained. Plenty of room for pool; additional lot included in sale. Price: US $1,350,000

Mary Nickbarg, American Paradise Real Estate
marynickbarg@gmail.com | www.marynickbarg.com
Cell: (340) 513-2477

Christophe Harbour, St. Kitts. Build your tropical dream home on this 2.187-acre beachfront lot that overlooks Sandy Bank Bay. Forever-preserved bay and ocean views accompany this magnificent homesite. Steps away, residents can enjoy the dining, shore-side activities and other services of The Pavilion beach club, as well as convenient access to the superyacht marina. Price: US $8,500,000

Genevieve Conroy, Christophe Harbour Real Estate
info@christopheharbour.com
www.christopheharbour.com/real-estate
Office: (869) 466-8738

Mamora Bay, Antigua. Step from this exclusive 2 BR/2 BA residence right onto the beach. Villa 426 is available for the first-time from the original owners, is fully renovated, and is a ‘must-see’ for those seeking a beach level villa. Located at the highly-regarded St. James Club Resort, a private, secure, gated community located minutes from historic English Harbour. Price: US $675,000

Bradley Esty, Stanley’s Estate Agents, Ltd.
bradley@stanleysestates.com | stanleysestates.com
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SALEM, MONTSESRAT. Gaze at the lush tropical Centre Hills Mountain range from one side of this beautifully decorated and maintained 2 BR/2 BA home and to the west, the Caribbean Sea. The Sabbadini Villa is fully and beautifully furnished and equipped. The property, which includes 4 lots totaling 1.25 acres, is surrounded by tropical gardens and even a bubbling fountain. Ten-minute walk/3-minute drive to Lime Kiln Beach. Price: US $449,000

SUSAN MACLEOD EDGECOMBE, Tradewinds Real Estate
tradewindsmontserrat@gmail.com
www.tradewindsmontserrat.com
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CHARLOTTEVILLE, TOBAGO. Perched on a 1-acre hillside lot with a breathtaking view of Man of Way Bay, a variety of producing fruit trees and flowers surround this magnificent villa. The main level features an open floor plan, including the kitchen, living room, master bedroom/bathroom, and laundry facilities. Guest quarters (2 BR/1 BA) are accessible via an outside stairway. Completely furnished. Minutes from the beach. Price: US $245,000

BRIAN ABRAHAM, Abraham Tobago Realty
abrahamrealty@gmail.com | www.abrahamrealty.com
Office: (868) 639-3325

HATO, BONAIRE. Seafront location next to a no-construction green zone makes this 5 BR/4 BA villa the ultimate in tropical beachside living. Spacious in design, there’s an open concept kitchen with breakfast bar that flows into the living room with wide covered terrace for romantic seaside dining. Sunsets will mesmerize each afternoon. Dolphins pass by at regular times. Dive site “Small Wall” at your doorstep. City center of Kralendijk 3 minutes away. Price: US $849,000

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41' Lagoon 410 S2 2004

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36' Jeanneau SO 362 '07 Great Budget Cruiser Asking $65K

36' Beneteau Oceanis 361 '00 Wind, Solar, All Furling! Asking $49K

35' Columbia 10.7 1979 Bargain Cruiser With All The Comforts. Asking $27.9K

34' Gemini 105 MC, 2008 Beautiful Condition Asking $109K

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32' Bavaria 33 Cruiser 2006

32' Jeanneau 32i 2009 Impeccable Condition, Super Nice! Asking $49K

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Owner Remarks: I would rate Safari’s condition as excellent. I have been with Safari since I crossed the Atlantic on her delivery and moved to the USVI to personally manage her care and chartering. Though I do charter her, she has NEVER been bare boated. My crew (Captain and Chef) have never lived aboard. My goal from day one has been to maintain Safari to the highest standard for the enjoyment of my family and our guests. She has not wanted for any care or maintenance.

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The Solaris catamarans are renowned for their strength and seaworthiness. With an extensive refit is an absolutely amazing, super strong and commodious cruiser which has carried the current owners offshore cruising. With her layout, the boat can be used to lounge on her enormous teak sundeck, or as a live aboard. Due to her high quality technology (Wind- and Diesel-Generator, Solar Panels, Water-maker, washing machine, freezer etc.) she is absolutely self-sufficient.

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<th>Best Boats</th>
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<th>Best Service</th>
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<td><strong>2011 BENETEAU 50</strong></td>
<td>Loaded: Gen, aircon, bow thruster, electric winches, much more.... Located BVI, St. Martin, &amp; St. Lucia Starting at $165,000</td>
<td><strong>2010 LEOPARD 46</strong></td>
<td>Fully Cruise Equipped – Gen &amp; Air Located BVI, Belize, Abaco &amp; Ft. Lauderdale Starting at $339,000</td>
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<td><strong>2011 BENETEAU 43</strong></td>
<td>Oceanis 43, 3 Cabin available. Well equipped. Located BVI, St. Martin, St. Lucia Starting at $119,500</td>
<td><strong>2012 LEOPARD 39</strong></td>
<td>Family cruiser, Owner’s Version. Full size drawer fridge/freezer. Gen &amp; Air.Located in BVI &amp; St. Lucia Starting at $249,000</td>
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<tr>
<td><strong>2011 BENETEAU 40</strong></td>
<td>Oceanis Series - Fully equipped 3 Cab/2 Head - Great sailing cruiser. BVI, St. Lucia and St. Martin. Starting at $109,000 Reduced Price</td>
<td><strong>2010 LEOPARD 384</strong></td>
<td>Spacious. Full size drawer fridge/freezer. A/C. Solar panels. Located BVI, St. Martin, and Belize Starting at $195,000</td>
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<tr>
<td><strong>2011 JEANNEAU SO 44</strong></td>
<td>3 &amp; 4 Cabins - Performance and comfort, electronics &amp; bow thruster. Located BVI, St. Martin St. Lucia Asking from $109,000 Reduced Price</td>
<td><strong>2012 JEANNEAU SO 379</strong></td>
<td>Family Cruiser. Large cabins, large cockpit. 2 Cabins/ 1 head Available in BVI Asking from $95,000</td>
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Day Charters Cruise & Fish up to 60 ft Cruisers
Boat Rentals Sell Drive up to 20 ft Center Consoles
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Jeff and Sandy Hamel are owner/operators of the 46ft Charter Catamaran *Magic Inspiration*, which has recently ‘joined’ the quirky community of Water Island. Sandy leads Yoga classes on selected mornings at Honeymoon Beach and has shared some easy recipes that she prepares in her toaster oven!

**TOASTER OVEN NACHOS**
Prep time: 10 minutes. Cooking time: 6 minutes.
Serves: Many as you like

- Tortilla chips
- Shredded Jack cheese or cheese of your choice
- Fresh spinach leaves
- Cooked black beans
- Chopped small red, yellow or green peppers
- Sea salt
- Freshly ground pepper
- Chile powder
- Canned white corn drained
- Chopped green onions
- Avocado, peeled and chopped
- Salsa
- Fresh chopped cilantro
- Lemon or lime yogurt, optional

Turn toaster oven to broil 450°F. Arrange chips in a single layer on an 8 x 11-inch baking pan with edges. Sprinkle the following ingredients over chips, in order: pepper jack cheese, spinach, beans, and peppers, salt, chili powder, corn, and green onions. Sprinkle with more cheese. Place on middle rack in oven and broil about 6 minutes or until cheese melts and vegetables are warm. Remove from oven and top with chopped avocado, salsa, cilantro, dollop of yogurt and anything else you might like.

**TOASTER OVEN ROASTED SEA BASS**
Prep time: 5 minutes. Cooking time: 12 minutes. Serves: 2

- 2 (6 oz) Sea Bass fillets
- 1 tbsp chopped shallots
- 2 tbsp fresh lime juice
- 1-1/2 tbsp soy sauce
- 1 tbsp cilantro
- 1 tbsp freshly grated ginger
- 2 tbsp olive oil, divided
- Sea Salt, to taste
- Freshly ground black pepper, to taste
- 5 tsp butter
- 1 tsp chopped shallots
- 5 tbsp olive oil, divided
- Sea Salt, to taste
- Freshly ground black pepper, to taste
- 1 tsp orange zest
- 1 tbsp Grand Marnier
- (plus more for sipping!)
- 1/4 cup cold milk
- 1/8 tsp vanilla
- 1/4 cup sugar

Mix lime juice, soy sauce, cilantro, ginger, shallots and 3 tbsp of the olive oil to create sauce, set aside. Brush 9” glass baking dish with the remaining 2 tbsp of olive oil. Place Sea Bass in glass dish, coat on both sides with the olive oil, Season Sea Bass with salt and pepper. Spoon 1/2 tbsp of sauce on each portion of Sea Bass. Roast at 500 degrees F for 12 minutes or until opaque. Top with remaining sauce before serving.

**TOASTER OVEN ROASTED ASPARAGUS**
Prep time: 5 minutes. Cooking time: 10 minutes. Serves: 2

- ½ bunch Asparagus
- Kosher salt, to taste
- 3 tbsp olive oil
- Freshly Ground Black Pepper, to taste

Preheat toaster oven to 425°F. Wash the asparagus thoroughly and break off about an inch of the tough bottom. Dry thoroughly as it is important that there is no water to ‘steam’ it in the oven. Spread out asparagus in a single layer on a rimmed baking sheet. Drizzle olive oil all over the asparagus and then sprinkle with kosher salt and freshly ground black pepper. Roast the asparagus for about ten minutes.

TIP: Important the oven is very hot so the asparagus will brown on the outside, not overcook and when finished have a good bite to it.

**TOASTER OVEN GRAND MARNIER SOUFFLE**
Prep time: 15 minutes. Cooking time: 16 minutes. Serves: 2 (decadent)

- 5 tsp butter
- 1 tsp chopped shallots
- 5 tbsp olive oil, divided
- Sea Salt, to taste
- Freshly ground black pepper, to taste
- 1 tsp orange zest
- 1 tbsp Grand Marnier
- (plus more for sipping!)
- 1/4 cup cold milk
- 1/8 tsp vanilla
- 1/4 cup sugar

Preheat oven to 400°F. Coat inside of 2 Ramekins with 2 tsp butter and 1 Tbsp sugar. Place on baking sheet lined with foil. Melt 3 tsp butter in saucepan, add flour and milk; cook until thickened. Stir orange zest and Grand Marnier into butter mixture. Add egg yolks and vanilla. In a mixing bowl, whisk egg whites until frothy, slowly adding the 1/4 cup sugar until thick. Fold 1/2 of the beaten egg white into the butter/egg yolk mix; fold in the other half. Divide mixture between the 2 ramekins. Place in toaster oven and bake for 16 minutes, or until soufflé rises. Remove and serve immediately.
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<td>Ming’s Products &amp; Services Ltd.</td>
<td>Georgetown</td>
<td>+592-235-3553</td>
</tr>
<tr>
<td>JAMAICA</td>
<td>Yamaha Engines Ltd.</td>
<td>Kingston</td>
<td>+876-927-8700</td>
</tr>
<tr>
<td>HAITI</td>
<td>Marine Motors</td>
<td>Port-au-Prince</td>
<td>+503-3-703-2424</td>
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<tr>
<td>MARTINIQUE</td>
<td>Continental Marine Center Inc.</td>
<td>Lamentin</td>
<td>+596-596-511-157</td>
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<tr>
<td>PUERTO RICO</td>
<td>Motor Sport Inc.</td>
<td>San Juan</td>
<td>+787-790-4900</td>
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<tr>
<td>SAINT BARTHELEMY</td>
<td>Ets Chez Beranger</td>
<td>Gustavia</td>
<td>+590-590-278-900</td>
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<tr>
<td>ST CHRISTOPHER AND NEVIS</td>
<td>St. Kitts Nevis Anguilla Trading</td>
<td>Basseterre</td>
<td>+869-465-2511</td>
</tr>
<tr>
<td>SAINT LUCIA</td>
<td>KP Marine (St. Lucia) Ltd.</td>
<td>Rodney Bay</td>
<td>+758-450-5564</td>
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<tr>
<td>SAINT MARTIN</td>
<td>Outdoor World N.V.</td>
<td>Cole Bay</td>
<td>+721-568-8440</td>
</tr>
<tr>
<td>SAINT VINCENT AND THE GRENADINES</td>
<td>KP Marine Ltd.</td>
<td>Kingston</td>
<td>+784-457-1806</td>
</tr>
<tr>
<td>SURINAME</td>
<td>Datsun Suriname N.V.</td>
<td>Paramaribo</td>
<td>+597-477-811</td>
</tr>
<tr>
<td>TRINIDAD AND TOBAGO</td>
<td>Elee Agencies Ltd. (Outboard motors)</td>
<td>Port of Spain</td>
<td>+868-623-1221</td>
</tr>
<tr>
<td>TRINIDAD AND TOBAGO</td>
<td>Green’s General Cycle Ltd. (Waverunners)</td>
<td>Cueva</td>
<td>+868-663-2453</td>
</tr>
<tr>
<td>TURKS AND CAYOS ISLANDS</td>
<td>MPL Enterprise Ltd.</td>
<td>Providenciales</td>
<td>+699-331-0376</td>
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<tr>
<td>U.S. VIRGIN ISLANDS</td>
<td>Gallows Bay Marine</td>
<td>St. Croix</td>
<td>+340-778-2628</td>
</tr>
<tr>
<td>U.S. VIRGIN ISLANDS</td>
<td>Offshore Marine Services Inc.</td>
<td>St. Thomas</td>
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