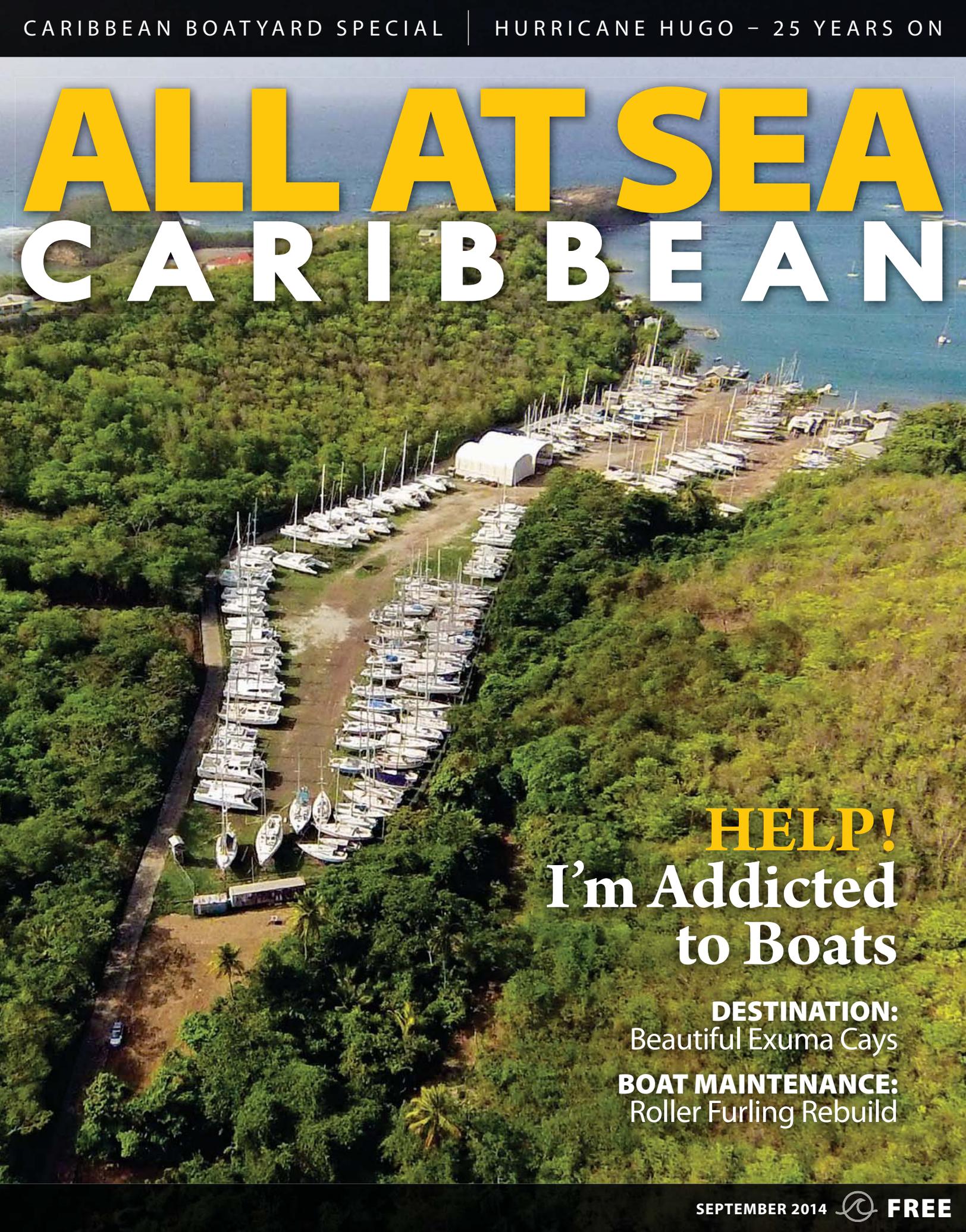


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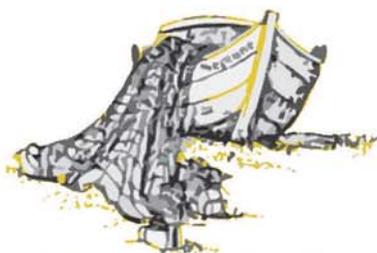
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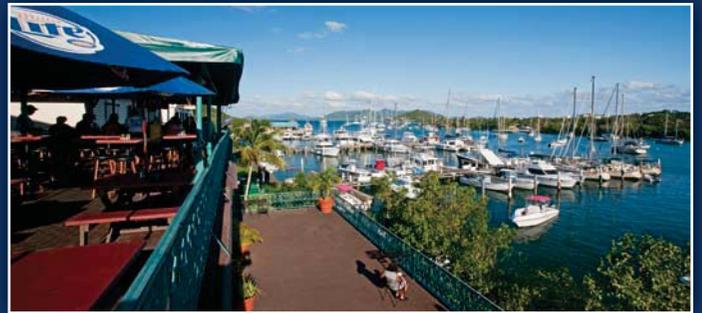
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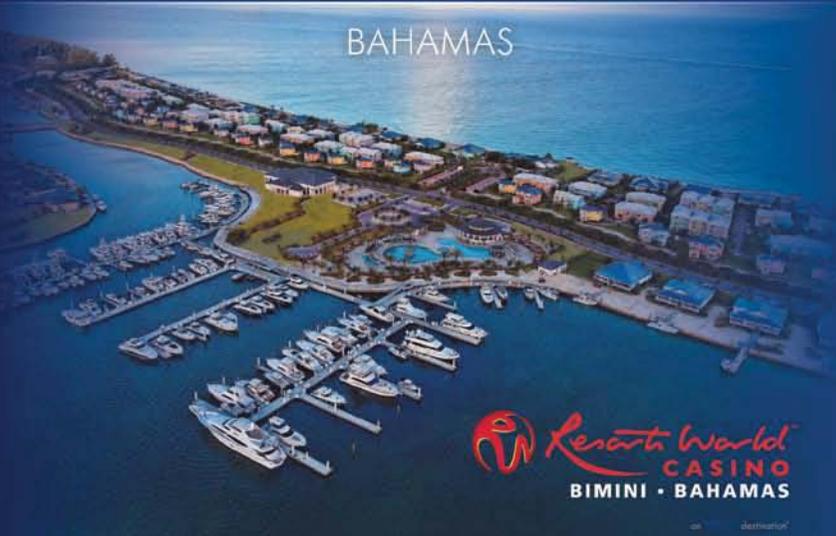
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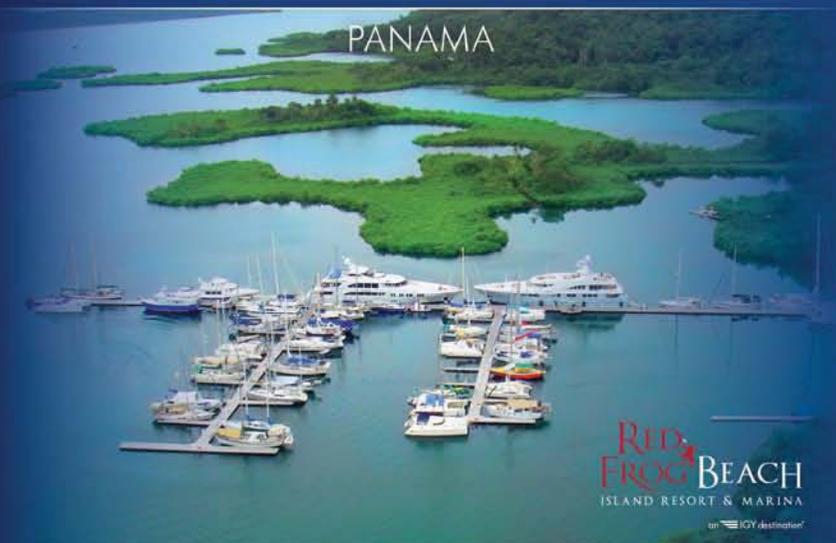
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ISLANDS, RAFTS & REMARKABLE MEN

What's new on the boatyard scene? According to Carol Bareuther's annual boatyard update there's plenty going on as yards throughout the Caribbean expand and add new services to their facilities. All is revealed on page 44.

Years ago, as the editor and publisher of a St. Maarten sailing/boating newspaper, I got into trouble for running a story about hurricanes. Advertisers said it would put people off traveling to the islands and so it threatened their business. I like to think *All At Sea* readers are a worldlier bunch who understand that countries within the hurricane belt might feel the effects of the occasional tropical blast. September is the height of the Atlantic storm season and, as you are turning these pages, I hope you have one eye on developments in east. Quite a few of our correspondents have been through hurricanes and I have experienced several firsthand. Julian Putley rode out hurricane Hugo at anchor in St. John and to mark the 25th anniversary, he tells his story.

Geographically, the Bahamas are not part of the Caribbean but we often feature this beautiful region knowing that

many cruisers, power and sail, make this 5,358 square mile wonderland part of their Caribbean adventure. My wife and I spent over a year cruising the Bahamas in our cutter *Driac II* and so it holds a special place in our hearts. On page 49, Rosie Burr describes a cruise through the Exumas. Just look at the color of that water.

It is almost a certainty that if you have ever bought a boat, it won't be your last. Boats are an addiction that many never overcome. Of all the boat addicts I have ever met, Todd Duff takes the biscuit. He has owned more than 50 and he's still counting. If ever a sailor needed help, it's Todd! See for yourself. His story is on page 34. 

See you on the water!



Gary E. Brown,
Editor



PHOTO: OCEANMEDIA

As editor of *All At Sea* I have met some truly remarkable people and one of the most remarkable was Anthony Smith. In 2011, aged 85, Smith, with companions David Hildred (57, from the Virgin Islands), Andrew Bainbridge (56, from Canada) and John Russell (61, from the UK) crossed the Atlantic on a raft made of water

pipes with a corrugated sheet-metal pig pen for a cabin and a telegraph pole for a mast.

In a life of action, Smith pioneered ballooning and in 1962 flew a hydrogen balloon across Africa, and a year later became the first Britain to fly a balloon across the Alps. He rode a motorcycle from England to South Africa and back, presented a science show on TV, wrote 30 books and even had a fish named after him.

Smith had long harbored a desire to pay tribute to the survivors of the *SS Anglo Saxon*, a British merchantman

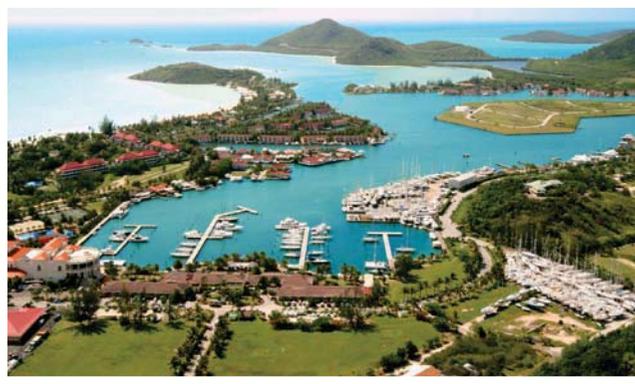
sunk off the west coast of Africa by a German warship in 1940. Of an original seven sailors who scrambled into the merchant ship's lifeboat, only two — Roy Widdicombe and Robert Tapscott — survived the 2,800-mile journey across the Atlantic. They eventually landed on the island of Eleuthera in the Bahamas.

"As I grew longer in the tooth, I began to think that some kind of re-enactment might be interesting," said Smith. "The idea grew in my mind that, using a raft, I would cross the very waters where Tapscott and Widdicombe had suffered so horrendously. With luck, I might even land on the beach where they had struggled up the shore."

Smith's eventual enactment, on the raft he named *Antiki*, went a little off course and instead of the Bahamas they ended up in St. Maarten. A year later, Smith, then 86, left St. Maarten to complete the voyage and after a hair-raising time off the Silver Banks, rode a gale of wind over the reef onto the same beach in Eluthera where Roy Widdicombe and Robert Tapscott had stepped ashore.

In my interviews with Anthony Smith, he said he hated getting old. I don't believe he ever did.

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COVER SHOT: A bird's-eye view of Grenada Marine | **Photo courtesy of Grenada Marine**



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ALL AT SEA
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WHERE IN THE WORLD?

CONGRATULATIONS TO DEAN & ERICKA AND THANKS FOR READING *ALL AT SEA*!



Dean and Ericka Julien visited Virgin Gorda, in the beautiful BVI, for Ericka's Grandparents' 50th wedding anniversary and they couldn't return home to Massachusetts without taking *All At Sea* with them. Here they are enjoying the Caribbean's favorite waterfront magazine by their pool, which is almost as blue as the waters around Virgin Gorda!

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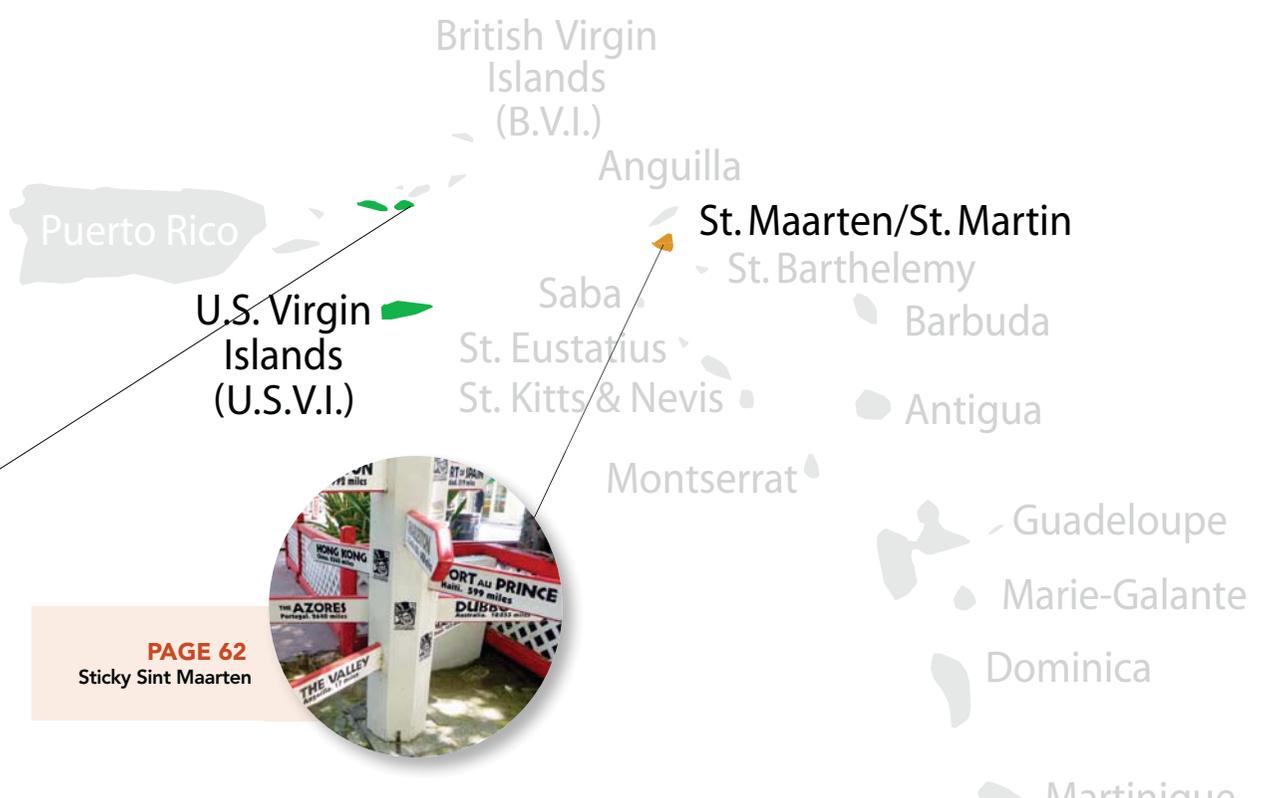
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CARIBBEAN NEWS

A BRIEF LOOK INTO THE HAPPENINGS OF OUR WORLD

Caribbean Sailing Association no longer provide minimum safety requirements

The Caribbean Sailing Association has made the decision to no longer provide Minimum Safety Requirements for regattas in the Caribbean. It was discussed and recognized at the 2013 Annual General Meeting that this important function is being addressed by several other sailing organizations at a much greater level, and it was therefore voted that the CSA should remove itself following the 2014 racing season. This announcement is being made now so that organizers can include reference to the appropriate rules in their Notices of Race for 2015 events.

Regatta organizers are now encouraged to look at the existing available guidelines and select those that best suit their event(s) and the conditions they will be sailing under. They are encouraged to further customize chosen guidelines as they see fit to ensure the right level of safety requirements are in place for their particular event.

Two of the leading organizations that have recently addressed Safety Regulations and offer several categories to choose from are ISAF and US Sailing. *Their regulations can be found at: www.sailing.org/specialregs and www.us.sailing.org/safety/equipment-and-requirements*

New Trophies for RORC Transatlantic Race

Two magnificent perpetual trophies will be awarded to winners of the Royal Ocean Racing Club's inaugural Transatlantic Race this November.

Departing from Puerto Calero, Lanzarote, the first yacht to complete the course and cross the finish line in Grenada, will be presented with an exquisite sterling silver trophy by the International Maxi Association (IMA).

An equally impressive trophy has been sought for the



Overall Winner in IRC by the RORC and John Bowles, a specialist in sporting trophies, certainly came up trumps. The race may be new to the club's offshore racing calendar, but the magnificent antique sterling silver trophy is far from it.

Handmade in London in 1928 by John Parkes during the heyday of craftsmanship for such trophies, the RORC Transatlantic Race 2014 winner will be privileged to accept the 104 troy-ounce trophy that is beautifully chased with intricate decoration.

Both trophies will be awarded at the Prizegiving ceremony, to be held at Camper & Nicholsons Marina Port Louis, Grenada on Saturday 20th December 2014.

For further information on the RORC Transatlantic Race 2014, visit: rorctransatlantic.rorc.org

MARK YOUR CALENDARS

Kick off your annual Caribbean sailing campaign by entering the 22nd St. Croix International Regatta. Set for November 14th –16th, there will be a one-day Commodore's Race followed by two days of competition for the International Regatta Trophy. Three day entry fee is only \$150. Classes include CSA racing, both spinnaker and non-spinnaker, Rhodes 19, large multihulls and any one-design class with three or more entries. Classes with seven or more contestants are eligible to win their skipper's weight in Cruzan Rum. Racing will be in the Buck Island Channel, providing on-shore spectators with an all-day colorful panorama. Sponsored by the USVI Department of Tourism. *For Notice of Race (NOR) and more information, visit: www.stcroixyc.com/regatta*

EVENT CALENDAR

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

BOAT SHOW:

 **ANNAPOLIS, MD**
OCTOBER 16 – 19
 US Powerboat Show
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OCTOBER 9 – 13
 US Sailboat Show
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 **FORT LAUDERDALE, FL**
OCT. 30 – NOV. 3
 55th Annual Fort Lauderdale Boat Show
 Boat Show
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SAILING:

 **GUADELOUPE**
NOVEMBER 8 – 10
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FISHING:

 **PUERTO RICO**
SEPTEMBER 3 – 9
 San Juan International Billfish Tournament Fishing Tournament
www.sanjuaninternational.com

 **ST. THOMAS, USVI**
NOVEMBER 2
 VIGFC Wahoo Wind-Up Fishing Tournament
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Metal Shark Hires Carl Wegener as Director of Commercial Sales

Louisiana-based boat manufacturer Metal Shark Aluminum Boats has hired marine industry veteran Carl Wegener as its Director of Commercial Sales.

Mr. Wegener brings a diversified background in engineering, strategic planning, and business development, with over 25 years of experience in the boat and shipbuilding industry. At Metal Shark, he will utilize this background and his extensive list of industry contacts to develop the company's relationships with operators in the passenger ferry, fast crew, utility, entertainment, and pilot boat markets.

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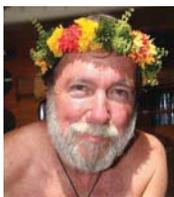


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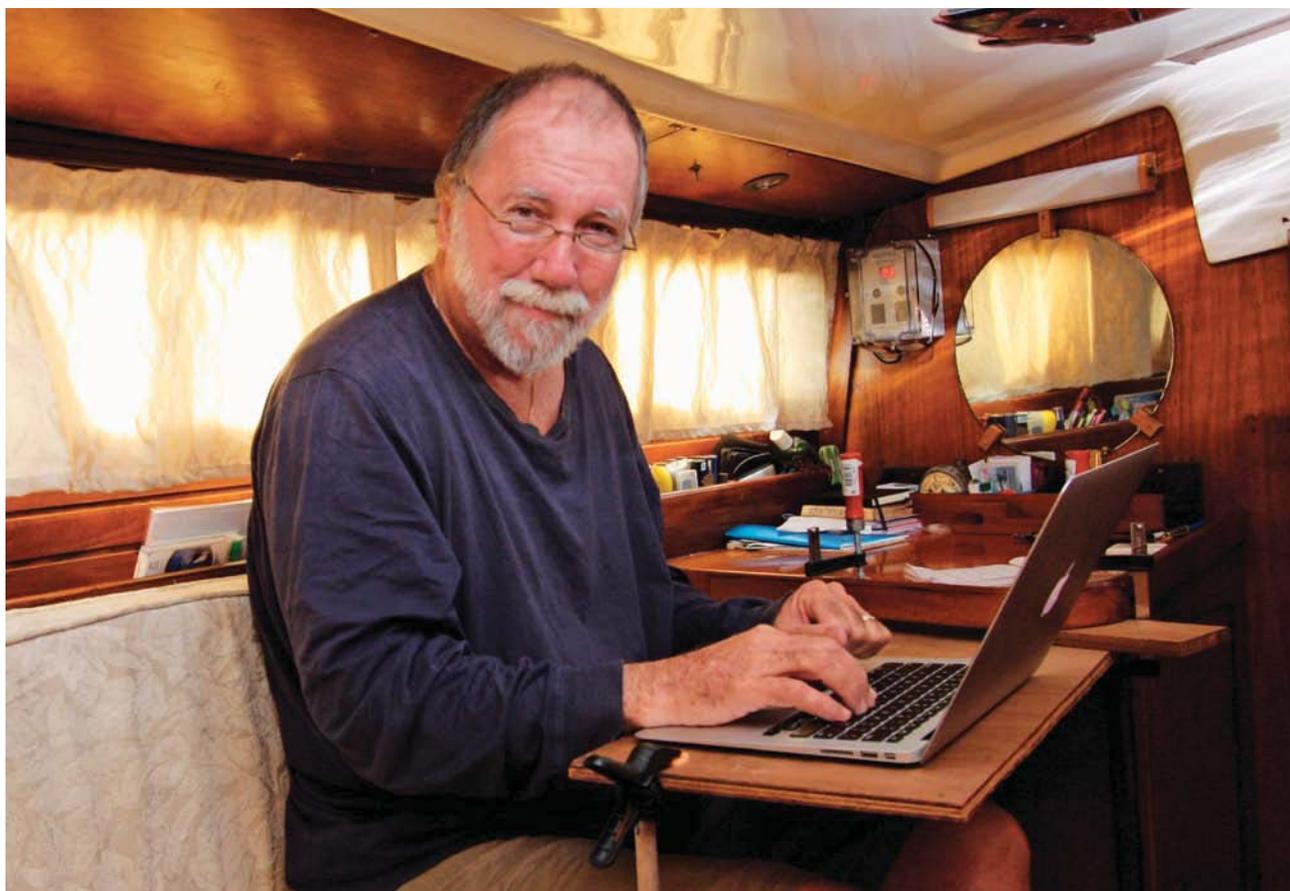
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YOU HAVE A CHOICE: SAIL OR SPEND!

BY CAP'N FATTY GOODLANDER



For the last decade or two I've been averaging around 8,000 nautical miles per year. This isn't easy to do. Luckily, I have some advantages. For instance, if my wife is ashore she spends money, but at sea, nada. So, yes, I'm motivated.

Like most sailboaters, I'm cheap. I live on the pennies Scotsmen throw away.

There are other reasons. What are they? Take a moment, dear reader, and observe the pigmentation of your skin. Whatever color you are is the color I don't like. I know, I know—this isn't considered PC and is rarely mentioned these days. But that's the truth. I find people of your color and my color and any other colors sub-intelligent, evil, stupid, mean, dumb, and greedy beyond belief. To put it another way, I'm prejudiced against people. I do not like my species. They are gleefully killing the planet in the name of gross profit.

Heavy thoughts?

Yeah.

It is one thing to be the worst predator in the neighborhood. It is another thing to eat/burn/consume that neighborhood in the name of free enterprise.

What exactly is 'free' about the destruction of our planet?

Were the aboriginals and the American Indians we slaughtered *that* much smarter than we?

Let's just stop and consider this for a moment. Our habitat—Planet Earth—is being heated up by the land sharks to such a degree (sic) that mankind might expire and the people who are doing this think that investing in industrial air-conditioning units is wise.

Wise?

I believe that money doesn't talk, it swears.

Now, perhaps you haven't noticed but Mother Ocean is still remarkably free of capitalists running amok. All the mon-

ey in the world won't help you in the middle of an offshore gale. There are no cellphone towers, no lying/cheating internet providers, no iClouds with dollar signs printed on them.

Even more amazing, there's no celebrity gossip to distract you from the fact that some boys from Texas looted the national treasury a while back—at the same time some other boys from Wall Street stuck the American taxpayer with their bad gambling debts, cocaine costs, and hooker fees.

I am NOT making this up.

So my task seems clear—to try to spend a few pleasant afternoons with my wife while our planet and culture flames out. My vessel is the key. Money is *not* the key. Money, in fact, is the False God of the Offshore Sailor. You can't buy safety at sea at Kmart. Seamanship can't be bought. It must be earned. That's why the oceans are still empty—and that's why I live in such ecologically pristine places as Beveridge and Minerva Reefs, Chagos, and the long forgotten isles of lost Indonesia.

How do I do this?

It is simple—but first you have to do something really, really scary. You have to take your blinders off. You have to remove your culture filter and see reality—not the sales pitch. My central premise is dead simple: Money doesn't buy you much and money is expensive.

Money is expensive? Yeah. Money owns you as much as you own it. It is a *huge* hassle. For instance, everyone wants it—and thus attempts to enslave you as a consumer. It is taxed. People who really dislike you attempt to befriend you because of it. It takes a lot of servicing, looking after, and endless counting.

What does money buy? Anything important? Love? Health? Respect?

No.

It buys baubles—and baubles have no lasting value whatsoever.

Money doesn't even buy leisure time! Go down to the nearest mega-yacht marina right now. Fight your way through the LEOs (law enforcement officers) who are protecting the super-rich and ask the maid who is scrubbing the toilets aboard how often 'her owner' actually visits his 100 million dollar vessel.

Not often, statistically. Why? Because the billionaire has to service his money. Ha ha! The poor sap! No wonder it burns his butt that guys like me are having their cake and eating it too!

I believe that you should be able to buy a vessel with an initial cost of, say, the price your average yachtsman in the Lesser Antilles spends on their onboard electronics—and then sail it safely and joyously around the world on far fewer pennies than it would cost the USA to incarcerate you for an equal amount of time.

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Yes, circumnavigators such as me are saving the US taxpayer a bundle!

Of course, said vessel would look and act differently than the modern harbor-hugger in search of a place to thrust its hungry shore-power cord. It would not be a floating ATM purposely set up for easy looting by land sharks. It would not be a vessel set up for consuming stuff—but rather a vessel intended to live in harmony with Mother Ocean.

One of the goofiest things about yachting is this 'speed' thingy. I've never understood it. However, it is a total *given* and a wonderful sales hook to fish dollar bills out of yachting billfolds. It has been repeated so often and so loud and so all-persuasively—that it just is. It is an accepted, commonly held belief that we should make our sailboats go fast.

How stupid is that?

Perhaps making your Lear jet go fast has some logic—but your sailboat?

Let's take a look at your sails—these expensive rags a yachtsman uses to harness the wind. The conventional wisdom is that they need to be relatively new, so that they have the proper shape to harness the wind in an efficient, fast manner. This sounds totally logical—and yet is really goofy (in my humble opinion).

Why do you want to go fast? Why would I want to rush through the very same natural environment that I've worked my entire life to be able to afford to visit? Besides, what is fast?

Two of my dearest friends recently consulted me and purchased a very fast 44ft aluminum French racer. They then spent a small fortune on high-tech sails, expensive sail control systems, and complicated sailing electronics. Being racers, they flew in a crew from the Med. We were going to leave the Galapagos on the same day, but getting all their electronics and plotters and interfaces working took an extra few days. So they worked frantically (and expensively) and shoved off 72 hours after we did.

They raced the whole way—often running at night with their asymmetrical chute to reach up a bit or switching to the symmetrical chute when dead-down was a better VMG choice. Of course, all this high loading had a cost: they collapsed a spinnaker pole during a squall; they severely chafed their mainsail on the spreaders, and one crew member hurt her wrist on the traveler during a heavy-air jibe at midnight.

My wife Carolyn and I poled out our 'one white floppy thing' (jib) on our \$3,000 yacht, took off our clothes, and had fun.

Our vessels arrived in Fatu Hiva within hours of each other after a passage of 3,200 ocean miles. The racers were very happy. They'd beaten us by three days—and mentioned it numerous times. And each time we played along, looked

embarrassed, and said, "Yeah, that new boat of yours is really fast!"

But what I was really thinking was that if I'd have wanted to arrive three days earlier, I'd have *left* three days earlier—and spending 72 hours less at sea translated, in my hedonistic world, to missing at least two wonderful adult exercise sessions—which would be a real shame!

Life is too short not to smell the roses.

The funniest part of this need-for-speed-at-a-snails-pace concept is how much it costs for a Dyneema mainsheet and the lightweight (what's the trade name, Air Head blocks?) sail control systems which accompany it ... all controlled by a skipper who hasn't the foggiest notion where the end of his boom should go within a yard or two!

It's crazy. Most of the time that I—serial circumnavigator that I am—spend adjusting my sails isn't to make my vessel go faster but safer, cheaper, and more comfortably.

Speed isn't safe, cheap, or comfortable. Speed is expensive, dangerous, and uncomfortable. So how in the hell did Madison Avenue convince sailors that the very thing that they're in search of (the tranquility and peace of Mother Ocean) should be rushed through dangerously and uncomfortably at vast expense? Are we yachtsmen really that shallow? That gullible? That easily hoodwinked?

Most modern sailboats are set up to consume stuff because they are owned by people who were born and bred to consume. Fine. That's an option. But you can't put a lot of sea miles on your vessel if you're busy renting 'marine experts' to drill holes in your hull to install stuff that will quickly break and/or go out-of-fickle-fashion soon anyway.

So the reality is that most of the boats with all the bells and whistles are sitting in a marina somewhere waiting for expensive parts to be air-freighted in. Which is fine. We know numerous newbie circumnavigators who aren't having a particularly pleasant experience. They spend all their time at sea worrying about their vessel and all their time at the dock buying stuff for their vessel—and spending \$100,000 a year to do so.

But they tend to sail far less than the modest, basic cruiser with a wind vane, stout rig, dry bilge, open mind, and little else.

The world is my oyster—the sea my classroom.

My boat isn't filled with toys—it is filled with tools. I sail to journey, not to arrive.

And so can anyone—on the pennies Scotsmen throw away. 

EDITOR'S NOTE: *Cap'n Fatty is on his 54th year of living aboard, and is currently at sea heading for Bali via the Torres Straits.*



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SAILING WITH CHARLIE

HELP!

BY JULIAN PUTLEY
GRAPHICS BY HANNAH WELCH

Emergency procedures are not to be taken lightly when venturing out onto the ocean. There are all kinds of devices that can be employed in the event of a serious catastrophe. Charlie commonly teaches the ASA 104 Bareboat course and all these methods must be memorized. In real life, though, you would never use them while cruising the bareboat circuit – at least in the BVI. Why would you deploy a life raft in BVI waters ... sitting there baking in the hot sun awaiting rescue when you could climb into your dinghy and motor ashore. In all cruising areas in the wonderful archipelago of the BVI, you are never more than six miles from land.

Some methods described in the text book are doubtful. Firing off a gun may frighten away would be rescuers. Waving outstretched arms up and down may elicit an equal response, like: "Hey! How you doin'." Lighting a fire on board might get you: "Look, they're havin' a barbie."

The tried and true method of getting help is the VHF radio, Channel 16. Students are told to only call Mayday in the event of potential loss of life situations – and this does not include running aground where you are expected to get off yourself. So, when a dire circumstance arises, transmit on Ch.16 and say 'May Day', three times. Then give the name of your vessel, the nature of the emergency and your location. Your location: 'I'm in the BVI', common 30 years ago, is now expected to be more accurate. Interestingly the three emergency calls, in order of seriousness: May Day, Pan Pan (for serious situations but not impending loss of life) and Securite (for warnings or navigational information) are derived from the French language. May Day comes from *M'aidez* (help me), *Pain Pain* (I've run out of bread) and the other one, self explanatory. But why would the French have the honor of dictating the world's emergency vocabulary. The answer may well be that in maritime history the French required assistance more than



anyone else (the VHF, however, was not common during the Battle of Trafalgar).

Like most safety equipment it is important to read the instructions and, if possible, test the items in question. Flares have expiry dates and these should be checked. Hand-held flares should be pointed downwind of the holder to avoid singed eyebrows. Rocket flares should be fired with a clear trajectory.

Charlie's friend Jonas kept a flare gun handy in his house (guns are illegal in the BVI) to shoot at possible intruders. One day he was fiddling with the cocking mechanism and it went off. It shot into the wall, bounced off, hit a computer screen, bounced off and hit the wood ceiling, ricocheted onto the couch and burnt a four inch diameter hole right through it before damaging an expensive Mexican floor tile. The house filled with smoke and a devastating fire could have resulted. Conclusion: Don't fire a flare gun inside your boat unless it's a life or death situation. In this case an ounce of prevention may not be worth the cure. 

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



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KEEP ON ROLLING

EXTEND THE LIFE OF YOUR FURLING GEAR

BY SIM HOGGARTH

If you have any kind of sailing boat the chances are that you have some sort of furling gear to ease the process of sail handling. Back in the days of hardy hirsute sailors one could argue the pro's and con's of modern furling gear. But nowadays we increasingly find more votes for than against. So much so that almost all of us cruisers have at least the basics; a roller furling headstay. It's no longer a 'nice to have' item, it's on the 'must have' list.

And one day it will need maintenance!

There are many different manufacturers of these wonderful units but in my experience the one we see most often is the Profurl. They're widely available, robust, reliable, simple and competitively priced. There are umpteen variations of the Profurl headsail units depending on age, size and purpose, but they are all basically the same. My most recent project was to overhaul my inner staysail furler, which is a



Extracting stubborn circlips with seizing wire



Nice and clean with new bearing in place

type N31 and probably over 20 years old. It had done pretty well already but I was hoping to extend its life.

First and foremost (after removing the sail) you must make sure the mast is sufficiently supported to allow the removal of the stay. Slacken the turnbuckle on the stay in question. If the turnbuckle isn't easy to access then you may have to slacken the backstay (and any other opposing stays). It's a good idea to mark the position of everything with electrical tape before

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Pressing it back together



Carefully fitting the last circlip

you start this slackening procedure to help when it comes to re-tightening. It's also a good idea to take lots of photos to help check everything is going back in the right place.

Once the stay is loose, in our case the inner forestay, locate the grub screws which secure the aluminium foil extrusion. These are sometimes in, or part of, the drum or sometimes above it. Make sure you use the right size key. Once they are loose the foil will 'float' up and down on the stay a little. Next, unhook the lower support arms and remove the lower pin, the one with the two nyloc nuts. Completely unscrew the lower fork and turnbuckle from the stay. Now the lower unit should slide right off. Remove any sail feeder fittings you may have still in place and the top unit should come off now too. Refit the toggle and turnbuckle and quickly reassemble the forestay so that you can leave everything secure whilst you work on the furler.

The following describes the procedure for the older N31 upper unit but all of the most frequently seen units follow a similar pattern. It's important to be careful not to damage anything as you dismantle the parts; a workbench, vice and the right tools will help.

Starting from the top, pry out the old oil seal, generally an old screwdriver or some kind of hooking tool will pull them out. Clean out any old grease and debris with solvent or degreaser.

Next comes the hard bit; there are two or three circlips, or snaprings, holding everything in place. These need to be removed without causing too much damage to the working surfaces. Despite having various circlip and long reach pliers, this part of the job proved to be the biggest challenge. The first clip eventually surrendered to a pair of modified long reach pliers but the next one just wouldn't budge. I finally managed to tease a length of monel seizing wire through one of the holes and carefully pulled it out with that.

Once all the circlips are removed the inner part of the assembly can be pushed out, either with a big vice or press. Failing that, you might try a hammer, some hardwood blocks and a suitable drift. Next, turn it around and tap out the old bearing going the other way. Use a hammer and long steel punch, and be sure to keep it square in the bore all the way or it will jam up and damage the sides.

Once the unit is in bits it's important to examine closely all of the components and make an assessment of their condition. This will have a big effect on the longevity of your rebuilt unit. First check the condition of the grooves for the circlips. It is often wrongly assumed that the furler takes the load normally taken by the forestay. In the case of these Profurl units that is not the case. However, the upper and lower units do carry the full tension of the genoa luff and



it bears directly on the rotating part of each one. So test fit all your new circlips before reassembly. Next, check the surfaces on the remainder of the inner tube, in particular where the seals will bear. They can become badly scratched when the circlips are removed. Dress them up if necessary.

Reassembly is more or less a reversal of the above but with the following points to note: Fit the new bearing to the outer stationary part first, tapping gently on the outer part of the bearing only and being sure to keep it square and true all the way. Bearings, seals and clips can be purchased over the internet at a fraction of the price of your local 'Profurl' dealer. Just use the numbers stamped into the old bearings. Pack the new bearings with fresh grease, pushing it through with your fingers from one side only until it comes out of the other side. Everything should have a good coating of waterproof grease.

Refit your refurbished parts onto the stay and you'll have extended the life of your furler with minimal cost and effort and have the satisfaction of a job well done. 

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

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WAVE PAVER WINS 2014 BAHAMAS BILLFISH CHAMPIONSHIP

BY CAROL M. BAREUTHER



Smiles from Wave Paver – First Place Overall

Two months. Four tournaments. Twelve days of sports fishing. This is the Bahamas Billfish Championship (BBC), the oldest billfish tournament series in the world. Yet it came down to the final five minutes of fishing for the team aboard *Wave Paver*, Florida-based Jr Davis' 61ft Garlington, to land the big win. In fact, *Wave Paver's* path to the podium was one big crescendo.

"We had a slow start in the first tournament," says Davis.

Wave Paver finished 5th in the first leg Guana Cay Tournament in early May with only one white marlin release. In the second leg, the Green Turtle Cay Championship in late May, the team improved its placing to fourth with the release of one blue and two white marlin. The talent and luck kept building into the third leg, the Treasure Cay Championship in early June, where the release of three blue marlin earned the team a third. The real magic happened in the fourth and final leg in late June at the Marsh Harbour Championship.

"We needed a blue marlin release to get ahead of *Marlin Darlin* for the overall win," Davis explains. "We hooked up with only five minutes left. The release gave us a second place for this tournament and the bonus points that go with it. It was the combination of the two that moved us ahead."

The secret to the *Wave Paver* team's success?

"Getting lucky," Davis answers. "The fishing overall was slow in the Bahamas this year, so we really had to work on grinding it out to get the bites. The other advantage was fishing in all four series tournaments, that's what helped to give us our points."

The *Wave Paver* team collectively released six blue marlin, three white marlin and two sailfish over the series. Davis' personal catch for over half of the points earned him Top Angler. Davis has fished the BBC every year since 2006 and his team finished second overall in 2011. *Wave Paver's* crew, Capt. Russell Sinclair and mates Jerry Owens and Ryan House, received the Top Captain and Top Mate trophies.

Bob Jacobsen's team aboard his *Marlin Darlin*, finished second, while Frank Rodriguez' *Fa La Me* ended third overall.

All catches in the BBC are validated using time and date stamped digital images. Affidavits, signed by all participants on each team, further confirmed that the fish was released in accordance with International Game Fishing Association and BBC rules.

"This year's series had some exciting moments right up to the end!" says new BBC president Jennifer Dudas. "We also had a new location – Green Turtle Cay. The anglers that fished were pleased with the marinas, the service and the food there. The dredging they did enabled our boats to get into the harbor with no depth problems at all. I was very pleased with how it went my first year 'at the helm' and everyone is looking forward to next year."

A total of 48 blue marlin, 23 white marlin and 14 sailfish were released during the BBC series.

For full results, visit: www.bahamasbillfish.com



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



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MAGIC V WINS 19TH ANNUAL CAICOS CLASSIC IGFA BILLFISH RELEASE TOURNAMENT

BY CAROL M. BAREUTHER

Teamwork earned the anglers and crew aboard *Magic V* the Top Boat prize in the 19th Annual Caicos Classic IGFA Billfish Release Tournament. The event was hosted out of Blue Haven Marina and Resort, an Island Global Yachting (IGY) destination, in Providenciales, Turks and Caicos Islands (TCI), July 3rd-7th 2014.

"It's really important to work as a team when billfishing," says Dieter Decker, a part-time TCI resident and owner/angler of the winning 38ft Boston Whaler. "We've been together almost four years and it's the second year for us fishing this tournament."

Over 30 fisherman on six boats got off to a slow start with no recorded billfish releases on day one.

"We went 20 to 25 miles offshore where we had two bites for the day," explains Decker. "They both pulled the hook. Two to three other anglers hooked up but no one was able to secure a release."

The tide of luck changed for *Magic V* on day two. After heading to the same fishing spot and getting hopes up on a nibble, angler Denardi Belliard released an estimated 300 to 350lb blue marlin after an hour-long fight. No other billfish released by the tournament fleet meant *Magic V* jumped into the lead.

The gamefish and billfish bite picked up on the third and final day of fishing. *Maid in Whales*, while not seeing any billfish, secured the Largest Tuna prize with a 36.5lb yellowfin. *Magic V* hooked up a tuna too that was soon eaten by a 15ft shark that required the crew cut the line. Meanwhile

Amos Luker, angler aboard the 27ft Stapleton, *After 5*, later released his team's first blue marlin after a long battle. With no other marlin caught by lines out, it was *Magic V* that ultimately won based on time.

"We fish for fun more than the competition," says Decker. "But when we enter a tournament, we go in to win!"

Magic V's triumph earned them entry into the Offshore World Championship to be held in 2015 in Costa Rica. In addition, the Caicos Classic boasted over \$13,000 in prizes donated by local businesses to help raise funds for The Edward C Gartland Youth Centre and The Billfish Foundation.

New this year, the tournament committee eliminated the use of human observers in favor of the increasingly popular use of video or photos to capture releases. To ensure fish were caught on the day in question, different colored armband/flag combinations were assigned to each boat. The fish, as well as the team's colored band or flag for the day were to be captured on camera with either the bimini at the rod-tip or the mate with a hand on the leader, signifying an official release. Footage was reviewed by the committee at the end of each fishing day.

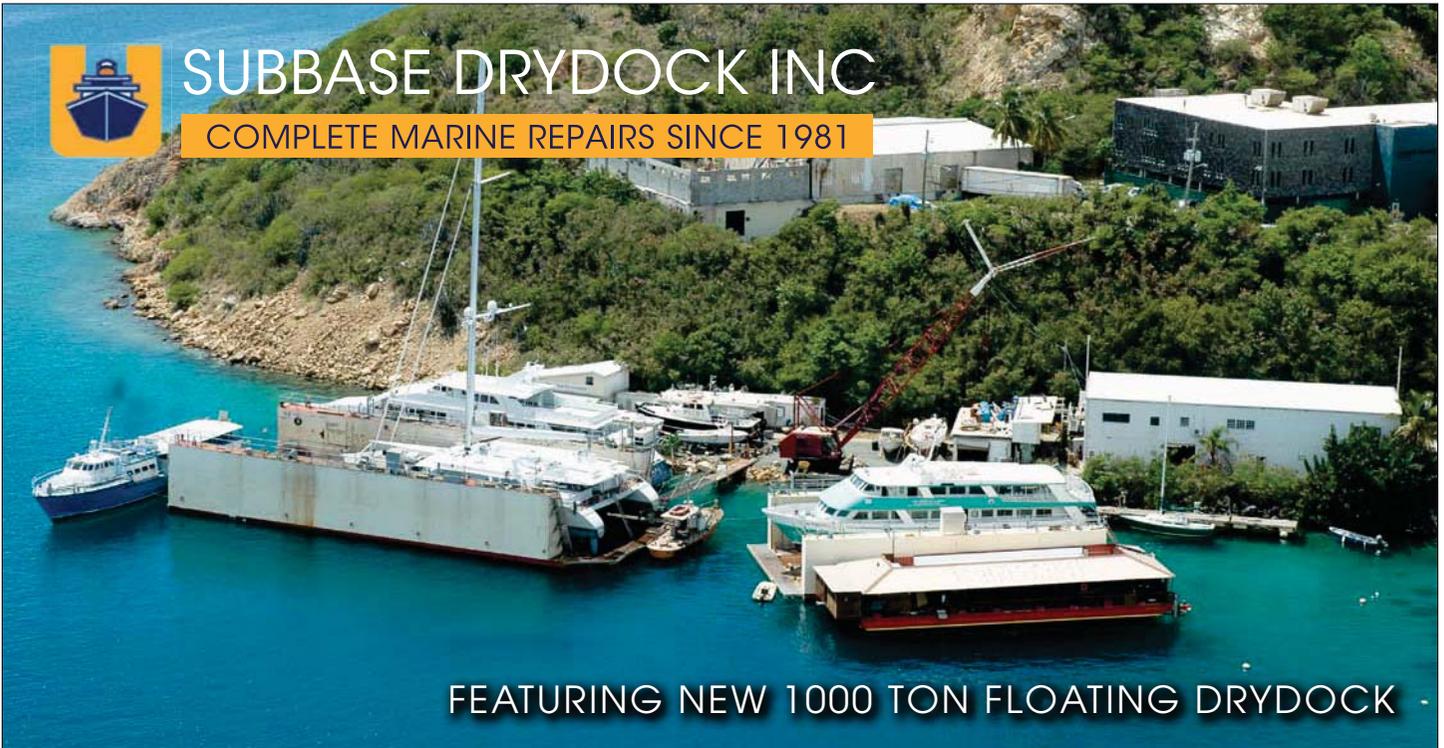
"Overall the bite was very slow, compared to previous years," says Caicos Classic committee member Art Pickering. "I have my hopes up for a better bite next year ... but that's fishing!"

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



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JULY OPEN BILLFISH TOURNAMENT

INDIGO TOP BOAT, CASCA DURA'S ABUD TOP ANGLER



A blue marlin release within minutes of lines out earned the team aboard *Indigo*, a 61ft Buddy Davis that is part of the local Ocean Surfari Charter fleet, the Top Boat in the 51st July Open Billfish Tournament (JOBT), hosted July 9th to 11th by the Virgin Islands Game Fishing Club. The *Indigo* team released three blue and one white marlin during the three day tournament.

Indigo started the final day in the lead. A fish came up on the right short, then left long rigger but never bit. Then, a few hours later, a call came over the radio that angler's Gabriel Abud and Oscar Faris aboard *Casca Dura*, a Brazilian-based 80ft Merritt, released a double header white marlin. This gave *Casca Dura* the lead by 300 points.

"We needed a blue marlin and the 500 points for its release to regain the lead," says *Indigo*'s Capt. Kevin Haddox. "A white marlin wouldn't do, because that would have tied us on points, but *Casca Dura* would have won because they scored their points first."

Then, with a little more than an hour left in the tournament, *Indigo* angler Steve Shockley, from Colorado, hooked up a 300 to 400lb blue on the same Grander Custom Tackle-brand handmade lure on which he caught his first blue of the tournament three days prior. Twenty minutes later, Shockley released the fish, the second blue marlin of his fishing career, to earn *Indigo* its Top Boat honors.

Casca Dura finished Second Top Boat. However, Abud earned Top Angler and had his name engraved on the prestigious Capt. Johnny Harms 'Give Him Line' perpetual trophy, by being the angler to first release two blues and a white.

"My fish came up on the right teaser and Oscars came up

on the left long one. It was one right after the other," says Abud. "We both released our fish at about the same time."

Abud's white marlin release, combined with his two blue marlin releases the day before, tallied to his trophy-winning success.

The team aboard *Mixed Bag II*, a Luhrs 40 Open Express chartered by Capt. Robert Richards out of the Westin, St. John, earned Third Best Boat with the cumulative release of two blue and one white marlin caught by James 'Mac' MacNeil. Captain Richards' seven-year-old son Robbie was one of the registered anglers.

Finally, 17-year-old Tristan Lambert, of Hillsboro Beach Inlet, Florida, angling aboard his father's 80ft Merritt, *Reel Tight*, released two blue marlin on the last day of fishing to land the Top Junior Angler trophy. Lambert caught and released both his blues on 50lb test line on stand-up gear rather than sitting in a fighting chair, definitely a talent.

Winners received exquisite hand-carved marlin head trophies by famous marine wildlife artist David A. Wirth.

The eight-boat fleet released a total of 16 marlin, 12 blue and four white.

Members of the International Game Fish Tournament Observers rode aboard each boat throughout the tournament to verify the releases.

Proceeds from the tournament benefit the Boys & Girls Club of the Virgin Islands.

For more information, visit: www.vigfc.com



Report by Carol M. Bareuther

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THE NEED FOR YET ANOTHER BOAT!

BY TODD DUFF



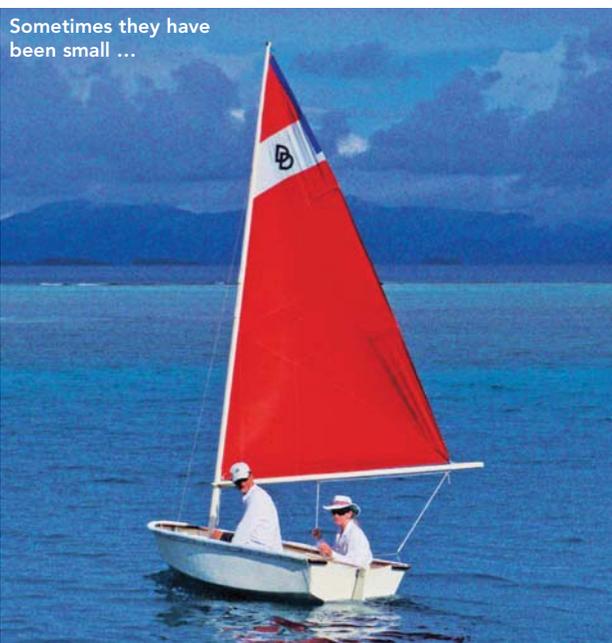
Sometimes the boats have been large ...

I've had an intimate relationship with all the boats I've owned. Some of the shorter ownerships were more like dating. I've dated a lot of boats. OK, I admit it, I suffer from boat infidelity. In fact, I've never met anyone worse off than me when it comes to being a fickle boat owner. How do I know this? Well, I've owned 50 sailboats!

It now seems hard to believe and while thinking about it I realized that I had trouble remembering them all, so one day I sat down and wrote a list. I can't even remember all their names, which is bad ... kind of like a rock star trying to remember all the women with whom he's slept, but I certainly recall some of the most memorable.

After a succession of sailing dinghies and daysailers, my first cruising boat was an old woodie that leaked so badly that she needed to hang in the slings with gas driven pumps running all weekend each spring before she would float on her own.

There was the Luders cold-molded sloop, which I bought cheap when the previous owner's electric sander went



Sometimes they have been small ...

through the hull while he was using it, leaving a three foot hole. I can fix that, I thought. And I did.

Before I knew any better and still lived in the frozen north (called the Midwest), I owned a little trailerable Balboa 20. She was my first plastic boat and I wasn't impressed. Beating through Lake Michigan's 'Death Door Passage' one cold and blustery day, with the bottom flexing half-a-foot as we fell off each wave, made me want something bigger and sturdier.

Next, I bought a Rhodes 28 that was half full of water and had a spongy deck. It was simple to fix and I had some great sailing on her, but I decided it was time to do some real cruising and felt the need for something bigger.

Along came a Morgan Out Island 33. Not the prettiest boat but nearly new and my mate at the time said it was the smallest boat she could live on. It was also the biggest one I could afford, so that was convenient and on that boat I finally made my escape from the land of ice and snow.

In Florida I fell in love with a little Mariner 31. Never mind that it had no engine or fuel tank and needed an entirely new deck. A few months of hard work and that boat brought us back north to Annapolis where two of my children were born.

I now had a succession of boat dates: sailing dinghies, daysailers, small and large cruising boats; none of which I really bonded with.

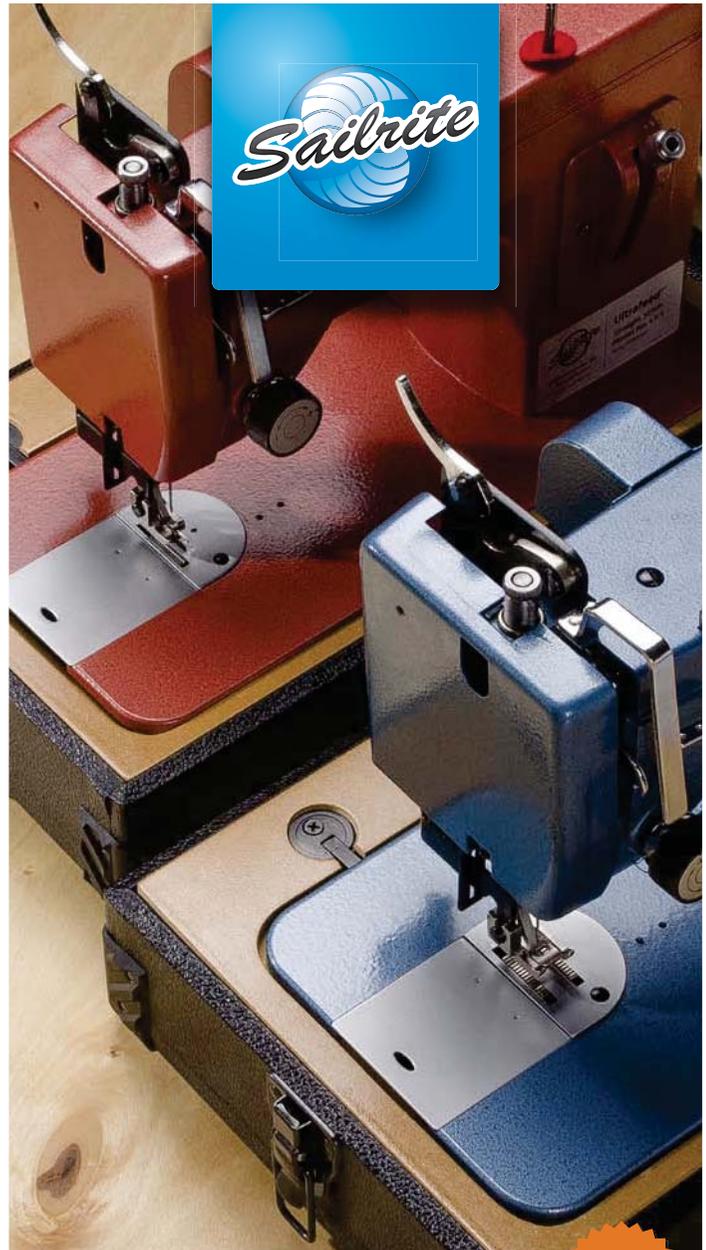
Now with a tiny baby, we somehow ended up with a bank repo Roberts 45 ketch that caused my mate to cry when she spent her first day alone aboard but, after two years of hard work, became quite valuable. I realized though that it would be years before I could afford to go cruising on it, so I sold it.

There was a Westsail 32 that we finished from a nearly bare hull and on which another child was born. Once again we sailed away from the cold and cruised to 19 countries with my troupe of little kids aboard. Returning from that trip, I sold the Westsail, which later went on to round Cape Horn and win one of the Bermuda races in her class.

I now had a succession of boat dates: sailing dinghies, daysailers, small and large cruising boats; none of which I really bonded with.

Then along came a Colin Archer Ketch. I bought her as a derelict in an industrial boatyard near Baltimore with vines growing over the rotting deck and bees living in the bowsprit. She was beautiful! I rebuilt her, sailed her to nine more countries and sold when it was time to go back to work.

A succession of interesting but 'not quite right' boats followed including a Wauquiez 43 (I have a fear of heights),



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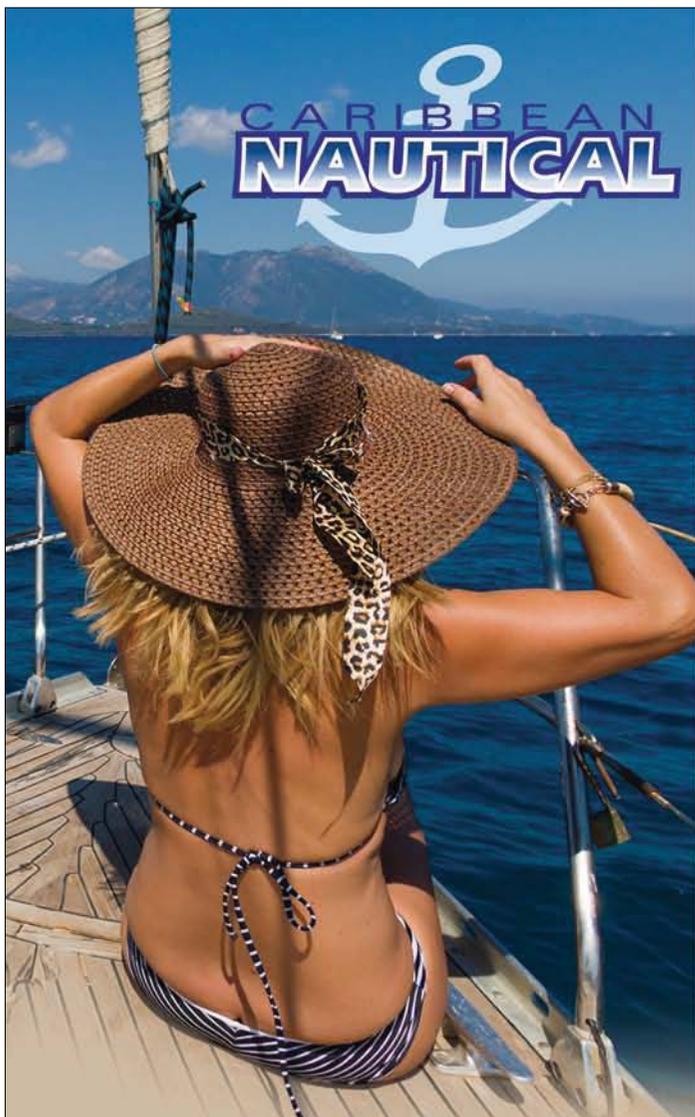
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And sometimes they have been in between ...



a couple of Morgans; a 416 and 46, both of which I owned at the same time, keeping one in Florida and the other on Chesapeake Bay. Then there was a Downeaster 45 schooner that brought me back to the Caribbean, and which I have missed ever since. She was followed by a fabulous 58ft schooner named *Kai Kanani*. I sold her to downsize ahead of a world cruise but after buying and outfitting a Corbin 39, along came an English woman with four kids who wanted to go cruising too, so I sold that boat and bought a 64ft steel brigantine with room for all the children. We sailed the brigantine to 11 countries in the Caribbean and the Pacific, but eventually the lady left and took my crew with her.

Finally I meet a real sailor lady. By then, all the kids were grown and had jumped ship, so I sold the brigantine and bought a Westsail 42, however, my new lady just never bonded with it and it was sold. Now we are on the lookout for yet another boat for still MORE cruising ...

I should probably seek help. I realize that. But I've had a blast playing with all those boats. I guess you could call me a 'sailboat playboy'. Looking back, I know all my boats had their good and bad points. Some I wish I had never sold, others I wish I had never seen. I also know that there is no perfect boat but that I will probably keep on searching for it anyway 'til the day I die.



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MEMORIES OF HURRICANE HUGO – 25 YEARS ON

BY JULIAN PUTLEY



Starry Night before hurricane Hugo

As a yachtsman there are some things you never forget: The day you buy your boat; the day you sell your boat; the most idyllic landfall; the quickest passage and the most terrifying experience. For many Caribbean sailors the latter would be living through Hurricane Hugo.

On September 17th 1989 one of the most intense hurricanes for decades was building in the Atlantic Ocean and heading towards the Virgin Islands. I was in the last stages of installing a new exhaust system on my boat *Starry Night*, a Tayana 37, tied up at Village Cay Marina in Road Town, Tortola. My girlfriend Monique kept reminding me it was time to leave and find a safe anchorage. Because of the lateness of our departure, we surmised that possible anchorages on Peter Island and Norman Island would be crowded but that Francis Bay on St John would be a good choice. By late afternoon we were passing Leinster Bay; the squalls from the outer bands were already coming at decreasing intervals. I

nosed into the bay to have a look; there was a good spot in the southeast corner in about 10ft. We decided to grab it. We got four anchors down; two on each of two rodes in the shape of a Y. The rodes were well protected with rubber hoses at chafing points and were bitter ended at the mast. All sails were stowed below; the hank-on jib and stay-sail were easy. The dinghy with outboard I tied fore and aft along the port quarter in case we had to abandon the boat. Night was falling, the squalls and wind were increasing and we looked forward to a miserable night

The local radio station in Tortola was audible; however, protected by high hills on three sides, we could receive nothing on the VHF. The wind and driving rain increased and around midnight the boat was getting slammed badly. It would slew to one side with gunwales in the water, take up and then slew to the other side. When the boat was knocked down on her starboard beam ends the dinghy was blown upside down into the cockpit and gas started leaking

out. The first time it happened I came up from below and threw it back in the water. The second time, I decided to tie it off the stern but after only minutes the painter was torn from the bow and it disappeared, cart-wheeling into the spume. During the early hours of the morning the shrieking wind was terrifying. Monique sat on the loo praying. (In a perceived evil in her life she prayed that if she was allowed to survive she would quit smoking – we survived, of course, and she hasn't smoked since). At one stage I heard an ominous clunk from the bow and crawled up there to take a look. A stainless steel cleat that held one of the anchor rode had snapped off but luckily it jammed inside the bulwark. This slightly lengthened the rode, which fortunately altered a chafing point on the bobstay. I lengthened the rode on the other side too and crawled back to the cockpit and below. Monique had managed to make some hot tea. By this time the wind appeared to be shifting more southerly and we were well protected from this quarter – but still the shrieking winds continued. By about 6am dawn began to brighten the sky and we were able to see some of the damage. Several boats had parted from their ground tackle and fetched up on the southern shore – they all appeared to be abandoned. By mid morning we heard on the radio that the storm was off the eastern end of Puerto Rico and this was confirmed by the wind direction, which was now tending south-southwest.

At some stage during the night I had managed to get a piece of rigging wire jammed into my finger and it was

becoming swollen and infected. We found our dinghy up in the bushes; it was torn to shreds, the outboard ruined. We managed to get it floating and, with a salvaged paddle, brought it back to the boat. By afternoon the wind had subsided sufficiently to get underway; I needed some antibiotics for my hand so we decided to make for Cruz Bay, St John where there was a clinic. It was closed so we tried Red Hook on St Thomas and there we saw the terrible destruction and devastation. Yachts were piled on top of each other on the beach at Muller Bay, many were sunk; one 40-footer had been flung onto the patio of a restaurant above the ferry dock. Hugo was a wake-up call. So many had underestimated the storm, made bad decisions on where to anchor and were unprepared. For our part we thanked our lucky stars because it was largely luck that had steered us to a safe anchorage.

Lessons Learned:

If a hurricane is forecast to travel from east to west (most do) and south of your position you need protection from the northeast, east, southeast and south. If the storm is forecast to travel north of your position you need protection from the north, northwest, west and southwest.

The name Hugo will never be given to a hurricane again. ☹

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

HUGO AFTERMATH



Hurricane Hugo's sustained winds of 160mph made it briefly a category 5 hurricane on the Saffir Simpson scale, a catastrophic storm, as it approached the Lesser Antilles. It then maintained a category 4 status as it traversed south of the BVI. It made landfall on St Croix and Vieques, and the eye wall came close to Culebra causing devastation and the wrecking or sinking of over a hundred yachts in the anchorage of Ensenada Honda. Yachts that remained in Red Hook, St Thomas also suffered similarly. Both anchorages are exposed to the southeast with a long fetch.

CARIBBEAN BOATYARD UPDATE

BY CAROL M. BAREUTHER



Puerto Del Rey,
Puerto Rico

Fall is the time many Caribbean boaters put their yacht on the hard to get work done in the yard. Here is an update on what's new in yards in the Caribbean.

JAMAICA

"Jamaica Customs is now stationed at the boatyard for your convenience, to assist with the importing of duty free items," says Paul Dadd, general manager of the **Errol Flynn Marina & Boatyard**. Located directly across from the marina on the Northeast side of West Harbor in Port Antonio, the yard also has a 100-ton Travelift and offers many services. In addition, Dadd adds, "The boatyard stores approximately 16,500 gallons of diesel with high and low connections (45 and 11 gallons per minute, respectively) and 4500 gallons of gasoline. Pumps are located on one of our finger piers and fuel is available seven days a week, 9:00 to 5:00pm. www.errolflynnmarina.com

PUERTO RICO

"We cleaned out the entire area, began the process of removing abandoned boats and are now investing \$100,000 in the construction of 1,100 feet of additional tie down structures to securely accommodate monohulls and multihulls during the hurricane season, says Carolina Corral, associate at Putnam Bridge Funding, owners of the **Puerto del Rey Marina**, in Fajardo. "Additionally, the boatyard facilities are undergoing an estimated \$1.5 million remodel to improve the layout and take full advantage of the space. There will be additional parking as well as areas for new contractors and dealers." www.puertodelrey.com

DOMINICAN REPUBLIC

"**IBC Shipyard** became the exclusive dealer and service provider in the Dominican Republic for the following

renowned nautical brands: Lopolights, OceanLED, Seakeeper Stabilizers and Volvo," says Yollmary Genao. IBC Shipyard is a full-service facility located at the Casa de Campo Marina. www.ibinautica.net

BRITISH VIRGIN ISLANDS

Nanny Cay Resort & Marina, in Tortola, has introduced a quartet of new improvements. The island's first SaniSailor marine pump-out system was installed in November. Sol fuel dispensers were upgraded a month later to include two diesel and one gasoline dispenser, each with a 100ft hose. In May, Nanny Cay became an Automatic Identification System (AIS) station, which can help to better control sea-going traffic. In June, the company added a new Encyclon Inc. filtration system; this adds another level of water filtration for all of the boats hauled and pressured-washed annually. Nannycay.com

ST. MAARTEN

"Best Boat Yard Services and Maintec each opened a new shop in August 2014," says Sappho Spronk, at the **St. Maarten Shipyard**, NV, located in Simpson Bay off the Airport Road. "This will help contribute to Shipyard being an all-round fully operational yard for all current and prospective vessels/clients." Best Boat Yard Services offerings include marine engineering, machining and fabrication, welding, vessel painting, electrical and communication systems and more. Maintec is a premier woodworking and fiberglass company. www.stmaartenshipyard.com

Island Water World Marina & Boatyard, in Simpson Bay Lagoon, now has two working docks. Boats up to 26ft can be



Sint Maarten Shipyard



Island Water World, St. Maarten

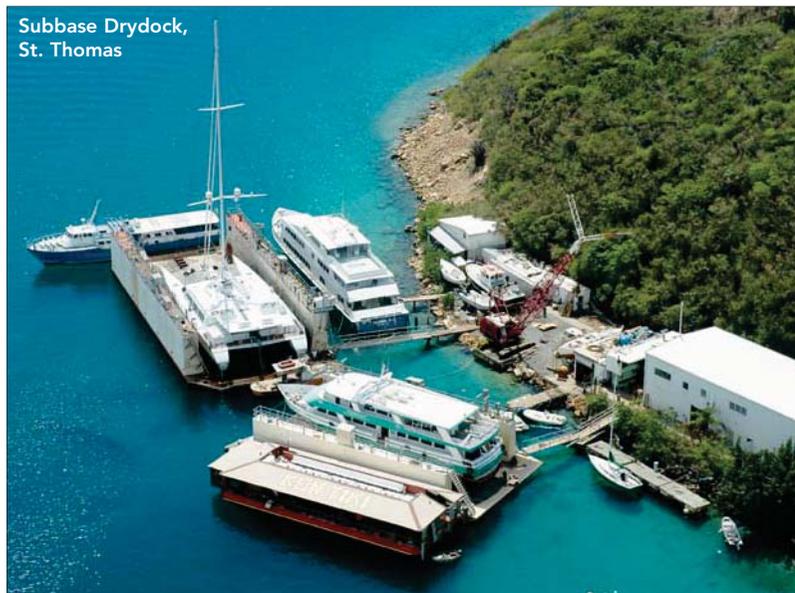
hailed, with most repairs on engines or boats undertaken by the company or project managed utilizing first class sub-contractors. www.islandwaterworld.com

ST. KITTS

Customs is now based on the premises at **St. Kitts Marine Works**, at Sandy Point. "Our office and office staff are set up," says manager, Capt. Bruce Berry. "We also have installed 3-phase power on the compound. The 24-acre yard operates a 164 ton travel lift, do-it-yourself repair facilities and secure boat storage. www.skmw.net

DOMINICA

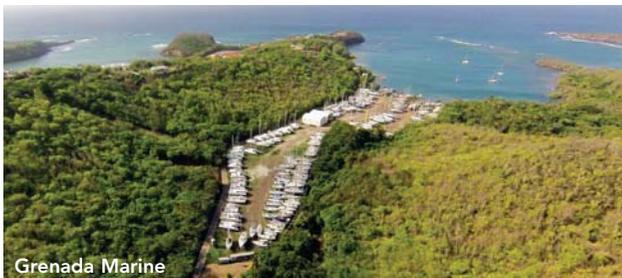
"In the near future, we plan to have a full service dock yard with travel lift of up to 45 tons. The boatyard will have all the



Subbase Drydock, St. Thomas

U.S. VIRGIN ISLANDS

"We are currently constructing an extension on our large drydock," says Gene Kral, Sr., owner of **Subbase Drydock** in St. Thomas. "When complete, we will be able to haul vessels up to 200ft long and weighing up to 1200 tons. The cost of the extension is estimated at \$1,000,000." The company offers a full-service machine shop and welding facility. "We are also able to offer some on-site welding for vessels in Crown Bay Marina and Yacht Haven Grande," Kral adds. www.subbasedrydock.com



Grenada Marine



Spice Island Marine, Grenada

GRENADA

"As a part of modernizing our operations, we recently implemented a new computerized application for handling the administration and work management activities of the Boatyard. We have also begun to build our Project Management office to serve our clients better," says Jason Fletcher, owner of **Grenada Marine**, located in St. David with an outpost office on J Dock at Camper Nicholson's Port Louis Marina in St. Georges. grenadamarine.com

Spice Island Marine Services, in Prickly Bay, now has a technician onboard who can diagnose and repair electronics such as SC Systems, SSB Radio, PLCs, VHF radios and radar instruments. spiceislandmarine.com

skilled workmanship one would expect in any professional yard," says Hubert Winston, at the **Dominica Marine Center**, in Roseau. Currently, the Center has a power vessel dockyard in the Roseau area that handles only boats on trailers. www.dominicamarinecenter.com

ST. LUCIA

New facilities at the **IGY Rodney Bay Marina Boatyard** are a bar and restaurant and an on-site chandlery and paint shed offering Hempel anti-fouling paints and primers, pressure washing, wholesale lubricants and more. New services include high-speed fuel pump with low sulfur diesel and sand blasting services. New amenities include container storage for all your detachable items. "The improvements to our full-service boatyard have been made to provide an even greater range of service offerings," says operations manager Sean Devaux. www.igy-rodneybay.com

CARRIACOU

"We are now an official Port of Entry with on-site Customs and Immigration office," says Trevor Stanislaus, general manager of **Carriacou Marina, Ltd.**, in Tyrrel Bay. "We also have an Island Water World chandlery on-site, a new fuel dock with duty-free gasoline and diesel, a new engineering/mechanical shop and upgraded docks with new electrical terminals. The yard has a 50-ton Marine Travelift and offers a full range of services. www.carriacoumarine.com

BONAIRE

"Lots of things are new like on-site manufacturing of Flexiteek synthetic decking, soft sand/water blasting, and services such as Copperboat, Selden Mast, Liros Ropes and

Doyle Sail," says Lennart 'Lelle' Davidsson at **El Navegante NV**, now located at Kaya Rotterdam. www.navbon.com

CURAÇAO

Curaçao Marine put its 60-ton Roodberg slipway trailer into operation at the beginning of the year. The addition of a 'social area' underneath a tropical palapa was completed in late summer. "Soon we will install a washing and drying unit on the premises for our guests," says owner, Pierre Verbiesen. www.curacaomarine.com



ARUBA

Dredging at the entrance channel to **Varadero Aruba Marina & Boatyard**, in Oranjestad, to eight-feet now allows bigger boats. "Since January, we can accommodate 300-plus boats on land," says owner, Alex Mansur. varaderoaruba.com

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



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BY CAROL M. BAREUTHER
PHOTOGRAPHY BY DEAN BARNES

A market trip on any Caribbean island reveals an array of knobby dirt-covered roots. These are some of the most popular starchy vegetables or 'provisions' in the Caribbean, the stuff that sustained in times gone by when sun and draught caused widespread failure of lush crops. These roots, plus a variety of other vegetables popular to the region, are plentiful on local plates.

Breadfruit

This volleyball-size veggie, with its patterned light green skin and white starchy flesh, was introduced to the Caribbean in the 18th century by the infamous Capt. Bligh. Peel and cook like a potato: boil and mash, roast, pan-fry like hash browns, fry into chips or make a sweet breadfruit pudding. One-cup contains 227 calories, plus an adult's daily requirement for vitamin C. Breadfruit is rich in B-vitamins, potassium and dietary fiber.

Cassava

Known also as yucca and manioc, this six to 12-inch brown-skinned root boasts a bright white firm flesh. There are two types, sweet and bitter, and they look the same so ask when

buying. Sweet cassava can be boiled and eaten like a potato or cut up and added to soups and stews. The bitter type has a high amount of *poisonous cyanide*, so it has to be processed into something like cassava meal before consumption. A 1 cup (1/2 of a medium-sized root) serving provides 330 calories, plus B-vitamins, vitamin C and potassium.

Chayote

Think squash when considering how to cook this pear-shaped light-green veggie that also goes by the name christophine, cho-cho and mirliton. Its crisp bland flavor is a perfect backdrop for spicy ingredients like a casserole topped with sharp cheddar, halved and filled with a peppery beef mixture, or chopped up and added to a garlicky chicken soup. One whole veggie has only 39 calories, plus a number of nutrients like vitamin C, folate, zinc, copper and manganese.

Dasheen

Also called eddoe and taro, this big gnarly brown root with creamy white flesh has a flavour best described as a cross between a russet potato and Jerusalem artichoke. Cook it



Casava



Chayote



Dasheen



Green Caribbean Avocados



Tania

well before eating to drive off the calcium oxalate crystals that can irritate the lips, throat and stomach lining. Boil and serve with fish or stewed saltfish, add to hearty soups and stews, escallop like potatoes, or boil, then stir-fry with red peppers and green herbs as a side dish. Each 1-cup serving provides 116 calories, and nearly 1/5 of an adult's daily recommended dietary fiber.

Green-Skin Avocado

Compared to the smaller, blacker, Hass variety, the Caribbean avocado is larger with a light green shiny skin with up to 30% less fat and calories on a slice per slice basis. The higher water content in the Caribbean fruit makes it milder in taste. Slice and add uncooked to salads and sandwiches, make guacamole, or cut in half, remove the pit and stuff either with a hot spicy meat or cool seafood salad filling. A 1-ounce slice serves up 34 calories. It's also a fair source of vitamin E.

Leafy Greens

These range from familiar spinach, collard and mustard greens to strange-named greens like papalolo, whitley Mary,

pusley, bata-bata and bower, to the greens that grow atop root vegetables like dasheen. Many are used to make a green soupy stew called kallaloo or callaloo. Boil, steam or sauté, or stir-fry with olive oil, crushed garlic and a dash of black pepper. Leafy greens average 10 to 15 calories per 1-cup fresh. They are super healthy and rich in vitamins A, C and K, plus dietary fiber.

Hot Peppers

Scotch Bonnets, golf-ball sized peppers that range in yellow, orange and red colors, are hot, hot, hot and what puts the fire in jerk seasoning. They can substitute for serrano, jalapenos and habaneros in recipes. Use to make hot sauce, cook with fish, spike stews, mix in meatloaf and add to stir-fries, peas and rice and curried dishes. Each pepper provides 18 calories, plus over 100% of an adult's daily vitamin C requirement.

Plantain

They may look like an oversized banana, but don't eat them raw. Plantains need to be cooked. Cook by boiling, baking

Tropical Vegetables



or frying when unripe and green skinned and serve as a side dish with meats, poultry and fish or added to soups and stews. Mofongo is made of cooked green plantains mashed with garlic, olive oil and pork rinds. Ripe plantains are sweet. Tostones are twice-fried green plantains. The blacker the skin the better for slicing and baking in the oven with cinnamon sugar and served with ice cream. One medium-sized plantain has 218 calories. It's rich in vitamins A and C and potassium.

Pumpkin

Similar in flavor to butternut and Hubbard variety winter squash, the West Indian pumpkin or calabaza is basketball sized with a green and tan striped exterior and neon orange flesh. Slice and bake in the oven with butter and cinnamon sugar, boil and puree to add creaminess to beef or poultry soups, or cut in bite-sized chunks and cook with seasonings such as onion, garlic and bell pepper in steamed long-grain

white rice. One-cup of cubes contains nearly twice the daily requirement for vitamin A with only 30 calories.

Tannia

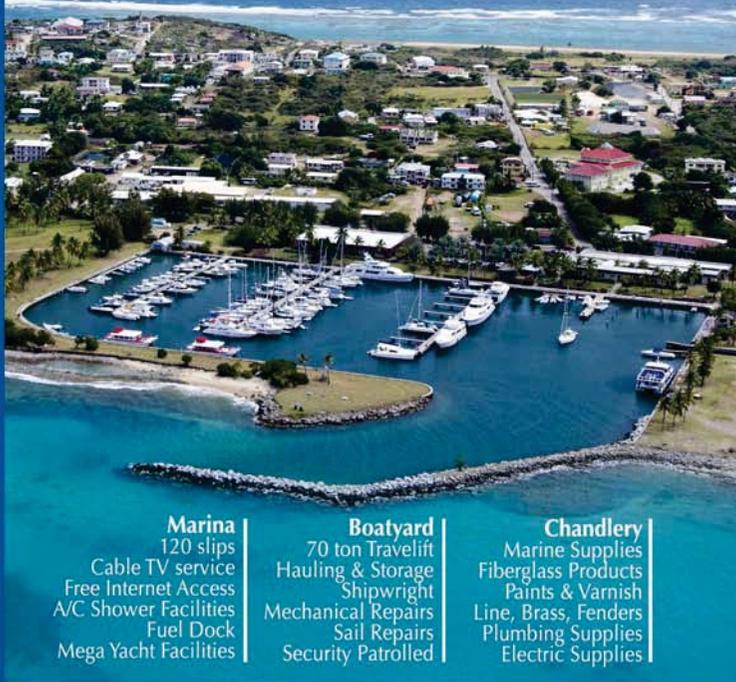
This popular 'ground provision', also called malanga or yautia, is a rough brown-skinned root with a whitish-pink nutty-tasting flesh that is best boiled and mashed. Season with salt and pepper, garlic and fresh chives. Add butter and Parmesan cheese. Shred the uncooked peeled flesh, mixed with chopped scallions, season with salt and pepper and, using a tablespoon, drop in a hot skillet to make fritters. There are 298 calories in an average root. It's full of vitamin C, B-vitamins and minerals like magnesium, zinc and iron.

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



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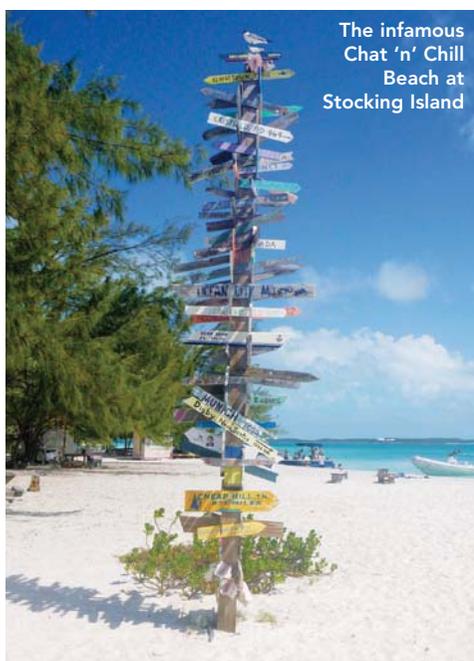
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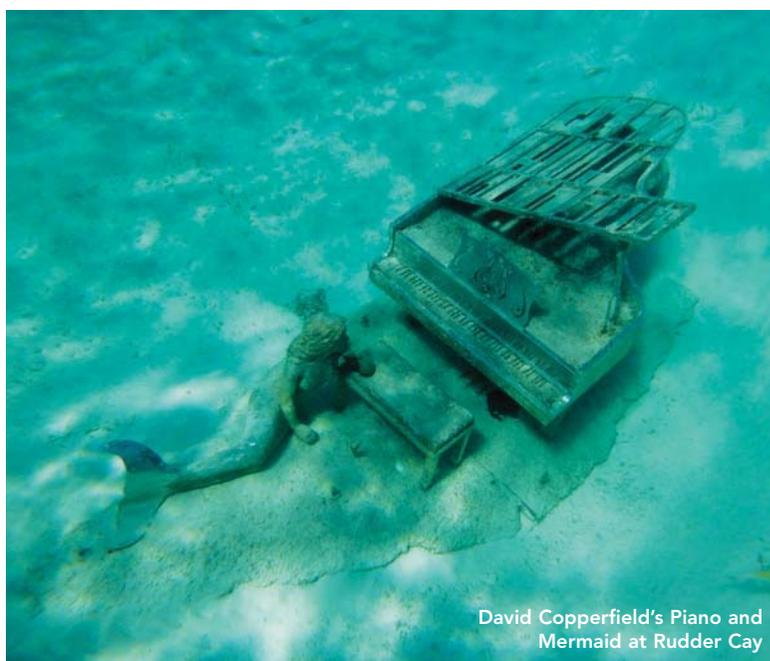
STORY AND PHOTOGRAPHY BY ROSIE BURR



North anchorage at Warderick Wells



The infamous
Chat 'n' Chill
Beach at
Stocking Island



David Copperfield's Piano and
Mermaid at Rudder Cay

The Exuma Cays in the central Bahamas are some of the most beautiful islands you will come across. Not only are their beaches and anchorages picture-perfect but their people are friendly and welcoming. There are over 360 cays and islets that make up this chain covering over 100 miles of boundless blue sea. The islands are low-lying and made up of limestone and not volcanic lava as you might imagine. You will find soft white sand beaches; tall shady palm trees and lofty century plants growing amongst shrubs and cacti. Many plants and trees thrive despite only a thin soil over the limestone rock. But

it's the water stretching for miles in its sublime aquamarines and shades of pastel blues that evoke feelings of awe.

In an effort to protect some of this pristine beauty the Exumas Land and Sea Park was established. Set up to protect the diverse and rich marine life under the water as well as the endangered species above, the park is preserving the environment so future generations can enjoy it. The park encompasses 176 square miles; it covers a section of the Exumas that starts at Wax Cay Cut and runs 22-miles south to Conch Cut. Within the park boundaries a set of rules and regulations are in place to look after and protect the area.



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These islands have a lot to offer the cruising sailor. On the windward side of the Exuma cays is Exuma Sound, a deep and wide body of water between Eleuthera and Cat Island. Here the seas can build up and caution should be taken when navigating the cuts between the islands. On the west side of the islands are the shallow banks and the generally more protected waters. Each Island has its own flavour and points of interest.

George Town, in Great Exuma, is the southernmost gathering point for many cruisers. Daily activities take place at Chat 'n' Chill or Volley Ball Beach on Stocking Island. Paths have been cut across the narrow strip of land to the more rugged beaches on the windward side. Boats anchor in the popular Elizabeth Harbour off Hamburger Beach, Volley Ball Beach, Sand Dollar Beach on Stocking Island or off George Town on Great Exuma.

Your draft dictates which islands you get to see on your way north and whether you take the inside or outside route. Perhaps you want to stop at a private island like Musha Cay, belonging to the famous illusionist David Copperfield, and find the underwater sculpture of a mermaid and full sized piano created for him by well-known sculptor Jason de Caires Taylor. Or explore the caves and snorkel the colourful coral heads off Rudder Cay. If you want to visit a local community in action, undeveloped by major tourism, then don't miss Black Point on Great Guana Cay or Little Farmers Cay. Sample the local bread, try the local bars, visit the drift-



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Exumas Land and Sea Park



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wood garden or do your laundry and catch up on Emails via wifi. If you fancy something a little more unusual then try the swimming pigs at Big Majors Spot or snorkel the underwater caves at Thunderball Grotto – the film site for not one but two James Bond films. Go at slack water and make sure you swim the vibrant coral around the outside of the grotto, too. Warderick Wells is the headquarters for the Exumas Land and Sea Park. If it's natural beauty you want, the popular north mooring field is a palette of unsurpassed blues. Ashore, you can check out the skeleton of a 53ft sperm whale at Power Beach or look for the native hutia – a rodent-like animal. You can explore the myriad of trails that crisscross the island perhaps taking the Boo Boo trail to Boo Boo Hill on the eastern side where you pass a blowhole, or leave your boat name on a piece of driftwood at the top of Boo Boo Hill. At Allans Cay, you can mingle on the beach with the indigenous Rock Iguana. And if none

of this satisfies and you simply want a stunning secluded beach where the sea gently laps the rippled shoreline, then Shroud Cay or Hawksbill Cay are spectacular.

Because the islands are made of limestone, the shorelines have been eroded by the elements leaving caves and blowholes which make for interesting exploration throughout the islands. There are miles of powdery beaches slipping into crystal-clear water waiting to be discovered and excellent snorkelling or diving opportunities at every corner. Sailing around the Exuma islands rivals some of the best in the world, so don't leave it too long before you visit this stunning archipelago. 

Rosie and her husband Sim Hoggarth on yacht Wandering Star have cruised the Caribbean and North America fulltime for nine years. Visit their blog: www.yachtwanderingstar.com

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Kamryn Redlin catches a puffer fish



A crowd of kids and their parents fish on the docks of IGY's American Yacht Harbor

Eight-year-old Tamika Peets dangled her fishing rod's squid-baited hook in the waters off the docks at St. Thomas' IGY American Yacht Harbor Marina. Peets could hear the screams of her fellow anglers competing in the Virgin Islands Game Fishing Club's Kid's Fishing Tournament as they caught fish, yet the nibbles she received just weren't turning into bites. Half-way through the morning, tournament director Paul Meyer felt a tug on his shirt. Could he teach her how to fish, Peets asked? No problem! With only two minutes left until lines out and to the cheers of scores of her fellow anglers, Peets reeled in a

puffer fish that she proudly brought to the V.I. Department of Planning & Natural Resources (DPNR) Fish & Wildlife-personnel manned scales. "I'd like to go fishing again," she said with a smile.

Over 200 anglers ages 12 years and under took part in this annual event, designed to introduce kids to the love of sport fishing. Everyone who tried their luck wasn't disappointed.

"I was reeling my line in so I could re-cast it and saw that I had already caught a fish," explains 11-year-old Kamryn Redlin, who hooked the first of many puffer fish.

Ten-year-old Omari Challenger caught two puffer fish,

one right after the other. "My Dad taught me how to wind the line in. It was pretty exciting."

Robbie Richards, age seven, scored a trio of puffers. "I'm trying to catch more."

Fish weren't the only marine life that made it to the scales.

"I caught a crab," says ten-year-old Jnicia Rubaine. "It grabbed at my bait and I reeled it in. They showed me that it was a female and had eggs, so I threw it back in the water."

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

"The bay here in Red Hook is a mangrove lagoon which serves as a nursery for reef fish," explains Roy Pember-ton, Jr., director of the DPNRs Division of Fish & Wildlife. "Most of what was caught were juvenile, but we had some adult fish too."

There was no problem generating excitement for the tournament, says Jackie Brown, unit director of the St. Thomas Boys & Girls Club, who brought 30 young anglers. "I told the children to meet at 7am and everybody was there before me this morning."

The overwhelming success of the tournament played out over the young faces as they ate pizza and drank cold drinks. Even though not all participants reeled in a fish, or won a prize, everyone did catch a day full of fun.

"We had kids who had never touched a fishing rod before and those who regularly go fishing," says Meyer. "It was a really great day!"

The first 200 kids to register received free entry, which included a T-shirt, back pack, rod and reel, and pizza for lunch. Prizes included tackle boxes, boogie boards, paddleball sets, gift certificates, cash and much more, awarded in two age groups: Up to six years and seven to twelve years. ☺

Report by Carol M. Bareuther

RESULTS

AGES 6 & UNDER

Biggest Fish: D'Mauri Richardson, 508.5 grams

Most Fish: Trissy Callwood-Turbe, 17

Smallest Fish: Conner Richardson, 9 grams

AGES 7 TO 12

Biggest Fish: Ethan Fernandez, 734.5 grams

Most Fish: Naya Callwood-Turbe, 11

Smallest Fish: Lucas Hamlin, 15.5 grams

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TWENTY-FOUR ENTRIES IN INAUGURAL USVI STARS & STRIPES POKER RUN

BY CAROL M. BAREUTHER

The need for speed drew 24 entries to the first annual USVI Stars & Stripes Poker Run, hosted out of Charlotte Amalie, St. Thomas, on July 6th. However, it was the luck of the draw that earned Rasheed 'Rasco' St. Juste and his team aboard the 22ft Paramount, G-6, the win with three nines, a Jack of Spades and three of Clubs. Even more so, it was the camaraderie of a rally rather than the competitive nature of a race that made the event an outstanding success and planted the flag for the territory to host even grander international Poker Runs in years to come.

"I've watched the growing success of the Poker Run up at Leverick Bay, in the BVI, and thought we had the perfect location to host a similar event here," says Guilderoy Sprauve, who, along with his brother Galen Sprauve and friend Clarence Brown, organized the event.

All three gentlemen are powerboat enthusiasts from childhood, like many other of the event's skippers. Guilderoy organized rather than raced his 34ft Scarab in this inaugural event. However, in years to come he hopes to throttle up the rare 37ft Scorpion he found as part of an estate sale in Alabama.

The 'run' or course proved an idyllic hop between stops in St. Thomas and St. John. The Charlotte Amalie Waterfront served as the start/finish. After that, each boat's team had their pick of a playing card at stops in Red Hook at Señor Frog's, at Coki Point, the Beach Bar in Cruz Bay, Island Flavor in Crown Bay and finally the Kon Tiki in Brewer's Bay.

"What's really great is seeing the boats and the people at the stops and limin' together," says David Petersen, whose two aces, two eights and a jack earned him third place.

Petersen, an avid racer since age 13, has participated annually in St. Thomas and St. John Carnival boat races aboard his 21ft Superboat, *Substance*.

"I've always wanted to do the Leverick Bay Poker Run, but my boat is too small to get all the way up to Virgin



First Place Team G-6 (left) and second place Team Unexpected with their prizes at the downtown Charlotte Amalie block party and awards

PHOTO: DEAN BARNES

Gorda. That's why this is so great, I didn't have to travel far to participate," says Petersen, who plans to move up to a 30-footer by next year.

Derrick Bryan, who skippered his 38ft cigarette boat, *Unexpected*, into second place with two kings, two queens and an eight, liked the suspense best.

"You can go fast, go island to island, see all the boats, but you never know if you have a good hand until the end when you get back and see the cards that everyone else has," says Bryan. "That's the fun."

The overwhelmingly positive community response to USVI Stars & Stripes Poker Run has organizers already thinking ahead and planning for 2015.

"The goal is to build a brand for the USVI and grow the event into international acclaim," says Sprauve. "This would help to boost our marine sector, and boost the tourism economy from visitors coming down to watch and participate. We also want to get more locals, especially kids, out on the water as well as involved in learning valuable skills like the building and repair of engines."

The USVI Stars & Stripes Poker Run benefited Downtown Revitalization Inc. and My Brother's Workshop. For more information, visit: www.usvipokerrun.com

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



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REACHING FOR SUCCESS

U.S. VIRGIN ISLANDS, FIRST-EVER PARALYMPIC SAILING TEAM

STORY AND PHOTOGRAPHY BY CAPTAIN JAN ROBINSON



The Team leaving the dock: Walter Schenk (port side, stern) and Jim Kerr; Skipper Dave Flaherty has the tiller and Bob Blackwell wears the big hat

Paralympic sailing made its official debut at the Sydney, Australia Paralympic Games in 2000. Now, for the very first time, the U.S. Virgin Islands has a Paralympic Sailing Team that, in a very short time, has grown from a concept to a reality - this was made possible through the efforts of Team Coach John Foster and Team Coordinator Jan Robinson.

The team recently returned from The C. Thomas Clagett Jr. Memorial Clinic and Regatta, held in Newport, R.I. The mission of the regatta is to provide sailors with disabilities the opportunity to improve their skills and reach personal

goals through world-class coaching and competition.

Canada, the USA, and the U.S. Virgin Islands were represented with 51 competitors in three Paralympic classes: The three-person Sonar; two-person SKud-18, and the single-handed 2.4mR. The U.S. Virgin Island team competed in two of the three classes.

Top international coaches attended the regatta including Betsy Alison (a five-time Rolex Yachtswoman of the Year, inductee in the 2011 inaugural class of the National Sailing Hall of Fame, and Paralympic Coach of the U.S. Sailing Team), Mike Ingham, Craig Guthrie, Mike Pinckney and

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The U.S. Virgin Islands Paralympic Sailing Team and friends: (from left, standing) Tony Sanpere, Bob Blackwell, James Carney, John Foster, Jan Robinson, Dave Flaherty, Jim Kerr (sitting, left) and Walter Schenk (right)

Marko Dahlberg. The coaches not only held clinics but also took to the water to observe and advise the participants. Sailing was followed by a debriefing and a collective sharing of knowledge.

The competition began in chilly Narragansett Bay with the sailors facing the challenges of morning fog, shifting winds and tricky currents. Saint Croix's Antonio (Tony) Sanpere made a perfect start and took the lead around the windward mark. Coach Foster commented, "The Sonar team really pulled together, being their first time out." This was Walter Schenk and Jim Kerr's debut with the team along with Skipper Dave Flaherty and Bob Blackwell.

Each team participant has a unique story and one that sets a great example for others. By sharing those unique stories, we come to appreciate their amazing will and determination as they strive for success.

Let's meet the two newest team members:

Walter Schenk was shot multiple times in a robbery gone bad in St. Thomas 18 years ago. He remained in a coma for six weeks and was paralyzed from the neck down as a result of his injuries. Following a number of major operations that left two bullets in his body to this day, he went through painstaking rehab at Magee Rehabilitation Hospital in Philadelphia. As a result of continuing rehab over many years, and dogged determination that would be the envy of anyone, Walter is now able to walk, however, balance is a challenge and so a walking cane provides the help that he needs.

Jim Kerr is the second new member of the team. Jim was very active in his younger years. At age 24, he represented the United States in the 1964 Games in Tokyo, taking the silver medal in the Modern Pentathlon team event, and two

years later finished second at the 1966 Free World Modern Pentathlon Championships in Sardinia. He was an eight-time All American in swimming, setting records in 1957 and again in 1962. Having moved to the U.S. Virgin Islands, his winning ways continued throughout the 1980s in the sport of fencing; culminating with participation in the 1983 Pan American Games in Caracas, Venezuela, and for the U.S. Virgin Islands at the 1984 Summer Games in Los Angeles. Drawn to sailing, Jim was part of the winning team for 1983 Rolex International Regatta.

Jim summed it up best when he said, "that was all long ago and I certainly thought my days of high level competitive World Championship competitions were over. Over, that is, until Jan Robinson, coordinator of the U.S. Virgin Islands Paralympic Sailing Team called and wanted me to meet with John Foster, the head coach. They were interested in me joining the team. I mulled it over, for at least a millisecond; because I've been catastrophically blind since age 67, five years ago."

Now the challenge is set as the team next travels to Halifax, Canada, August 12 – 25th, to participate in qualification races with an eye toward Rio, host city for the 2016 Paralympic Games!

Follow the Virgin Island Paralympic Sailing Team on Facebook: www.facebook.com/USVISailing



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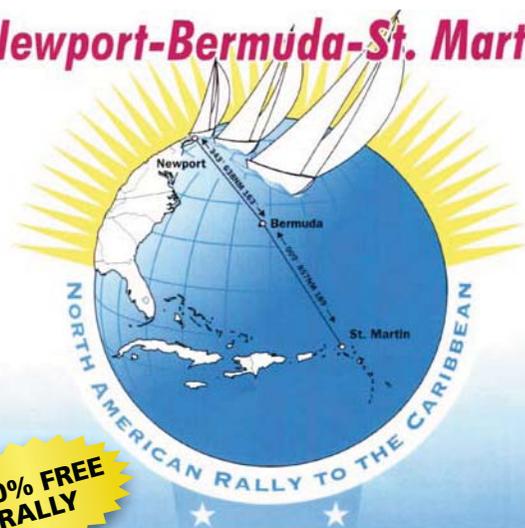
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STICKY SINT MAARTEN

BY BARBARA HART



We know where we want to go but can we leave St. Maarten?

How can one not love an island with two harmonious countries, three languages, cheese, wine, baguettes, and a racing fleet of misses: *Miss Tyknight*, *Miss Issippi*, *Miss Spent*, and my personal favorite, *Miss Tandfog*? We had visited St. Maarten/St. Martin in 2011, staying four weeks instead of the planned two because of her charms, and we opted to visit St. Maarten once again before sailing to the Azores because we knew the island also offered excellent marine services, a population of experienced Atlantic voyagers, and good stores for provisioning. While we don't like to participate in rallies, I did want to meet and chat with others who were setting out in roughly the same direction at roughly the same time.

We arrived in Philipsburg on April 23 to haul out at Bobby's Marina for the expected one week that lasted ten days. Haul

outs are like that. While we did have a few surprise projects, the delay was due more to our timing as we hauled out during the celebrations for both Carnival Day and King's Day. Our real work began once we were at anchor in Simpson Bay, where we concentrated on crossing things off the numerous lists: Boat projects, spare parts, provisioning, stowage, and the inevitable (and often worse) Unexpected Projects. Things stored for short hops and life at anchor had to be repositioned in a better location or to make room for things that would be more important. We had to make a comfortable sea bunk for a long passage, instead of a make-do sea bunk previously used for four and five day cruises. Tools were moved to make room for canned goods, and toiletries were moved to make room for tools. As EW said, "We will not be cruising, we will be voyaging. There's a difference."



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Time on the hard

While we have hauled out twice before in the Caribbean and tackled boat projects on a weekly basis, this round of projects took on a new urgency. We wanted to leave St. Maarten in May and easily had enough work to fill our days. That meant we would not be enjoying all the charms of the island; this time I could only watch with envy while others swam, kayaked, snorkeled, and hiked. At Bobby's Marina cruise ship passengers trouped by on their way to the beach and shops, and each day one of the men would engage EW as he worked on the prop or hull. The passenger would invariably express interest in our plans and envy of our lifestyle, but the wife would watch me clamber up a 14ft ladder with a bucket of water or groceries, and tug her spouse back to a cruise ship with all the amenities. Twice, while we were at anchor, EW chatted with Gary Seivert, a tourist from Buffalo who kayaked each day while his wife relaxed on the beach. I envied both of them as I poured through cruising cookbooks, vacuum packed coffee and oatmeal, cleaned, reorganized, sewed, and shopped.

We had drinks with other cruisers and a few wonderful evenings with cruising friends from S/V Kookaburra who sailed over from St. Thomas for a last goodbye before they headed west to the San Blas Islands. Otherwise, we focused time and energy on preparing for the crossing. A number of boats left before we were ready, and then we and others waited for favorable weather while we crossed still more things off the lists. Finally, on May 26th we hauled anchor and left Simpson Bay, heading north for a circle route to the Azores. Forty-two days later, on July 7, we arrived in Horta.

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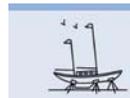


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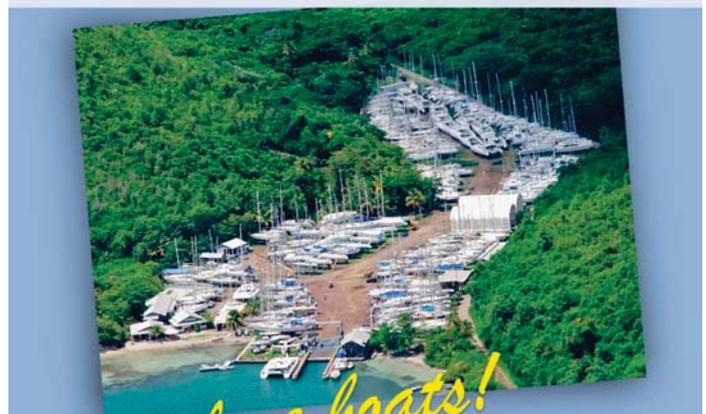


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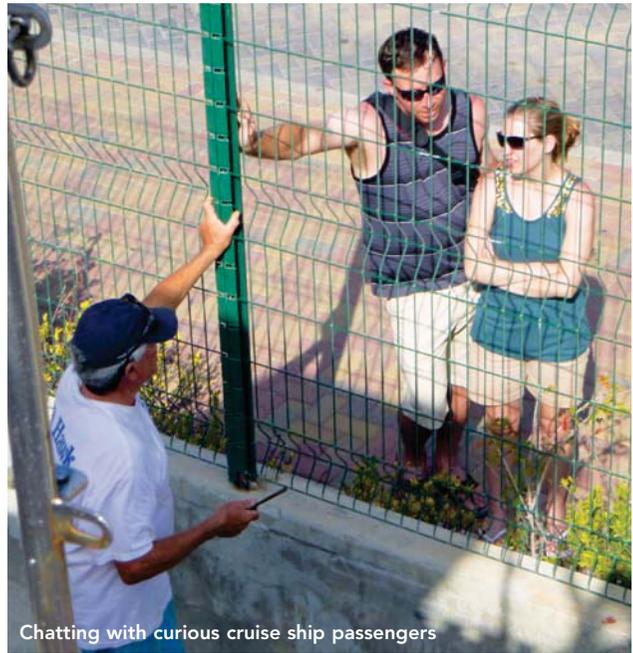







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Chatting with curious cruise ship passengers

Yes, that would have been an extremely long crossing if we'd spent all of it going in the right direction, but the sticky harbor of Sint Maarten wasn't done with us. Three days after our departure, our auto-pilot died. After a brief meeting in the cockpit, EW and I agreed that we'd turn back to St. Maarten with fingers crossed that we'd be able to start out again within a week.

We anchored in Simpson Bay on June 2nd and immediately began to dismantle the master stateroom so EW could access the auto pilot. With help from Brad, a sailing mechanic from *S/V Quartette*, and Rusty, the hydraulic wizard from FKG Rigging, many hours of labor, a few cuss words, and money—always money, EW took care of the repairs whilst I replenished the provisions and made a few corrections on my projects. After all, one learns more about how things work at sea by going to sea. I bought a foam cover for the sea bunk and more firmly attached the lee cloth to the bulkhead; I mended the jib; I fixed the netting in the galley cupboards; I kept busy.

The repairs were completed on June 15. On June 16th we raised the anchor again and set out for the Azores. The real trip took 21 days, during which the auto pilot worked perfectly, as did all other things. We had light winds and drifted for the better part of two days, but we saw dolphins, whales, and a few cargo ships. We had plenty to eat, we slept well, we read, played guitar, wrote, laughed, talked, and took care of normal maintenance and cleaning. It was the nearly perfect crossing, from the sticky, nearly perfect, provisioning/preparation headquarters that is the island of Sint Maarten.

To follow Barbara and EW's adventures, visit: www.HartsAtSea.com



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PROFILE: CURAÇAO MARINE'S PIERRE VERBIESEN

BY CAROL M. BAREUTHER

You instantly know that someone likes what they do when their professional and playtime pursuits are very similar. Plus, it's certainly a vote of confidence if this same person is the owner of the boatyard where you plan to get your yacht repaired, rebuilt or refitted. Enthusiasm and experience are two words that aptly describe Pierre Verbiesen. Verbiesen is the owner of Curaçao Marine, a 25,000-square meter boatyard located on Schottegat Harbor, in the island's capital of Willemstad.

For Verbiesen, life on boats began at the age of 15, when his father bought a 12-meter motor yacht. Born in Rotterdam, in the Netherlands, Verbiesen and his brother helped their father to finish the boat and the trio enjoyed short trips to the south of Holland and longer vacations when time permitted. He later served in the Dutch Army and earned his Green Beret, then had an opportunity to work on the Oosterschelde, one of the largest sea defense/dike systems in the Netherlands. His jobs here ranged from rigging to boat handling. Afterwards, although Verbiesen liked sailing on big commercial vessels, he took the advice of his father to attend Dredge Master School.

"I am happy now that I listened to my father because dredging to me is more challenging than just running a boat from point A to point B," he says. "With dredging there was never a dull day. Plus, as a dredge master, I got to work all over the world"

After 16 years working as an expat Verbiesen decided to spend more time with family. His brother-in-law lived in Curaçao and Verbiesen joined him to start a small yard. The two soon realized that the facility was too small for their goals, applied to the Dutch government for funding and started developing the new location, which is the present day Curaçao Marine. In the last several years Curaçao has proved a popular location during the Caribbean's hurricane season.

"We are below the hurricane belt with a dry climate. It's also safe here and there are good flight connections," Verbiesen tells. "We started with mostly sailing (cruising) yachts, but see more motoryachts from the islands and Venezuela now. More and more people are finding us and this resulted in a full yard this year."

Curaçao Marine is a storage and maintenance yard. Work here includes everything from the repair of wooden masts to the complete repair and renovation and repair of older yachts.



New, is an on-site meeting place. The need for this grew out of the popularity of the free monthly BBQs Verbiesen has hosted for the yard's customers. The new meeting place is fitted with a 70-inch screen Cable TV. Other new additions include a 60-ton boat trailer, a Facebook Page and regular newsletter.

"Curaçao Marine cannot expand anymore in size, but we can update it and make it better for our customers," says Verbiesen. "Maybe later, if the government starts the 'GreenTown' plan, we will be able to start a second marina and yard in Annabay, Willemstad."

Green Town Curaçao in a sustainable, environmentally-friendly initiative to replace the island's oil refinery with a 'green' city district around Willemstad harbor.

In the meantime, what Verbiesen enjoys most during his time off is working on the repair and restoration of his 1965-built 65ft aluminum Long Range trawler which he bought four years ago.

"I didn't anticipate the time I could spend on it, but I do enjoy working on it. I am keeping the outside classic and will be making the inside like a modern day megayacht." 

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

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Antigua	Falmouth Harbour Marina www.antigua-marina.com	268-460-6054	20'	380'	60	•	110/220/380 3 phase	•	•	•	•	•	•	•	•	68/10	•
Antigua	Jolly Harbour Marina	268-462-6042	15'	200'	140	•	110/220	Cable	•	•	•	•	•	•	•	68	FREE
Aruba	Renaissance Marina Aruba	297-588-0260	13'	200'	50	•	110/220	•	•	•	•	•	•	•	•	16/69	•
Bahamas	The Marina at Emerald Bay	242-336-6100	14'	250'	150'	•	30 & 50 single phase; 120/208 3 phase	•	•	•	•	•	•	•	•	16	FREE
Curaçao	Barbara Beach Marina	5999-840-0080	15'	130'	6	•	380V 250A	•	•	•	•	•	•	•	•	67	FREE
Curaçao	Curaçao Marine	5999 465 8936	13'	120'	30	•	110/220/380	•	•	•	•	•	•	•	•	67	FREE
Curaçao	Seru Boca	599-767-9042	14'	150'	140	•	127/220	•	•	•	•	•	•	•	•	67	•
D.R.	Casa de Campo Marina	809.523.8646/ 8647	16'	250'	350	•	110/220 v to 60 hrz	•	•	•	•	•	•	•	•	68	•
D.R.	Marina Zar Par	809-523-5858	12'	120'	110	•	110/220 308	•	•	•	•	•	•	•	•	5	FREE
D.R.	Ocean World Marina	809-970-3373	12' +	250'	104	•	110/220	•	•	•	•	•	•	•	•	16/68	•
Grand Cayman	Barcadere Marina	345-949-3743	8'	150'	83	•	30, 50, 100 & 200 amp single phase; 100 & 200 amp 3 phase; 60hz	•	•	•	•	•	•	•	•	16	FREE
Grenada	Clarks Court Bay Marina	473-439-2593	13'	60'	52	•	110/220	•	•	•	•	•	•	•	•	16/74	USB access
Grenada	Grenada Marine	473-443-1667	15'	70'	4	•	110/220	•	•	•	•	•	•	•	•	16	FREE
Grenada	Le Phare Bleu Marina	473-444-2400	15'	120'	60	•	110/220/480	•	•	•	•	•	•	•	•	16	FREE
Grenada	Port Louis Marina	473-435-7431	14.76'	90m	170	•	110/208/220/230/240/ 400/480/630V	•	•	•	•	•	•	•	•	14	FREE
Grenada	Prickly Bay Marina	473-439-5265	17'	200'	10	•	110/220/308	•	•	•	•	•	•	•	•	16	•
Guadeloupe	Marina Bas-du-Fort	590 590 936 620	15.5'	210'	1,100	•	110/220/380	•	•	•	•	•	•	•	•	9	FREE
Jamaica	Errol Flynn Marina & Shipyard	876-715-6044	32'	600'	33	•	110/220/480 1&3PH 50/60HZ	Cable	•	•	•	•	•	•	•	16/9	FREE
Jost Van Dyke	North Latitude Marina	248-495-9930	12'	50'	N/A	•	N/A	•	•	•	•	•	•	•	•	16	•
Panama	Bocas Marina www.bocasmarina.com	507-757-9800	20'	150'	83	•	110 -220v	•	•	•	•	•	•	•	•	68	FREE
Panama	Red Frog Beach Marina an IGY destination™	+507 757 8008	19'	220'	84	•	50 Amp 110/220V 60 Hz, 100 Amp 220V 60 Hz, 200 Amp 480V 60 Hz	•	•	•	•	•	•	•	•	68	•
Puerto Rico	Club Nautico de San Juan	787-722-0177	31'	250'	121	•	120/240	•	•	•	•	•	•	•	•	16/10 68	•
Puerto Rico	Marina Pescaderia	787-717-3638	8'	65'	97	•	110/220	•	•	•	•	•	•	•	•	16/68	•
Puerto Rico	Palmas del Mar Yacht Club an IGY destination™	787 656 7300	14'	175'	158	•	120/208/240/408V; 2 & 3-phase 50, 100 and 200 amps	•	•	•	•	•	•	•	•	11/16	•
Puerto Rico	Puerto del Rey Marina	787-860-1000	15'	260'	1,000	•	120/208	Cable	•	•	•	•	•	•	•	16/71	•
Puerto Rico	Sunbay Marina	787-863-0313	12'	75'	287	•	110/220	Cable	•	•	•	•	•	•	•	16/12	•
St. Croix	Green Cay Marina at Tamarind Reef Resort	340-718-1453	8'	100'	154	•	110/220V - 30A, 50A, 200A	•	•	•	•	•	•	•	•	16	FREE
St. Croix	St. Croix Marine	340-773-0289	11'	150'	44	•	110/220	•	•	•	•	•	•	•	•	16/18	•
St. Lucia	Rodney Bay Marina an IGY destination™	758-572-7200	15'	285'	253	•	480V 3 phase 100 amps/ leg; 220V 3 phase 100 amps/leg; 220V 50 amps; 110V 30 amps, 50 & 60hz	•	•	•	•	•	•	•	•	16	FREE

			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	The Marina at Marigot Bay	758-451-4275	16'	250'	40	•	110/220/380 50/60 Hz	Cable	•	•	•	•	•	•	•	16/12	•
St. Maarten	Island Water World Marina	599-544-5310	8'	90'	54	•	Available	Cable	•	•	•				•	74	FREE
St. Maarten	Lagoon Marina Cole Bay Wtrft	599-544-2611	9'	100'	45	•	110/220	•			•	•	•	•	•	16	FREE
St. Maarten	Simpson Bay Marina an IGY destination™	721-544-2309	13'	196'	114	•	480V 3-phase 100 amps/ leg; 220V 3-phase 100 amps/leg; 220V 50 amps; 110V 30 amps 60hz	•	•	•	•	•	•	•	•	16/ 79A	FREE
St. Maarten	The Yacht Club at Isle de Sol an IGY destination™	721 544 2408	18'	377'	45	•	480V 3-phase 100 amps/ leg; 380V 3-phase 100 amps/leg; 220V 3- & single-phase; 100 amps/ leg; 220V 50 amps 60hz	•	•	•	•	•	•	•	•	16/ 78A	FREE
St. Martin	Captain Oliver's	590-590-87- 33-47	10'	150'	160	•	110/240		•	•	•	•	•	•	•	16/67	
St. Thomas	American Yacht Harbor an IGY destination™	340-775-6454	10'	110'	134	•	125/250V 50 amp; 125/250V 100 amp; 220V 3- & single-phase; 100 amps/leg	Cable	•	•	•	•	•	•	•	16/6	FREE
St. Thomas	Yacht Haven Grande an IGY destination™	340-774-9500	18'	656'	46	•	120V 30 amps; 208V 100 amps; 240V 50, 100 amps; 480V 100 amps	Cable	•	•	•	•	•	•	•	16/10	FREE
Tortola, BVI	Nanny Cay Marina	284-494-2512	12'	125'	200	•	110/220		•	•	•	•	•	•	•	16	•
Tortola, BVI	Soper's Hole	284-495-4589	25'	170'	50	•	110/240	Cable	•	•	•	•	•	•	•	16	Cafe
Tortola, BVI	Village Cay Marina	284-494-2771	12'	200'	106	•	110/220/308	Cable	•	•	•	•	•	•	•	16/71	FREE
Trinidad	Power Boats Ltd	868-634-4346	13'	65'	40	•	115/220		•	•	•	•	•	•	•	72	•
Turks & Caicos	Blue Haven Marina & Resort an IGY destination™	+649-946-9910	8.5'	220'	78	•	30/50/100 amp, 3 phase, up to 480V	Cable	•	•	•	•	•	•	•	16	FREE
Virgin Gorda	Virgin Gorda Yacht Harbour	284-495-5500	10'	180'	94	•	110/220		•	•	•	•	•	•	•	16/11	•
Colombia	Marina Santa Marta an IGY destination™	+57 5 421 5037	11.5'	132'	256	•	110/220V, 60hz	•	•	•	•			•	•	16	FREE

OUTSIDE OF CARIBBEAN:

Boston, MA	Boston Yacht Haven	617-367-5050	22'	300'	100	•	480V, 100 and 200 amps; 240V single-phase; 208V 3-phase, 100 amps; 240V, 50 amps; 120V, 30 amps	Cable	•	•	•	•	•	•	•	09/16	FREE
Deltaville, VA	Deltaville Marina	804-776-9812	10'	110'	80	•	30/50 Amp		•	•	•	•				16	•
Cabo San Lucas, Mexico	Marina Cabo San Lucas an IGY destination™	+52 624 173 9140	18'	200'	380	•	110V 30 amps; 220V 50 amps; 100 amp 3-phase	Cable	•	•	•	•	•	•	•	88A	FREE
Montauk, NY	Montauk Yacht Club an IGY destination™	631-668-3100/ 888-MYC-8668	12'	200'	232	•	110V, 220V; 480V 3-phase	Cable	•	•	•	•		•	•	09	FREE
NY Harbor - Jersey City	Newport Yacht Club/Marina an IGY destination™	201-626-5550	8.25'	163'	154	•	110V, 220V 30/50/100 amps		•	•	•	•	•	•	•	16/72	FREE

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ALL AT SEA'S CARIBBEAN BOATYARD GUIDE

		Latitude	Longitude	Phone Number	Maximum Draught	Maximum Length	Maximum Beam	Maximum Air Draft	Power Supply	Arrival Hours	Lift 1 Type / Capacity (Tons)	DIY Friendly	Electronic Shop	Carpentry Shop	Electrical Shop	Prop Shop	Paint Shop	Onsite Crew Facilities
Jolly Harbour, Antigua	Jolly Harbour Marina / Boat Yard	17 04 46.4 N	61 54 37.0 W	(268) 462-6041	15'	80'	18'	no limit	110/220	8am-5pm	70	•	•	•	•	•	•	•
Antigua	North Sound Marine	17.1167	-61.7500	(268) 562-3499 \ (268) 764-2599	15'	no limit	31'	no limit	Anything	24x7	150	•	•	•	•	•	•	•
Aruba	Varadero Caribe	12 32 N	70 02 W	297-588-3850	7'	85'	23'	no limit	120/240	8am-4pm	60	•	•	•	•	•	•	•
Tortola, BVI	Nanny Cay Hotel & Marina	18 25 0 N	64 37 0 W	(284) 494-2512	11'	160'	45'	no limit	110v 30amp/220v 50amp/ 3phase 100 amp	7am-6pm	70	•	•	•	•	•	•	•
Tortola, BVI	Soper's Hole	18°23' 46"	-64° 41' 53"	(284) 495-3349	7'	65'	18' and 40'	no limit	110/220	8-5, Mon-Sat	45	•	•	•	•	•	•	•
Tortola, BVI	Tortola Yacht Services	18 25 N	64 37 W	(284)-494-2124	10'	68'	20'	no limit	220V, 50A, 110V, 30A	7-4, 7days	70	•	•	•	•	•	•	•
Virgin Gorda, BVI	Virgin Gorda Yacht Harbour	18.45222	-64.43750	284-495-5318	10	150	34	no limit	110/120	7am-6pm	70	•	•	•	•	•	•	•
Curaçao	Curacao Marine	12' N	68' W	599 9 562-8000	9'	120'	33'	193	110/220 380	8am-5pm	60	•	•	•	•	•	•	•
Boca Chica, D.R.	Marina ZarPar	18 26.4 N	69 37.23 W	(809) 523-5858	7.5'	65'	28'	no limit	110/220 380	9am-5pm	70	•	•	•	•	•	•	•
La Romana, D.R.	IBC Shipyard	18° 23' 55" N	68° 53' 55" W	+809 449 3321/3323	12'	110'	26'	no limit	110/220 3 phase 100/50/30 amp	8-5 M-F	120	•	•	•	•	•	•	•
Grenada	Grenada Marine	12° 01:20	61° 40:42	00-1-473-443-1667	12'	75'	31.5'	0	110/220	8-5, M-F, 8-12, Sat	70	•	•	•	•	•	•	•
Grenada	Spice Island Marine Center	12 5 N	61 43 W	473-444-4257	12'	70'	25.4'	0	110/230	8am-4:30 pm	70	•	•	•	•	•	•	•
Panama	Bocas Yacht Services	09° 17.3' N	082° 23.06W	507-6619-5601	8'	65'	18'	20'	120/220	7:30-3:30pm	60	•	•	•	•	•	•	•
Puerto Rico	Varadero @ Palmas	18 04' 37" N	65 47' 57" W	787-656-9211	11'	110'	26'	no limit	50/30 amp	8-5, 7days	110	•	•	•	•	•	•	•
Sint Maarten	Megayard	18°02' 13.24 N	63°05' 08.52 W	1-721-5444-060	12'	200'	33'	12'	110/220	8-5 M-F	150	•	•	•	•	•	•	•
St. Lucia	Rodney Bay Marina <small>an IGY destination™</small>	14°04 '32. 72" N	60°56 '55. 63" W	758-452-0324	14'	275'	55'	no limit	110V/60, 220V/50, 480V 3 phase; 100 amps/leg; 220V 3 phase; 100 amps/leg; 220V/40 amps; 100V 30 amps; 50 & 60 hz	8am-5pm	75	•	•	•	•	•	•	•
St. Croix, USVI	St. Croix Marine	17° - 45' N	64° - 42' W	340 773-0289	11'	68'	13'-8"	no limit	110v 30amp; 220v 50amp; 3 phase 100amp	8-5, Mon-Sat	60	•	•	•	•	•	•	•
St. Kitts	St. Kitts Marine Works	17° - 20.3' N	62° - 50.1' W	1-869-662-8930	12'	120'	35'	no limit	110/220/3 phase 100amp	7-4 M-F	150	•	•	•	•	•	•	•
St. Thomas, USVI	Subbase Drydock	18 N	65 W	340-776-2078	16.5'	190'	50'	no limit	440 three phase/220/110	8-5, Mon-Sat	1000	•	•	•	•	•	•	•

OUTSIDE OF CARIBBEAN:

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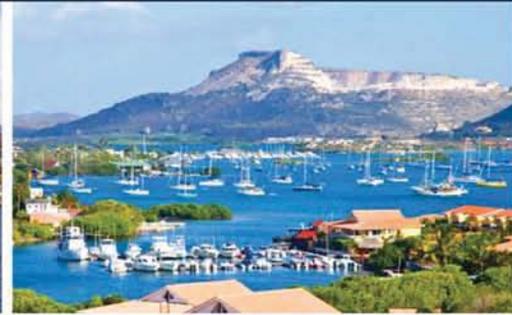
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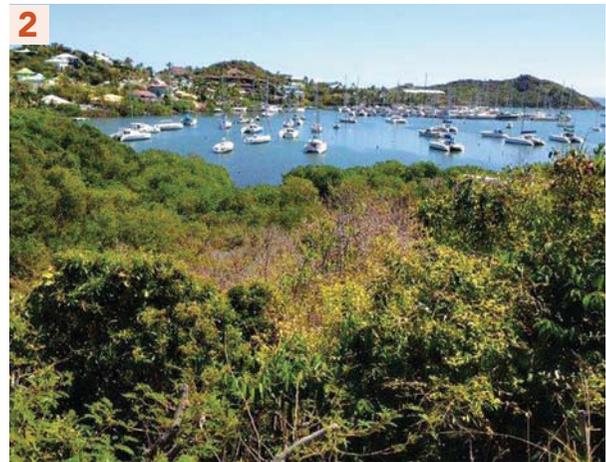
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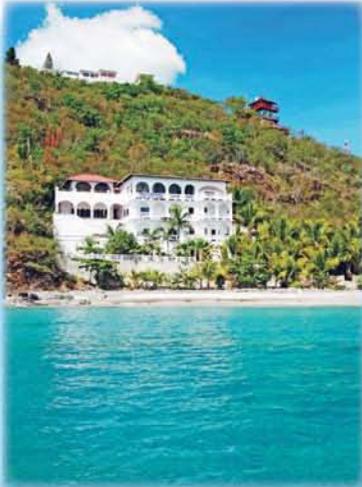
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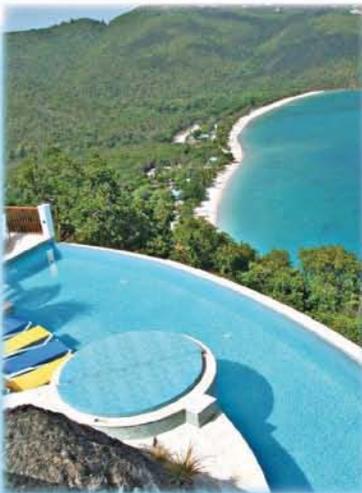


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50' Beneteau 50 1999
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49' Jeanneau SO 49 2004
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45' Downeast 1979
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44' C & C 1988
Amazing refit! Gen & Air
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Asking \$159K



44' Lagoon 440 2008
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44' Endeavour Power Cat '01
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43' Mason 43 1982
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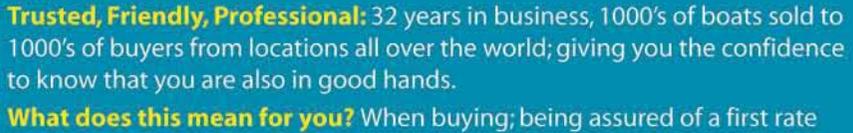
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42' Endeavour 42 '86
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Asking \$89K



42' Beneteau 423 2006
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Asking \$175K



42' Island Packet 2001
Blue Water, New Electronics,
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42' Hallberg Rassy 42E 1987
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41' Beneteau Oceanis 411 '98
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41' C & C 1985
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40' Jeanneau Sun Odyssey '99
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Asking \$69K



40' Fount.Pajot Lavezzi 2004
Super Clean, Great Price
Asking \$199K



40' Beneteau M405 1995
Boom Furling, Davits with Solar
Asking \$54K



40' Passport 40 1981
Nicely Upgraded Blue Water
Cruiser. Asking \$99K



39' Beneteau Oceanis 393 '01
Davits And New Fridge!
Asking \$89K



38' Catalina Morgan 38 CC '93
Davits Arch, Recent Arrival in
Caribbean. Asking \$89K



38' R&C Leopard 38 1999
Owner's Version, Lots of Solar
Asking \$179K



38' Maxim 380 2000
Loads Of Space For Cruising!
Asking \$175K



37' Beneteau Oceanis 373
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2006 Lagoon 440
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Never chartered. Pristine
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Hans Christian Telstar 38
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\$119K Offers



2001 maxim 38
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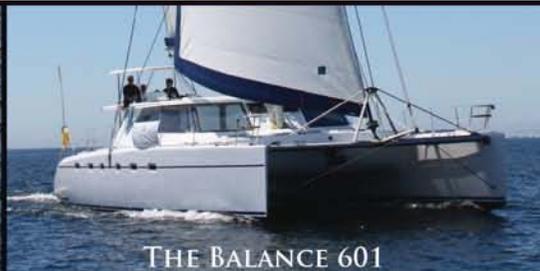
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2007 VOYAGE 500
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\$349,000



2000 CATANA 471
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2013 FP HELIA 44
€550.000



2009 KNYSNA 440
\$399,000



1999 52' RON GIVENS
\$479,000



2008 48' FP SALINA
\$597,000



2013 LAGOON 52
€895.000



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\$319,900



2001 39' SEAWIND
\$179,000



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31 Jupiter Center Console, 2001
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- 42 1995 Hunter Passage - Center cockpit, 2/2 layout, furling main.....\$89,000
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- 37 1982 Pearson - Racer/Cruiser - rod rigging, 2011 Quantum sails.....\$37,000
- 36 1973 Morgan Out Island - CC Ketch, many upgrades, fully equipped.....\$32,000
- 36 1985 Gozzard - Classic sailing vessel, priced to sell, project boat.....\$69,000
- 32 1995 Beneteau 321 - Well maintained sloop ready to cruise, clean.....\$39,000

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- 61 1981 Hatteras Motor Yacht - 4/4 layout with upper deck lounge.....\$225,000
- 56 2006 Neptunus Cabrio - Open deck layout, 800 hp Cats, fully equipped.....\$650,000
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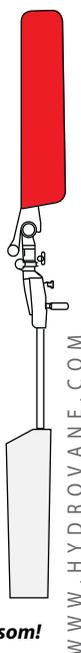
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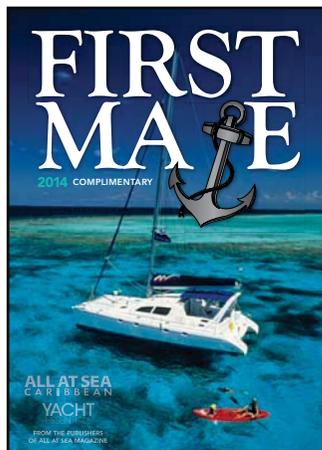
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BREAKFAST BURRITOS

Prep time: 5 minutes. Cooking time: 5 minutes. Serves: 1 or 2

Vegetable Cooking Spray	¼ cup crumbled goat cheese
2 egg whites	¼ cup rinsed canned black beans, warmed
Salt and pepper to taste	
2 whole wheat tortillas, warmed	GARNISH: Salsa to taste (recipe below)

Heat frying pan and spray with vegetable cooking spray. Scramble the egg whites in the pan and cook until done (how you like them). Divide the cooked eggs and place on the tortillas. Sprinkle cheese over eggs. Place beans over cheese and eggs. Roll each tortilla into a wrap. (Heat for 15 seconds in microwave if necessary). Spoon Salsa on top. Enjoy!

TROPICAL TOMATO PINEAPPLE SALSA

Prep time: 5 minutes. Makes: About 2 cups

Juice of two fresh limes (about 3 tbsp)	1 fresh jalapeño pepper, seeds and stem removed, finely chopped (optional)
¼ tsp sea salt	¼ cup chopped shallots or green onions
¼ tsp freshly ground black pepper	¼ cup chopped fresh cilantro, packed (do not omit this)
¼ tsp freshly grated ginger	
1 cup chopped pineapple	
¾ cup chopped fresh tomatoes	

In a bowl, combine lime juice, salt, pepper and ginger. Gently stir in the rest of the ingredients.

NOTE: Take care when handling hot peppers. Make sure to wash your hands after handling them and avoid touching your eyes.

LAMB, SWEET POTATOES, AND KALE

Prep time: 10 minutes. Cooking time: 20 minutes. Serves: 4

1 tbsp + 1 cup chicken or vegetable broth	3 medium cloves garlic, pressed
1lb ground or minced lamb shoulder or leg	1 tsp garam masala
1 medium-sized onion, quartered & sliced thin	5 cups finely chopped kale
2 tbsp minced fresh ginger	3 cups sweet potatoes, peeled & cut in 1-inch cubes
	Salt & white pepper to taste
	Fresh lemon juice

Heat 1 tbsp broth in a large-size stainless steel braising pot or skillet over medium high heat. Sauté lamb, onion, garlic and ginger in broth for about 5 minutes; stirring frequently. Add garam masala, mixing well for about half a minute. Add 1 cup broth and stir in sweet potatoes and kale. Simmer on medium low heat covered for about 15 minutes, stirring occasionally, or until lamb, potatoes and kale are tender. Season with salt and pepper.



Serve and squeeze fresh lemon juice over all.

NOTE: Garam masala is a pre-blended spice mixture that you can find in supermarkets, natural food stores, or Indian markets. It is widely used in Indian, Nepalese, and other Asian cuisines. It is made of cardamom, cloves, mace, cinnamon, cumin, fennel, black peppercorns, and fenugreek.

QUICK ORANGE* DESSERT

Prep time: 10 minutes. Serves: 2

½ tsp grated lemon rind*	2-1/2 tbsp plain yogurt
Tbsp fresh lemon juice	2 medium oranges**
2 tbsp raw honey	GARNISH: top with orange zest*

In a small bowl, whisk lemon rind, lemon juice and honey until the honey is well mixed in. Add yogurt and whisk thoroughly. Peel and separate the individual sections of the orange. Be sure to remove the membrane covering from each section. Cut the sections into thirds crosswise. Place in 2 dessert bowls.

TO SERVE: Spoon yogurt honey mixture over the oranges.

** Any fruit may be used.

*Use an organic lemon and orange for zest, if possible. ♻️

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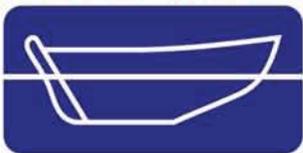
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