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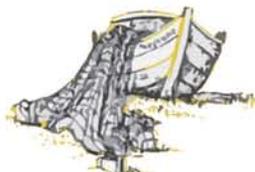
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# SEASONS IN THE SUN

It's pretty much endless summer in the Caribbean but of course our seasons do change. A casual observer visiting the islands on vacation rarely worries about what month it is because the sun usually shines, days are warm and the trade winds blow. Those of us who live in the islands year-round are more attuned to the changes as the sun slowly tracks north or south across the equator building up to the summer or winter solstice. As I sat down to write this in late May, the apartment was being rocked, washed, and illuminated by a strong tropical thunderstorm that started at 3am, and continued late into the morning, causing the cats to seek the calm of the dark and dusty recess under the bed. May also brought a change in average daily temperatures and it won't be long before the airco, left silent since November, gets its annual workout. As the summer sun intensifies, UV rays get to work tanning the beach goers and sailors exploring our lovely islands. Having lived in the tropics for much of my life, most of it outside, my body has taken a hammering from the sun. This has resulted in having bits of my anatomy removed in order to protect the whole. For years, I never bothered with sunscreen, thousands of sea miles spent sailing naked or semi naked gave my skin a healthy, enviable mahogany glow but now, as I 'mature', the leathery tan etched into my face resembles the deep creases on a well-used, torn and coffee stained chart. These days I wear a large-brimmed hat, no longer sail naked and slather on sunscreen to protect my ravaged outer casing. This might be the right thing to do but now it turns out that while innocently protecting ourselves, the oxybenzone and octinoxate in our sunscreen is doing serious damage to the world's coral reefs. Our writer Carol Bareuther has taken a look at the problem and says there is a way to protect your hide while also protecting the environment. Carol reveals all on page 48.

The strong summer sun brings with it the most dramatic of our seasons, the hurricane months. During my time as editor I have written about hurricane season many times, so this year I am leaving it to one of our sailing contributors Monica Pisani. Monica and her partner did the research, weighed up the odds and options, and then put their storm protection plan into action (p40). The one thing I will add is that no matter how sophisticated or accurate you believe the tropical weather forecast to be, treat it with extreme caution. Having successfully ridden out several powerful hurricanes, while lashed



At the end of their third circumnavigation the Goodlanders join the editor and his wife for dinner (from left): Gary, Cap'n Fatty, Carolyn and Jan

to numerous moorings and anchors, in 2014 the weather service got it wrong, I got it wrong, and the payoff was two years in the boatyard with all the expense that entails. Stay safe.

Recently my wife and I had the pleasure of an evening with our old mates Capt'n Fatty and Carolyn Goodlander, *All At Sea* columnist and serial circumnavigators extraordinaire. The evening was one of many laughs, especially when I gave Fatty the bill (only kidding). We swapped stories in the way sailors do and then, as sailors do, went our separate ways to probably meet up again in two years' time. The Goodlanders are now planning their fourth circumnavigation and we doff our hats to them, what a stunning achievement. During dinner, Fatty described in vivid detail the changes they have seen along the ocean routes and noted how, on returning to many of the same islands and harbors, clearance fees have spiraled out of control. Fatty will be sharing many of his experiences, good and bad, in future articles. For now, they are happy to be home in what he terms "the most wonderful place on earth" the Caribbean. 

See you on the water!

Gary E. Brown,  
Editor



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COVER SHOT: Aerial ballet on a grand scale.  
Antigua Classic Yacht Regatta. | **Photo: Jan Hein**

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PHOTO: JAN HEIN

**NEXT MONTH IN ALL AT SEA:**  
Mad Max Makeshift Magic

# ALL AT SEA CARIBBEAN

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# WHERE IN THE WORLD?

Congratulations to Paul, Tom & Jossie and thanks for reading *ALL AT SEA!*



## ALL AT SEA GOES DEEPER!

Captain Paul Moore and engineer Tom Costanza along with stewardess Jossie Estrada (she took the great photo), say they were reading the May issue of *All At Sea* and were amazed to find the recently sunk *Kraken* and *Kodiak Queen* art reef project was a mere two miles from where their yacht *SOLO TU* was lying, so they did the only logical thing ... they went to find it.

The intrepid divers said "the wreck was phenomenal and will undoubtedly become a major attraction in the BVI."

You can find the *Kraken/Kodiak Queen* south of Mountain Point in Virgin Gorda.

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## ISLAND EVENTS & INTERESTS

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# Caribbean Sea



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We're Jammin' ...  
in Grenada

# CARIBBEAN NEWS



High school students from Milton Peters Collage, St. Maarten, with Ellen van Holland – Little (left) and Eric Knight (3rd left) from Budget Marine; project coordinator Rodger Stringa (check shirt), and Budget founder & director Sir Robbie Ferron (far right)

## HIGH SCHOOL STUDENTS REWARDED WITH VISIT TO BUDGET MARINE

Sint Maarten – Budget Marine recently hosted a group of 3rd year students from Milton Peters College, who are building a sailboat as part of a school project. Project coordinator Rodger Stringa said the objective for the field trip was to get the students familiar with the industry and show them the many career options available in the marine environment. “This group is very dedicated and this field trip to Budget Marine was a reward for the work they have put in,” Mr. Stringa said.

The students were given a short history of Budget Marine followed by a tour through the Budget Marine building, which included showing the large warehouse and its operations. The teens were very impressed with the huge assortment of products as well as the logistics involved in running the business and this resulted in a barrage of questions from the students. Next stop on the tour was the retail store with extra emphasis placed on the plywood station, the large rolls of fiberglass cloth, and the epoxy and resins in the boat building section, as these are products the students are used to handling in their building project.

After the tour the group relaxed during a cruise of Simpson Bay Lagoon aboard *Jukkels Stukkels*, a 21ft launch owned by Sir Robbie Ferron, founder and director of Budget Marine. Ferron provided a running commentary describing the marinas, megayachts and nautical activities to be found in the lagoon. The tour ended with lots of smiles and gifts to take home.



Jade Forsberg was honored for her contributions to the sport of college sailing

## BARBADOS SAILOR HONORED

The Inter-Collegiate Sailing Association (ICSA) honored Jade Forsberg for her contributions to the sport of college sailing by inducting her into the ICSA Hall of Fame at the annual ICSA Meeting.

Forsberg, of Holetown, Barbados was recognized with the James Rousmaniere

Award for student leadership. The award recognizes an undergraduate for extraordinary achievement in leadership whose efforts have made a significant contribution to the development, progress and success of his or her club or team, conference or the ICSA.

The Hall of Fame was established in 1969 to honor individuals for either undergraduate competitive achievement in sailing or outstanding leadership and service to the establishment, development and growth of the sport. The names of the inductees will be added to the ICSA College Sailing Hall of Fame, which is on permanent display in the Robert Crown Center at the U.S. Naval Academy (Annapolis, Md.).

## A SUCCESSFUL INAUGURAL MAHI MAYHEM TOURNAMENT

Tortola, British Virgin Islands – Captain Alvin and his crew aboard *Emmanuel*, from St Thomas, swept the board at the first annual Mahi Mayhem fishing tournament held in May. They scooped the \$5,000 top prize for heaviest mahi at 33lb; \$2,500 for second heaviest mahi; \$1,000 for heaviest overall catch, and \$1,000 for heaviest mahi caught from a boat with an outboard engine.

Jack Cadman on *Venator* won the heaviest

tuna award for his 65lb yellowfin, which also won him Star Angler for heaviest fish of the tournament.

Heaviest wahoo went to *E&S Team Nanny Cay BVI* with their 39lb catch. Eli James on *2 To Tango* from St Thomas won heaviest kingfish with his 23-pounder. The Youngest Angler award was won by Max Reshetiloff, and Sue Durham was awarded Female Angler of the tournament.

The two-day event was presented by Caribbean Sustainable Fisheries (CSF) in partnership with Nanny Cay Marina.



## BOATUS 2017 TOP 10 LIST OF BOAT NAMES AND THEIR MEANINGS

1. **SERENITY:** The utter calm and quietude boating brings
2. **SEAS THE DAY:** A nautical wordplay on the Latin saying "Carpe diem," taking boating to its fullest
3. **ANDIAMO:** 'Let's go!' in Italian and a perennial favorite boat name
4. **IRISH WAKE:** Mourning and merrymaking after the death of a family member or friend
5. **FREEDOM:** Patriotic name that first appeared on the Top 10 Names List in 2004
6. **ADAGIO:** Italian for "at a slow tempo." Represents how boating reduces stress in our hectic lives
7. **OHANA:** From the Hawaiian culture, meaning "family" in an extended sense
8. **OASIS:** A fertile spot in a desert where water is found; symbolizes boating's ability to refresh and nourish our daily lives
9. **HAPPY OURS:** A playful take on the good feeling you get at the afternoon communal cocktail time
10. **FIREFLY:** Making the list for the first time, it's thought that the kids picked this one

For a look at all of the BoatUS Top 10 Boat Names lists over the years as well as a directory of over 9,000 boat names, go to: [BoatUS.com/boatnames](http://BoatUS.com/boatnames)

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Odor Buster is applied directly on fabrics and carpets. After several minutes, blot to remove excess moisture. It works just as effectively on non-porous surfaces. To freshen the cabin, spray upwards while backing out from the space. Used during the season, the fast-acting, powerful formula is perfect for removing the toughest and most challenging odors due to pets, cooking, smoke and more. [www.iosso.com](http://www.iosso.com)



## SEA HAWK ANNOUNCES ADDITIONS TO ALUMA HAWK ALUMINUM BOAT PAINT LINE

Sea Hawk Paints have announced the addition of several new colors to the Aluma Hawk™ line, a comprehensive aluminum boat paint lineup, which provides even more variety to boat owners for protecting and enhancing the longevity and performance of their vessels. The introduction of Jon Boat Blue and Jon Boat Tan colors to the existing line of Jon Boat Green, Aluminum Gray and

Black gives aluminum boat owners a complete color palette to choose from when coating hulls and above-the-waterline aluminum surfaces. Aluma Hawk paint can be applied via brush, roller or spray and used as a top coat or a primer for aluminum surfaces. The colors can be used stand-alone or blended into camouflage patterns to accommodate a wide range of craft including house boats, pontoon boats, jon boats and canoes.

"The addition of Jon Boat Blue and Tan to the Aluma Hawk aluminum boat paint line is one more way the Sea Hawk brand provides boat owners around the world with application specific solutions for protecting and enhancing their vessels," said Erik Norrie, Sea Hawk CEO.

The Aluma Hawk AH7000 Series of aluminum boat paint is a quick-dry, high-solids, corrosion-inhibiting coating designed for use on aluminum with no need of additional primers. It is chromate-free and may be used above or below the waterline in fresh or saltwater environments. Plus, its unique dual-purpose phenolic resin formulation, allows Aluma Hawk to be used as a primer directly on metal with or without a topcoat. Aluma Hawk's excellent adhesion on aluminum surfaces makes it ideal for a wide variety of vessels and the complete color palette can be mixed and matched allowing for a fully coordinated look. [www.seahawkpaints.com](http://www.seahawkpaints.com)



# EVENT CALENDAR

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

## FISHING TOURNAMENT:

### **BEEF ISLAND, BVI**

**JULY 2**  
Fisherman's Day  
[www.bvisportfishingassociation.com](http://www.bvisportfishingassociation.com)

### **BERMUDA**

**JULY 3 - 7**  
Bermuda Billfish Blast  
[www.bermudabillfishblast.com](http://www.bermudabillfishblast.com)

**JULY 8 - 10**  
Bermuda Release Cup  
[www.bermudatriplecrown.com](http://www.bermudatriplecrown.com)

**JULY 12 - 16**  
Bermuda Big Game Classic  
[www.bermudabiggameclassic.com](http://www.bermudabiggameclassic.com)

**JULY 19 - 23**  
Sea Horse Anglers Club  
Billfish Tournament  
[www.bermudatriplecrown.com](http://www.bermudatriplecrown.com)  
407-571-4680

### **SCRUB ISLAND, BVI**

**AUGUST 3 - 6**  
Scrub Island Blue  
Marlin Invitational  
[www.skipstournaments.com](http://www.skipstournaments.com)  
[skip@skipstournaments.com](mailto:skip@skipstournaments.com)  
(954) 531-7985

### **ST. THOMAS, USVI**

**JULY 6 - 8**  
Annual July Open  
Blue Marlin Tournament  
[www.vigfc.com](http://www.vigfc.com)  
[usvigfc@gmail.com](mailto:usvigfc@gmail.com)  
340-775-9144

**JULY 16**  
Annual Bastille Day  
Kingfish Tournament  
[nssfvcvi@gmail.com](mailto:nssfvcvi@gmail.com)  
340-998-0854

**AUGUST 4 - 8**  
USVI Open Atlantic  
Blue Marlin Tournament  
[www.abmt.vi](http://www.abmt.vi)  
[loveto@islands.vi](mailto:loveto@islands.vi)  
340-775-9500

### **TRINIDAD**

**JULY 29 - 30**  
Tarpon Thunder  
Tournament  
[www.ttgfa.com](http://www.ttgfa.com)  
[info@ttgfa.com](mailto:info@ttgfa.com)  
868-632-6608

### **VIRGIN GORDA, BVI**

**JULY 29 - 31**  
Virgin Gorda International  
Marlin Tournament  
[www.bvisportfishingassociation.com](http://www.bvisportfishingassociation.com)

### **WORLDWIDE**

**JULY 4**  
World Cup Blue  
Marlin Tournament  
[www.bluemarlinworldcup.com](http://www.bluemarlinworldcup.com)

## SAILING REGATTA:

### **GUADELOUPE**

**JULY 1 - 2**  
La Nereide's Cup Caribes  
[triskellcup.com](http://triskellcup.com)  
[organisation@triskellcup.com](mailto:organisation@triskellcup.com)  
0690 49 57 57

### **NEWPORT, RI**

**JULY 26 - 29**  
Candy Store Cup  
[www.NewportShipyards.com](http://www.NewportShipyards.com)  
[veronica@newportshipyards.com](mailto:veronica@newportshipyards.com)  
401-846-6000

## POKER RUN:

### **ST. MAARTEN / ST. MARTIN**

**JULY 16**  
St. Maarten Poker Run  
[caribbeanpokerrun.com](http://caribbeanpokerrun.com)

### **ST. THOMAS, USVI**

**JULY 2**  
USVI Stars & Stripes  
Poker Run  
[www.usvipokerrun.com](http://www.usvipokerrun.com)  
[usvi.pokerrun@yahoo.com](mailto:usvi.pokerrun@yahoo.com)

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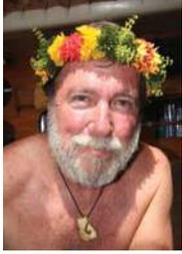
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# THE SOUTH ATLANTIC TODDLE

SAILING HUMOR BY CAP'N FATTY GOODLANDER



We recently went 38 blissful days from Luderitz, Namibia (Africa) to Nevis in the Lesser Antilles. This is about 5,400 miles as the crow flies and 6,000 miles as we happily wandered it. It was, really, a 38-day orgy of food, sex, conversation, love, and intense writing—one of the nicest, richest, most creative six week periods of my life.

I hated for it to end.

Frankly, the only reason we just completed our third circum-

navigation was so we could begin our fourth. We're having waaaaaaaay too much fun to stop.

Of course, it wasn't easy. Nothing worthwhile is. If offshore passages were simple everyone would do it. Yet few do. Why? Because they don't feel prepared. Why? Because they are smart and they are not prepared!

To regularly sail long spans in deep ocean, preparation is everything. (Our longest passage this circ was 48 glorious days in the Pacific.)

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Example: my wife, Carolyn, and I spent one solid year, both working from sun up to sun down, to prepare *Ganesh* for our third circ. After four years and about 20,000 miles, we decided to sail to Africa via the lower Indian Ocean. Knowing how rough that wind-swept, cross-swell area gets, we both worked another three months solid to get ready to tackle the passage from Singapore to Cocos Keeling.

What's my definition of rough?

When a gale wind almost dies in the trough—that's how you know the seas are truly big.

We had good weather information approaching South Africa via the SammNet (ZS1SAM) on ham radio, and thus hove-to just before the Agulhas current as a major gale went by—then successfully made the dash to Durban in South Africa. Not everyone was so lucky. While we were in Durban, the next gale dismasted a 48ft ketch, ripped the whole cabin top off a brand new cat-tlemaran, and broke a crewmember's arm on a 42ft Beneteau.

The craziest moment of our 38-day journey? That's easy. We were attacked by birds off the coast of Brazil. They were evil maxi-poopers who deliberately aimed for our solar cells, our cockpit cushions, and open hatches. It was awful.

South Africa is the only place I've ever heard a marine weather report mention 'phenomenal' seas—waves over 60ft in height.

Gulp!

However, our 38 nonstop days between Africa and the Caribbean were generally light and roly. We never once, not even for a second, were on port tack. We went almost 6,000 miles on starboard—damn, that's an amazing feeling for a former yacht racer who once tacked every few minutes.

Actually, the passage can be divided into two parts: 1) to the equator, and 2) from the equator to the Caribbean.

The problem with the first part isn't the generally light wind but rather the massive swell. Old sailing ships used to fear this passage greatly, as they could roll their sticks (masts) out in the gentle winds and mountainous swells.

Our solution was to fly far more sail up high (at the masthead) than normal to cut down the roll. Thus we used our mizzen stay-sail, our huge fully battened mizzen, our large-roached main-sail, and our asymmetrical chute far more often than usual.

The whole idea here is to steady the boat via sails aloft so she doesn't roll the wind out of all her sails and gradually lose forward speed as she hobbyhorses and wallows.

This is seldom a problem in the Indian Ocean or the windy Caribbean, but it is running downwind in six knots apparent and huge swells coming up from Cape Horn.

Different oceans require different tactics—that's part of the joy of circumnavigating, learning how to cope with them all.

The latest techie thing for us circumnavigators is our ability to hitch-a-ride on ocean currents. We resisted, and stayed with the traditional square-rigged route.

At first, our friends who followed the current reported amazing speeds—until they got trapped along the Brazilian coast and hit with all sorts of adverse conditions as we romped to the Trades.

... score one for the old salts.

The big obstacle is, of course, the ITCZ (Intertropical Convergence Zone). Off the coast of Brazil, it is four hundred miles wide and very violent. Many vessels there reported 50+ knot squalls amid the total calm. Where we transited the equator, at 32 degrees west, it was only 120 miles wide. Our worst gust was 32 knots. There was usually enough wind to sail and we only burned a day's fuel during the whole 6,000-mile passage.

Once through, we close-reached in NNE to NE winds. These slowly built and clocked eastward with every mile. Soon we were roaring along with 28 knots on the beam and massive tradewind swells hand-grenading our starboard side.

Why didn't we stop in St. Helena and Fernando de Noronha?

Well, we've already visited St. Helena on our first circumnavigation—and they've now priced themselves out of our market at \$400 for a few days. Alas, this isn't quite as bad as Noronha's \$130 per day per person rip-off.

While I'm a carefree sailor who loves to convey good news to my fellow cruisers—not all the news from our third circumnavigation is positive. Prices to clear-in are skyrocketing

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everywhere. Example: on our first circ, we cleared into Tonga for four dollars—given to a jovial fat fellow with no shoes. By our second circ, the same fellow had shoes and charged us forty bucks to clear in. This time, on our third voyage, he had shoes, a government car, and an iPhone—and charged us \$400! Same guy—and each time he gave us nothing for our money other than a receipt.

Heavy sigh!

The craziest moment of our 38-day journey? That's easy. We were attacked by birds off the coast of Brazil. They were evil maxi-poopers who deliberately aimed for our solar cells, our cockpit cushions, and open hatches. It was awful. They had diarrhea—*fishy* diarrhea—and remarkably accurate aim! Yeeck! It soon became a pitched battle. Carolyn and I would attempt to beat them off with brooms, boathooks, and whipping lines, but they'd just blink and land anyway.

At midnight, another wave of them attacked from a passing fishing vessel. Carolyn was asleep. I managed to silently clear the deck of them after a prolonged, broom-waving fight. This totally exhausted me. I retired to the aft cabin—which smelled peculiar. It was pitch black. There was no light—or, just faint moonlight via the aft ports from which I could see my black pillow was out of place on the settee. I grabbed it to fluff—and it came alive in my arms. It was an awful feeling in the dark—frantic, desperate flapping. I screamed, like a young girl! It was clawing at my bare chest. I knocked it away and slipped. I fell down. My head bounced off the cabin sole, which was slippery with sticky, odiferous bird shit. Damn it! The bird landed on the back of my baldhead—oh, the indignity! I started whimpering. Suddenly, the cabin light turned on and a naked Carolyn came to my rescue. "Don't hurt the bird," I screamed at first, then moments later, "Grab it!" and a few moments later still as I realized it had shit on my bunk, my pillows and the entire aft cabin, "... kill that mommyjammer!"

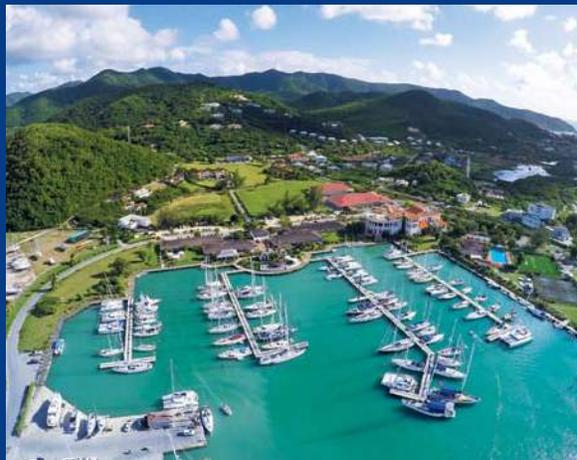
My strangest vision was of Carolyn flying through the air, starkers, with an out-stretched poopy bed sheet in her arms—to ultimately capture and release the beast.

... other than that, it was a fine, fine ocean passage. 

---

Cap'n Fatty Goodlander and his wife Carolyn have now completed their third circumnavigation. Fatty is the author of *Chasing the Horizon* and numerous other marine books. His latest, *Storm Proofing your Boat, Gear, and Crew*, is out now. Visit: [fattygoodlander.com](http://fattygoodlander.com)

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# SAILING WITH CHARLIE: PETS

SAILING HUMOR BY JULIAN PUTLEY  
GRAPHICS BY ANOUK SYLVESTRE



Charlie's a bit ambivalent about pets aboard a cruising boat. When he sees a beautiful retriever, or even an island mutt, standing on the bow of an inflatable dinghy whizzing toward shore, ears pinned back by the breeze, tongue lolling out expectantly, he gets a tinge of regret that he doesn't have a four-legged friend.

But then he returns from dreamland and rationalizes the situation. There's the hairy mess that has to be cleaned up almost daily, not to mention the odd poop and peep every now and again when shore can't be reached in time. Dog food is expensive, shots have to administered, vets have

A cat can be a furry friend if you can put up with its peculiar habits. A cat is a pretty creature to look at, apart from that it's useless, unless you have mice aboard. A cat is demanding and meows loudly at meal times but rarely comes when called. It will sit there and lick itself while thieves clean out the boat.

to be paid – and if you leave the boat for any reason you have to find an expensive dog sitter or take your beloved Fido to a kennel. And when you clear in to another country there's always the quarantine regulations with reams of paperwork ...

"Ahhh," said Charlie's friend, Shirley, "you're forgetting the invaluable asset of a dog aboard – it repels unwanted boarders, potential thieves and undesirables."

Charlie was ready for that one, "I have a pre-recorded CD of a vicious bark and growl – it goes off every minute when I'm off the boat; in dodgy anchorages, that is. Then I have a laser beam across the companionway that sets off a loud police siren if anyone tries to get below. So far so good"

There are other pets of course. A cat can be a furry friend if you can put up with its peculiar habits. A cat is a pretty creature to look at, apart from that it's useless, unless you have mice aboard. A cat is demanding and meows loudly at meal times but rarely comes when called. It will sit there and lick itself while thieves clean out the boat. It has a mind of its own, so don't ever think you will be its master/mistress. 'A cat thinks it is God whereas a dog thinks you are God' – never a truer saying. Interestingly, it's possible to potty-train a cat by putting its litter box on the toilet seat for several weeks – then take it away and hopefully it will jump up and poop into the bowl. Getting it to pump the toilet clean takes more training!

There are other pets you could have aboard – a parrot perhaps; a monkey – it was a favorite in the golden era of sail; a hamster – mmm, not much use except as emergency rations.

Several years ago Charlie had a parrot aboard and it was a good companion and seemed to like life at sea. He was a green and red bird from the Solomon Islands, loved to eat tropical fruit like mangos, bananas and papayas. In Papua New Guinea he would fly away but always came back, until one day he didn't. Probably got the urge to make more little parrots as is the nature of all species. A possible answer is to have both a male and female aboard but to only let one fly away at a time. Who knows, before long you may have a whole family of parrots aboard ... Wouldn't that be fun! 

---

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

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# ANTIGUA SAILING WEEK'S 50TH EDITION

RACING CIRCUIT



The Grand Awards Ceremony for Antigua Sailing Week was held in Nelson's Dockyard and the UNESCO World Heritage Site was a fitting venue for the 50th edition of this historic occasion.

A stage glittering with dozens of trophies formed the perfect backdrop as Asot A Michael, MP, Minister of Tourism, Economic Development, Investment & Energy of Antigua and Barbuda, gave a heart-warming welcome speech to thousands of sailors. Guest of Honor, His Excellency Sir Rodney Williams, Governor General of Antigua & Barbuda presented the main prizes.

Following tradition, the converted Lord Nelson Trophy was the

last prize to be announced. Tension mounted as MC Tommy Paterson finally named the winner as Sergio Sagramoso's Puerto Rican Melges 32, *Lazy Dog*.

Sagramoso and his team mounted the stage to tumultuous applause and crowded around the historic trophy. The last Puerto Rican boat to win the trophy was Tom Hill's *Titan XII* in 2005.

"It is really amazing, I'm really proud", said Sagramoso who had been racing in the highly competitive CSA 4. "The *Lazy Dog* team will always remember this moment; this is why we do it. This was the toughest regatta I have ever been to with eight races and a very high level of competition."



Lazy Dog ... winner of the Lord Nelson Trophy and one of the most successful race boats in the Caribbean

PHOTO: PAUL WYETH PWPICURES.COM



Scarlet Oyster continues her winning ways

OCEANMEDIA FILE PHOTO

Ross Applebey's Oyster 48, *Scarlet Oyster* had been in impressive form all week, however the British charter boat was once again just short of winning the Lord Nelson Trophy. Applebey and his crew didn't leave empty handed though, snagging a huge haul of silverware for their efforts including: The Governor General's Cup for first overall in CSA 5, Best British Race Charter Yacht; Royal Southern Yacht Club Shield Trophy for the Inter-Yacht Club Challenge and the Peter Deeth Trophy for 2nd overall in CSA 1-6.

Sir Peter Harrison's Super Maxi *Sojana* racing in CSA 1 was close to winning the Lord Nelson Trophy for the second time and the crew were in good spirits as they accepted their haul of awards. They broke into song, singing 'Happy Birthday' to

both the regatta and Sir Peter who celebrated his 80th birthday during the week. *Sojana* bagged the Curtain Bluff Trophy for the overall win in CSA 1, The Corum Cup for winning overall in CSA 1-6, and the Fletcher Trophy for Best British Yacht.

Fritz Bus's St. Maarten Melges 24, *Team Island Water World* had an epic battle in CSA 6 with Antigua National Sailing Academy's Cork 1720, *Spirit*, skippered by Jules Mitchell. *Team Island Water World* won the class and Best Caribbean Boat in Start Boat A. *Spirit* was the Best Antiguan Boat in Start Boat A.

The K3 Foundation, racing *Kialoa III* and Clint Brooks' Bajan TP52 *Conviction* had a fantastic regatta; both yachts



Antigua ... it's more than just sailing

scoring seven bullets to win their respective classes, CSA 2 and CSA 3.

Winning the Big Banana Trophy for Best Caribbean Yacht and the Grant Thornton Trophy for Best Boat Overall in CSA 7-9 was Cary Byerley and Sir Robbie Ferron's Micron 99 *Lord Jim* from St. Maarten. The team had to overcome a 1.5 point deficit in the last race to their long term rivals, Sir Bobby Velasquez and his St. Maarten team racing *L'Esperance*. They went on to achieve victory by just two seconds!

"Two seconds and half a point; shockingly dramatic," commented Ferron. "I could never believe it would be that close. In all my years, I have never won a regatta like that and I doubt if anyone else has." Reflecting on how Antigua Sailing Week had evolved, Ferron said the regatta has done the right things for the competitors and was getting the appropriate response. "Sailors are enjoying the experience and that is why it has such a great turnout."

Antiguan, Sir Hugh Bailey won the Lord Nelson Trophy last year and was second in CSA 3 this year with a new acquisi-

tion, his Farr 45 *Rebel-B*. Bailey has been involved in all 50 editions of Antigua Sailing Week.

"Back when it all started, if you told me that 50 years on we would have thousands of people racing in Antigua from all over the world, I would have said that was far from our thinking. I am happy to see the growth and I feel privileged because I am the only captain from the early days still alive and on the race course."

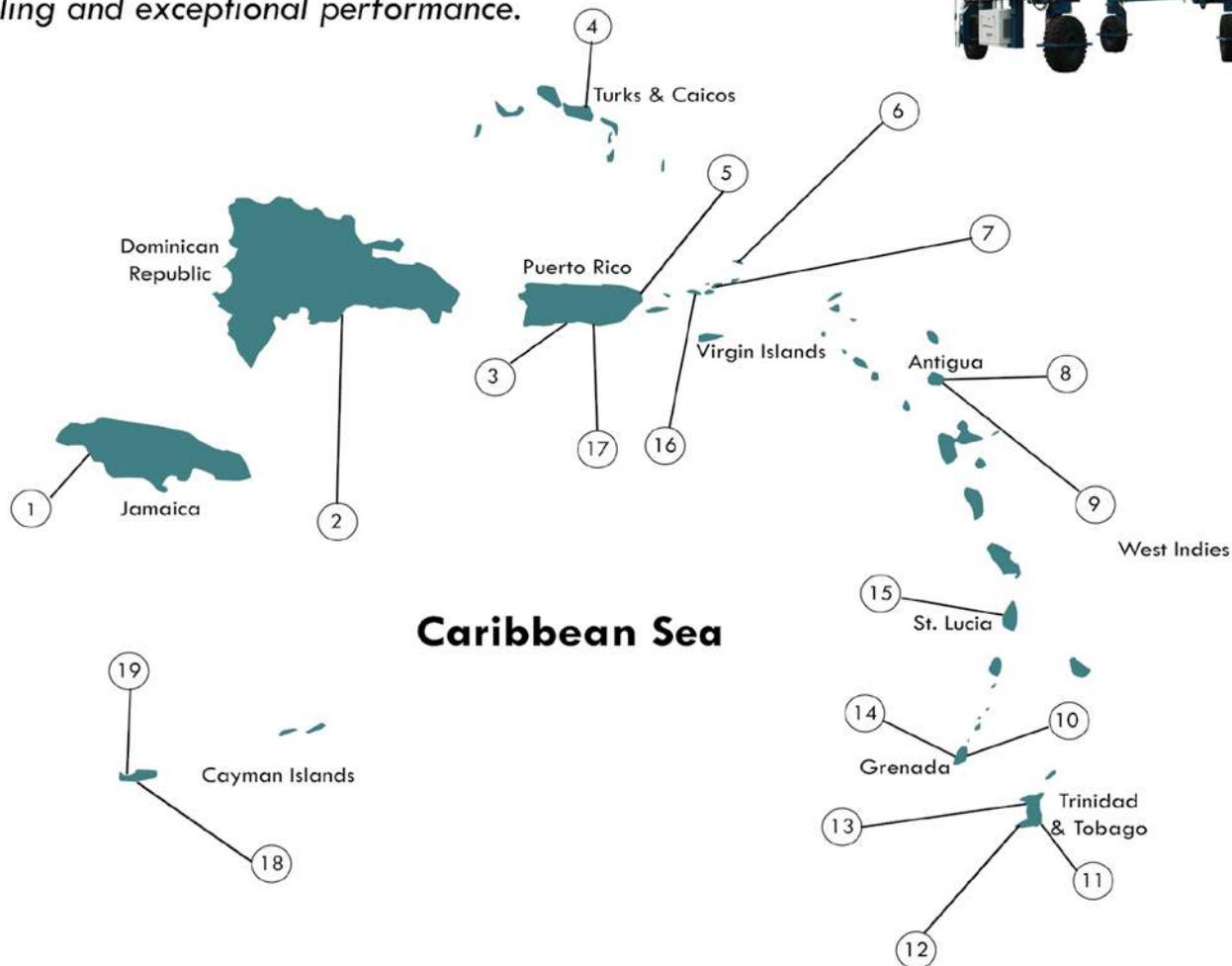
Winning the Dream Yacht Charter Trophy and one week Bareboat charter from Antigua was Mike Cannon and Neil Harvey's *KHS&S Contractors* from Florida, USA. "The team has won multiple times all over the Caribbean, but this was its first trip as a team to Antigua Sailing Week. I cannot believe how good this experience has been," commented Cannon.

For full results, pictures, videos and stories of the Golden edition of Antigua Sailing Week, visit: [www.sailingweek.com](http://www.sailingweek.com) 🌐

Report by Louay Habib. Additional reporting by the editor.



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## Caribbean Sea

- ① **U.S. Embassy-Kingston:** 25 BFMII, Approved, 9/29/15
- ② **Club Nautico De Santo Domingo Inc:** 70 BFM, Pending, 10/1/15
- ③ **Ponce Yacht Club:** 70 BFM, Pending, 12/23/15
- ④ **Caicos Marina & Shipyard:** 75 BFMII, Pending, 10/18/16
- ⑤ **Puerto Del Rey:** Ranging from 35-150 Metric Ton, Approved, 1/9/17
- ⑥ **Virgin Gorda Yacht Services:** 70 BFM, Pending, 3/20/17
- ⑦ **Tortola Yacht Services Ltd:** 70/75 BFM, Pending, 6/27/16
- ⑧ **Jolly Harbour Marina:** 75 BFMII, Pending, 7/25/16
- ⑨ **Stanford Development:** 150 C, Pending, 7/24/16
- ⑩ **Grenada Marine:** 60-70 BFM, Approved, 7/22/16
- ⑪ **Caribbean Yacht Works Ltd:** 200 BFM, Approved, 7/19/16
- ⑫ **Industrial Marine Services:** 70 BFM, Approved, 7/20/16
- ⑬ **Peake Marine Ltd:** 150 AMO, Pending, 1/20/16
- ⑭ **Spice Island Marine Service:** 70 BFM, Approved, 7/22/16
- ⑮ **Rodney Bay Marina:** 70 BFMII, Pending, 1/18/16
- ⑯ **Nanny Cay Marina:** 70 BFM, Approved, 3/19/17
- ⑰ **Plaza Del Varadero Shipyard:** 100 BFMII, Pending, 9/10/15
- ⑱ **Harbour House Marina:** 70 BFM/150 AMO, Pending, 4/27/16
- ⑲ **The Barcadere:** 100 BFM, Pending, 4/46/17

\*Date provided represents the last time machine was inspected

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# TREND: CARIBBEAN REGATTAS ARE BECOMING LONGER

RACING CIRCUIT BY CAROL M. BAREUTHER



Sailors like the format of four days and mixed courses at Grenada Sailing Week.

We live in a fast-paced world where being time-starved is a way of life. Yet there is a trend towards Caribbean regattas becoming longer rather than shorter. For example, the St. Thomas International Regatta (STIR) added its Round the Rocks race last year in an effort to change up its four-decade format and the St. Maarten Heineken Regatta launched its Gill Commodore's Cup over ten years ago, turning both into half-week events. Grenada Sailing Week (GSW) organizers choose to stay with four days of racing to satisfy serious racers' desire for competition. The very popular Les Voiles de St. Barth encompasses four days of racing too. The BVI Spring Regatta (BVISR) expanded to a week-long event via its sailing



Lay-day fun at Les Voiles de St. Barth

PHOTO COURTESY OF LES VOILES DE ST. BARTH

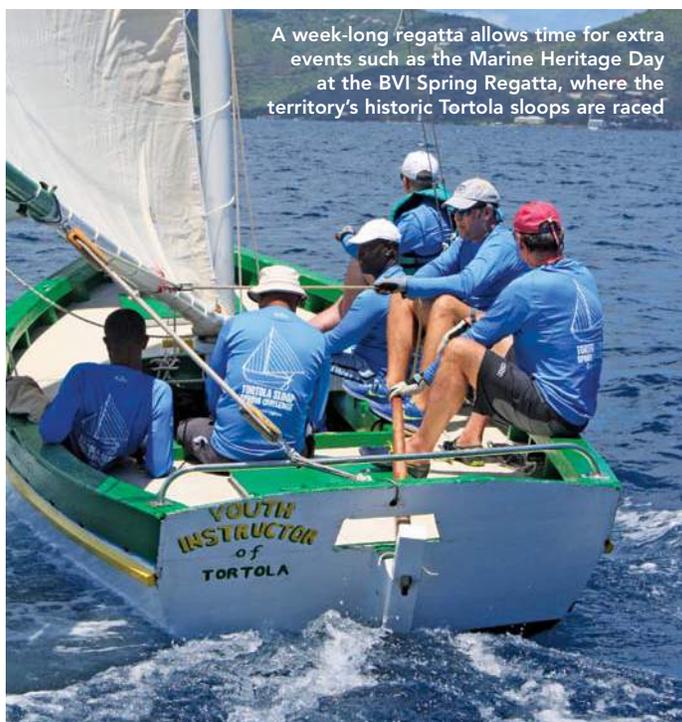
festival several years ago as a way to cater to sailors coming to the territory right after STIR. Finally, Antigua Sailing Week (ASW) has long featured five days of racing. Yet the Guadeloupe to Antigua and Round Antigua races add two days on the front end, and this year the Antigua to Bermuda race to the America's Cup adds extra competition on the back end for those who choose to participate in everything.

### ORGANIZERS CATER TO WHAT SAILORS WANT

Regionally at least, shorter events are appreciated because people can't always take the time off work to participate in week-long events, says Alison Sly-Adams, marketing officer for ASW. "However, we are not hearing any negative feedback in Antigua in terms of the length of our regatta. We did, though, move the final Awards Presentation up by one day several years ago so it is now held on the final day of racing. That has been well received because it assists sailors flying in to limit their total travel time to one week."

Chuck Pessler, director of STIR agrees and adds: "Three to four days of racing works well because of many people's time constraints. Once you add a practice day and travel time, you're already looking at a week of time."

There are those for whom a week long regatta poses problems of obtaining crew and getting away from work. However, the advantage is that longer regattas hold greater attraction for participants travelling from overseas as it makes the long trip worthwhile.



A week-long regatta allows time for extra events such as the Marine Heritage Day at the BVI Spring Regatta, where the territory's historic Tortola sloops are raced

PHOTO: CHRISTOPHE COUROU

"Our board has decided to maintain its four days of racing, six nights of parties and two host venue formula, which has had an encouraging response so far," says Karen Stiell, GSW organizer. "The sailors really like Grenada and the mixed format of races."

The format of back-to-back stand-alone events was popularized by the St. Maarten Heineken Regatta. "The Commodores Cup, which added an additional event to the schedule, did not affect the scores for the weekend racing. This gave our sailors the chance to come a day early if they could and those that could not were still able to join the regular three-day event. By allowing this flexibility, we were able to make everyone happy with more sailing," says communications director Heather Court.

### THE FUTURE?

Some major Caribbean regattas may get longer. For example, Les Voiles organizers are considering starting racing a day earlier, but nothing is official pending feedback from crews.

The BVISR isn't adding days, but instead placing a new race on the schedule for 2018. This builds on the regatta's popularity of several events within an event.

"The new Full Moon race will start as we do for the Round Tortola race on the Tuesday of the sailing festival, and then the boats competing will keep going ultimately around all the islands or approximately 165 nautical miles," says Petz, BVISR director. "Sailors who like the weekend or weeklong format can both find something to suite."

Week-long regattas will continue, says Kathy Lammers, chairman of the ASW regatta organizing committee as well as president of the Caribbean Sailing Association (CSA). "However, not in the big numbers we have seen in the past. There are more and more international regattas in the region so sailors now have to choose in which to participate as it's not feasible to participate in all."

"Having said that," Lammers adds, "the same applies to shorter events as it does to longer ones – sailors will be much more discerning in the number of and which regattas they choose to participate. They will definitely favor the more professionally-run regattas that provide the best racing experience but which combine good shoreside events as well." ☺

---

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

# NEVER ENOUGH WINS BARBADOS INTERNATIONAL TOURNAMENT

FISHING BY ALL AT SEA FISHING CORRESPONDENT CAROL M. BAREUTHER



CREDIT: CAROL-ANN GOLLOP

The winning team on *Never Enough* (from left): John Inniss, Jimmy White, Teddy Williams, Jeff Morris, Sir Charles Williams, Charlie Williams, Bizzy Williams, Robin Dash, Luke Maynard and John Maynard. (Bizzy Williams was not a member of the team, but was making a presentation on behalf of Williams industries, one of the event's main sponsors)

Three is certainly a lucky number for Sir Charles Williams, who with fellow anglers and crew aboard his 54ft Bertram, *Never Enough*, competed in the Barbados Game Fishing Association's International Tournament, held April 19 - 23. The \*Bim-based team, which had three generations of the Williams family aboard, enjoyed a successful triple-header with a hook-up of a trio of different fish species. This trinity of achievement during three days of fishing added up to first place for *Never Enough* or the Champion Boat prize.

"We chose a spot approximately 16 miles northeast of the island where there was an underwater 'mount' coming up from 4000 feet to 1200 feet in some spots," tells *Never Enough* an-

gler, John Inniss, of the team's game plan. "There seemed to be activity in the area with birds working, and we were raising some billfish strikes."

On the tournament's first day, *Never Enough* anglers released a blue marlin. Then, on the second day, a white marlin. However, Inniss says they did miss a considerable number of strikes from small billfish. This prompted him and fellow angler Robin Dash to use the event's lay day to go out and purchase smaller tackle.

"The last day, we downsized our tackle to 200lb leaders and small hooks rigged with ballyhoos. This move paid dividends and we released two blue marlin, two white marlin and landed

a 108lb yellowfin tuna. The highlight of the day's fishing was a triple hook up, consisting of a blue, a white and a yellowfin all at the same time. With some 'musical' rods going on (where line made a singing sound as it quickly spooled), we managed to release the billfish and land the yellowfin. Personally, we have never had that happen before, three different species all at one time!"

This successful triple-header, just shy of a grand slam, gave *Never Enough* the win.

Luke Maynard, *Never Enough* angler, released three of the blue marlin to take home the award for the Angler with the Greatest Number of Releases. Maynard, who has just graduated from being a junior angler, released his first fish on the first day, and the other two marlin on the last day. He definitely had the good fortune of being next to the hot rod.

"We credit our success at having a strategy and sticking to it. Good team work and attention to detail," says *Never Enough's* owner/angler, Williams. "I must say I'm especially proud of our win and equally so with son Teddy and grandson Charlie aboard. Charlie landed a 22lb mahi-mahi and loves the sport."

In total, 29 boats hailing from Barbados, Grenada, Martinique, Trinidad and the USA released 15 blue marlin, four white marlin and ten sailfish. Landed were 109 mahi-mahi, 12 wahoo and nine yellowfin tuna.

In other awards, Barbados' Craig Atwell on *Gryphon* released the first billfish of the tournament, a sailfish. The heaviest sailfish landed was a 60-pounder by Paul Marshall, from Barbados, on *Voo Doo*. The boat, *Two Thou*, from Martinique earned three prizes: Best Foreign Boat; Heaviest Wahoo, a 42.4-pounder by Boris Blanchard; and Heaviest Yellowfin Tuna, a 143.9-pounder reeled in by Christophe Chegneaud. Barbados' Tricia Lynch, on *Remember Me Now* won a duo of awards: Champion Female Angler and Heaviest Mahi-Mahi, for her 26.8lb catch. Connor Peirce, on *Challenge II*, picked up the Heaviest Dolphin Caught by a Junior, also named the Luke Bjerkamn Memorial Cup, with his 27.6-pounder. The Champion Junior Angler was Josh Croney on *Sweet Peace*, while fellow junior angler, Daniel Gibbs on *P-Dawg* from Barbados, received a special mention for his 113.9lb yellowfin tuna.

\*Bim – Affectionate name for Barbados. For history, visit: [barbadospocketguide.com/our-island-barbados/about-barbados/bim-or-bimshire.html](http://barbadospocketguide.com/our-island-barbados/about-barbados/bim-or-bimshire.html)

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# SOUND SIGNALS IN RESTRICTED VISIBILITY

CAPTAINS & CREW BY CAPT. JEFF WERNER

Fog, mist, falling snow, heavy rainstorms, sandstorms or any other similar causes can make conditions that hamper visibility. Sound signals for vessels in restricted visibility, whether underway, at anchor or aground, day or night, are the subject of Rule 35 (COLREGS). The bell and gong are added into the mix of whistle sounds used as options for restricted visibility signals. Rule 35 is fairly complex, and it is advised to have a highlighter in hand while reading through it.

The Rules of the Road state when underway 'vessels shall sound at intervals of not more than two minutes' the prescribed sound signal. Why a two minute rule? A requirement for all vessels is to maintain a proper look-out by sight and hearing. In restricted visibility, the two minutes allows the look-out to listen for sound signals from other vessels groping their way through the fog. COLREGS lists the following sound signals for vessels underway:

With the large number of sound signals available for use in restricted visibility, remembering all the possibilities can be difficult. Trying to quickly look up a sound signal heard in the fog by turning to Rule 35 in COLREGS can be a bit of a challenge.

A **power-driven** vessel making way shall sound one prolonged blast.

A **power-driven** vessel underway but stopped shall sound two prolonged blasts.



A **pilot vessel**, engaged in pilotage duty, may also sound four short blasts in addition to the sound signals required by a power-driven vessel.

Vessels that are **encumbered**, due to their maneuverability or their ranking in the hierarchy of responsibilities between vessels in Rule 18, shall sound one prolonged blast followed by two short blasts. These encumbered vessels are those not under command, restricted in their ability to maneuver due to their work, constrained by draft, sailing, engaged in commercial fishing and towing or pushing another vessel.

If a vessel being **towed** is manned, that tow or barge shall sound one prolonged blast followed by three short blasts. The tug itself first sounds its own signal for an encumbered vessel, and if possible, the manned tow sounds its own signal immediately after.

While **at anchor**, ringing the ship's bell rapidly for about five seconds at intervals of no more than one minute is the primary sound signal for smaller vessels. Larger vessels, those 100m (328ft) or more in length, also use a gong. For these large yachts and ships, the bell is rapidly sounded from the foredeck, and immediately followed by the gong sounded rapidly from the afterdeck, both for about five seconds. In addition, any vessel at anchor can also sound one short, one prolonged and one short blasts as a collision avoidance warning.

There are two classes of working vessels that do not use the bell and gong signals while at anchor. Commercial fishing boats that are fishing while at anchor, and vessels restricted in their ability to maneuver that are carrying out their work while at anchor must use the encumbered vessel sound signal of one prolonged and two short blasts.

If **aground**, a vessel shall give the bell signal and if required the (at anchor) gong signal prescribed ... and shall, in addition, give three separate and distinct strokes on the bell immediately before and after the rapid ringing of the bell.

To further finesse Rule 35, The International Regulations for Preventing Collisions at Sea (IRPCS), doesn't oblige the bell signals to be used at anchor and when aground for vessels 12m (39ft) or more, but less than 20m (65.6ft) in length. Instead, she shall make some other efficient sound signal at intervals of not more than two minutes. And vessels less than 12m LOA are not required to use any of the sound signals required for vessels in restricted visibility. They also can make some other efficient sound signal at intervals of not more than two minutes.

With the large number of sound signals available for use in restricted visibility, remembering all the possibilities can be difficult. Trying to quickly look up a sound signal heard in the fog by turning to Rule 35 in COLREGS can be a bit of a challenge. A good alternative is to use one of the many laminated visual shorthand versions of COLREGS sold at ship chandleries. For sound signals, a Morse code *dot* represents the short blast of about one-second duration. And a Morse code *dash* represents the prolonged blast of four to six seconds long. 

---

*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.*

# LEARNING AND PLANNING FOR HURRICANE SEASON

CRUISING LIFE STORY MONICA PISANI



PHOTO: MONICA PISANI

*Journey is hoisted out for the hurricane season*

Prior to our Caribbean adventure, we were clueless as to what we should do or where we should go as hurricane season approached. Early in our research, we found we had to make a choice dictated by time constraints, preference, and finances.

Most hurricanes evolve in Africa (although not all) and track across the Atlantic Ocean. Once you are in the Bahamas or the Caribbean, you have a choice of options as to where to go during hurricane season (97% of hurricanes happened between June 15th - November 15th). One is to sail south beyond the hurricane zone, the second is to stay within the hurricane belt and prepare should a storm come your way.

## SAIL SOUTH

If you choose to go south, you should plan to reach or be close to Grenada before hurricane season starts. The hurricane tracking map shows that Grenada and Trinidad & Tobago are outside of the hurricane zone, although Grenada was severely damaged by hurricane Ivan in 2004.

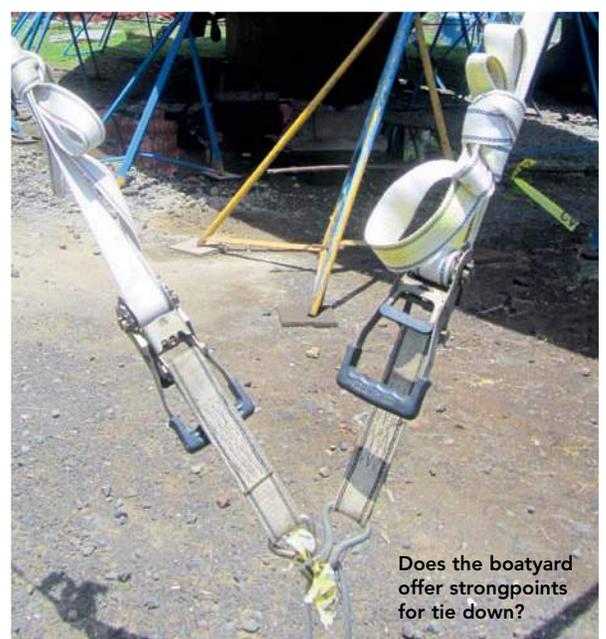


PHOTO: MONICA PISANI

*Does the boatyard offer strongpoints for tie down?*

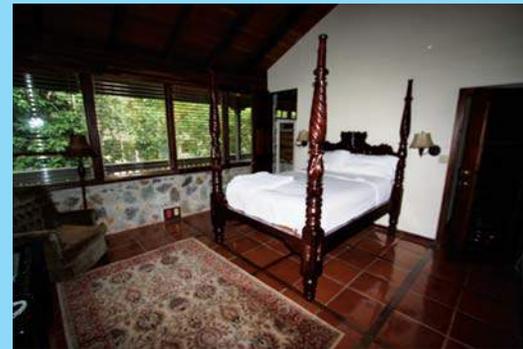
## STAND FAST

If you choose to stay at any of the islands, at a marina, choose one with floating docks and avoid docks with low dock pilings, one of the biggest destroyers of boats. You should add oversized lines with plenty of anti-chafing, and acquire extra, oversized fenders. If a hurricane threatens, retie in prepara-



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Sad sight following a category 1 hurricane

PHOTO: OCEANMEDIA

tion for shifting winds and surge. Also, check that the marina will actually let you remain at the dock, some might insist you leave. If hauling ashore at a boatyard, choose one that has good reviews, is reliable, and safe. Whether you choose a marina or a boatyard, make a reservation, some yards are booked up months in advance.

If you anchor or moor, make sure you have plenty of anchors available, two is simply not enough. Inspect all lines for signs of wear and confirm that ground tackle is in top condition. The consensus is to try to avoid anchoring or mooring, there are too many unknown factors.

### HURRICANE HOLES

If you go to a hurricane hole, keep in mind that you will probably be taking your boat into the mangroves (some islands no longer allow this – Ed) in an estuary, canal or inlet, and those areas are often shallow. Get there as soon as you can, be aware that other boats will arrive last minute, anchor and tie very close to you, compromising everyone's safety. Be prepared with extra drinking water and food.

We chose to sail our boat *Journey* south to Grenada.

We read and heard great things about this beautiful island and had booked a slip at Le Phere Blue Marina for a month.

Le Phere Blue Marina was a pleasant surprise. A little paradise carefully planned, with a great restaurant, a relaxing pool to which we became daily visitors after our long days of boat work, and the best live music ever.

After sailing for a season, there were several things we wanted

to change or fix, and the finger pier at Le Phare Blue worked out perfectly.

After a month of polishing, fixing, and cleaning, *Journey* motored towards Spice Island Marine. The haul out process started as scheduled, *Journey* was carefully lifted, placed on the various equipment and transported to her storage place where she was secured as follows: Pieces of wood were placed under the keel. Metal stands were secured and welded together and pieces of wood placed against the hull and on the ground at the foot of the metal stands. Finally, wide straps ran from the deck down to stainless steel cables fastened to cement blocks buried deep underground.

Once *Journey* was secured, we flushed the engine with fresh water, covered windows and hatches with aluminum foil to keep the boat cool, flushed the salt water from all hoses (we used baking soda to clean and flush the hoses), and emptied both freshwater tanks. We placed all loose items from deck and cockpit in the aft cabin and salon; and we covered the cockpit table, helm and equipment. We frapped all halyards or removed and replaced them with messenger lines. We placed open bottles of bleach in the sinks and shower to help prevent mold, and finally, in an attempt to add some protection from the Caribbean blistering summer sun, covered *Journey* from bow to stern with several blue tarps although we were not sure how long they would last. 

---

Monica Pisani and Jonathan Morton live and cruise aboard *Journey*, a 42ft *Tatoosh*. To learn more about their voyaging, visit: [www.sailing-journey.com](http://www.sailing-journey.com)



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# THE LITTLE YELLOW BOAT

WOMEN AT THE HELM BY JULIAN PUTLEY



Sometimes unexpected pleasures arise out of the blue (pun apology). A message came that a cruising lady, Shirley Carter, was passing through the Virgin Islands, a lady friend from 25 years ago, from another continent, a lifetime ago. We had met and become friends in Hout Bay, South Africa. I was completing my steel cutter, *Starry Night 2* and she, with friend Rick, had just bought a Tom Colvin designed junk-rigged steel 40ft *Gazelle*. We spent many happy evenings together talking cruising.

Forward to today and that same lady is anchored off the BVI's Marina Cay, in a little yellow 25ft junk rigged *Vertue*, *Speedwell of Hong Kong*. We bounced up and down in 4ft waves and 25-kt winds as she related her story.

"After you sailed away from South Africa in 1991 I thought we

would soon be behind you but for several reasons my partner just couldn't cut the umbilical cord. It wasn't until 2002 that I finally saw my cruising dream come true. I bought the old and rundown *Speedwell* in Saldanha Bay in 1998 and after a serious refit finally set off across the Atlantic ... and into gale force conditions. My good friend, legendary sailor Pete Hill, who had departed South Africa at the same time was in St Helena, my first stop, and he helped me reorganize and dry out. I continued on to Jacare on Brazil's east coast. I knew that something had to be done about all the serious leaks – I was

fed up with all the pumping; the boards making up the cabin sole seemed to be floating most of the time.

"I secured my little boat in Jacare and joined Pete on his junk rigged catamaran, *China Moon*, for a great adventure to Tierra de Fuego. Eight months later I was back with a new engine (purchased in Buenos Aires and transported on Hill's catamaran). After installing it in Brazil I set off for the Caribbean but again the leaking made me realize I had to do something. In Chaguaramas, Trinidad, I stripped off all the paint, reamed and filled the seams with epoxy and sheathed the entire hull to a thickness of over a quarter of an inch. Then, to the amazement of all the 'old salts', I decided to change the rig to junk; it had so impressed me in the South Atlantic. By this time my friend Pete Hill was back in South Africa and he agreed to make a mast for me and bring it to Trinidad on his catamaran and help me install it. The mast was installed with a sturdy tabernacle on the keel, reinforced with laminated knees. Then, I set about making the sail with yellow PVC cloth."

It should be noted that *Speedwell's* refurbishment was/is all about keeping things simple. Plumbing was eliminated and through hulls sealed. A gimbaled one burner primus is used for cooking and hot drinks. There's no refrigeration. "That cold beer when I get ashore tastes so much better when you haven't had one for a while," says Shirley. The dinghy is a lightweight rowing shell, easy to stow on deck. Navionics on a tablet is used for navigation and a small shortwave radio receiver picks up weather reports with an app that is able to transpose them onto the tablet's screen. She is full of praise for her Navik wind vane.

Shirley's sailing adventures continue. She has voyaged extensively throughout the Caribbean, Brazil, Argentina, the US east coast, Bermuda, the Azores and Central America. Her plans are to head south out of the hurricane belt and to explore the coast of Columbia, Panama's San Blas Islands and eventually into the Pacific. She's been cruising, mostly single-handed, for 15 years. Now, approaching her 70th year, she has no plans of slowing down. "My cruising years have been the happiest times of my life."

If you see 'The little Yellow Boat' make sure to give Shirley a wave.

Follow Shirley's exciting Blog: <http://speedwelladventures.com/blog>

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

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# LEGENDARY CARIBBEAN GUIDE CHRIS DOYLE: ON TOUR

SAILORS IN THE NEWS BY JAN HEIN

PHOTO: LEXI FISHER

Photographing the view from atop The Quill, Stacia

The name Chris Doyle is synonymous with Caribbean cruising. His guidebooks, which cover every port and gunk hole from Anguilla to Trinidad, have educated, entertained, steered and saved many a sailor venturing from A to B.

He's been at it a long time, which is remarkable considering that the first book came to life from a dare. In the late 1970s, Doyle was working as a charter skipper, sailing guests to his favorite spots. "One night at a party," he recounts, "I complained to the bartender about the fact that people always asked me where to go. He told me I should write a guide."

That first book, released in 1980, was a tour of the Windward Islands.

"It was a simple affair," says Doyle. "It had black and white photos. Maybe a color cover. I had to keep it under \$5.00 US." He sold them from a backpack worn while windsurfing to anchored yachts.

In the beginning Doyle was the lone researcher, traveling the islands on his Carib 41. "It was one of those CSY boats- un-

Chris during a recent hike up Mt. Scenery, Saba

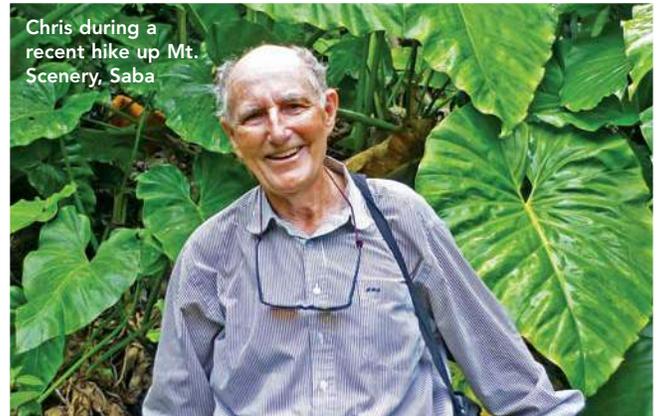


PHOTO: LEXI FISHER

sinkable," he laughs. Success with book one and with islands unexplored, he sailed north to investigate, write and produce a Guide to the Leeward Islands. Around the same time he met Nancy and Simon Scott, which resulted in a pooling of talent and effort to produce The Virgin Islands Guide.

Anyone who's cruised the Caribbean understands the depth of Doyle's efforts to provide fresh facts. Some businesses weather well but many blow away on the winds of change. A few people make contact with updates. "They point out changes," he says, "but it's best if I go myself." Each year, the course of one guide is sailed from cover to cover. Every anchorage is re-visited for the latest on clearance protocol,

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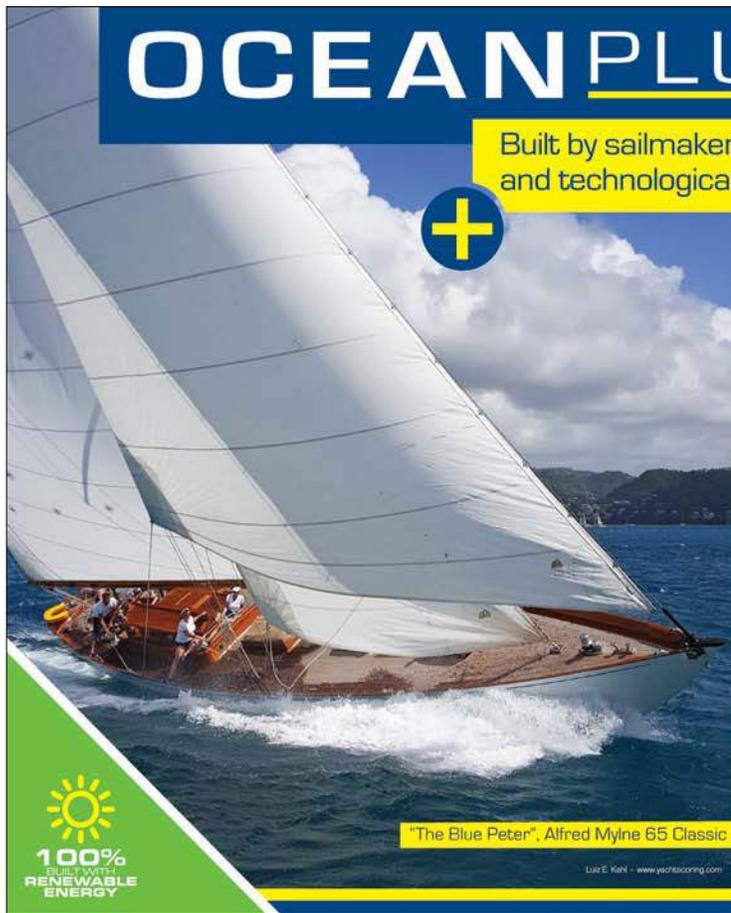







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Lexi Fisher and Chris Doyle aboard *Ti Kanot* after a bike ride to Grand Bourg in Marie Galante

PHOTO: JAN HEIN



restaurants, stores, yacht facilities, and a myriad of services tending to boats and crew.

Old information is validated while hunting for new talent. I spotted Chris Doyle this winter in Marie-Galante, notepad in hand, curiosity on his face, puzzling the hours of a pizza place when I interrupted to say hello. Conversation segued to the lack of a decent grocer in Saint Louis. When I mentioned the first world wonder on the edge of town, he lit up, making it the next mission. The Facebook page, Doyle Guides, was the next to hear about it.

Doyle notes that Lexi Fisher is apprenticing with him this year with the hope he can ease toward retirement. She knows the islands and shares the master's enthusiasm for adventure. She sounded a harbor in Les Saintes for a new guide inclusion and has gained experience with teachers Messrs. Trial and Error. One lesson learned came in a meeting with an Antiguan restaurateur. She asked the owner to check over text from the guide, only to discover it included a bit of Doyle's humorous honesty. Laughing, she explained, "I was reading it upside down when I realized it said, *the owner smokes cigars; nice place if you don't have to sit near him.*"

The books abound with characters and commentary- like the entry that describes a pricey resort that escorted Doyle off the property despite having a dinner reservation. "The lady said there was no room for us so I wrote, *security there is as tight as a sphincter!*"

Doyle claims he doesn't receive special treatment or bribes from businesses but there are perks to the job. He dines out frequently and every anchorage visited holds old and new friends; almost every stop is a homecoming.

His research vessel these days is a 40ft cat he helped create in Trinidad. *Ti Kanot* is perfect, fast, roomy and short on draft. There's a spacious office and plenty of room to entertain. The boat is one of numerous evolutions to the trade. What once was crucial – a lead line, RDF, telex, internet cafes and that windsurfer, have been replaced by satellite navigation, Wi-Fi, Trip Advisor, social media and a proper dinghy to carry bikes and gear.

Although retirement is on the horizon for Chris Doyle, it's clear he will always be part of the enterprise he started from the water up. When asked what lies ahead, he cheerfully announced, "I'd like to get a drone!"

*Be sure to check out [cruisingguides.com](http://cruisingguides.com) for the full selection of Doyle Guidebooks. You can learn more at Chris Doyle Publishing; Caribbean Cruising Guides: [www.doyleguides.com](http://www.doyleguides.com) or Email: [sailorguide@hotmail.com](mailto:sailorguide@hotmail.com)* 

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

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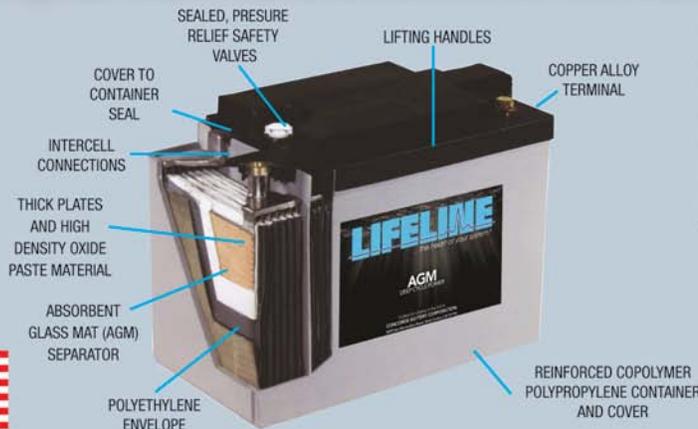
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# MAKE SURE YOUR SUNSCREEN IS REEF-FRIENDLY

HEALTH & ENVIRONMENT BY CAROL M. BAREUTHER



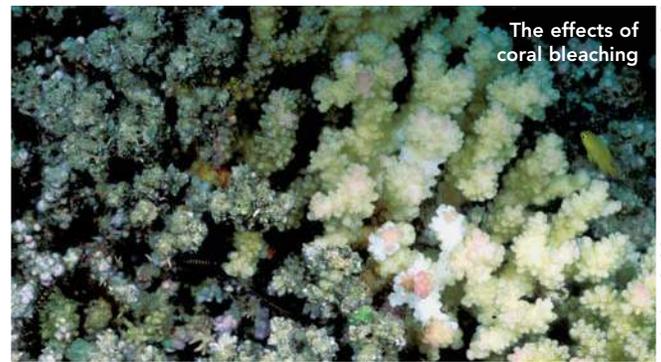
PHOTO: OCEANMEDIA

Depending on the type of sunscreen you use, mopping it on might be good for you but not for the environment

A love of tropical watersports combined with the risk of sunburn and skin cancer translates into an estimated 6,000 to 14,000 tons of sunscreen lotion released onto coral reefs worldwide each year. This is according to a 2015-published scientific article in the journal, *Environmental Contamination and Toxicology*, which laid the groundwork for a bill introduced to the Hawaiian legislature in February to ban the sale of sunscreens that contain either oxybenzone or octinoxate since coral reefs are integral to the island's tourism industry. The problem is that these two chemical additives in sunscreen can wash off into the sea during watersports and potentially cause problems such as coral bleaching, coral larvae damage and fish development disruption. Fortunately, there are sunscreens that can protect against sunburn and be sea-friendly at the same time.

"When it comes to the marine environment, it's important to consider what you may be putting in the water – from hull antifouling paint to black and graywater to cleaning products – and to understand how these chemicals or waste are impacting wildlife and the ecosystem," explains Shelley Brown, Ph.D., educational director for the Newport, RI-headquartered, Sailors for the Sea. "Most people who enjoy the waterways through activities like boating, swimming and snorkeling are likely wearing sunscreen. Sunscreen is another product that we should have a greater understanding of, especially when in sensitive ecosystems like coral reefs. Unfortunately, not all sunscreens were created equal, and some can impact the environment."

Brown says that when she and her Sailors for the Sea team



The effects of coral bleaching

PHOTO: WOLCOTT HENRY 2005, MARINE PHOTOBANK

visit regattas as part of the organization's environmentally-friendly Clean Regattas program, particularly those in warm climates such as the Caribbean, they are often asked what type of sunscreen is best. Therefore, the group decided to add information about this topic to its web-based \*Green Boating Guide. Several of the sunscreens mentioned on the organization's site as well as those recommended by the U.S.-based \*\*Environmental Working Group are available and/or can be shipped outside the U.S. to the Caribbean.

"Key is to read the active ingredients in the sunscreen you are interested in purchasing. Look for products that contain zinc oxide or titanium dioxide (physical barriers). You want to avoid products that contain chemicals such as oxybenzone, octinoxate, homosalate, octisalate and octocrylene because of concerns over toxicity" says Brown.

In the Caribbean, major regattas as well as crewed charter groups are adding the topic of sunscreens to their 'green' efforts. For example, although reef-friendly sunscreen isn't something yet formally incorporated into criteria for the Sailors for



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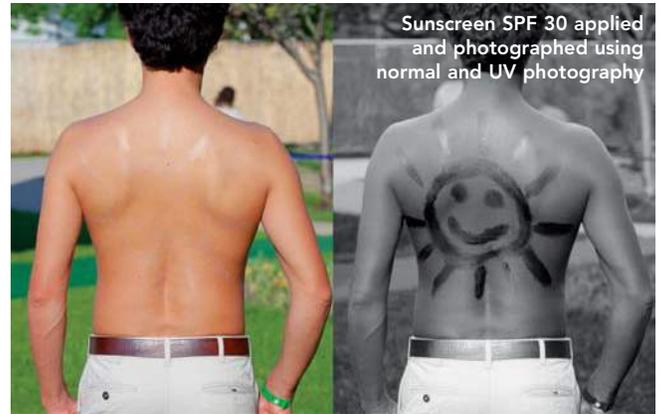
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the Sea Clean Regattas program, some regattas that actively participate in this campaign, such as the BVI Spring Regatta & Sailing Festival (BVISR), currently touch on this topic.

"Each year we find new ways to help with our Green program," says Judy Petz, director of the BVISR, which earned the first ever Gold Level Clean Regatta designation for an event outside the U.S. "We do have a vendor in our Regatta Village that provides natural sunscreen and body products made here in the BVIs."

The Caribbean Yacht Brokers Association (CYBA) includes information about the importance of reef-friendly sunscreens in its \*\*\*Guide to Eco-friendly Charters. This publication recommends the use of only sunscreens with titanium dioxide and zinc oxide.

"There are a few charter yachts that provide reef-friendly sunscreen for their guests," says Jessica Perraton-Jones, owner and charter yacht broker at The Charter Yacht Company, in Toronto, Canada, who co-chairs CYBA's 'Going Green to Save the Blue' committee with Trish Cronan, president of Ocean Getaways Yacht Charters, in Fort Denaud, Florida. "However, I think it would be great for all charter yachts do this as I think it comes as a total surprise to most people when they hear about the damage that regular sunscreens can do to reefs."

\*[www.sailorsforthesea.org/programs/green-boating-guide/sunscreens](http://www.sailorsforthesea.org/programs/green-boating-guide/sunscreens)

\*\* [www.ewg.org/sunscreen/best-sunscreens/best-beach-sport-sunscreens](http://www.ewg.org/sunscreen/best-sunscreens/best-beach-sport-sunscreens)

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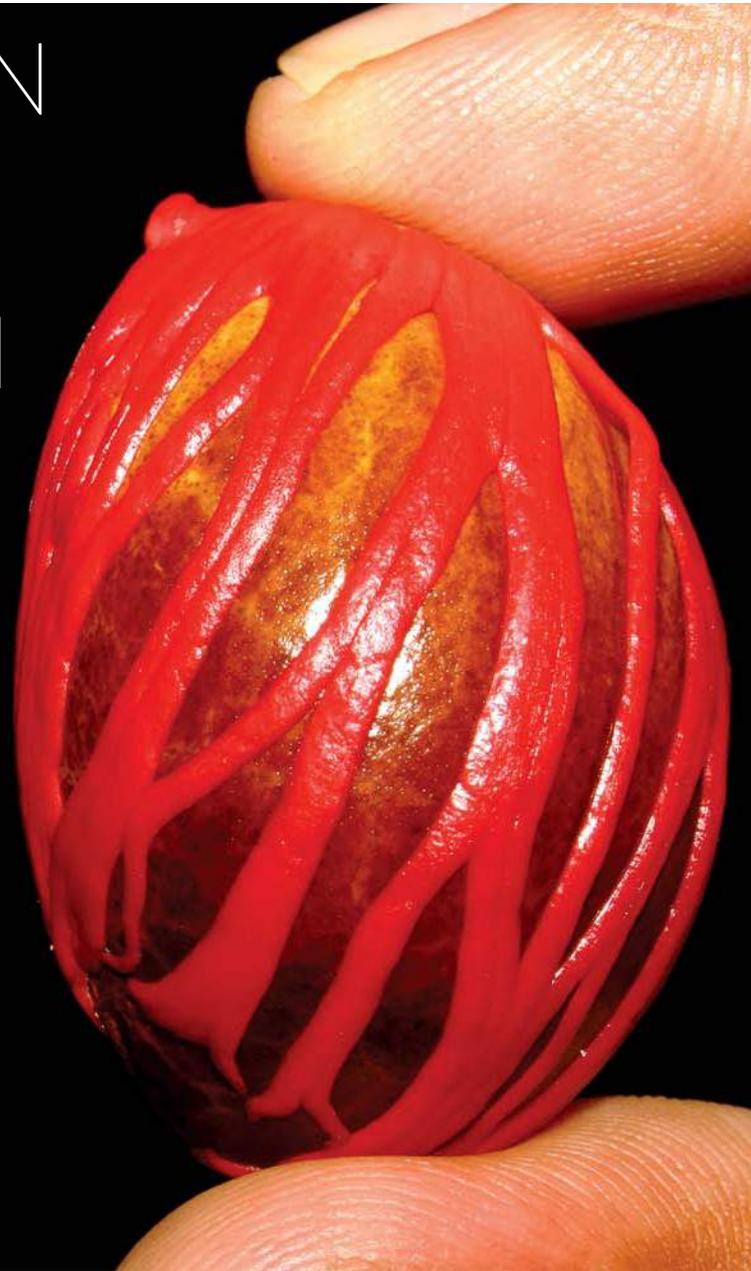
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# THE CARIBBEAN CULINARY CUPIDS: FOOD TO PUT YOU IN THE MOOD ...

BY CAROL M. BAREUTHER

PHOTO: PCANTON

Nutmeg



A couple stepped up to the counter of a local Grenada eatery to order lunch. "Fried fish and a couple of bakes," the woman ordered.

"What to drink?" asked the smiling young girl behind the counter.

"Fruit punch for me, and ..." the woman gave her husband a nudging look to answer for himself.

"What's the sea moss?" he inquired. The counter girl blushed, and motioned for the chef to come out front. As he repeated the question, a big grin spread across the chef's face.

Conspiratorially, the chef leaned close to the customer's ear and whispered: "Try it, it's good for your ..." His deft hand motion pointing downward instantly made clear the potent powers this drink proposed.

"I'll have the sea moss," said the husband.

The sensualness of the sun, sand and sea creates the mood for love 365 days a year in the Caribbean. Like other areas of the world, there are foods like sea moss and several others that legend tells can enhance Cupid's powers.

Sea moss, or Irish moss, is a marine plant that grows in

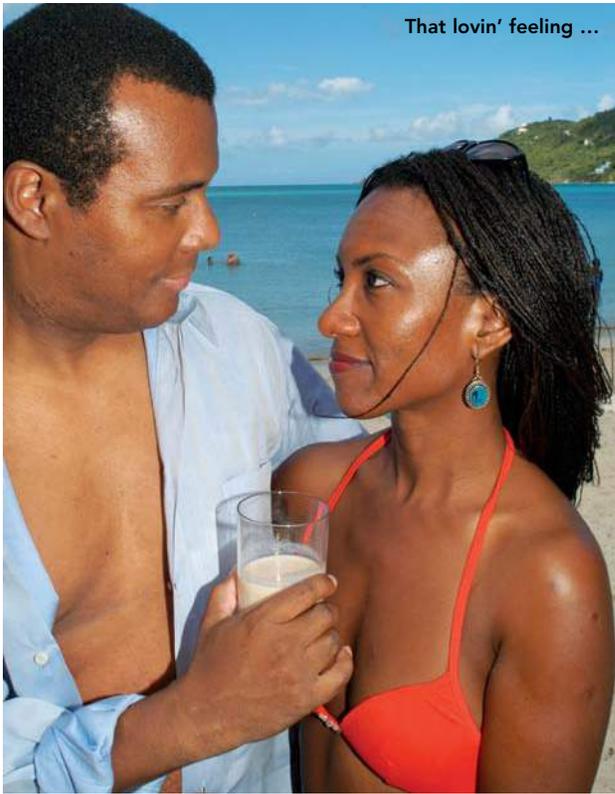
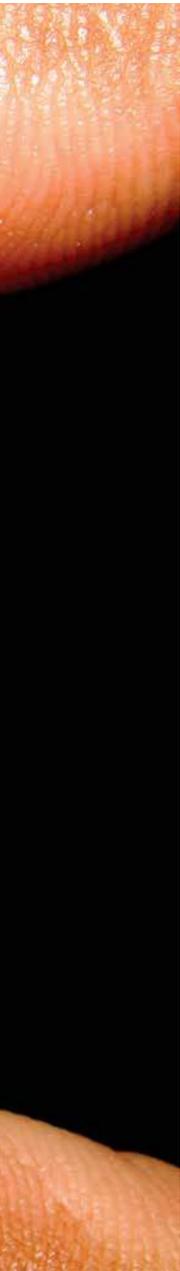


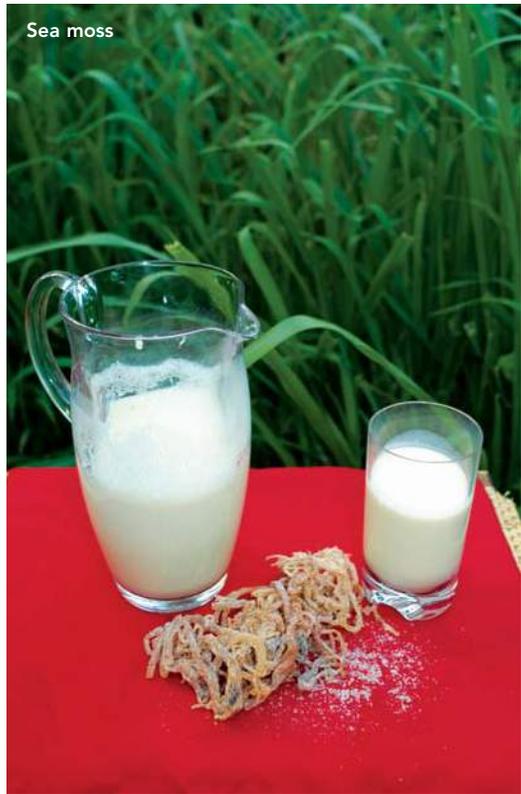
PHOTO: DEAN BARNES



Cocoa pods



Oysters ...  
but how many  
worked?



Sea moss

PHOTO: DEAN BARNES

profusion along the shorelines of many islands. The plant is fan shaped, with finger-like prongs. It becomes translucent when first harvested, and creamy white when mixed with evaporated milk, vanilla and sugar into an invigorating drink. Island men covet this brew as their own special form of Viagra.

The sea also provides other aphrodisiacs like sea eggs and oysters. Sea eggs are the roe of the white sea urchin, which is found in the relatively shallow waters surrounding the islands. Entering through this spiny shell offers the enticing reward of a mound of soft, slightly salty tasting eggs inside. Sea eggs found on island restaurant menus are often cooked and fla-

vored with other ingredients, but their virile powers are best when sucked down raw right off the shell. The same raw recipe stands true for the aphrodisiac powers of oysters. Global food historians tell that Casanova ate 50 raw oysters every morning in the bathtub with the lady he fancied. Island men often go one better than Casanova, for the mangrove-tree oyster of the Caribbean is a scant two inches long. It takes a great many to satisfy one appetite and spark another.

Island residents lead a spicy life, thanks to the trinity of celery, onion and garlic. This mixture is what gives most soups, stews and entrees their exotic taste. Long celery stalks, by virtue of their shape, elicit thoughts of love. But islanders will tell

Garlic might improve your libido but won't do much for your breath

PHOTO: LUIS MIGUEL BUGALLO SÁNCHEZ / WIKIPEDIA COMMONS



you that it's celery seed that is even more vitalizing, especially when crushed and added to a flavorful dish. Onions take their passionate potency from their pungent fire. An old West Indian wives' tale warns (or wishes) that men who make-up a paste of onion juice and honey and apply it repeatedly to an unwilling member may wind up having that recalcitrant fellow standing at attention for days. Garlic's aphrodisiacal effect is rooted in its power to produce a wonderful feeling of well-being after a meal. The tomato too is also found in many Creole Caribbean dishes. Its red heart-shape has earned it the name 'love apple'.

Some of the Caribbean's Garden of Eden fruits speak of love from their obvious, almost embarrassing, resemblance to those two anatomical founts of joy. Bananas and plantains mimic the male member. Avocados, once cut in half, look like the gentler sex. Cocoa pods are also female in their appearance. Long ago in the Mexican Caribbean, the Aztec chief Montezuma is said to have consumed over 50 cups a day of a cocoa drink made from crushed cocoa, chili peppers and snow. Perhaps it was the caffeine buzz that set him afire for the village women folk.

Back in Grenada, the nutmeg too – an essential ingredient in sea moss – holds Cupid powers of its own. A half-nut quantity

Onions ...  
passionate potency

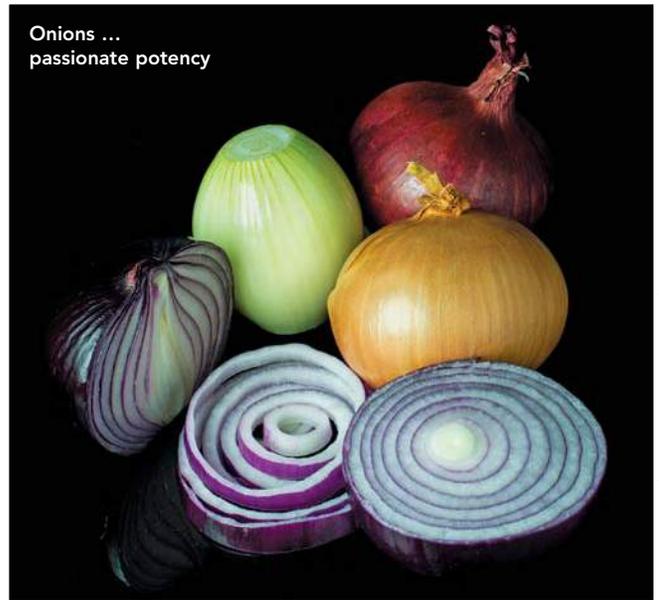


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works men up 'like a stallion' according to the lyrics of one of Jamaican-born Beenie Man's songs.

Do any of these foods really work? Who knows? However, the couple who had ordered the sea moss at the food truck said days later that they'd never tell—all the while wearing big smiles. ☺

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



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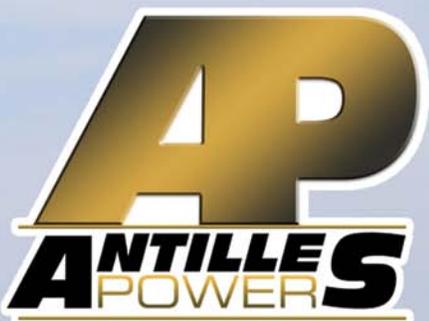
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# CAICOS CONCH: A SUSTAINABLE RESOURCE?

TURKS & CAICOS STORY AND PHOTOS KATIE GUTTERIDGE



Different types of conch

In Turks and Caicos, the conch business is booming. Featured as one of the symbols on the Turks flag, with its own dedicated festival, it is even the inspiration behind the popular local fashion label *Konk*.

Wandering the art galleries and boutique shops, conch shells are featured in many shapes and forms. Moulded into rings, necklaces, napkin holders or salad bowls; taking upcycling to new extremes.

Conch (pronounced Konk) is found in virtually all shallow water along the entire island chain, and it's what the shell contains that forms the prize. The tough, meaty delicacy inside the flamingo-pink shells, is featured in every island kitchen, from hole-in-the-wall takeaways to boutique-chic hotels.

Pacific Rim, Ocean Escargot, Island Princess and Queen Conch – you'd be forgiven for believing these conch variations were the names of ocean liners. But each variety is distinct by its shape, size, and beautifully unique markings.

Be it steamed, stewed, grilled or cracked – chefs compete to conjure quirky culinary creations to give their menus a fresh new edge and to have the chance of being crowned Best in Show at the annual food festival. From crispy conch wontons drizzled in hoisin sauce, to spicy conch pizzas, you'll never tire of indulging in their next experiment.

But of all the places to sample conch and the myriad variations on offer, the original is still the best. Da Conch Shack in Blue Hills serves conch in its freshest form – conch salad. While slugging their infamous rum punch, observe as lunch is picked from a pile of live conch on the sea floor, just 30ft in front of the pastel-coloured picnic benches, right on the beach. The meat is then knocked out of its thick shell using a hammer and chisel (struck on a precise part of the shell) before being heavily tenderised. Simple yet delicious, the conch is served diced or thinly sliced, along with tomatoes, onion, pepper and a chilli. The secret to making it great, though, is a very healthy dose of lime juice to help 'cook' it just right.

For over 1,000 years the Queen Conch (*Strombus Gigas*) has been a staple diet in the Turks, but in more recent times it's been a source of the country's few export commodities. In the 1990s, 16 Caribbean countries exported to the USA (they had depleted their own conch population by then). Today, Turks and Caicos is one of only three countries still exporting conch, netting the country US\$3.5 million annually.

A few years ago, *Conch Tours* was established to take inquisitive tourists on a trail of the island's most notorious conch hot-spots. Including a visit to the Caicos Conch Farm – 'The world's only sea farm that raises Queens fit for a King'. They harvest conch from juvenile to adult, along with other fish species, to try and encourage sustainability.

In 2007 a study by Karen Lockhart\* found: "Its population [conch] is considered stable, mainly because the TCI government has adopted a precautionary approach to fisheries management."

Unfortunately, more recent studies have recorded that the conch population isn't as healthy as it was a decade ago.



De Rum Bar announces they are open with a blast on a conch shell



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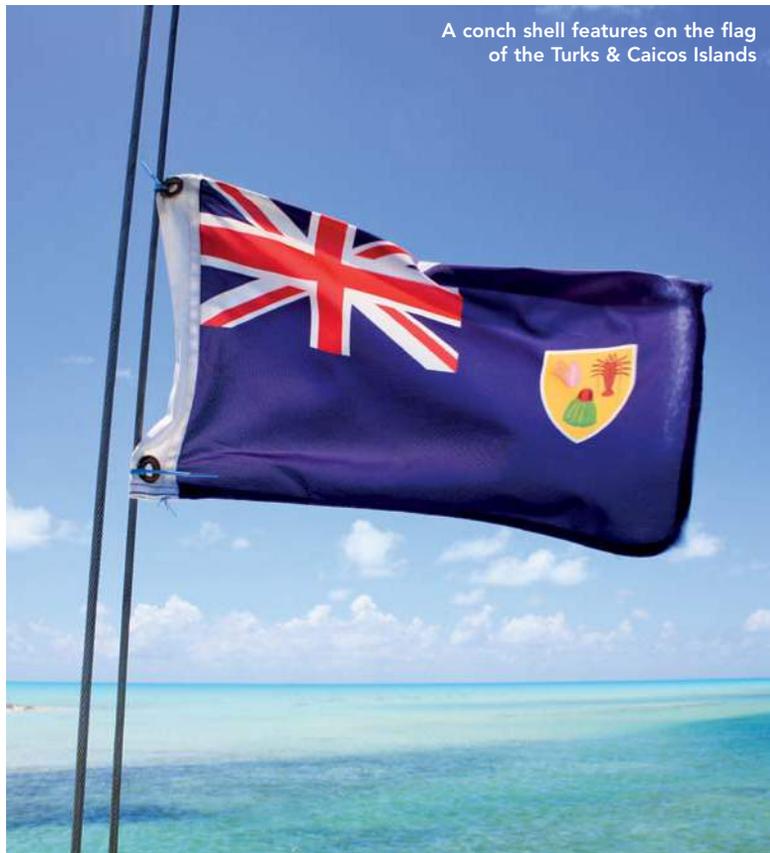
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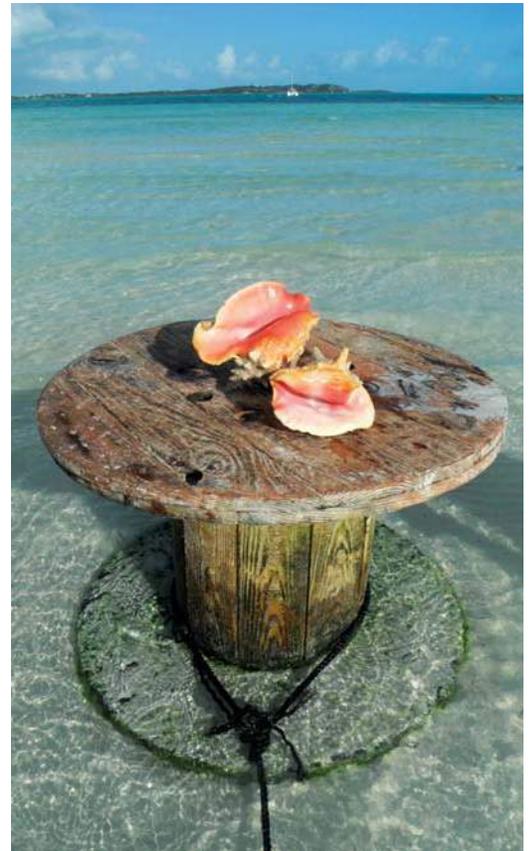
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A conch shell features on the flag of the Turks & Caicos Islands



Kathleen Wood (2014)\* stated that "Queen Conch in TCI is at a critical juncture" concluding that "the decline in stocks in TCI is attributable to both manmade and natural variables." The natural variables include two destructive hurricanes in a short timeframe hitting the country in 2008 (Hannah and Ike). One of the theories accounting for the manmade variables was dredging to form a new mega-yacht marina that was completed in the winter of 2013.

Internationally, conch is considered an endangered species under the CITES. Thankfully, the Turks government are aware of this and are monitoring the situation, implementing these legal protections:

- Closed season July 15 – Oct 15 (open locally but with a ban on exporting)
- Ban on any shell under 7in or meat under 8oz
- Ban on artificial breathing to aide catch (e.g. scuba)
- An export quota

The DECR (Department of Environment & Coastal Resources) in TCI agreed that the hurricanes played a substantial part in conch decline, and assured me that additional measures have been put in place to sustain the conch population. These include "a widespread network of marine protected areas, specifically designed to protect a conch and lobster nursery" as

well as increasing the monitoring of landing, and employing more officers to carry out this work.

They concluded by saying "undoubtedly, the population is rebuilding. This can be seen by the fact that the catch per unit effort is increasing. There is some way to go, but provided we can maintain good management measurements, the future is more optimistic than some may portray."

Let's hope their continued efforts will ensure conch remains on the menu for another 1000 years to come.

SOURCES:

- [www.researchgate.net/publication/266186529\\_Fisheries\\_of\\_the\\_Turks\\_and\\_Caicos\\_Islands\\_Status\\_and\\_Threats](http://www.researchgate.net/publication/266186529_Fisheries_of_the_Turks_and_Caicos_Islands_Status_and_Threats)
- <http://jncc.defra.gov.uk/pdf/Wood%20Kathleen%202015%20.pdf>
- [http://aquaticcommons.org/12949/1/gcfi\\_58-9.pdf](http://aquaticcommons.org/12949/1/gcfi_58-9.pdf)

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*Katie Gutteridge lives in the heart of England but enjoys regular trips to the Turks and Caicos Islands and Florida. She's a professional freelance writer and can be contacted via: [www.creativecopykate.weebly.com](http://www.creativecopykate.weebly.com)*

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# MCLEAN DEFENDS TITLE AT BUDGET MARINE COMMODORE'S CUP

UNITED STATES VIRGIN ISLANDS BY CAROL M. BAREUTHER



CREDIT: MARY PORTER

Doug McLean's IC24 *White Album* –  
Class winner and winner overall

An awesome spirit of competition and camaraderie thrived at this year's 18th Budget Marine Commodore's Cup, held May 6 - 7 out of Coral Bay, St. John, U.S. Virgin Islands. This regatta, cooperatively hosted by the St. John, Coral Bay and Nauti Yacht Clubs, provides for an annual testing of who has the best boats and best crews when it comes to boat handling skills. In the end though, it's a single-handed test of dinghy sailing prowess that determines the ultimate champion. Saint John's Doug McLean passed with flying colors and successfully defended his title for the second year in a row.

"I hadn't planned to sail in the Commodore's Cup this year having just raced in the St. Thomas International Regatta and

BVI Spring Regatta. In fact, I had taken the boat over to St. Thomas to pull the rig. But my friends and crew wouldn't take no for an answer. When they got together and sailed the boat back over to St. John and into Coral Bay, I knew there was no backing out," says McLean, a former collegiate All-American sailor, U.S. Sailing Team member and Olympic hopeful in the Soling in the late '80s and '90s.

Fifteen boats raced in four classes: Pursuit, Multihull, PHRF under 30ft and PHRF over 30ft. McLean, who helmed his IC24, *White Album*, won the PHRF under 30ft class.

"Our main competition was Leo (Perez) in the Multihull class. He started one and a half hours after us in the pursuit-style

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PHOTO: LEAH RANDALL

Aboard *Long Distance* they had plenty to wave about.

start in what turned out to be a three-plus hour race around the three offshore islands of Le Duck, Flanagan and the Indians. It was fun to see him aboard his Nacra 19 try to catch up to us, and he almost did by the time we got to the finish line outside of Johnson Bay. That really pushed us," says McLean.

Perez, sailing his *Yee Haw*, won the Multihull class.

Meanwhile, it was Sara O'Neill at the helm of her Camper Nicholson 32, *Odege*, who bested the Pursuit class. O'Neill was in close competition with Lori Morelli, aboard her Cape Dory 18, *Lydia*. Only five minutes separated the two in scoring after two full days of racing.

"This was the first race we did after I was dismasted last year at Foxy's Wooden Boat Regatta, so it was nice to have her sailing again," says O'Neil, of *Odege*.

Rounding out the class winners was Gary York, who with wife Deedra and crew, finished first in the PHRF over 30ft, aboard the York's Pearson 40, *Long Distance*.

"Winds blowing 15 and 20 knots were perfect for our boat the first day, and we finished five minutes ahead of our nearest competitor even though we started five minutes late after some last-minute preparations," says York, who bought *Long Distance* as a day sail charter yacht in November and in April decided to enter the Commodore's Cup at the invitation of a fellow charter captain, who saw the Pearson's potential for speed. "The second day, our nearest competitor from the previous day didn't show up and we won by over 30 minutes. It was definitely a lot of fun, especially for my wife who had never set foot on a sailboat before."



*Yee Haw*, winner of Multihull Class

PHOTO: LEAH RANDALL

A four-boat laser race off was held between the winners of each class to determine the overall champion.

"Doug (McLean) was in the lead from the start, and then he capsized halfway through the race. He recovered quickly to regain the lead and went on to earn the trophy again. Doug accepted this proudly at the Awards Ceremony at Skinny Leg's Bar & Restaurant, while still wearing his wet clothes," said Stephen Hendren, commodore of the Coral Bay Yacht Club.

The Commodore's Cup benefits the St. John Kids and the Sea (KATS) program. 

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



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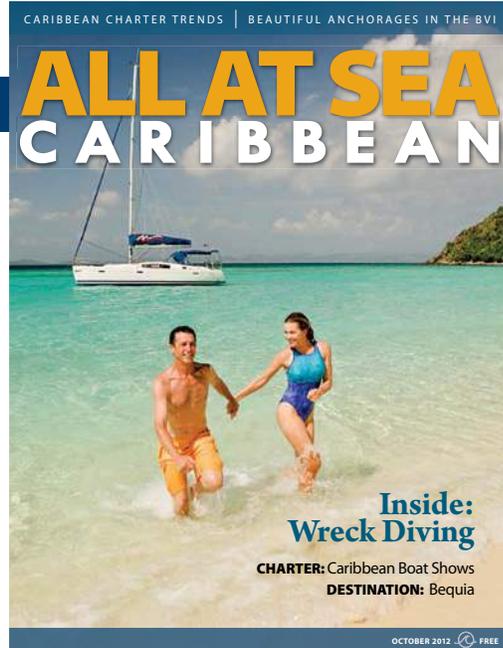
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# A CLASSIC CELEBRATION

ANTIGUA STORY AND PHOTOS JAN HEIN



Columbia with her freeing ports working overtime

Nelsons Dockyard was the quintessential venue for Antigua's 30th Classic Regatta. Nearly 50 vessels sailed in flying flags from Canada, Germany, the UK, Ireland, Bermuda, the Netherlands and beyond. One journeyed from the west coast of Mexico via Panama and another came from Polynesia after passing Cape Horn. No one wanted to miss the party including little Dauphine Lehmann who was six weeks old when she crossed the Atlantic on the 43ft Abeking and Rasmussen, *Hera*, just months before the first race.

With a backdrop of English Harbour's 18th century forts and exquisitely restored buildings, Med-style mooring fanned the fleet into a perfect stage for the first of Panerai's 2017 Classic Yacht Challenges. The matriarch this year was the 56ft Gaff Yawl *Anne Marie*, with 116 years under her keel, and the youngest entries were *Chloe Giselle*, a 65ft Sean McMillan Spirit sloop and the 42ft Alwyn Enoe Carriacou sloop, *Free in St Barths*, both built in 2015.

Pre-race activities began with the Concours d'Elégance, a beau-



Mary Rose working to get out from under Mariette of 1915



The fine old gaffer, Anne Marie



Baby Sophie crossed the Atlantic on Hera to race in Antigua

ty pageant for yachts with a bit of Miss Congeniality. Judges, fueled by curiosity and a love of maritime tradition, spent hours probing the secrets of 18 vessels. The Overall Winner was the 77ft Fife, *Latifa*, and the highly prized Arne Frisell award, given to the vessel with the most grace and seaworthiness, went to the 112ft three-masted schooner, *Spirit of Bermuda*.

Winds were light for the Single-handed Race, which discouraged reefing but kept skippers running doing a job designed for many. Overall winners were the 33ft Kim Holman sloop,

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Mariella

*Stiletto*, and in the under 45ft class, *Saephadra*, a 51ft Aage Nielsen ketch.

Race 1 began with a bit more wind, which continued to build throughout the week, churning water that flew everywhere. It was perfect for the big schooners: 178ft *Adix*; 141ft *Columbia*; 137ft *Mariette of 1915*; 105ft *Eros*, and *Spirit of Bermuda*. The new Tall Ship Racing class had two Klaus Roder designs, the 109ft *Kairos* and 157ft *Chronos*.

Size didn't matter for the wickedly fast *Tilly XV*, leading the fleet during race one until a shackle pin failed, toppling the mast and rig. Thanks to the midnight oil burned at Woodstock Boatbuilders, the 39ft Sonderklasse gaff sloop was back in action for race three.

Each race offers a different challenge to captains and crew with a workout through all points of sail. The favorite of photographers, and there were many, is the Cannon Course – 24 miles of reaching around two well-set marks allowing vessels from every class to pass repeatedly, and often dramatically, close.

This is the Gentlemen's Regatta but it's also a regatta run on spirit and good humor. *Wild Horses*, the 76ft Joel White sloop, tuned up with a herd prancing on deck sporting realistic horse heads. The uniformed crew of *Spirit of Oysterhaven*, a 70ft Frederick Parker schooner, chanted while perfecting the wave for every passing boat. Even a few whales joined the fun.

Days of racing were counterbalanced by an endless social schedule kicked off daily in the Presidente beer garden. Rum fueled many events like the Royal Navy Tot and Mount Gay Cocktail Competition, which loosened folks up for open mic sessions. The Sea Chanty Contest slipped quickly into the bilge when the bawdy crew of *Mariette of 1915* took the stage. There were parties for owners, pirates and sailors dressed in vintage costumes but most soirees combusted spontaneously out of love for old boats and tradition.

For the final evening, the grounds of the historic dockyard blossomed with lights and a magnificent stage filled with glittering trophies. Announcer Tommy Paterson, assisted by a rum and ginger ale, entertained the crowd as crews paraded across the stage accepting applause and pride for a regatta well sailed. The Kenny Coombs Memorial Trophy went to the Carriacou Sloop, *Genesis*; *Faiaoahe* won Spirit of Regatta; the Mount Gay Rum Trophy went to the 79ft Fife yawl *Mariella*; and the big prize – the Panerai watch, awarded to the boat with the lowest total corrected time from Traditional, Vintage or Classic Class went to *Mariella*. The crowd went crazy; ship horns blared, cannons fired, fireworks lit the sky and the party took off in true Classic style. 🍸

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

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GRENADA BY ROSIE BURR



PHOTO: SHARON BROWN

As the sun sets and full moon rises the Full Moon party swings into action

If there is anything that brings sailors together more than boats and rum - its music; although Grenada is a small island at the end of the Caribbean chain it has lots to offer budding musicians and music fans. Cruisers congregate here year round and where there are cruisers, there is music.

Of course, cruisers wouldn't be cruisers if they couldn't bring along their musical instruments and jam with others. A well-established jam session is the Tuesday Jam held at the West Indies Beer Co., in Lance Aux Pines.

Vanessa Haynes of *Neptune II* says: "The Tuesday Jam sessions have become an institution in Grenada over the years, thanks to the many cruiser musicians who get up there and give it a go". Vanessa and husband Gary play guitar and sax respectively with their son Elliot (who looks after the mixing at the weekly event) and have been instrumental in organizing the jam sessions and helping the event grow. "Over the past five years the Cruisers' Jam has morphed from an acoustic circle over in

Whisper Cove to an open mic session at Secret Harbour, where it became known as the Tuesday Jam. As more cruisers, expats and local musicians participate the Tuesday Jam has made the leap to the West Indies Brewery," Vanessa explains.

The Jam is a huge success, gathering together some incredible talent. The Brewery is a great venue and has been very accommodating, including investing in new sound equipment. A shuttle between the bays is provided for the cost of a beer, which you collect free on arrival. It's one of the only places you can get a real ale or cider in the islands and they serve a cruiser priced menu as well.

For the last few years Nimrod's rum shop in Lower Woburn has hosted Thursday night jam sessions with Country Dave and friends. Nimrod's is an iconic setting, the epitome of what a Caribbean rum shop should be; rustic, friendly and welcoming. Country Dave and select friends hold the stage for a few sets before handing the mic over to other musicians – every-



The Tuesday Jam at The Brewery – good music, good beer, good fun

PHOTO: SHARON BROWN



The dinghy concerts in Petite Calivigny Bay – bringing the sea and music together

PHOTO: SHARON BROWN

one is welcome, it's a casual affair; just bring along your own instrument ... Oh, and they serve the best ribs in town too.

Then there are the more unusual events, like the dinghy concerts –The brainchild of Dieter Burkhalter, owner of Le Phare Bleu Boutique Hotel and Marina, who wanted to bring his love of the sea and music together. The concert held on a barge, can only be reached by dinghy, making this a truly unique experience. It is heaps of fun and great opportunity to see some excellent talent for free.

The monthly Full Moon Parties at Benji Bay, Clarks Court, are a fantastic mix of local and cruiser artists and bands. As the moon rises over the stage the bands perform to a party atmosphere that runs well into the night. You can eat, drink and dance the night away under the glorious light of the moon.

There are many bars, restaurants and hotels where you can see live music, often unique and interesting blends of differ-




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PHOTO: SHARON BROWN

“Grenada has an active music scene that brings together an eclectic mix of music for all tastes. From Grenada’s very own calypso, reggae and soca to jazz, rock and folk, there is something for everyone ...”



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ent styles and genres with a Caribbean flair. Prickly Bay Marina is the place to be on a Friday night if you want to listen to Steel Pan with a live band after. The Dodgy Dock at True Blue Bay, Le Phar Bleu, The Aquarium and Umbrellas are a few of the places you can easily get to from the southern bays. Every now and then the infamous Rogers Beach Bar on Hog Island will host a band on a Sunday afternoon to play on the cobbled together stage over-hanging the water's edge.

Drummer Nigel Heaton from yacht *Steel Appeal* says: “Grenada has an active music scene that brings together an eclectic mix of music for all tastes. From Grenada’s very own calypso, reggae and soca to jazz, rock and folk, there is something for everyone ...”

This is just a snippet of what is available in Grenada, new gigs and jams pop up all the time. There is so much on offer, if you are a cruiser and a music lover; Grenada is the place to be. ☺

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



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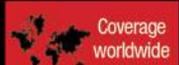
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# CURAÇAO FAMILY BUILD YACHT

CURAÇAO STORY TAMARA NEUMAN  
PHOTOS ALEXINE HOLLANDER



The van Grieken family under the hull

Most people take up gardening or amateur photography in their spare time. Meet Chris van Grieken; he's building a 40ft yacht in his shed.

A contractor by trade, Chris toyed with the idea of designing his own boat for years. An avid sport fisherman and a perfectionist, his pet peeve has always been commercial yachts with their one-design-fits-all mentality. Then he came across a YouTube video of a guy building a metal DIY Chinese sailboat. "I figured; if this guy can do it," he said, "then so can I."

Chris didn't just start blindly. It took him two years to design the boat and plan the different construction phases.



The young crew

His goal was for the vessel to resemble fishing boats made locally in Curaçao only sleeker. More importantly, his design included the details he found lacking on commercially produced yachts.

Throughout the process, he worked with Marc Shlaes from Enviboats who did the overall boat design, and Chris Swanhart from Donald L Blount & Associates naval engineers for a sturdy and streamlined hull. He has been building the yacht with help from family and friends since September of last year and posts videos regularly of his progress. His projection is to have the vessel seaworthy within three years. The finished product will be a 40ft fishing yacht with two 315HP engines, capable of reaching top speeds of 30 knots. The interior will be a plush family boat, while the exterior is set up as the ultimate fishing machine. Because the hull is being cold-molded, the full load displacement will only be 23,000lb. The bottom of the hull consists of three layers of 8mm Douglas-fir marine plywood, and the hull's sides are made of three layers of 8mm Okoume marine plywood. The layers, glued with epoxy and laminated in different directions, give the boat the perfect weight to strength ratio. After the epoxy cures, all fasteners are removed.

Even with his construction background, Chris says he is amazed at how much he has learned. "It's been a great experience and it's funny to see how creative we've gotten in the process." They discovered that household vinegar is an effective way to clean epoxy off your body and off tools instead of harsh chemicals. "Our shoes' soles got clogged with epoxy making us slip and slide all over the place; now we tape sandpaper to the soles."

But it's not all work and no play; there's plenty of amicable bantering going on combined with serious *mano a mano* debate with the crew in between applying sheets of fiberglass or sanding. Chris' two kids are often there to help. His 16



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Chris in front of the construction shed

There have been a few mishaps: Chris' comical fall off the hull (which they have on video), and a finger that was almost severed.

year old son works almost every Saturday and his 14 year old daughter is the expert epoxy mixer of the bunch. At any given time, there's up to ten people working on the boat, weekends being the busiest days. "My wife Jenn brings her famous ham and cheese oven baked sandwiches slathered with her secret sauce and we make a mad dash for them, dropping tools as we go!" Singing and dancing go hand in hand with spray painting and all helpers get a shirt with the logo *Job Site* on it as a souvenir.

There have been a few mishaps: Chris' comical fall off the hull (which they have on video), and a finger that was almost severed. "That's par for the course. There's sure to be some blood, tears and sweat but it just makes the journey more exciting."

The hull is almost finished and scheduled to be turned over the second week of June. "I've already worked out the details. So far, the most challenging part has been steam-bending of the prop tunnels but thanks to the support of Marc Shlaes we were able to tackle it."



Jenn and her famous ham and cheese sandwiches

Once the vessel is finished, she will be towed to the coast where she'll be hoisted by crane and lowered into the water. "The yacht will be operational by the time she hits the water because everything will be triple checked before we let her go. So, once the motors rev up, our real adventure begins!"

One thing Chris hasn't figured out yet is what to name her ... maybe *Job Well Done!* 

---

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

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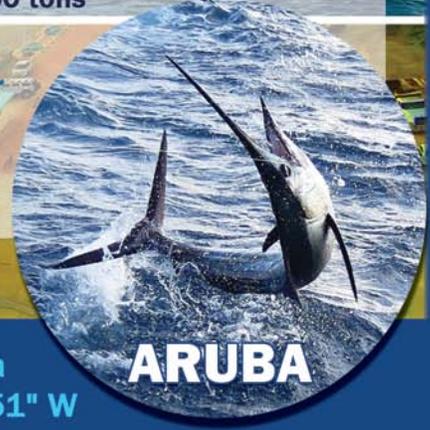
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			Maximum Draft	Maximum Length	# of Slips	Fresh Water	Electrical Supply	Cable / Satellite TV	Diesel	Gas	Shower / WC	Laundry	Provisioning	Bar / Restaurant	Security	VHF Channel	Wireless Internet
St. Lucia	<b>Rodney Bay Marina</b> www.igy-rodneymarina.com an IGY destination™	758-572-7200	14'	285'	253	●	120V- 480V, 30/50/100/ 125/200 amps at 60 Hz, 240V- 440V, 32/63/125 & 200 amps at 50Hz	●	●	●	●	●	●	●	●	16	FREE
St. Lucia	<b>The Marina at Marigot Bay</b>	758-451-4275	16'	250'	40	●	110/220/380, 50/60 Hz	Cable	●	●	●	●	●	●	●	16/12	●
St. Maarten	<b>Bobby's Marina</b> www.bobbysmarina.com	721-542-2366	12'	130'	80	●	110/220V		●	●	●					16/69	●
St. Maarten	<b>Island Water World Marina</b>	599-544-5310	8'	90'	54	●	Available	Cable	●	●	●					74	FREE
St. Maarten	<b>Lagoon Marina Cole Bay Waterfront</b>	599-544-2611	9'	100'	45	●	110/220	●			●	●	●	●	●	16	FREE
St. Maarten	<b>Simpson Bay Marina</b> www.igy-simpsonbay.com an IGY destination™	721-544-2309	13'	196'	114	●	480V 3-phase 100 amps/ leg; 220V 3-phase 100 amps/leg; 220V 50 amps; 110V 30 amps 60hz	●	●	●	●	●	●	●	●	16/ 79A	FREE
St. Maarten	<b>The Yacht Club at Isle de Sol</b> www.igy-isledesol.com an IGY destination™	721 544 2408	18'	320'	45	●	480V 3-phase 100 amps/ leg; 220V 3- & single- phase; 100 amps/leg; 220V 50 amps 60hz	●	●	●	●	●	●	●	●	16/ 78A	FREE
St. Martin	<b>Captain Oliver's</b>	590-590-87- 33-47	10'	150'	160	●	110/240		●	●	●	●	●	●	●	16/67	
St. Thomas	<b>American Yacht Harbor</b> www.igy-americanyacht harbor.com an IGY destination™	340-775-6454	10'	110'	134	●	120/208Y/240 VAC 30 to 100 amps, 60 Hz	Cable	●	●	●	●	●	●	●	16/6	FREE
St. Thomas	<b>Crown Bay Marina</b> www.crownbay.com	340-774-2255	24'	200'	99	●	30, 50, 100amp 120v, 208v, 220v, 480v	Cable	●	●	●	●	●	●	●	11	FREE
St. Thomas	<b>Yacht Haven Grande</b> www.igy-yachthaven grande.com an IGY destination™	340-774-9500	18'	656'	48	●	120/208Y/240/480Y VAC 50 to 600 amps, 60 Hz Ability to hard wire	Cable	●	●	●	●	●	●	●	16/10	FREE
Tortola, BVI	<b>Nanny Cay Marina</b>	284-494-2512	12'	125'	200	●	110/220		●	●	●	●	●	●	●	16	●
Tortola, BVI	<b>Soper's Hole</b>	284-495-4589	25'	170'	50	●	110/240	Cable	●	●	●	●	●	●	●	16	Cafe
Tortola, BVI	<b>Village Cay Marina</b>	284-494-2771	12'	200'	106	●	110/220/308	Cable	●	●	●	●	●	●	●	16/71	FREE
Trinidad	<b>Power Boats Ltd</b>	868-634-4346	13'	65'	40	●	115/220		●	●	●	●	●	●	●	72	●
Turks & Caicos	<b>Blue Haven Marina &amp; Resort</b> www.bluehaventci.com an IGY destination™	+649-946-9910	8.5'	220'	78	●	30/50/100 amp, 3 phase, up to 480V	Cable	●	●	●	●	●	●	●	16	FREE
Turks & Caicos	<b>Caicos Marina &amp; Shipyard</b> www.caicosmarina.com	649-946-5600 649-232-1905	9'	150'	100+	●	30/50/100 amp		●	●	●					16	FREE
Virgin Gorda	<b>Virgin Gorda Yacht Harbour</b>	284-495-5500	10'	180'	94	●	110/220		●	●	●	●	●	●	●	16/11	●
Colombia	<b>Marina Santa Marta</b> www.marinasantamarta.com an IGY destination™	+574363601	11.5'	132'	256	●	110/220V, 60hz		●	●	●	●	●	●	●	16/72	FREE

**OUTSIDE OF CARIBBEAN:**

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

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# CARIBBEAN BOATYARDS

All At Sea's Caribbean Boatyards Guide

		Latitude	Longitude	Phone Number	Maximum Draft	Maximum Length	Maximum Beam	Maximum Air Draft	Power Supply	Arrival Hours	Lift 1 Type / Capacity (Tons)	DIY Friendly	Electronic Shop	Carpentry Shop	Electrical Shop	Prop Shop	Paint Shop	Onsite Crew Facilities
Antigua	<b>Jolly Harbour Marina / Boat Yard</b>	17 04 46.4 N	61 54 37.0 W	(268) 462-6041	15'	80'	18'	no limit	110/220	8am-5pm	70	•	•	•	•	•	•	•
Antigua	<b>North Sound Marine</b>	17.1167	-61.7500	(268) 562-3499 \ (268) 764-2599	15'	no limit	31'	no limit	Anything	24x7	150	•	•	•	•	•	•	•
Aruba	<b>Varadero Caribe</b>	12 32 N	70 02 W	297-588-3850	8'	120'	45'	no limit	50/30 amp	8am-5pm	60	•	•	•	•	•	•	•
Tortola, BVI	<b>Nanny Cay Hotel &amp; Marina</b>	18 25 0 N	64 37 0 W	(284) 494-2512	11'	160'	45'	no limit	110v 30amp/220v 50amp/ 3phase 100 amp	7am-6pm	70	•	•	•	•	•	•	•
Tortola, BVI	<b>Soper's Hole</b>	18° 23' 46"	-64° 41' 53" W	(284) 495-3349	7'	65'	18' and 40'	no limit	110/220	8-5, Mon-Sat	45	•	•	•	•	•	•	•
Tortola, BVI	<b>Tortola Yacht Services</b>	18 25 N	64 37 W	(284)-494-2124	10'	68'	20'	no limit	220V, 50A, 110V, 30A	7-4, 7days	70	•	•	•	•	•	•	•
Virgin Gorda, BVI	<b>Virgin Gorda Yacht Harbour</b>	18.45222	-64.43750	284-495-5318	10	150	34	no limit	110/120	7am-6pm	70	•	•	•	•	•	•	•
Curaçao	<b>Curacao Marine</b>	12' N	68' W	599 9 562-8000	9'	120'	33'	193	110/220 380	8am-5pm	60	•	•	•	•	•	•	•
Boca Chica, D.R.	<b>Marina ZarPar</b>	18 26.4 N	69 37.23 W	(809) 523-5858	7.5'	65'	28'	no limit	110/220 380	9am-5pm	70	•	•	•	•	•	•	•
La Romana, D.R.	<b>IBC Shipyard</b>	18° 23' 55" N	68° 53' 55" W	+809 449 3321/3323	12'	110'	26'	no limit	110/220 3 phase 100/50/30' amp	8-5 M-F	120	•	•	•	•	•	•	•
Grenada	<b>Clarks Court Boatyard &amp; Marina</b>	12° 00.6' N	061° 44.0' W	473-439-3939	11'	150'	37'	0	110/220; 50Hz	7:30am-4:30pm	242	•	•	•	•	•	•	•
Grenada	<b>Grenada Marine</b>	12° 01:20	61° 40:42	00-1-473-443-1667	12'	75'	31.5'	0	110/220	8-5, M-F; 8-12, Sat	70	•	•	•	•	•	•	•
Grenada	<b>Spice Island Marine Services</b>	12.041 N	61.45 W	473-444-4257	12'	70'	25.4'	0	110/220	8-4 M-F	70	•	•	•	•	•	•	•
Panama	<b>Bocas Yacht Services</b>	09° 17.3' N	082° 23.06 W	507-6619-5601	10'	65'	20'	no limit	120/220	7:30-3:30pm	60	•	•	•	•	•	•	•
Puerto Rico	<b>Varadero @ Palmas</b>	18 04' 37" N	65 47' 57" W	787-656-9211	11'	110'	26'	no limit	50/30 amp	8-5, 7days	110	•	•	•	•	•	•	•
Puerto Rico	<b>Puerto Del Rey Marina</b>	18° 17.3 N	65° 38 W	787-860-1000	15'	150'	33	no limit	120/208V single & 3 phase; 30, 50, 100 & 200 amps; 60 Hz	8am-5pm	155	•	•	•	•	•	•	•
Sint Maarten	<b>Megayard</b>	18°02' 13.24 N	63°05' 08.52 W	1-721-5444-060	12'	200'	33'	12'	110/220	8-5 M-F	150	•	•	•	•	•	•	•
St. Lucia	<b>Rodney Bay Marina</b> an IGY destination™	14°04 '32.72" N	60°56 '55.63" W	758- 572-7200	11'	75'	28'	no limit	120V- 480V, 30/50/100/125/200 amps at 60 Hz, 240V- 440V, 32/63/125 & 200 amps at 50Hz	8am-5pm	75	•	•	•	•	•	•	•
St. Croix, USVI	<b>St. Croix Marine</b>	17° - 45' N	64° - 42' W	340 773-0289	11'	68'	13'-8"	no limit	110v 30amp; 220v 50amp; 3 phase 100amp	8-5, Mon-Sat	60	•	•	•	•	•	•	•
St. Kitts	<b>St. Kitts Marine Works</b>	17° - 20.3' N	62° - 50.1' W	1-869-662-8930	12'	120'	35'	no limit	110/220/3 phase 100amp	7-4 M-F	150	•	•	•	•	•	•	•
St. Thomas, USVI	<b>Subbase Drydock</b>	18 N	65 W	340-776-2078	16.5'	190'	50'	no limit	440 three phase/220/110	8-5, Mon-Sat	1000	•	•	•	•	•	•	•
Turks & Caicos	<b>Caicos Marina &amp; Shipyard</b>	21.45.57N	72.10.47W	649-946-5600	9	150			30/50/110 amp	24x7	75	•	•	•	•	•	•	•

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# SOUTHEAST U.S. MARINAS

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

					Maximum Draft	Maximum Length	# of Slips	Fresh Water	Electrical Supply	Cable / Satellite TV	Diesel	Gas	Shower / WC	Laundry	Provisioning	Bar / Restaurant	Security	VHF Channel	Wireless Internet
Washington D.C. / MD	VA MD	<b>National Harbor Marina</b> www.igy-nationalharbor.com an IGY destination™	301-749-1582	Call	160'			●	30/50/100 single and 3 phase	●	●	●	●	●	●	●	●	71/16	●
Morehead City	NC	<b>Morehead City Yacht Basin</b>	252-726-6862	8'-10'	200'+	88		●	30/50/100 Amp	●	●	●	●	●	●			16	FREE
Beaufort	NC	<b>Jarrett Bay Boatworks</b>	252-728-7100	10'	135'	30		●	30/50/100 Amp		●	●	●					16	FREE
St Petersburg	FL	<b>Maximo Marina &amp; Boatyard</b> www.igy-maximomarina.com an IGY destination™	727-867-1102	8'	110'	300		●	30/50/100 single phase	●	●	●	●	●	●	●	●	6/16	FREE
Miami Beach	FL	<b>One Island Park</b> www.igy-miami.com an IGY destination™	754-701-4020	40'	150-800'	8		●	100 single & 3 phase/ 200/480/600 Amp	●	●		●	●				11/16	FREE
Fort Pierce	FL	<b>Fort Pierce City Marina</b>	772-464-1245	7'	150'	240		●	30/50/100 Amp		●	●	●	●	●	●	●	16/78	FREE
Clear Lake Shores	TX	<b>Legend Point Condominiums &amp; Marina</b> www.legendpointmarina.com	281-334-3811	7'	48'	254		●	30/50/100 Amp	●		●	●						

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# SOUTHEAST U.S. BOATYARDS

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

						Maximum Draft	Maximum Length	Maximum Beam	Maximum Air Draft	Power	Arrival Hours	Lift Type/Capacity	DIY Friendly	Electronic Shop	Carpentry Shop	Electrical Shop	Prop Shop	Paint Shop	Onsite Crew Facility
Washington	NC	<b>Washington Yacht Service</b>	252-975-2000	7'	70'	21'			no limit	30/50 Amp	24x7	50 ton travelift	●	●	●	●	●	●	●
Beaufort	NC	<b>Jarrett Bay Boatworks</b>	252-728-2690	10'	130'	30'			no limit	30/50/100 Amp	24x7	50/75/200 ton travelift	●	●	●	●	●	●	●
Beaufort	NC	<b>Beaufort Marine Center</b>	252-728-7358	10'	130'	30'			no limit	30/50/100 Amp	8-4:30 M-F	50/75/200 ton travelift	●	●	●	●	●	●	●
Beaufort	NC	<b>Moore's Marine Yacht Center</b>	252-504-7060	10'	130'	30'			no limit	30/50/100 Amp	8-4 M-F	50/75/200 ton travelift	●	●	●	●	●	●	●
Beaufort	NC	<b>True World Marine</b>	252-728-2541	6'	100'	20'			no limit	30/50 Amp	8-5 M-F	75 tons	●	●	●	●	●	●	●
Thunderbolt	GA	<b>Thunderbolt Marine Inc.</b>	912-352-4931	14'	180'	36'			no limit	30/50/100 single and 3 phase	24x7	150 ton travelift/ 1150 ton Syncrolift	●	●	●	●	●	●	●
Jacksonville	FL	<b>Huckins Yacht Corp.</b> www.waterwayguide.com/featured-marina/huckins-yacht-corp	904-389-1125	6'	80'	21'				30/50 Amp	7am-4pm	44 ton/ 77 ton	●	●	●	●	●	●	●
Fort Lauderdale	FL	<b>Cable Marine</b> (1517 SE 16 St Location)	954-462-2822	6'	60'	16.5'	25'			110/240	8-4:30	40 ton		●	●		●		
Fort Lauderdale	FL	<b>Cable Marine</b> (2491 W State Rd 84 Location)	954-587-4000	9'	120'	22'			no limit	120/50/100 Amp	24/7	100 straddle crane		●	●		●		
St. Petersburg	FL	<b>Progressive Marine Service/Boat Yard</b>	727-822-2886	10'	100'	26'			no limit	50 Amp	8-4:30 M-F; Sa-Su by app't.	40/94 ton travelift	●	●	●	●	●	●	●
St. Petersburg	FL	<b>Maximo Marina &amp; Boatyard</b> www.igy-maximomarina.com/boatyard an IGY destination™	727-867-1102	8'	62'	18'			no limit	Outboard, I/O, Inboard	8am M-F	50 ton travelift	●	●	●	●	●	●	●
Gulf Shores	AL	<b>Saunders Yachtworks</b>	251-981-3700	10'	130'	28'	74'			30/50/100 Amp 3 phase	24x7	165 ton travelift	●	●	●	●	●	●	●
Mobile	AL	<b>Dog River Marina</b>	251-471-5449	8'	85'	22.5'	75'			30/50/100 Amp 3 phase	24x7	70 ton travelift	●	●	●	●	●	●	●
Orange Beach	AL	<b>Saunders Yachtworks</b>	251-981-3700	6'	85'	21.5'			no limit	30/50 Amp	7-5 M-F/ Sa-Su by app't.	60 ton travelift	●	●	●	●	●	●	●

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6



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8



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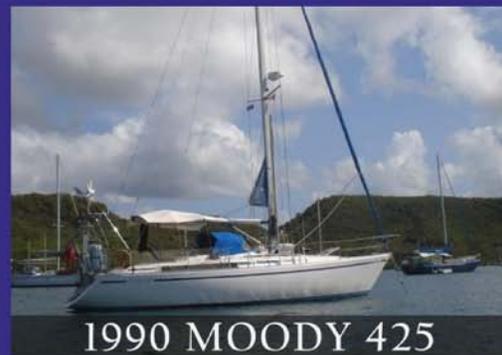
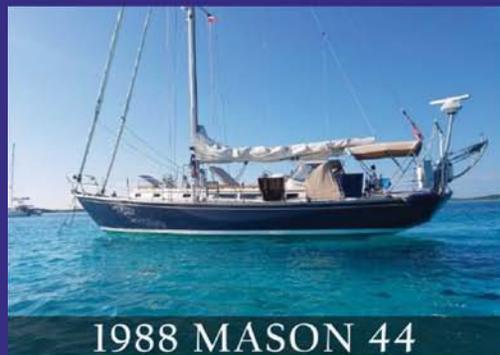
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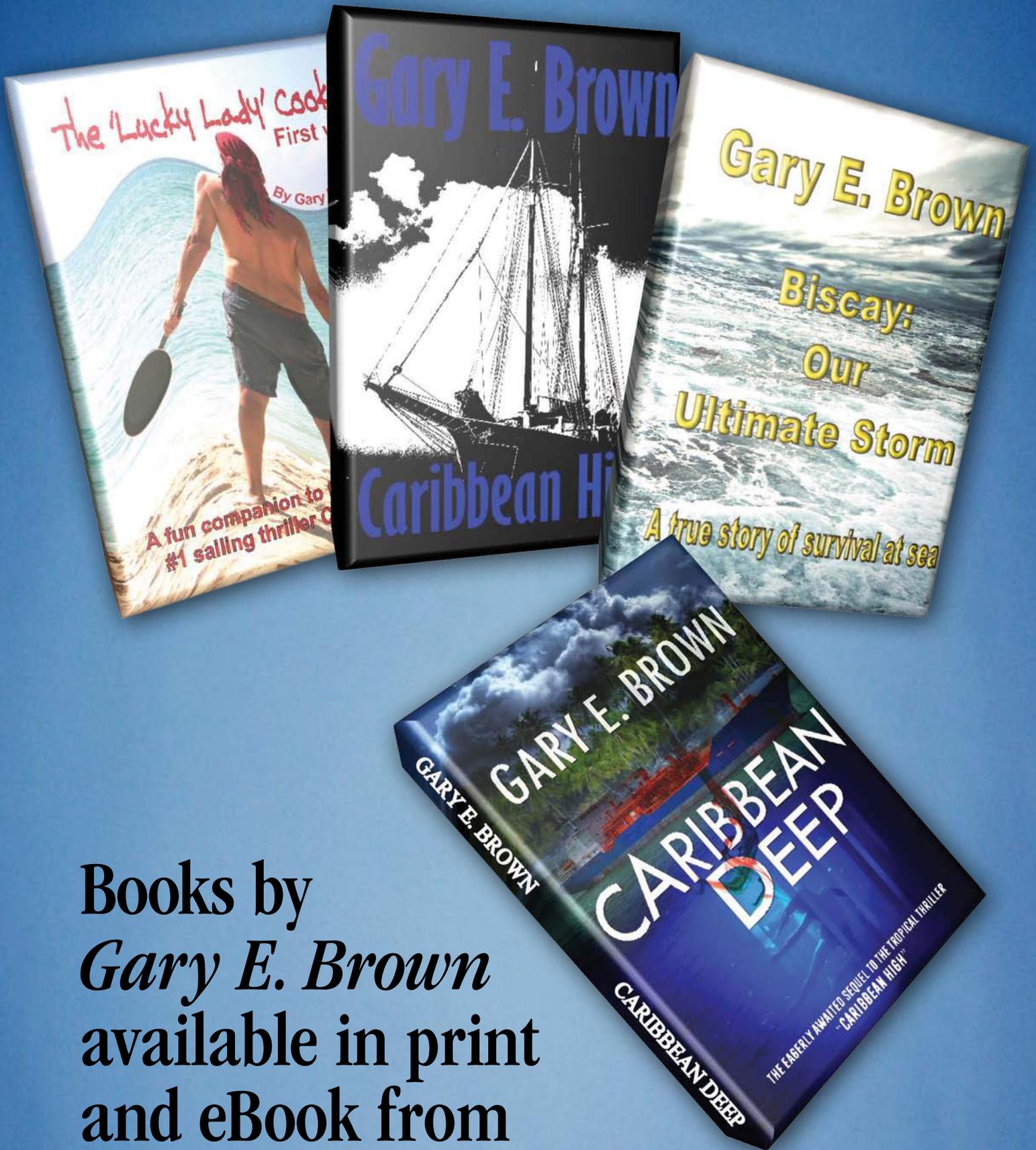


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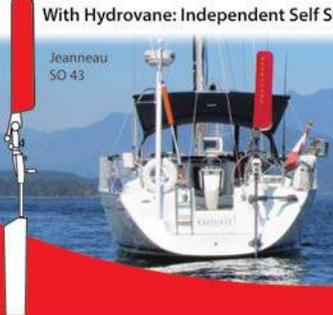


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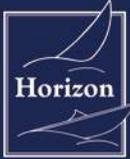
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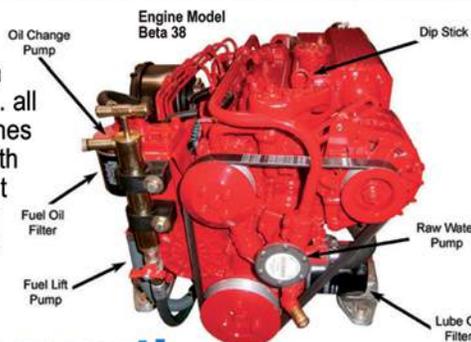
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# A TOUCH OF MAGIC

THE DISH BY CAP'N JAN ROBINSON

**M**indful eating changes everything! Step into summer with the clarity of eating more consciously; to obtain better health and more energy.

The photo below I took at the famous Langan's Brasserie, Mayfair, London where I was invited to join one of the few professional lady magicians, worldwide, Fay Presto; friend of our own Caribbean professional lady magician, Lisa Menna.

## PEAR & TRUFFLE PECORINO SALAD WITH CHARDONNAY DRESSING

Prep time: 15 minutes. Makes: ¾ cup dressing. Serves: 4

- 2 cups arugula, thick stems trimmed**
- 6 radishes, thinly sliced**
- 6 oz Pecorino cheese, chopped, crumbled and/or shaved**
- 2 ripe Bosc pears, sliced, put aside with a tbsp lemon juice squeezed over**
- White truffle oil for drizzling**

### DRESSING:

- |                                   |  |
|-----------------------------------|--|
| <b>2 tbsp Dijon mustard</b>       | <b>1/2 tsp sea salt</b>                    |
| <b>1/4 cup white wine vinegar</b> | <b>1/2 tsp freshly ground white pepper</b> |
| <b>1/2 cup Chardonnay wine</b>    | <b>1/2 cup extra virgin olive oil</b>      |
| <b>2 tbsp fresh lemon juice</b>   |  |
| <b>2 tsp honey</b>                |  |

In a large bowl, whisk together the mustard, vinegar, wine, lemon juice, honey, salt and pepper. Slowly whisk in the olive oil until the dressing is emulsified. Add the arugula, radishes, and pecorino; toss gently. Drizzle with the truffle oil. Serve immediately. *NOTE: For dressing you can combine all ingredients in a blender, until smooth.*

## SEA BASS WITH POLENTA AND SWISS CHARD

Prep time: 15 minutes. Cooking time: 45 minutes. Serves: 4

### POLENTA

- |                                      |  |
|--------------------------------------|--|
| <b>4 cups water</b>                  | <b>1/2 cup shredded Pecorino Romano cheese</b> |
| <b>5 cups chicken stock</b>          | <b>Salt and pepper to taste</b>                |
| <b>3 cups finely ground cornmeal</b> |  |

Combine the water and stock and bring to a boil. Add the cornmeal while whisking; whisk until smooth and the mixture comes back to a boil then lower to a simmer. Over low heat, allow the mush to cook for about 30 minutes, whisking every few minutes to make sure that it is smooth. Then add the cheese and mix well; adjust seasoning with salt and pepper. Spray a baking sheet with pan spray. Pour the polenta onto the sheet, spread with a spatula to smooth it out and then place the sheet in the refrigerator for at



least 3 hours. Ideally overnight. Once the polenta has cooled and set, cut into three inch squares.

### BASIL PESTO:

- |                                       |  |
|---------------------------------------|--|
| <b>2 cups packed basil leaves</b>     | <b>1/2 cup finely grated Parmesan cheese</b> |
| <b>2 cloves garlic</b>                | <b>Salt and pepper, to taste</b>             |
| <b>1/4 cup pecans</b>                 |  |
| <b>2/3 cup extra virgin olive oil</b> |  |

Toast the pecans and reserve. Place the basil leaves, garlic, toasted pecans, and cheese in a blender or food processor along with half the oil; slowly begin to purée. Add the remaining oil until the mixture is a thick paste. Remove, season with salt and pepper, and reserve.

### SEA BASS (PER PERSON):

- 6 oz portion black sea bass, skin on**
- 2 spring onions, bulb and root attached**
- 1 bunch Swiss chard**

### TO ASSEMBLE:

Trim the ends of the chard, then cut the leaves and stems into a chiffonade and reserve. Wash and dry the green onions, then lightly coat with oil. Season with salt and pepper and cook on a hot grill or cast iron skillet for 3 minutes or until lightly charred.

Heat 2 tsp oil in a sauté pan over high heat. Once hot, quickly sauté the chard leaves until just wilted, then season with salt and pepper. Set aside. Heat a nonstick pan over medium high heat. Lightly coat the pan with cooking spray, then sear the polenta cakes on both sides until golden brown. Move to a plate and reserve.

Heat olive oil in a pan and sear the sea bass, skin side up for 3-4 minutes. Turn and cook another 3 – 5 minutes; season with salt and pepper.

Paint each plate with the pesto using the back of a spoon. Arrange some of the Swiss chard along one side of the plate. Cut polenta cake into 3 pieces and arrange atop the Swiss chard. Place the fish on the plate, then garnish with the grilled green onion. 



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