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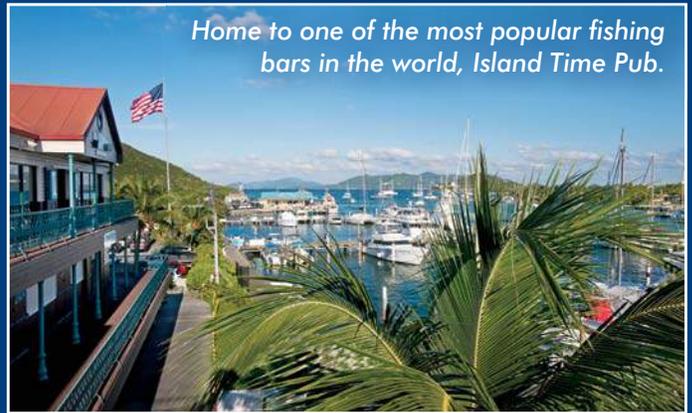
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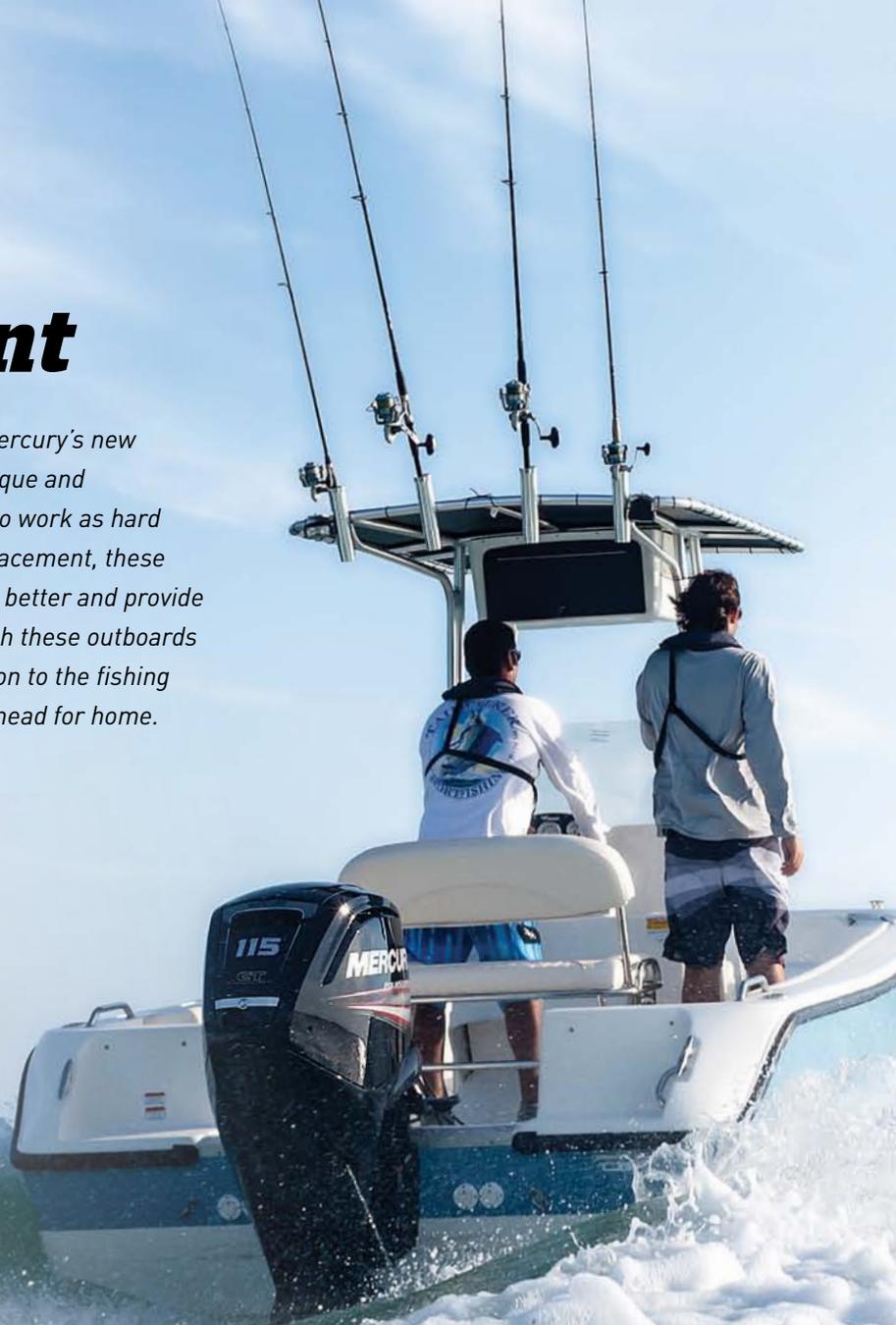
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# IN THE CARIBBEAN, IT'S POLITICALLY CORRECT TO YO HO HO

Although not completely a thing of the past, people are now more likely to hunt whales with a camera than a harpoon. This month, writer Katie Gutteridge joins a whale watching safari in the Turks & Caicos and offers some practical tips for those lucky enough to encounter a whale while sailing. The chances of coming across a whale while navigating through the islands of the Caribbean Sea are more likely than you think, especially in the winter months. I love seeing whales at sea and my wife and I have had some amazing encounters. Most have them have been distant sightings but on one voyage, heading south from the Bahamas, a humpback whale, longer than our boat, swam alongside for many minutes before sounding, leaving us with the overpowering smell of 'whale breath' and our hearts thumping against our ribs. While single-handing across the Atlantic, I watched in awe as pod of killer whales followed in my wake. (I tried to convince myself they were false killer whales but without success.) Whales are out there, keep your eyes open, and always shout "Thar she blows" when you see one.

Safety at sea is a subject never far from the pages of the yachting press and *All At Sea* is no exception. On a recent visit to Surf Expo, a board sports and beach/resort lifestyle trade show in Orlando, Florida, our technical writer Glenn Hayes was shown the latest in personal floatation devices designed for use in watersports. Lifejackets, especially the traditional type, can be uncomfortable to wear especially for those taking part in sports such as water skiing, stand up paddle boarding, canoeing and kite surfing, to name a few. In his article, Hayes describes the new generation of mini, inflatable lifesaving devices that can be worn on the belt or around the wrist. Hayes stresses that the new devices are not designed as a substitute for a lifejacket, but walk down any Caribbean or Florida beach and you will see people enjoying watersports without wearing a lifejacket and what's more

they have no intention of doing so. These mini-inflatables might fill the gap and save a life (p44).

The holiday season is upon us and the Caribbean is gearing up to make it one to remember. Lighted Boat Parades are increasingly popular and folks now go to inordinate lengths to dress their yachts with a multitude of colored lights. Parties over the holidays, especially on New Year's Eve, have always been crazy and seem to have got even crazier. Yes, I've done the rounds ... skinny dipping at midnight, drinking rum and falling over, singing and carousing and waking up on a strange boat or under a palm tree with a bottle in one hand and a Santa hat perched at a jaunty angle on my aching head.

One Christmas in the Canary Islands, while waiting to sail across the Atlantic, I was dragged off to church by a group of fellow cruisers who were worried about my heathen soul. The experience was wonderful and I remember the powerful voices of the choir sending Christmas carols echoing into the vaulted ceiling and thinking there and then I could become a believer.

In this edition, you will find stories about Christmas in the islands. Perhaps it is no longer PC to talk of Christmas but at *All At Sea* we embrace the spirit of freedom still found in the lovely Caribbean, a place of many nationalities and numerous beliefs. A place where the weather is beautiful, the beers are always cold and it's okay to wish someone compliments of the festive season and a life of peace and joy.

See you on the water!



**Gary E. Brown,**  
Editor



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Every month Gary records a podcast. The podcast is available on iTunes or you can download it to your mp3 player, tablet or computer by following the links on our websites: [allatsea.net](http://allatsea.net) and: [garyebrown.net/audiovideo.html](http://garyebrown.net/audiovideo.html)

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Photo courtesy of Ellen Sanpere

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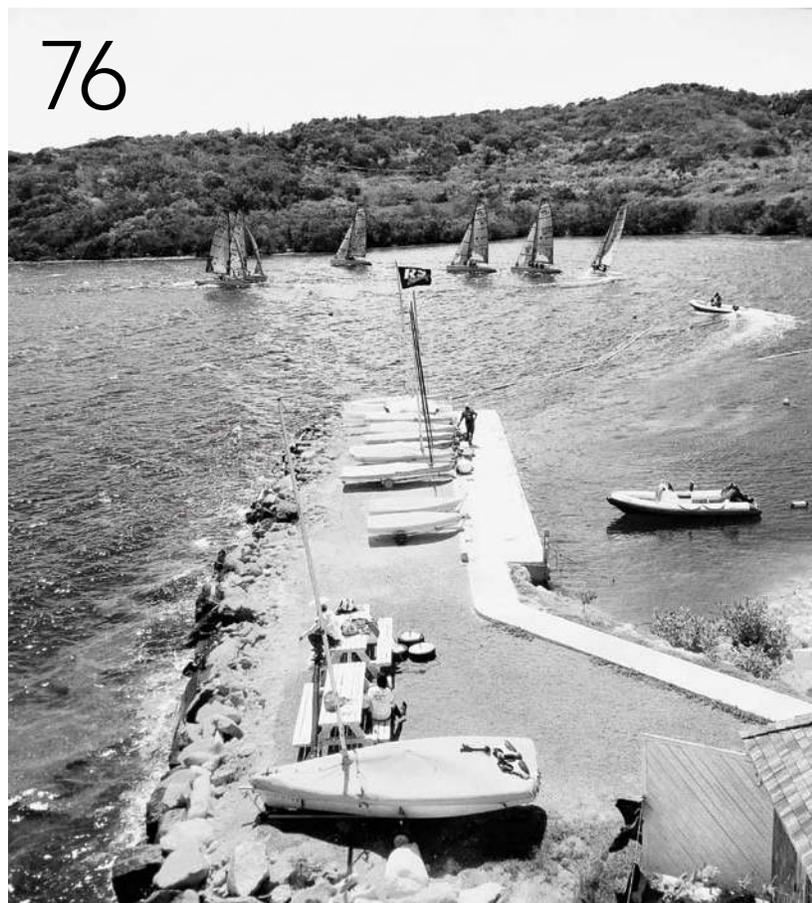
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**NEXT MONTH IN ALL AT SEA:**  
A Cruiser's Floating Garden / Know your Buoys Part 2

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# WHERE IN THE WORLD?

Congratulations to Isolde and Uwe and thanks for reading *ALL AT SEA*!



Isolde and Uwe Gottschalk were in Germany on the 25th anniversary of reunification. While staying in Berlin, Uwe took this photograph of Isolde reading their favorite Caribbean waterfront magazine *All At Sea*. Isolde is standing on a bridge over the river Spree. The Television Tower and the BODE Museum on Museum Island, a UNESCO World Heritage Site, can be seen in the distance.

Isolde and Uwe picked up their copy of *All At Sea* while sailing through the British Virgin Islands, a place they hope to return to next year.

---

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## ISLAND EVENTS & INTERESTS

*ALL AT SEA*'S  
Caribbean Coverage



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The Fourth Brisa-El  
Meson Fun Day  
Regatta



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# Caribbean Sea

Bonaire

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Star at the Bonaire Sailing  
Regatta & Festival



Venezuela

# CARIBBEAN NEWS



## **'THE HULK' LIFTS FIRST MEGAYACHT AT GRENADA'S CLARKES COURT BOATYARD & MARINA**

The Hulk flexed its muscles by lifting its first megayacht at Clarkes Court Boatyard & Marina. The yacht, the 101ft Custom built Monte Fino motor yacht, *Picnic*, weighed in at 154 tons and carries a beam of 23ft and draft of 6.5ft.

A spokesperson for the yard said this historic moment is not just the beginning for Clarkes Court Boatyard & Marina but also for Grenada, Carriacou & Petit Martinique as the boatyard is now in the position to accommodate these types of yachts.

The Travel Lift, aka 'The Hulk' has a lifting capacity of 242 tons, and can handle vessels with a maximum draft of 13ft and a maximum beam of 40ft.

"With the expected increase of yachts to the island this will result in an increase in employment in the Yachting Sector," the spokesperson said.

Captain Pablo Gonzales was on hand as his yacht *Picnic* rose from the water. "To be the first megayacht to be lifted was fantastic. Everybody did a very good job," he said.

---

## **HONORARY CERTIFICATES FOR ST. MARTIN LIFEBOAT CREW**

The St. Martin sea rescue service SNSM have been presented with an honorary certificate by the International Maritime Organization (IMO) in recognition of the bravery and sense of



A megayacht meets 'The Hulk' at Clarkes Court Boatyard & Marina

duty shown by the volunteer crew of lifeboat SNSM 129 in their efforts to save vessels and lives, in particular the yacht Voyage II, during Hurricane Gonzalo on October 14 2014.

The prestigious international distinction Prix de L'OMI for heroic acts at sea is one of only four certificates to be awarded worldwide by IMO in 2015. The awards ceremony took place in London, England, on November 19.

Coxswain of SNSM 129 Jean-Claude van Ryment has also been advised that he will be presented with the Ministry of the Interior Medal, bronze grade.

The IMO citation recognizes "the unrelenting efforts deployed in extreme conditions to save a couple and their

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baby on the yacht *Voyage 11*, and recognizes that once that family was safe your efforts to save other occupants of beached vessels continued, even at the cost of losing *SNSM 129* on the rocks.”

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### FRANCE’S NAUTECH TO OPEN REFIT FACILITIES IN CUBA

French based refit and repair company Nautech has announced that they will be opening a superyacht refit facility in Cuba. The announcement comes after Cuba’s borders have been opened to the U.S, with the area anticipated to quickly become the world’s next superyacht cruising destination. Located to the east of the Bay Havana just 99 miles (160km) from Florida, the facility will offer full service refit and repair for yachts up to 460ft (140m) in length, with six dockside berths with a combined length of 3,600ft (1,100m) as well as a dry dock of 495ft (151m.)

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### MAYAG HAS A NEW BOARD OF DIRECTORS

At its recent Annual General Meeting the Marine & Yachting Association of Grenada (MAYAG) appointed a new board of Directors. The board consists of new President Robin Swaisland, while James Pascall retains the post of Vice President. Rosetta Weston is now Treasurer, and Danny Donelan remains Secretary. The other board members are: Darren Turner, Dieter Burkhalter, Jason Fletcher and Nicholas George.

In a press release, MAYAG said that over the last five years, they had accomplished a great deal under the guidance and leadership of past President Anita Sutton. That during this time MAYAG was able to secure funding over EC\$1 million dollars from CDB and CDE, which was used to improve marketing of the yachting sector, to conduct an Assessment of Economic Impact the Yachting Sector has in Grenada, and to improve security for yachts on their islands. The funds were also used for a major initiative on training for the many technicians working in the sector.

“The new board is looking forward to building on the success of the previous years and keeping Grenada’s yachting industry growing and improving as it has done in recent times,” MAYAG said.

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### THE MOORINGS’ BY THE CABIN CREWED YACHT VACATIONS

The Moorings has announced a new schedule of upcoming departure dates for its Sail Away Stateroom vacations in the British Virgin Islands.

Designed for couples or singles, Sail Away Staterooms offer all the benefits of the company’s crewed yacht charters for the price of a single stateroom. This includes the professional service of a private captain and gourmet chef alongside an all-inclusive array of meals, hors d’ oeuvres, drinks and activities suited to the passengers’ personal tastes. Accommodations include a private double stateroom with air condition-

## EVENT CALENDAR

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

### BOAT SHOW:



#### ANTIGUA

DECEMBER 4 – 10

Antigua Charter Yacht Show

[www.antiguayachtshow.com](http://www.antiguayachtshow.com)

[acym@candw.ag](mailto:acym@candw.ag)

268-460-1059



#### CHARLESTON, SC

JANUARY 29 – 31

Charleston Boat Show

[www.TheCharleston-BoatShow.com](http://www.TheCharleston-BoatShow.com)

[erica@jbmshows.com](mailto:erica@jbmshows.com)



#### NEW ORLEANS, LA

DECEMBER 1 – 3

The International

Workboat Show

[www.workboatshow.com](http://www.workboatshow.com)

[customerservice@divcom.com](mailto:customerservice@divcom.com)

207-842-5508

### FISHING TOURNAMENT:



#### BONAIRE

JANUARY 22 – 24

27th Bonaire International & Local Fishing Tournament

[www.bonairefishing-tournaments.com](http://www.bonairefishing-tournaments.com)

[Bonaire@budgetmarine.com](mailto:Bonaire@budgetmarine.com)



#### GRENADA

JANUARY 20 – 23

Budget Marine Spice Island Billfish Tournament

[www.sibtgrenada.com](http://www.sibtgrenada.com)

[franciskira@gmail.com](mailto:franciskira@gmail.com)

473-440-3753

### SAILING REGATTA:



#### ANTIGUA

DECEMBER 19

AYC High Tide Series

[www.antiguayachtclub.com](http://www.antiguayachtclub.com)

DECEMBER 26

AYC High Tide Series

[www.antiguayachtclub.com](http://www.antiguayachtclub.com)

DECEMBER 27

AYC High Tide Series

[www.antiguayachtclub.com](http://www.antiguayachtclub.com)

DECEMBER 31

Nelson's Pursuit Race

[www.antiguayachtclub.com](http://www.antiguayachtclub.com)

[yachtclub@candw.ag](mailto:yachtclub@candw.ag)

JANUARY 16

AYC Round the

Island Race

[www.antiguayachtclub.com](http://www.antiguayachtclub.com)



#### BARBADOS

JANUARY 16 – 24

The Mount Gay Rum

Round Barbados Race

[www.mountgayrumround-](http://www.mountgayrumround-barbadosrace.com)

[barbadosrace.com](mailto:info@mountgayrumround-barbadosrace.com)

[info@mountgayrumround-](mailto:info@mountgayrumround-barbadosrace.com)

[barbadosrace.com](mailto:info@mountgayrumround-barbadosrace.com)

246-426-4434



#### DOMINICA

DECEMBER 26 – 27

Dominica Christmas

Regatta



#### KEY WEST, FL

JANUARY 17 – 22

Quantum Key West

Race Week

[www.keywestraceweek.com](http://www.keywestraceweek.com)

[info@keywestraceweek.com](mailto:info@keywestraceweek.com)

650-704-9770



#### ST. MAARTEN/ ST. MARTIN

JANUARY 23 - 24

The Budget Marine

Challenge

[robbie.ferron@budget-](mailto:robbie.ferron@budget-marine.com)

[marine.com](mailto:robbie.ferron@budget-marine.com)



#### ST. THOMAS, USVI

JANUARY 9 – 10

St Thomas Yacht Club

Annual MLK Regatta

[www.styc.net](http://www.styc.net)

340-775-9000



#### TORTOLA, BVI

DECEMBER 5

Gustav Wilmerding Annual

Memorial Challenge

[www.weyc.net](http://www.weyc.net)

[mcmechanics@surfbvi.com](mailto:mcmechanics@surfbvi.com)

284 495-1002

DECEMBER 12

Commodore's Race &

Annual Club Prizegiving

[www.rbvjyc.net](http://www.rbvjyc.net)

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*For departure dates and more, visit the 'Sail Away Stateroom' page on the Moorings' website.*

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### **BARBADOS ANNOUNCE SERIOUS SAILING CELEBRATIONS FOR 2016**

Now is the time to sign up for the Mount Gay Round Barbados Race Series (16-24 January 2016), as preparations to mark the 80th anniversary, and to commemorate 50 years of independence for Barbados, are well underway.

Thanks to its re-launch in 2014, where a new race format and more record-breaking opportunities were introduced, this Caribbean season opening regatta is now one of the key events on the race circuit, and is fast becoming a speed-sailing, record-breaking favourite.

Three days of coastal racing, the Mount Gay Rum Round Barbados Race (the headline event), and the chance to contest

a final 300-mile Ocean Race to Antigua to tie up with the Superyacht Challenge, gives plenty of options for teams looking for early season, top-class racing.

Organized by Barbados Cruising Club in association with Barbados Tourism Marketing Inc, and Mount Gay, this regatta always takes place during the third week in January to incorporate the headline event – the 60-nautical mile Mount Gay Rum Round Barbados Race – which traditionally takes place on Errol Barrow public holiday (21 January).

This year Errol Barrow Day – the birthday of the first Prime Minister of Barbados, and 'father' of independence, who was a keen sailor/member of the Barbados Cruising Club – commemorates 50 years of Independence for Barbados.

*For more information, visit: <http://mountgayrumroundbarbadosrace.com>*

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### **BUDGET MARINE PARTNER DAVID DE VRIES TO BE OLYMPIC JUDGE**

Budget Marine partner David de Vries has been made an Olympic Judge for the 2016 Olympic Games in Rio de Janeiro, Brazil.

This will be the second time he has officiated at the Olympics, an excellent achievement given the stringent selection process that takes place for each Olympic event.

The role of a Judge is to ensure fair competition, determine dis-



## SUZUKI NOW GIVES YOU THE POWER OF CHOICE

Suzuki Marine now offers a color option when purchasing an outboard engine. The Japanese outboard manufacturer gives the consumer the alternative to choose between their traditional Shadow Black Metallic and the new Cool White.

"We now provide a little something extra to our award winning outboard engines," said Erving Rosario, sales and marketing manager for Suzuki Del Caribe. "Our customers pride themselves on having The Ultimate 4-Stroke Outboard equipped with unique features such as offset drive shaft, self-adjusting timing chain, the largest reduction gear ratio in their respective class, combined with world-leading Lean Burn Technology all packed in a sleek design that now has the option to be in a Cool White."

The new color option is available in the mid-range category starting with the DF60A, and all other models in the Inline-4 cylinder and V6 categories.

*For more information about Suzuki Marine products, dealers, and services, visit: [www.suzukipr.com](http://www.suzukipr.com)*

Suzuki – now with color options



2016 Olympic Judge David de Vries

putes between competitors, assist in areas of race management and make decisions on the fairness of competition. Becoming a Judge involves attending ISAF seminars, passing written examinations and serving at principal fleet racing events both inside and outside one's own geographic territory, or MNA.

All At Sea joins Budget Marine in congratulating Mr de Vries on his appointment.

### CARIBBEAN SAILING ASSOCIATION ESTABLISHES LONG TERM CALENDAR

The Caribbean Sailing Association (CSA) has announce the agreement of the major Caribbean International regattas' commitment to a long term schedule in order to better assist owners and crews in their long term planning.

Praising the new agreement, Peter Holmberg, President of the CSA, said: "The CSA calendar committee worked hard with the various events to avoid overlapping dates. Once this was achieved, the next step was getting everyone to buy in to a long term schedule."

Holmberg claimed the move would benefit everyone as sailors would get to attend more events. The events would enjoy greater attendance and gain extra publicity by 'owning' their time slot, and the islands would receive more visitors and the associated revenue.

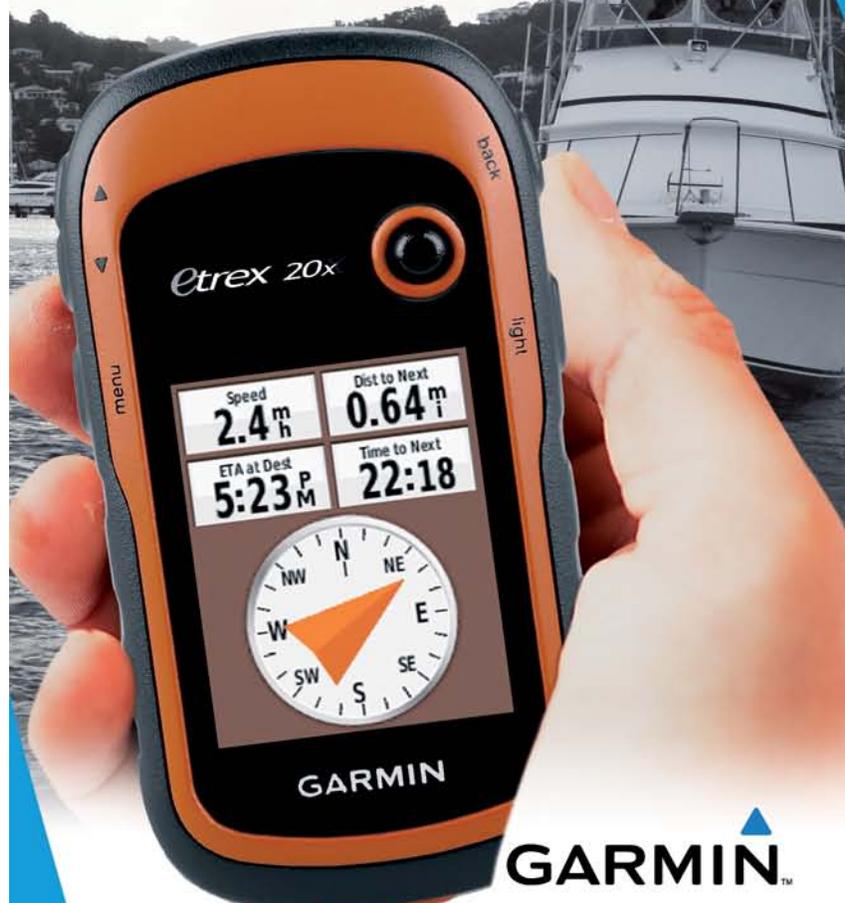
"It is a win-win for everyone, and by working together, the entire region will grow," Holmberg said.

The 2015-2019 International Calendar can be found at: <http://caribbean-sailing.com/wp-content/uploads/2015/10/CSA-International-Regatta-Schedule1.pdf>

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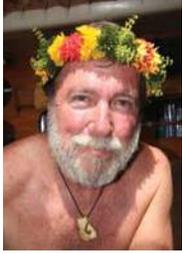


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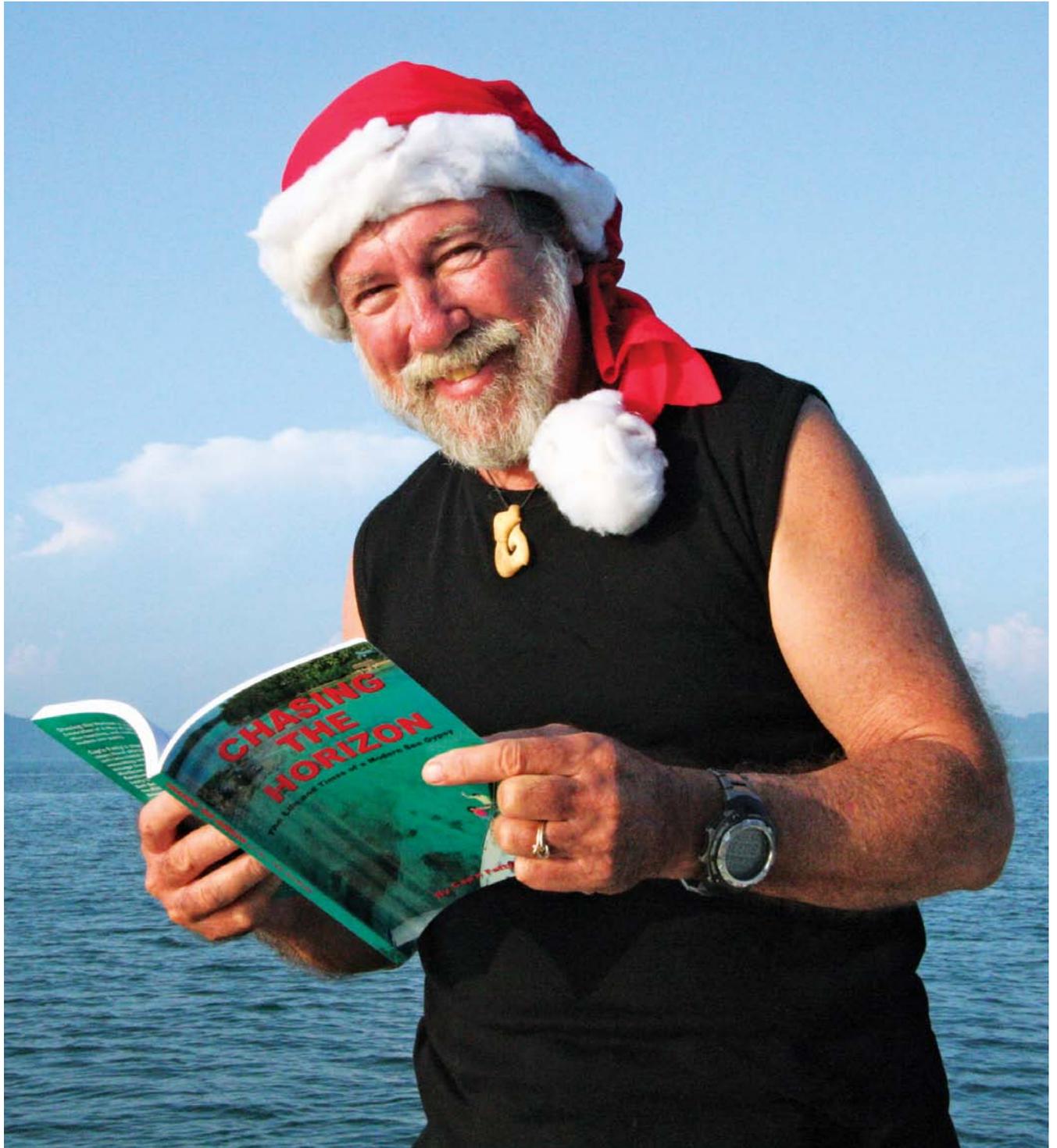


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# A SEA-GOING GHOST OF CHRISTMAS PAST

SAILING HUMOR BY CAP'N FATTY GOODLANDER



It was the late 1950s. We were in the tiny fishing village of Carrabelle, Florida, rafted alongside some fishing boats. Our iron-fastened 40-year-old schooner *Elizabeth* blended right in with her rusty, rough-hewn topsides. My mom was counting our pennies to see if we could afford our weekly Friday night extravaganza—five cents for a Royal Crown Cola to add to our giant pitcher of iced tea. I'd already scavenged (with permission) the ice from the fish hole of *Lucky Strike*, which was rafted just astern. That particular week we needed to buy cooking oil as well. And matches and sugar. Actually, we needed a lot of stuff. My dad had a toothache, but a dentist was out of the question. Joey, our Portuguese first mate, lacked store-bought shoes. Money was tight. Still, we dreamed—and mostly we dreamed in the five cent range.

Mother eventually sighed, put back the coins into her apron pocket, and shook her head negatively. "Maybe next week," she said, as brightly as she could manage.

But nothing is sure when you're enslaved to an old schooner, which is rotting faster than you can replank her. The final payment on the sign job never came through, and a local lawyer said our chances of collecting were "between slim and none."

We were having fish for dinner. Just like lunch. And just like breakfast. Sometimes we'd call the red snapper fillets steaks—and pretend they were Porterhouse or T-bones. Other times I'd gig all day with a straightened nail on a mop handle—and my two sisters would scowl and pick all afternoon—and we'd have crab patties for variety (and wouldn't tell any guests our secret was the crushed Ritz crackers).

Thanksgiving Day arrived—and you guessed it—more fish! But father made a speech—he'd landed a big sign job. And mate Joey was going with Cap'n Mackie to the Campeche Banks of Mexico aboard *Hard Chance*—where the snappers and groupers practically leapt aboard. "We're going to be flush for Christmas," my father said to our cheers.

But nothing is sure when you're enslaved to an old schooner, which is rotting faster than you can replank her. The final payment on the sign job never came through, and a local lawyer said our chances of collecting were "between slim and none."

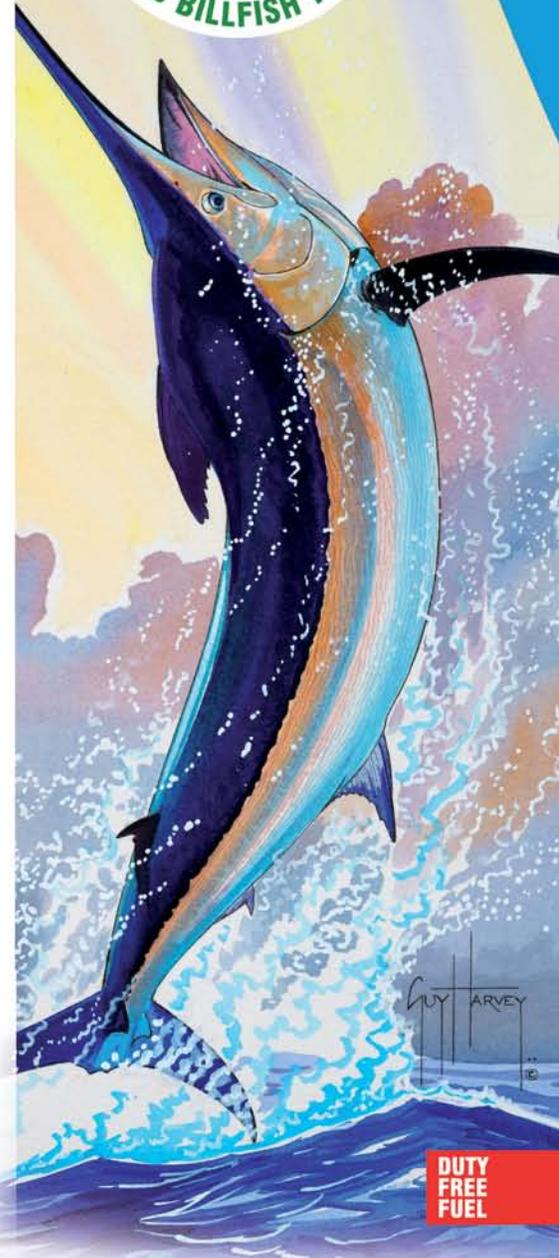
Grenada, W.I.

2016  
January 20th-23rd.

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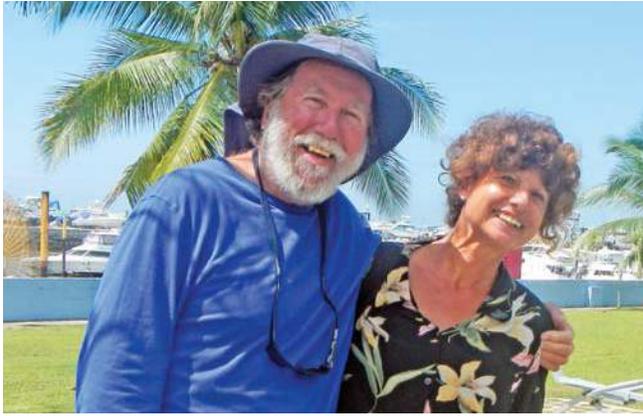
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A late season hurricane drove the fishing fleet into Mexico—where First Mate Joey couldn't figure out how to turn a profit no matter how many cervezas he drank.

Finally there was a hush. And my father presented me with my Christmas present. It wasn't a picture—it was a real, honest-to-goodness, store-bought toy. In fact, it was just about the most desirable kid's present of the season ...

What to do? Three days before Christmas, we all scattered across town to Lester's Sundry Shop, Auntie May's Fried Pies, and McMike's Marine Machining—to collect magazines. On Christmas Eve we lit candles and caroled the fishermen—and any town folk ambling down the docks. When dawn broke the next day—we all got up early and exchanged magazine clippings. I gave Joey a fishing reel—well, a pic thereof. Carole got a Rolls Royce—Lordy, that would draw a crowd in Carrabelle, wouldn't it? Father got a set of dentures from a Polydent ad—and a bottle of Jack Daniels in case there were any roots left. Mother had long aspired to be a gangster's moll so we gave her pictures of minks and furs and Tommy guns and big fat diamonds—oh, she did fine with the swag that Christmas. Gale got brown and white saddle shoes—every teenage girls dream was to jitterbug with Elvis in those two-toned, hand-tooled shoes.

But I wasn't getting any of those pictures—although I'd been careful to give each one of the crew of the *Elizabeth* the perfect gift—well, as perfect as my pudgy five-year-old fingers could snip out with the dull, blunt ended scissors.

Finally there was a hush. And my father presented me with my Christmas present. It wasn't a picture—it was a real, honest-to-goodness, store-bought toy. In fact, it was just about the most desirable kid's present of the season—yes, it was AS SEEN ON TV and everything. It cost 99 cents, about eight dollars in today's money. And I desired that present—whatever in the hell it was—so bad I could taste it.

There was only one problem. I didn't deserve it. I'd done awful things—like lose Gale's cosmetic tray while using it as a toy boat without permission. Ditto, taking the money from those sailors and sitting firmly on Carole's bathing suit straps—and then yelling at her excitedly, "Dad wants you NOW, Carole!" That was evil—pure and simple. So I didn't deserve that store-bought gift and I couldn't accept it. Besides, we were a crew—not just family or friends or acquaintances—we were honest-to-God crew! Schooner trash perhaps, but crew nonetheless! And there's nothing more equal nor more sacred than crew. Crew was everything. Landlubbers weren't crew—which is why they were so pathetic.

And above me was my family—like a howling mob of holiday cheer.

I was the baby and they'd all chipped in.

My joy would be their Christmas Joy.

They were forcing me. I felt powerless. And I didn't want to cry. I didn't! I was five-years-old and almost a man and *knew* I shouldn't cry. So I allowed the 99 cent 'Demolition Derby Car' ... As Seen On TV ... to be unwrapped and placed in my tiny trembling hand.

"Do it, do it!" they yelled.

I muttered 'zoom-zoom' and allowed the little car to glide down the cabin sole and gently impact on the bulkhead—upon which it blew into a million pieces from hidden springs and hair-trigger latches, and its precision-made pressure-sensitive bumper.

I screamed. I screamed from deep inside myself—and ripped and tore that private place forever. And yes, the little-boy in me stopped screaming, and started laughing giddily, as they explained that the car was *supposed* to explode, and *supposed* to shatter, *designed* to burst ... but another part of me did not. It just kept on screaming, and screams to this day.

*Editor's note: Cap'n Fatty and Carolyn are somewhere in the Gulf of Thailand amid a sea of Buddhists—singing Christmas carols to deaf ears.*





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# SAILING WITH CHARLIE: A MERRY LIFE ... HO HO HO

SAILING HUMOR BY JULIAN PUTLEY  
GRAPHICS BY HANNAH WELCH



Pirates, their history and lore are fascinating and have been very much in the public eye since the Pirates of the Caribbean movie trilogy several years ago. Everyone loves a pirate – but why? Because he represents freedom, an escape from responsibility, adventure, a whiff of sea air and a fair ration of debauchery. Pirates were (and are) seen as Robin Hoods of the sea; but how much they gave to the needy is debatable, unless they owned a rum shop or brothel.

Attacking and plundering Spanish galleons whose cargo was treasure extracted from mines where local inhabitants were enslaved and made to dig for the gold, silver and emeralds

did not even touch the conscience of early pirates. Stealing from thieves seemed justifiable and many pirate crews included escaped slaves. Similarly a pirate ship that attacked a foreign flagged vessel at war with the pirate captain's nationality was fair game. "A merry life and a short one," was the creed of many a buccaneer. After all, pirates were usually sailors who had been laid off between wars with nothing to do and nowhere to do it. 'The devil makes work ...' as they say.

As we approach the holiday season and Christmas we look forward to imbibing a glass or three. We look forward to a gathering of friends and relatives and sharing the bounties of life while receiving and giving gifts and generally having a

joyous time. The enduring symbol of Christmas is, of course, Santa Claus and unbeknownst to many, Santa has connections to the pirates of yore. Let's take a look.

Santa (St Nick) was the patron saint of sailors. Today he still has a willing crew who labor all year long at the North Pole making toys and gifts, which he loads onto his ship (a sleigh), whence he cruises around the world dropping off wonderful surprises to children at Christmas. He has a habit of saying 'Ho ho ho.' Ever wonder where the sailors' mantra 'Yo ho ho' came from? He has a long piratical white beard, not surprising since he's over 1700 years old. Hell, even Blackbeard's hirsute visage might have turned white by then.

Santa does not deny himself the pleasures of life either; just look at the size of his belly and his red nose. Also, rumor has it that Mrs Claus is a Dolly Parton look-a-like.

Visitors to the islands often are surprised that we celebrate Christmas with Santa. Their belief is that Santa belongs to the high latitudes – not so. Santa loves the tropics where he can relax on a sandy beach under a warm sun and yarn with his many admirers. Santa does not deny himself the pleasures of life either; just look at the size of his belly and his red nose. Also, rumor has it that Mrs Claus is a Dolly Parton look-a-like.

Pirates would pillage and plunder and pillage some more. Then they would repair to a relatively safe haven like Port Royal in Jamaica and enjoy several weeks of wild revelry before setting out on another opportunistic voyage. Santa's a bit like that – he spends a couple of months in the tropics and then disappears into the ozone – to prepare for next season.

By the way, some children like to leave Santa a glass of milk and some cookies after he has filled their stockings with presents, as a thank you. Now he says he has developed lactose intolerance and would prefer a glass of rum and a mince pie. Yo ho ho! ☺

---

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

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# CLUB NAUTICO DE SAN JUAN: INTERNATIONAL BILLFISH TOURNAMENT

FISHING BY CAROL M. BAREUTHER



PHOTO: MARK SMESTAD

The winning fishermen aboard *Peje* (front, from left): Joselo Hernandez, Rafael Caicedo, Efrain Rodriguez, Caïto Chapel and Captain Juan Jose Garcia. Bryan Ramos (back) is the IGFTO observer

There were several awards offered in Club Nautico de San Juan's 62nd International Billfish Tournament (IBT), fished September 24th to 30th. Yet it was the Puerto Rico-based team aboard Carlos Garcia's 47ft Cabo, *Peje*, which took home seven of them. This is a spectacular feat considering the team was up against 196 anglers from Puerto Rico, the U.S., England, Venezuela, Ecuador and Guatemala, aboard 50 boats.

"We only saw one blue marlin that didn't eat the first day," Garcia tells.

The second day was a different story. *Peje*'s Carlos Chapel

pulled the hook on his first bite, but released a 300lb blue marlin in the afternoon. Meanwhile, fellow *Peje* angler Efrain Rodriguez released a blue mid-day. These two fish catapulted the team into sixth place overall.

The IBT's third day proved a repeat of the first: *Peje* came up fishless. It was the fourth and final day when the marlin bite turned red hot. *Peje*'s anglers were ready and took full advantage of Puerto Rico's 'Marlin Alley's' bounty.

Angler Joselo Hernandez hooked up a blue seconds after lines in at 8:30am. After an exhilarating back down chase on the fish orchestrated by Capt. Juan Garcia, Hernandez quickly

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PHOTO: MARK SMESTAD

released his fish. A half hour later, Chapel released a blue marlin. This was *Peje's* fourth fish of the tournament and it tied them with *Reel Affair* for first place in the boat category. A double-header struck mid-morning with Rodriguez and Chapel each releasing a marlin apiece. This score jumped *Peje* to the top of the leaderboard, but they weren't finished fishing or catching yet.

"The fifth blue marlin of the day was big, close to 500lb," explains Garcia. "It was released by angler Rafo Caicedo after a tough fight that called for another demonstration of our captain's expert backing maneuvers. By 1pm we had five blue marlin for the day. This tied our own record for the IBT's record of five blue marlin released in one day of fishing recorded in 1997. It was the seven blue marlin total that won us this year's tournament."

Chapel's three releases earned him Top Angler.

"Carlos (Chapel) is my lifelong friend," says Garcia. "He is undergoing chemotherapy and I let him have my position on the boat. I knew he was going to win. He is a lifelong member of Club Náutico de San Juan who has fished in the IBT over 40 times. He has never won Top Angler before, but he did win Best Captain with us back in 1997."

In total, the *Peje* team earned Top Boat, Top Local Boat, Top Angler, Top Local Angler, Top Captain, Best Crew and Best Interclub Team. However, it was the trio of U.S. anglers comprised marine artist Carey Chen, John Moore and Andy Wilson that won the Top International Team Award.



The lady anglers of the International Billfish Tournament

“Since I had won Top International Angler last year, I was excited to try and reclaim my title,” says Chen, who was also the IBT’s featured artist. “I was a rotating angler and fished on a different boat each day. When you only have one rod and one bait in rotation, the odds of catching a fish are low because there are three other anglers on board. Not missing a fish is vital to your team. Plus, the advantage of using light tackle is that the fish does not feel a lot of pressure, so it stays on the surface jumping a lot and wearing itself out. In the end, I released two blue marlin and Andy (Wilson) one to win. I hadn’t won a team award in over five years, so this was exciting.”

New this year was the mandatory use of light-tackle or 30lb test line. The move to 30lb was smooth and well-planned ahead of time.

“In the last three years we used a 50/30 line test format, with 60% of billfish released on 30lb,” explains tournament director Ricky Jaen. “Last year, 75% of participating anglers moved to 30lb test. September is the peak of our marlin season and the run brings smaller fish through the area that is perfect for light tackle. With a total of 79 blue marlin released this year, I think we showed that we are going to become the premier light tackle fishing event in the world.”

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

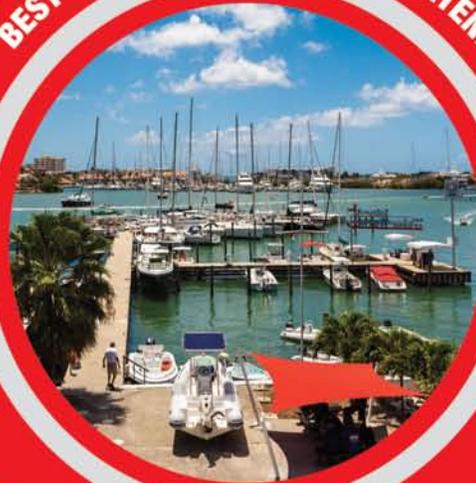


Carol M. Bareuther, RD, is a St. Thomas, U.S. Virgin Islands based marine writer and registered dietitian.

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# SAINT LUCIA INTERNATIONAL BILLFISH TOURNAMENT

FISHING BY CAROL M. BAREUTHER



Team Vesper have now scored a hat trick by winning this tournament three years in a row

Teamwork proved the ticket to success for Trinidad's Jerome McQuilken, who with his team aboard the 50ft Viking, *Vesper*, won Best Boat with eight blue marlin releases at the 24th St. Lucia International Billfish Tournament. That's not all! McQuilken caught seven of these blues to earn Top Angler. Plus, *Vesper's* three times repeat win secured the team the prestigious Challenge Trophy in this tournament, held October 13th to 17th and hosted out of IGY's Rodney Bay Marina.

"The first day we lost the first blue marlin we hooked up when the line became tangled in the prop," explains McQuilken. "After that, we caught four blue marlin and I released three of them. This put us in the lead right from the start."

On Day 2, the *Vesper* team returned to the southern coast of St. Lucia to fish. Fishing was slow, with the team only releasing two blues. Meanwhile, their fellow Trinidadian team fishing



One of the many Marlins released during the tournament

aboard *Blue Fever* hit it hot and released a foursome of fish. This tied both *Vesper* and *Blue Fever* on count, each with six blue marlin releases. Yet *Vesper* kept its lead on time by landing its marlin first.

On the third and final day, *Vesper's* anglers released two blue marlin by 10am to stretch out their lead. Then, the real fun began. *Blue Fever* caught one blue, followed by another, tying both boats with eight blues apiece. *Vesper* remained in the lead on time, but there were several hours left in the tournament. *Vesper* hooked up and lost its fish. Ditto *Blue Fever*. The two teams traded hook-ups; both boats missing four or five fish throughout the afternoon. Finally, by lines out, *Vesper* finished in the lead.

"It was an extremely competitive tournament," says McQuilken. "The third place boat, *Pair A Dice*, also from Trinidad, came on strong the last day with four releases. One more fish and they could have really challenged us for the win, but they finished with seven instead. There wasn't one thing that led to our success. It was more overall team work. We've all fished together for a long time.

Twenty-two boats with 104 anglers hailing from Trinidad & Tobago, Barbados, St. Lucia, Martinique, Antigua, the UK and USA released a total of 49 blue marlin and four sailfish in the three-day tournament.



In the evening all the boats docked at IGY Rodney Bay Marina

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Vesper in action



Vesper's win qualified the team entry into the 2016 Off-shore World Championship, which will be held in Costa Rica next spring.

"We fished the Championship a few years back and finished mid-fleet. We're really looking forward to going back next year," says McQuilken. "Let's just say we have unfinished business."

Twenty-two boats with 104 anglers hailing from Trinidad & Tobago, Barbados, St. Lucia, Martinique, Antigua, the UK and USA released a total of 49 blue marlin and four sailfish in the three-day tournament.

In other awards, Sandrine Maugee won Best Female Angler fishing aboard *Two Thou*, and Nathan Jean-Joseph, on *Hulabaloo*, took home the trophy for Best Junior Angler.

"This was my first ever tournament as a committee member and as president of the host St. Lucia Game Fishing Association (SLGFA)," says Sean Devaux. "Along with the others, who are all young upcoming members eager to carry on the sport, we were pleased that the tournament was such a great success. With such a great facility as IGY Rodney Bay Marina and such great fishing, we hope to make the St. Lucia International Billfish Tournament one of the best in the Southern Caribbean."

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

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# THE CINDERELLA SAILOR

CARIBBEAN LIFE BY JAN HEIN



Captain Kirsty at the helm of *Pink Lady*

Kirsty Morrison can hardly be held accountable for her insatiable love of sailing. Some might consider her attraction for boats to be genetic; she is the daughter of Fraser and Sue Morrison, longtime sailors who retired to a cruising boat in the Caribbean. Her ease at the helm could be the product of early exposure – after all, Fraser built a boat in the spare room of the family's London home which, surely, left a lasting impression – along with a story they all love to share.

Each summer the family packed up and drove to Cornwall but not for rest and relaxation. “We towed two boats, one on

the roof,” says Morrison. “We just sailed. That’s all we did.” At the impressionable age of 18, she and a girlfriend sailed around Ireland, no easy feat for even seasoned sailors.

Eventually Kirsty went to Edinburgh where she earned a degree in architecture with an encore diploma from the Canterbury College of Art. When finally she launched into the work force, a recession was on so she took a tack to Hong Kong for a few years, putting to work her new skills.

London called and one winter stretched into ten. Morrison’s career grew impressively until a course-altering event sent her

to visit Bequia and, like most visitors, she had to go back. The second visit was more dramatic – she left behind a career, a lifestyle and jumped aboard a schooner heading north.

That trip led to a string of deliveries, up and down the east coast, throughout the Caribbean and across to Europe. In between was work on Bequia's *Friendship Rose* and the Yacht Master Certificate earned in Gibraltar, the one she thought she'd never use, proved invaluable in the charter industry.

For anyone lucky enough to sail with Morrison, it's easy to imagine the entertainment she supplies sailing tourists. "It's quite extraordinary," she explained. "You're giving people the cruise of a lifetime. I know all the off-the-beaten-track places." And that's where her lucky guests go.

Modestly, she explained, "I do ordinary charters, where I sail them around, and sometimes I do the teaching thing." Everyone gets hands on skipper experience. "One guy told me, 'I don't know what the funniest part of this is, that we're going to drive the boat without help or that you're not going to say a word!'"

In the Caribbean, the name Kirsty Morrison is synonymous with *Pink Lady* because of the stunt that unfolded at Antigua's 2010 Classic Regatta. It involved an old boat, the owner of a popular island and a bunch of women barely dressed in pink.



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While on charter in the Grenadines, Morrison spotted a pink-painted Carriacou sloop off Palm Island and began making inquiries. Offers to purchase were refused; options to charter nixed, so she took to haranguing the guy until the owner of the boat and the island acquiesced. She borrowed *Pink Lady*, got very busy painting, rigging, and re-powering it; and then ordered ten pink bikinis for crew who landed in Antigua by plane, boat and happenstance.

On the racecourse they were a cloud of enthusiasm and pinkness. That boat was a photo-op waiting to happen, so it came as no surprise when images of the 'girls' eventually landed on the Times Square jumbo screen, three magazine covers and countless periodical pages. For a few weeks, Captain Kirsty was Cinderella; *Pink Lady* was her coach.

These days, it's hard to catch up with Morrison. Entries in her log book include crossing from Antigua to the Azores on the 114ft *Ashanti*; crewing around the East Coast on cover-shot boats like the 76ft *Wild Horses* with a certain senator at the helm; crossing from Newport to Palma on the Gunboat, *Elvis*, a bumpy bash that took a mere 12 days.

Somehow she squeezes in a 'real' job of running a Farr 72

which she commands for the Newport/Caribbean deliveries and during owner-aboard time on both ends. Her other job is a Swan 82 which, luckily, needs less attention.

Being a female skipper in a male dominated sport has its share of humor and entertainment. Some want to run to Morrison's aid while others choose to let her prove her worth. There isn't much she hasn't heard in the way of commentary.

Last winter, she was elbow deep in engine problems with the owner and guests onboard. She saved the day with some quick orders earning the biggest tip of her life. One of the men confessed, "Well, I guess you've taught me how to take orders from a woman!"

"Yes," his wife added "You've achieved what three daughters and one wife could not!"

Cinderella has her charms.




---

*Jan Hein and her husband, artist Bruce Smith, divide their time between the Caribbean the Pacific Northwest with a boat and a life at each end: [www.brucesmithsart.com](http://www.brucesmithsart.com)*

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# CARIBBEAN CHRISTMAS AFLOAT: UNFORGETTABLE AND UNIQUE

CRUISING STORY AND PHOTOS BY LIESBET COLLAERT



New Year's Eve 2010  
paper creations  
on Irie, with friends  
Dave, Angie and Rosie

As a native of the northern hemisphere, growing up somewhere in Western Europe – the 51st parallel to be precise – Christmas resembled cold and cozy days, with a human-sized fir tree indoors and small gifts underneath the branches. Every year, I hoped for a fairytale ‘white Christmas’, but all that ever fell were the needles of the Christmas tree and random snowflakes, melting by the time they reached the ground. My husband Mark, who’s from New England, had plenty of white Christmases. Once we became fulltime cruisers, cold winters were – happily – a thing of the past.

Five years of cruising in the Caribbean on our 35ft catamaran *Irie* created many unforgettable Christmases. While it started out with a very sad one in Puerto Rico, when our sweet dog Kali died and we cried watching the New Year’s Eve fireworks in St. Thomas, the subsequent years could only be better. In 2009, Mark and I were treated to spectacular views and an

amazing sunset in St. Pierre, Martinique. We appreciated the sights on shore in total peace, because everyone else was celebrating Christmas at home. Towards the end of 2011, *Irie* had brought us to Cholon, Colombia, where an expat couple put a Christmas potluck together for all the cruisers in the harbor. On Christmas morning, some boaters sang Christmas carols from their dinghies, while the afternoon was spent on land, celebrating the event in style.

By New Year’s Eve, Mark and I had reached the San Blas islands in Panama and hoped for a cultural experience with the Kuna Indians. As the only foreigners, we had been invited to the *congreso*, a big wooden hut with a thatched roof. When, four hours later, the *sahila* (chief) was still singing in a monotonous voice, the Indians all looked bored, and our tummies were rumbling, we returned home disappointed to make a quick dinner before diving into our bunk.



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Mark welcomes cruisers going from boat to boat singing Christmas carols in Cholon, Colombia



Mark and Liesbet in a merry mood on Christmas Day 2010 in Bequia



My cherished Caribbean Christmas tree – a gift from friend Rosie – I own to this day, to reminiscence over fun memories of Caribbean Christmas

In 2012, Mark and I created a culinary Christmas feast for two onboard, with eggs Benedict for brunch and a delicious plate of turkey, roasted pumpkin, mashed potatoes and heaps of stuffing for dinner. New Year's Eve was done 'right' that year. A Kuna family had invited a group of sailors to their compound, where we ate yummy food and witnessed the traditional burning of a doll representing a Panamanian, responsible for the revolution, won by the Kunas in 1925.

Our most memorable Caribbean Christmas happened in 2010, in Bequia. Mark and I organized a party on *Irie*, where good friends Rosie and Sim of *Alianna* (now *Wandering Star*) added to the number of dishes we made, while Dave of *Tatia* was in charge of decorations. Dave had taken this job very seriously and showed up with boat-made popcorn garlands

and paper snowflakes. We had an amazing night together, followed by an equally as joyous New Year's Eve. More friends gathered on *Irie* and after a delicious food fest, we put our creative selves into action ... A contest emerged, in which everyone tried to design cool paper objects, resulting in a paper sailboat race underneath our catamaran. Reggae music and Caribbean cocktails kept us all very merry and the day concluded with spectacular Bequia fireworks.

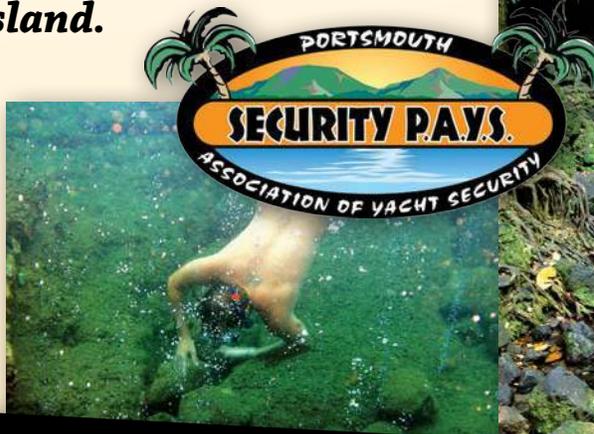
This winter, I am looking at my cherished Caribbean Christmas tree. It was a gift from Rosie that brought people together on *Irie* for an additional two Christmases in the South Pacific. While recalling these unique Caribbean Christmas memories, I am cuddled up in New England, guaranteed of a white Christmas and a hidden bikini ...

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# BACK-UP ON THE WATER SAFETY AIDS

BOATING SAFETY BY GLENN HAYES

Let's face it, lifejackets can be uncomfortable and very few people ever wear them. Despite improvements, such as inflatable vests and purpose specific vests, the number of fatalities due to drowning is still alarmingly high. A recent visit to Surf Expo, a board sports and beach/resort lifestyle trade show in Orlando, Florida, revealed some completely new thinking in safety on the water. Some innovative thinkers have come up with back-up devices that are not a replacement for a life jacket but rather a comfortable device that can be worn while on or in the water and can provide some added safety.



Restube backpack

## RESTUBE

The Restube came about after its inventor Christopher Fuhrop got into serious trouble while kite surfing. He spoke to other kite surfers and discovered that there didn't appear to be any comfortable, unobtrusive flotation device that would work for him. A German engineering student, he went to work and designed his own solution and the Restube was born. This new 'back-up' lifesaving device is now gaining popularity in Europe and elsewhere.

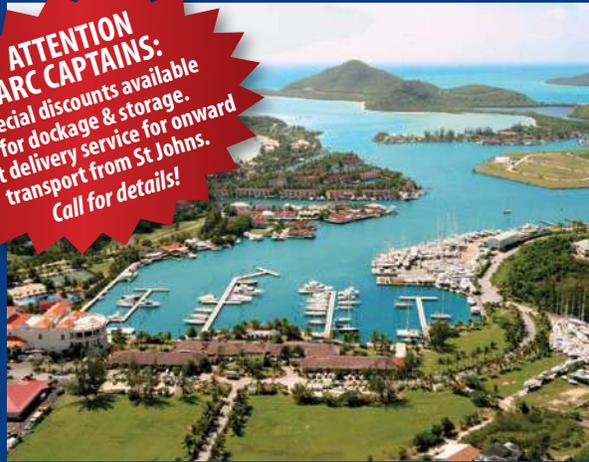
Available in four models, the concept is the same – a very small belt pack containing an inflatable tube that has a tether attached to it. When in trouble you pull a tab that instantly inflates the tube via a CO2 cartridge. When inflated you now have a buoyant tube similar to the buoys lifeguards use that you can hold onto to help you float, swim or use as a visual signal for help. It can be deflated, repacked and used again and again when a new cartridge is installed. There is a Basic, Classic and Sports model along with a Lifeguard model that can be wrapped around a victim, aiding in a rescue. The Basic model comes with a waist belt and a simple Velcro closure. The Classic allows horizontal or vertical mounting and has a key pocket. The Sports model is designed for rough water use and has a simple splint closure that will not open accidentally and can be mounted on a belt or harness. Restubes are currently available online at Restube.com.

PHOTOS COURTESY OF RESTUBE



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The Kingii girls showing off the tiny flotation device at Surf Expo in Orlando, Florida

PHOTOS: GLENN HAYES

## KINGII

The Kingii claims to be the smallest inflatable in the world and can be worn on the wrist, similar to a watch. The elegant design has an activation lever that releases a small inflation cushion the size of a dinner plate. It too is inflated with a replaceable CO2 cartridge and acts as a flotation aid when needed. Invented by Tom Athanasios after losing a friend to drowning, he came up with a solution that would be small and comfortable enough for anyone to wear while in the water. It is designed as a back-up for swimmers, athletes and anyone 16 or over on or around the water. Athanasios explains it is not a replacement for a life jacket but it can save lives if worn and can give vital flotation should a swimmer encounter problems such as cramping or exhaustion. Pre-orders for this new device are available online at Kingii.us.

## LIFESHIRT

Lifeshirt is another new product that is comfortable to wear and has the potential to save many from drowning. This clever design was created after a near tragedy when Rosario Poma's son was dragged out to sea in a rip current during a visit to the beach. Deeply moved by this near tragedy, he approached Jim Beach to help design a comfortable shirt that could inflate and save its wearer from drowning. After hard work – and several prototypes – Lifeshirt was born.

The inflatable shirts are available in sizes tailored for small children to adults with specific models designed for women and even lightweight sun-protective model shirts for fishermen. The children's models will automatically inflate when immersed in water. Adult versions have the ability to be au-

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The Women's Aegis Oceanic Lifeshirt

PHOTOS: GLENN HAYES



The children's version of the Lifeshirt

automatic or manual depending on application. Similar to rash guards and sun protective shirts, they all provide automatic flotation should the individual fall overboard or need immediate flotation. They are reusable and utilize CO2 cartridges and simple bobbin trigger devices for auto operation. There are several models available, all offering a comfortable, wearable flotation solution for anyone on the water. Details can be found at Lifeshirt.com and will be available for purchase soon.

The simple fact is any of these devices can help save lives if they are worn. With these products comfort is no longer an excuse.

Glenn Hayes is a freelance photographer and writer living in West Central Florida. His work covers marine, commercial, editorial and fine art work. Visit: [www.HayesStudios.com](http://www.HayesStudios.com)



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# LATERAL MARKS FOR PILOTAGE

SEAMANSHIP & VOYAGING BY CAPT. JEFF WERNER

PHOTO: ARNE HÜCKELHEIM

The Strait of Dover, the narrowest point in the English Channel, was shrouded in thick fog on January 11 1971 when the tanker *Texaco Caribbean* was struck by the freighter *Paracas*. The collision caused the tanker to explode, split in two and sink in shallow water with the loss of eight lives and the discharge of 600 metric tons of bunker oil.

Trinity House, responsible for lightships and buoys in England, immediately placed a buoy with three vertical green lights to warn other vessels of the wreck. However, the very next day, the freighter *Brandenburg* struck the wreck of the *Texaco Caribbean* and sank causing the death of 21 more sea-

farers. A lightship and five more lighted buoys were added to warn shipping of the two wrecks, but to no avail. At the end of February, another freighter, *Niki*, hit the submerged wreck and immediately sank with the loss of all 22 crew.

To mark the site of the three wrecks an additional lightship and ten more buoys were placed on station. For the following two months, 16 ships ignored or misunderstood the lightships and buoys. Fortunately, there were no further collisions or loss of life. But these incidents prompted the IALA to take action.

The International Association of Lighthouse Authorities (IALA), was founded in 1957 as a non-profit technical orga-

Cluster of buoys



nization to coordinate improvements in visual aids to navigation throughout the world. After the loss of these 51 lives in the Dover Strait, IALA realized that with 30 different buoyage systems being used around the world, few mariners understood the different meaning and varying use of aids to navigation in these multiple systems.

In 1973, IALA introduced its Maritime Buoyage System to harmonize the disparate systems. In the IALA system, lateral marks indicate the edge of a channel, cardinal marks indicate the direction of safe water at a dangerous spot, safe water marks indicate deep water and the open end of a channel, special marks indicate administrative areas, such as speed

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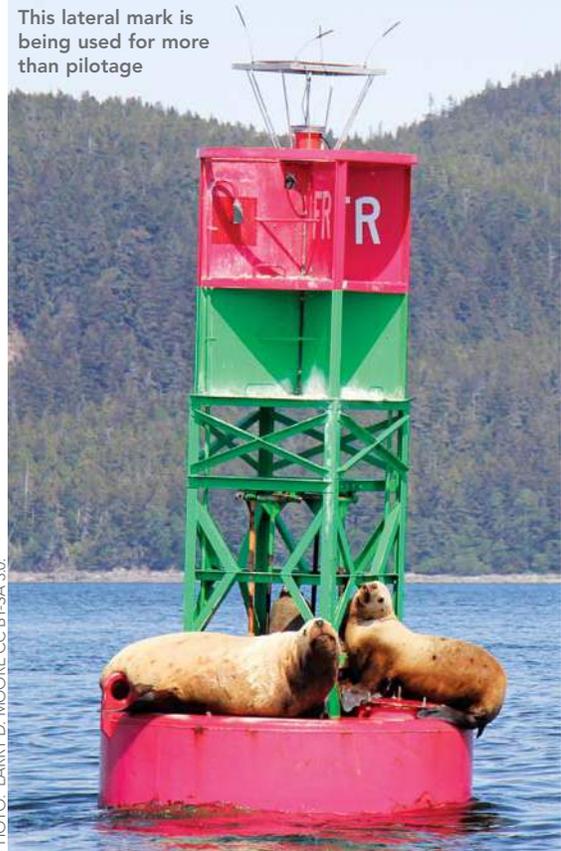


PHOTO: LARRY D. MOORE CC BY-SA 3.0.

This lateral mark is being used for more than pilotage

restrictions or water skiing areas, and isolated danger marks indicate a hazard to shipping.

IALA was unable to settle on one buoyage system for lateral marks, so it recognized two systems in different parts of the world, known as Region A and Region B. Region B includes North and South America, Japan, Korea and the Philippines, while Region A is the rest of the world.

Lateral marks indicate the port and starboard sides of the navigation route to be followed into a waterway such as a harbor, river or estuary from seaward. The vessel should keep port marks to its left and starboard marks to its right. These marks are represented by cone shaped or cylindrical shaped buoys. If the buoys or beacons don't have either necessary shape, they should use an appropriate topmark.

In both Region A and Region B, the starboard hand marks are conical and the port hand marks are cylindrical, it is just the color schemes that are different. Region A uses green for starboard and red for port aids. Region B reverses the colors and uses red for starboard and green for port aids, giving rise to the familiar phrase "red, right, returning from sea". If lit, the light is the same color as the mark, but can be of any rhythm. In the United States as late as the mid-1970s, the port hand

Two crewmembers from Aids to Navigation Team San Juan, Puerto Rico, make repairs to a lateral buoy off the coast of Christiansted, St. Croix

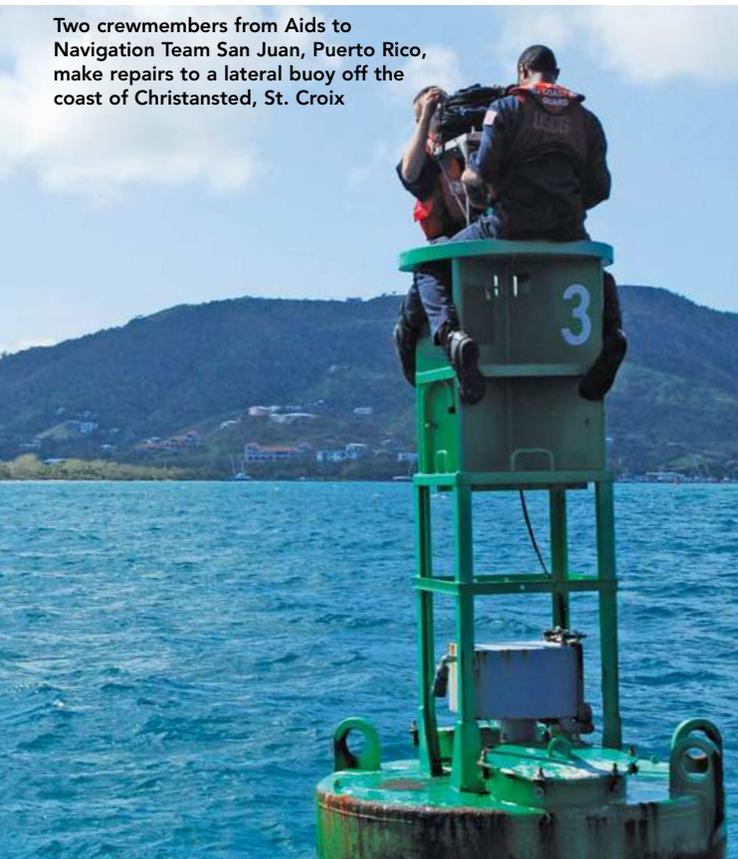


PHOTO: UNITED STATES COAST GUARD

side of the channel was marked with black can buoys rather than the current green color of the harmonized Region B.

At the point where a channel divides, a modified lateral mark is used to indicate a 'preferred' channel (often a deep channel suitable for commercial vessels) on one side and a secondary channel on the other. A preferred channel is indicated by red and green horizontal bands on the lateral marker. If a vessel wants to use the 'preferred' channel they observe the top color of the mark", while a vessel wishing to use the secondary channel honors the color of the band below it. If lit, a preferred channel mark assumes the color of the upper band, with a rhythm of composite group flashing (2 + 1).

When entering an unfamiliar port or cruising area, whether in Region A or Region B, a prudent mariner will always inspect their chart beforehand to determine and confirm the direction of buoyage, just to be make sure there are no surprises. Ⓞ

---

Capt. Jeff Werner is a 23 year veteran of the yachting industry. In addition to working as a captain on private and charter yachts, both sail and power, he is a certified instructor for the RYA, MCA, USCG and US Sailing.

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# HO, HO, HOLIDAY ACTIVITIES – NAUTICAL-STYLE!

BY CAROL M. BAREUTHER



PHOTO: ELLEN SANPERE

St. Croix Lighted Boat Parade

Celebrate the holidays nautical-style in a number of fun filled festivities. Here's a sampling of what's happening from the Bahamas to the Caribbean:

## LIGHTED BOAT PARADES

Nearly 50 festively decorated power yachts launch from **Puerto Rico's** Club Nautico de San Juan at 5pm on December 12th. The best viewing is from Bahia Urbana in Old San Juan or across the bay at Muelle Panamericano, a huge air conditioned dock in Isla Grande. An hour later and 100 miles to

the east, boats decked with lights, ornaments and costume clad crew cruise through Christiansted in the **St. Croix** Boat Parade. Visiting boats welcome. Fireworks light up the harbor afterwards. On December 18th, **St. Thomas** hosts its nautical parade starting at 6pm. Join in or watch from the harbor front. Miracle on Main Street comes after, a shopping, dining and entertainment extravaganza. The Bitter End Yacht Club, in Virgin Gorda, **British Virgin Islands**, hosts its procession of bedecked boats on December 24th at 5:45pm. Santa and his merry elves lead the way aboard the resort's 40ft powerboat, *Ponce de Leon*. Fabulous prizes are awarded for well-lit and

Saint Nicholas arrives in Curaçao



PHOTO COURTESY OF NICOLE VAN BEUSEKOM



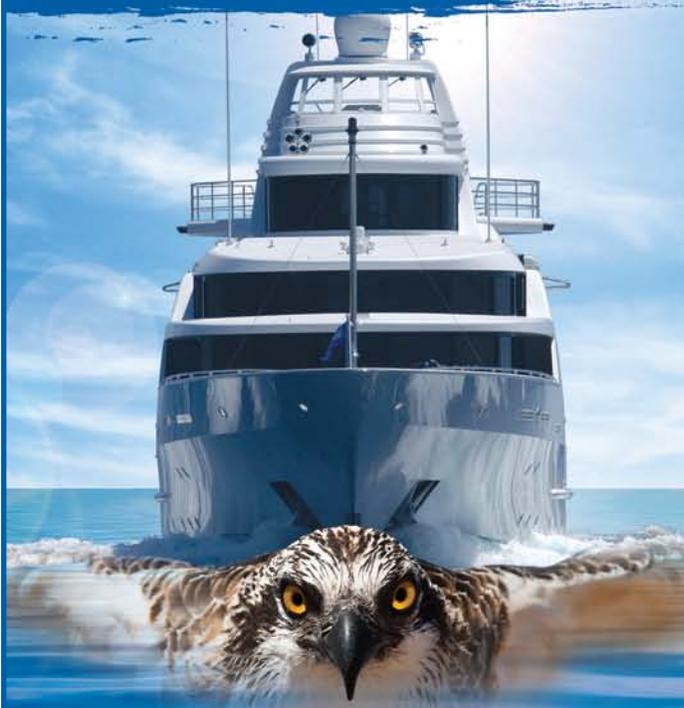
A Foxy New Year, Jost Van Dyke

creatively-decorated boats. There's also an 'anchored yacht' category for large yachts.

### MERRY-MAKING EVENTS

The celebration season starts in **Curaçao** on December 5th with the arrival of Saint Nicholas by boat in St. Anna Bay, Willemstad, around 8am. Local sail and motorboats follow in the red-suited jolly fellow's vessel's wake and visiting yachts can join in. On December 10th, at the **Antigua** Yacht Club in Falmouth Harbor, students from the Island Academy International School present 'Carols by the Sea' at 6pm. Shop for gifts at

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Christmas at Club Nautico de San Juan and time to kiss the cook



PHOTO COURTESY OF VIRGINIA DE LOS REYES, CNSJ



The Fox amongst the chickens, New Year's Eve bash, Foxy's, Jost Van Dyke

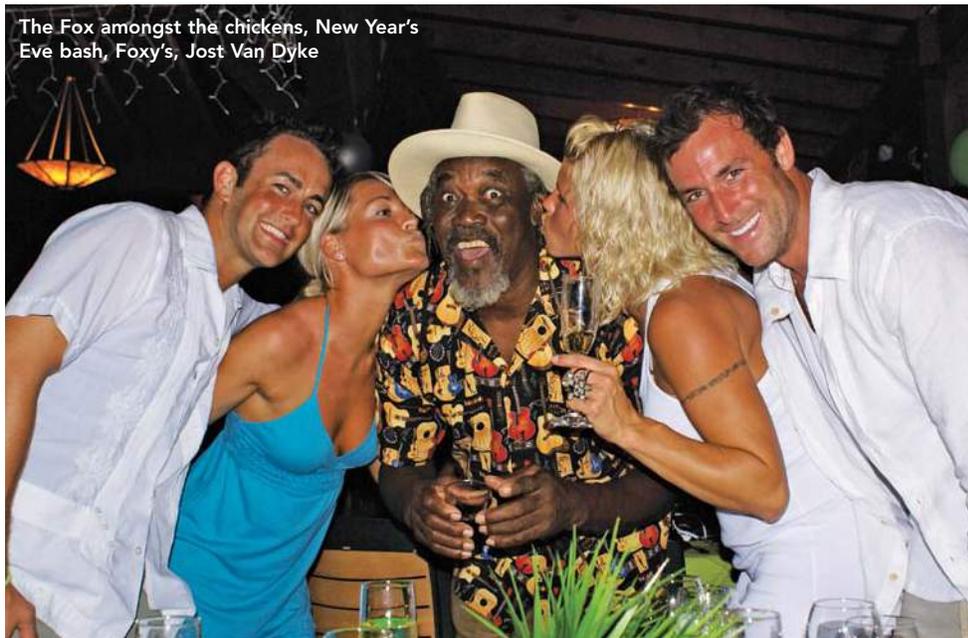


PHOTO: ELLEN SANPERE



the Annual **Grenada** Arts and Crafts Christmas Bazaar. It will be held December 13th, from 10am to 5pm at the Dodgy Dock Restaurant, True Blue Bay Resort. ARC (Atlantic Rally for Cruisers) participants and visiting sailors are invited to Fête Noel or traditional island-style Christmas caroling on December 14th, starting at 4pm at IGY's Rodney Bay Marina in **St. Lucia**.

### HOLIDAY PARTIES

The rum punch flows freely every Monday in season, including December and January, at the Marina at Emerald Bay's 'Hap-

pier Hour'. Guests at this marina, located in **Great Exuma, Bahamas**, can drink, eat from a huge buffet, and enjoy great friendship for free starting at 5:30pm. The **St. Maarten** Yacht Club puts on its annual Christmas Party in early December. Visiting yachtsmen are welcome, especially those with kids as Santa pays a visit bearing gifts. 'Christmas Day in the Dockyard' starts at 1pm in Nelson's Dockyard, **Antigua**, where, on December 25th, three different priced bottles of bubbly are available to commemorate the day. Dockyard restaurants, The Copper and Lumber Store Hotel and the Admirals Inn, serve



St Croix – SUP reindeer leading Santa's sleigh



Time to celebrate at Foxy's, Jost Van Dyke

full Christmas lunches. Celebrate Christmas in a heavenly way – under a full moon – in the **British Virgin Islands**. There are three great parties: Foxy's Taboo on Diamond Cay, **Jost Van Dyke**, hosts a pig roast, Bomba's Shack in Capoon's Bay, **Tortola**, offers more adult-minded fun, while the Fireball Party in Trellis Bay, **Beef Island**, is family-friendly. On Old Year's Night, enjoy an elegant buffet, open bar and music under the stars at Le Phare Blue Boutique Hotel & Marina in **Grenada**. It all starts at 7:30pm on December 31st. Bring a dish to the Seven Seas Cruising Association's (SSCA) New Year's Potluck GAM

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All aboard for the Lighted Boat Parade, Club Nautico de San Juan

on January 1st, starting at Noon in Trinidad at the **Trinidad & Tobago** Yachting Association's headquarters in Chaguaramas. Cruising station host Jesse James of 'Members Only' Maxi Taxi Service offers a free shuttle service from local marinas. On January 3rd, Fuik Dag, **Curaçao's** biggest boat party of the year happens in Spanish Waters, about six nautical miles southeast of Willemstad.

### NEW YEAR'S EVE FIREWORKS

There are two great places to anchor in the Grenadines to watch midnight fireworks on December 31st. One is Clifton Harbor, on **Union Island** and the other is Port Elizabeth, on **Bequia**. Both locales host celebrations before and after the sky sparkles ashore. North, on **Jost Van Dyke**, Foxy Callwood hosts his famous Old Year's Night Celebration. Live music includes Barbados' Nexcyx, the BVI's Final Faze and St. Thomas' DJ Avalanche, leading up to fireworks time. Those who want to trade barefoot bacchanal for a 5-star experience can make reservations for Foxy's Upper Crust, where \$450 per person gets you an open bar, 6-course dinner, VIP treatment and loads of fun masks and New Year's Eve party Favors

### YULETIDE RACING

Work off the calories of all those holiday goodies with some good old fashioned yacht racing. The Jamin' Jamaica J/22 Invitational Regatta takes place out of the Montego Bay Yacht Club, in **Jamaica**, December 4th to 6th. In **Antigua**, there's the High Tide Christmas Series run by the Antigua Yacht Club and principle sponsor Budget Marine - racing takes place December 20th, 23rd and 26th. To mark the end of the year, The Nelson Pursuit Race gets underway at 10am on December 31st, with prize-giving in the Dockyard.

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

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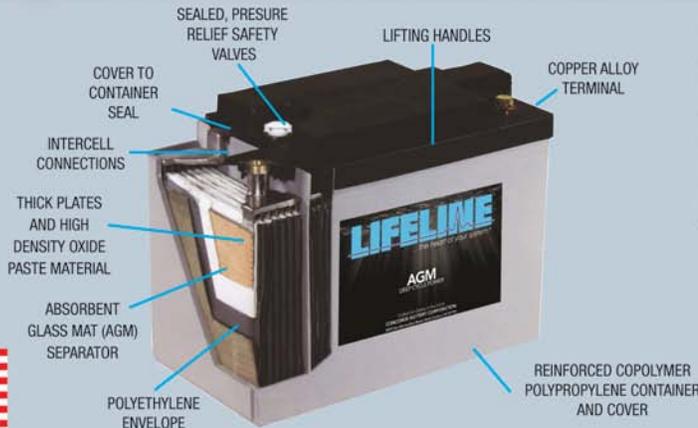
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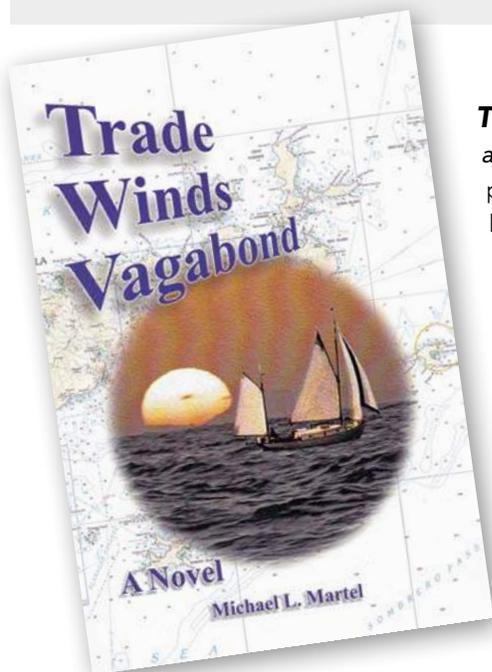
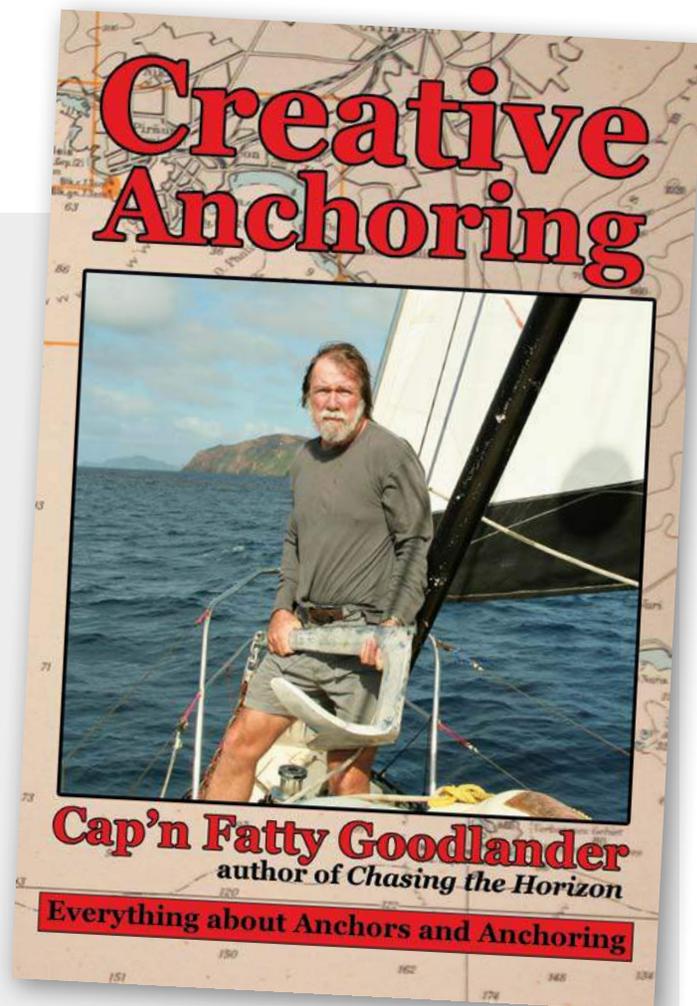
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*Creative Anchoring* is available in paperback or as an eBook from Amazon.



## **TRADE WINDS VAGABOND,**

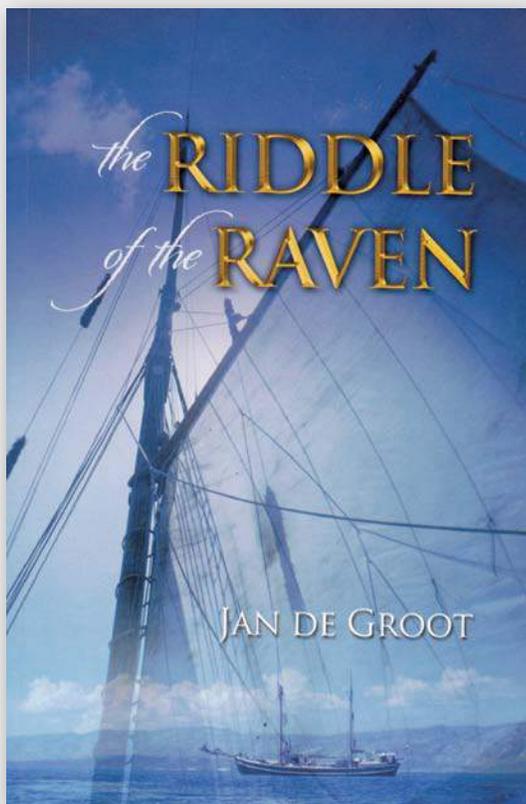
a novel by *Captain Mike Martel* is a grand, if somewhat disturbing tale that plots the course of single-handed sailor Nathan Williams and the wooden boat he lovingly restored. This is more than an expertly crafted sea story, Martel is a philosopher and poet and there are passages here that you will want to read again and again. Caribbean cruisers will recognize many of the locations in the book and will have met similar characters along the way. Anyone contemplating sailing off alone in order to 'find themselves' should read *Trade Winds Vagabond* first. It may deter some prospective lone sailors but then again it might just hasten their departure. Principals and ideology, mysticism, romance, sex, love, loss and redemption ... It's all here in a book that starts out in light airs and skillfully tacks and jibes into full-on action.

*Trade Winds Vagabond* is published by Points East Publishing, and is available in paperback or as an eBook from Amazon.

### **THE RIDDLE OF THE RAVEN**

by *Jan de Groot* is a ghostly nautical tale perfect for a winter's night tucked up safely in your bunk ... but keep your eyes on those flickering shadows. De Groot claims that the events that took place aboard his 140ft gaff-rigged ketch *Raven* are true, and that crew who worked on the boat in various countries over the years can confirm that the vessel was haunted. After sailing aboard *Raven*, many a crew jumped ship and no amounts of money would entice them back. That weird things happened on *Raven* is beyond question but while reading the book I rode the waves of belief and disbelief in equal measure ... until towards the end when it became truly frightening and I believed. This is a fabulous story for all those who love tales about ships and the sea, and for those who are intrigued by the paranormal.

*The Riddle of the Raven* is published by Sono Nis Press, and is available in paperback or as an eBook from Amazon.



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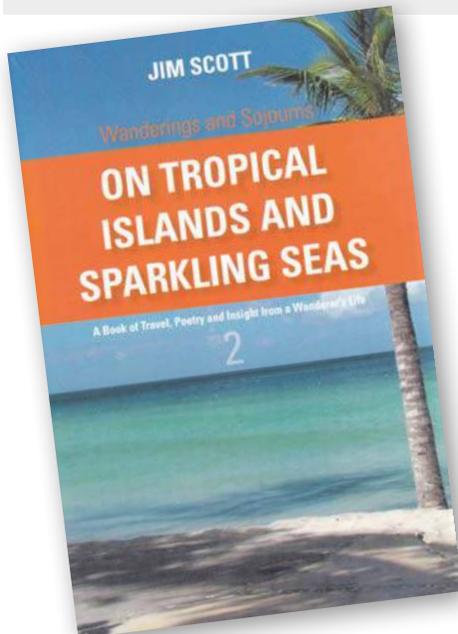
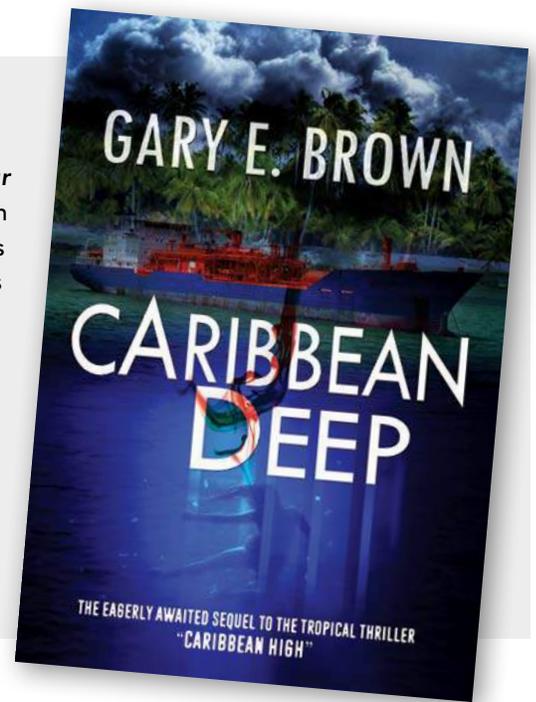
written and illustrated by teacher and artist Rachel Barrett-Trangmar is a delightful book of poetry for children aged four to eight. Great care has gone into this book, which describes in rhyme the voyages of Ben-the-Boat. Each poem is accompanied by a delicate watercolor painting. The text is in English and French, thus it is very educational and equally suitable for older children studying a foreign language. This is the first book in the series, three more, namely: 'Ben-the-Boat in America', 'Ben-the-Boat in the Bahamas' and 'Ben-the-Boat in the Caribbean', are set to follow.

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*Wanderings and Sojourns, Book 2, is published by Friesen Press and is available in paperback or as an eBook from Amazon.*



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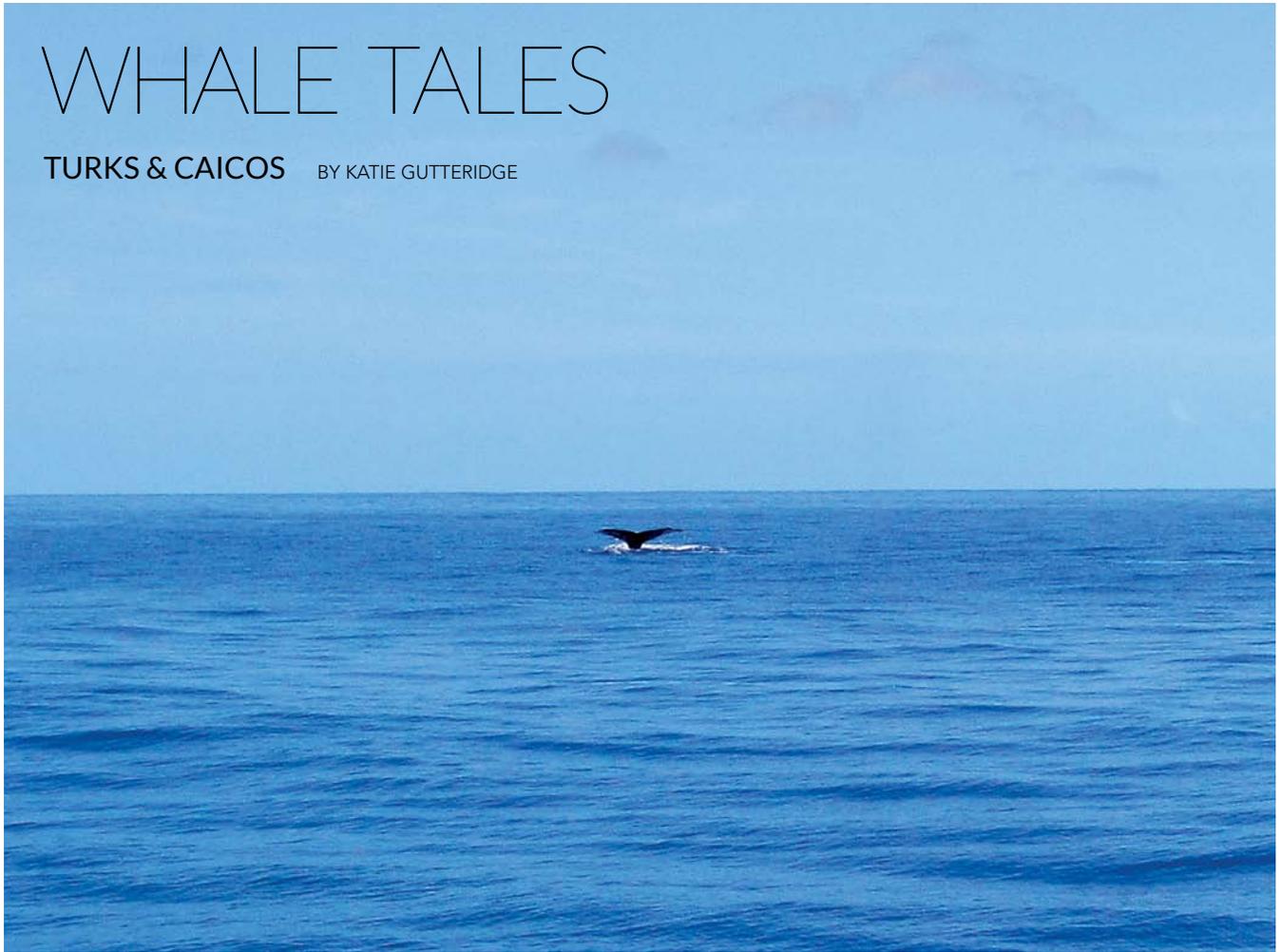
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# WHALE TALES

TURKS & CAICOS BY KATIE GUTTERIDGE

PHOTO: STEPHANIE WALLWORK WWW.AQUATCI.COM



Whales: The largest creatures ever to have lived on this planet; outgrowing and outliving dinosaurs and woolly mammoths. Growing up to 98-feet long, the colossal 190 tonne Blue Whale beats them all.

Yet today whales stand alongside the growing number of species that are endangered and in need of protection. Throughout history whales have fascinated us mere mortals. Books, from The Bible to Moby Dick have made legends of these leviathans of the sea.

Whales have survived everything this planet has thrown at them including an ice age and mass slaughter that pushed some species to the edge of extinction.

While the world has become easier to travel around, more people desire an encounter with these legends themselves. A 2009 study by the International Fund for Animal Welfare (IFAW) estimated that 13 million people went whale watching globally in 2008, generating \$2.1 billion per annum.

This year, I decided to join them. In February I booked with Salt Cay Divers in the Turks and Caicos Islands. I chose them for their clear commitment to the conservation of whales. Describing their interactions as 'soft', they'll only enter the water if the conditions are right for the whales. And their ongoing research into the effects whale-watching tours may have on the mammal put my mind at ease.

By running trips this way the tourists get a more wholesome experience, while if the whales feel safe and happy they'll want to return. Salt Cay Divers must be doing something right because research suggests that Humpbacks are not just passing through this area on their way south, some are staying behind to breed.

In the Caribbean, we're blessed with the presence of North Atlantic Humpbacks (*Megaptera Novaeangliae*) which translates to 'big-winged New Englander'. Humpback whales migrate annually between their summer feeding grounds in the North Atlantic and their winter breeding grounds in the Caribbean. The largest known breeding and calving areas are




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off the coast of the Dominican Republic, the Silver Shoals to the north of the island, and Puerto Rico. Surprisingly, whales appear to share a few similar characteristics with us: they're very sociable, they can live to be 80-years-old, and their flukes (the fins at the end of their tail) are unique to each whale, each having a variable pattern just like our fingerprints.

Their most endearing quality has to be the protective nature towards their young. On average, females give birth every two to three years, but some can give birth annually, always birthing just one calf after a gestation period of 11-12 months. At birth, a calf can weigh two tonnes and average 13-15ft in length, growing at a rate of around 18 inches every month. The mothers are so protective they will not abandon their calf, even in the most dangerous situations. Early hunters took advantage of this, first killing the calf, then the mother as she refused to leave her calf's side.

**MY ENCOUNTER AND THE MOMENT IT ALL BECAME CLEAR**

I was feeling nervous, excited, and for some reason even a bit fearful. As we set off on the little wooden speed boat from the tiny harbour at Salt Cay, we were all assigned points of the clock for 'spotting'. I got four o'clock and, as we pounded

over the waves, I tried not to take my eyes off the horizon. "It's difficult when the water's rough, but keep watching and you should see them spout," said our guide. After half an hour the adrenaline started to fade and was replaced with panic that I'd never get a chance to see a whale. But ten minutes later my partner Andy jumped out of his seat. "Over there! Six o'clock!" he roared, frantically pointing.

The Captain observed for a moment, approached a little closer, and then shut off the engines, explaining that he would let the boat drift forward. As we got closer, we all readied our fins and masks.

Then the signal came to enter the water as silently as possible, sliding overboard rather than jumping in. We swam together in a tightly formed line, approaching the general area where we saw the last spray of water. I knew we were getting very close, but I still wasn't seeing any evidence. The water was only 50ft deep but due to the rough weather of the last few days, visibility was poor and I couldn't see more than about 15ft in front of me.

Looking down I could see black rocks and the occasional white sandy patch, when all of a sudden I saw an eye peering at me from out of the rocks. Like a jigsaw puzzle suddenly

WHALE WATCHING ETIQUETTE

- Vessels should approach slowly, carefully and quietly (keep engine noise to a minimum).
- Maintain a respectful distance from the animal so that they don't feel threatened or stressed.
- Avoid 'fencing in the whales'. This includes blocking them between boats/too close to the shore/chasing after them or getting between a mother and calf.
- If whales change their direction three to five times it means they are feeling hassled and becoming stressed. Simply maintain your distance and allow them their space. Disturbed whales will swim away, cutting your viewing time short.
- When operating a vessel, move parallel to the whales to avoid approaching them head-on. Surprised whales may show aggression and become very dangerous given their size.



Humpback whales are gentle creatures that feed primarily on krill

PHOTO: OAR/NATIONAL UNDERSEA RESEARCH PROGRAM (NURP)

- Mothers and calves are tired and more likely to be 'spooked'. They require even more consideration.

SOURCE: Turks & Caicos Island Government Department of Environment and Maritime Affairs (DEMA) [www.gov.tc/dema](http://www.gov.tc/dema)

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Humpback whales are mammals that must surface to breathe

PHOTO: OAR/NATIONAL UNDERSEA RESEARCH PROGRAM (NURP)

revealed, I realised that the rocks and sand was actually a whale and I was swimming just 15ft from it. I traced the eye backwards along its body until I saw the tail flicking gracefully behind.

As I fumbled around trying to turn on my camera without taking my eyes off the whale, I noticed another, bigger eye staring at me. That's when the picture became clear – I'd been amazed at the size of the calf, believing that to be a fully grown whale. Now I was seeing the mother, with the calf playing alongside her and I could see she was three times her size. It was a breath-taking and exhilarating moment. I couldn't stop looking at her soulful eye, so small for the size of her body.

Later, as we celebrated with sunset drinks ashore from where we could see our 34ft catamaran at anchor, it dawned on me just how big the adult whale had been – approximately 1.5 x the length of our boat - Staggering!

Encountering whales is a magical experience, but one that needs to be done with sensitivity and care. The whale-watching guidelines will help ensure that both you and the whales will be happy should you be lucky enough to encounter them while cruising.

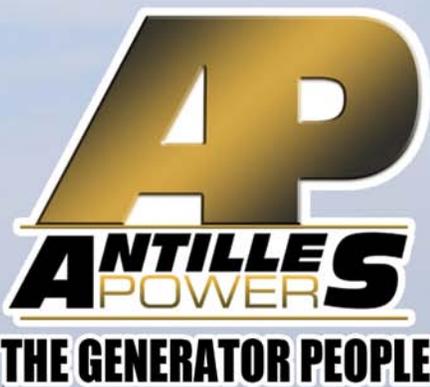
Katie Gutteridge is an adventure traveller. Her past trips include an overland self-drive from England to South Africa with partner Andy. Last year the couple bought a catamaran and learned how to sail on their way south from Florida. Their home is in rural England.



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# TEAM BVI WINS 2015 CARIBBEAN DINGHY CHAMPIONSHIPS

PUERTO RICO BY CAROL M. BAREUTHER



Championship Winners BVI

Team BVI successfully defended its title by championing the 2015 Caribbean Dinghy Championships (CDC). Run under the auspices of the Caribbean Sailing Association, this is the first time in the CDC's history that Puerto Rico has hosted this regatta. BVI sailors triumphed over teams representing the USVI, St. Maarten and Puerto Rico, in this October 16th to 18th event held out of Club Nautico de San Juan's new Sailing Academy.

"All of our sailors, with the exception of those competing in the IC24 Class, are youth sailors," says Julie Deakin, manager of the Royal BVI Yacht Club, which along with Commodore Todd Patterson funded the team's trip to defend its title. "We are very proud of their results as all of the classes were Open (meaning any age could participate) apart from the Optimist."

Each island fielded sailors in every one of the following classes: Optimist, Laser Radial, Laser Standard, 420 and IC24. Nine



Winners of the IC24 competition, (from left): Frits Bus, Chuck Pessler, Ian Hope Ross, Ryan Hope Ross

windward/leeward races were run in the calm protected waters of San Juan Bay. The overall winner was determined by totaling the final point scores for each teams' sailors. This winner was

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Puerto Rico participants and winners with Pedro Luis (1st in Laser Radial)

Team BVI, coached by Taylor Penwell, whose sailors won three of five classes and finished second and third in the other two. Team BVI also won the last CDC, held in Antigua in 2013.

The BVI's Rayne Duff in the Optimist, Jason Putley in Laser Standards and the duo of Sam Morrell and Daniel Petrovic in the double-handed 420 each led their classes. Thad Lettsome finished second in Laser Radial, while the quartet of Andrew Waters, Ted Reshetiloff, Mike Hirst and Kevin Wrigley placed third in IC24s.

Puerto Rico's Pedro Luis Fernández won the Laser Radial class. St. Maarten's Frits Bus, Ian Hope Ross, Ryan Hope Ross and Chuck Pessler led in the IC24s.

"We are pleased to have successfully hosted the 2015 CDCs," says regatta director, Marco Teixidor. "Winds were light but it made for very close and exciting racing. There was very tight competition with all four teams having had a good chance to win."

The CDCs were started by the Caribbean Sailing Association in the early 1980s in order to promote inter-island competition. Antigua, Barbados, Guadeloupe, Martinique and St. Croix are among the islands who have hosted the CDCs in the past.

"This was the first time that Puerto Rico hosts the CDC, and we hope it will not be the last! The new sailing academy, Academia de Vela, has definitely revamped the Club's focus on sailing. We are looking forward to hosting many great regattas in the near future. In fact, February 4th to 7th 2016, Club Nautico de San Juan will be bringing back the International Dinghy Regatta in its 14th edition. We expect a good fleet of 50 to 60 Optimists and 30 to 40 Lasers."

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



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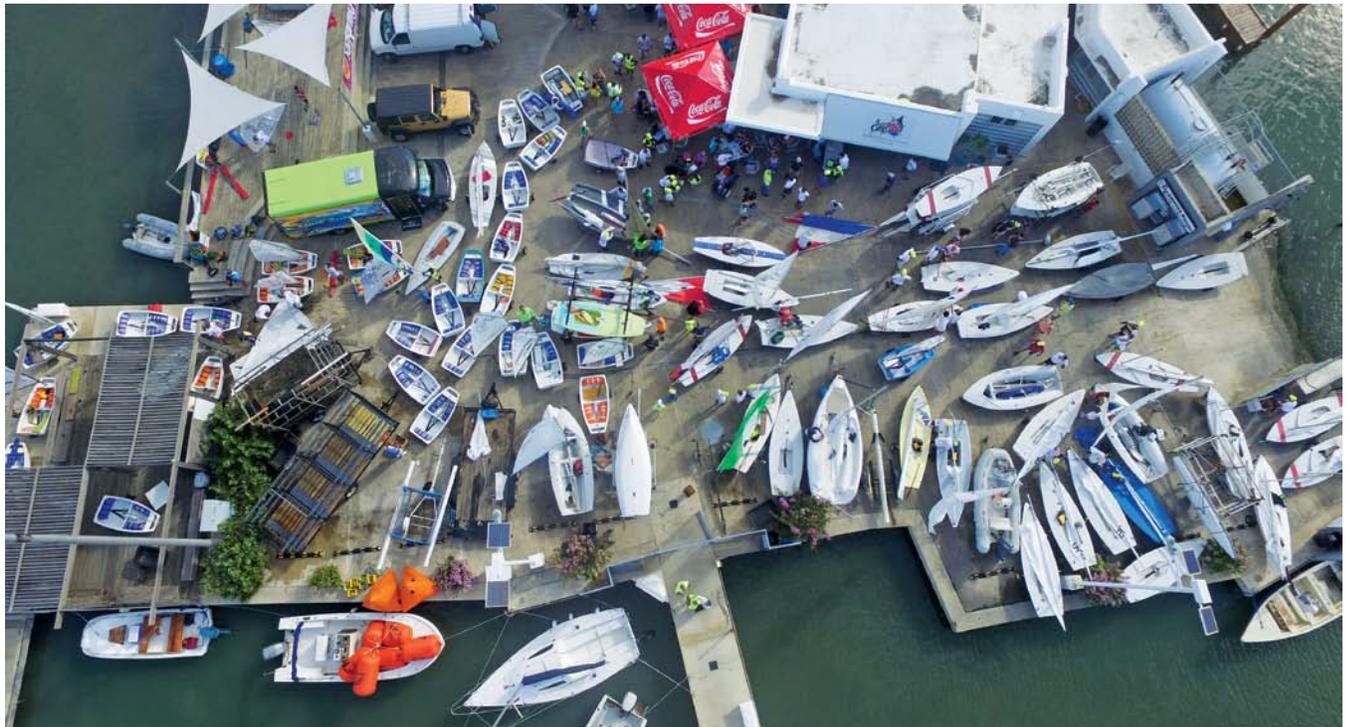
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# THE FOURTH BRISA-EL MESON FUN DAY REGATTA

PUERTO RICO



The Borinquen Island Sailing Association's West Chapter (BrISA Oeste) and Marina Pescaderia, located in Puerto Real, Cabo Rojo on the southwestern coast of Puerto Rico, recently celebrated the 4th edition of the BrISA – El Meson Fun Day regatta. The event, open to any monohull under 19ft, attracted a whopping 76 boats from all over the island. The boats were divided in five classes, with five boats competing in the 420 class, 15 Lasers, 18 Sunfish, 32 Optimist, three open and three Playeros (a developing class from the south coast of Puerto Rico). Most of the island's sailing schools participated in the one-day event and it was so successful that everyone agreed that it should be expanded into a two day event for next year.

The day started with a breakfast of sandwiches/muffins and on the spot brewed coffee courtesy of El Meson Sandwiches. The races got underway in perfect weather with 10 – 12 knots of southeasterly wind and flat seas. Although the free space in the marina is somewhat limited, they managed to launch and retrieve all the boats in record time thanks to the help of many volunteers. The regatta also had about six chase/safety boats in the race area but luckily there were no accidents despite

the large number of competitors. The races were followed by a giant hamburgers and hot dogs BBQ with all the trimmings and refreshments.

The awards ceremony had to be postponed due in part to the large number of boats (only 30-35 were expected) and there were some issues with the results that required some time to sort out. However, everybody was happy and had a wonderful time both in the water and on shore.

BrISA wants to thank José Méndez, owner of Marina Pescaderia for his voluntary commitment with the youth sailing events. Likewise to all the volunteers, sponsors and contributors that made history with the largest number of small boats in an island regatta.

It was truly a Fun Day! See you next year!



---

Article and photos submitted by Roberto L Castro, Commodore, BrISA West

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# FIRST ANNUAL JAMES DOBBS MEMORIAL REGATTA

ANTIGUA BY CAROL M. BAREUTHER



A group of Antigua's top sailors gathered on October 11th to honor the memory of James Dobbs of *Lost Horizon II* fame, who passed away on September 4. It wasn't a solemn affair at all. Instead, it was a day of keen competition and camaraderie as nine skippers and their crews, all friends of James, took to the waters off Nonsuch Bay Resort to race one-design RS Elite boats in the 1st Annual James Dobbs Memorial Regatta.

"Going into the last race, the 14th of the day, the top three of us – myself, Karl James and Marc Fitzgerald, were all tied at five

points," explains Tanner Jones who, with crew Shari Potts and Patrick Watson, finished 3rd in the last race, enough to make his team the low point winner. "What excelling came down to was getting a good start since the races were fast, quick and short. I think James would have enjoyed it. He would have blown the field away because he always hit his starts."

Karl James' team finished second, one point behind Jones, while Fitzgerald was one point behind James to end third.

"While the standard of sailing was high, the standard of

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rule observance was, frankly, quite low – lots of on the water shouting, but not affecting the after race camaraderie. I think James would have enjoyed it immensely. Nobody could ask for a better memorial event, in my opinion," Fitzgerald said.

The day of racing went amazingly well for only three weeks of organization on the part of avid sailor, Bernie Evan-Wong, who finished in fifth place. About 60 people were in attendance, including family and friends. The weather cooperated too with beautiful sun and winds from the southeast at 15 to 17 knots.

Instead of stopping racing to put together a protest committee and start hearing protests, the two top offending teams were put into a single match race where the winner earned a spot in the finals.

The combination of races was a format never run before but something that race officer Clare Cupples worked out to keep everyone involved until the finals. It began with a morning round robin, where every team sailed against each other three times. The top three teams automatically advanced into the finals. Boat swapping minimized any differences due to equipment. In the afternoon, the lower six teams from the morning session had a chance to get into the finals. It should have been a straightforward first three qualifying. However, the competitive factor was such that dinghy sailing became a contact sport among a few of the teams. Instead of stopping racing to put together a protest committee and start hearing protests, the two top offending teams were put into a single match race where the winner earned a spot in the finals. The finals were the last three races of the day, where competition came down to the last race to determine the winner.

"There is no better racing than one design for fairness and close competition." says Evan Wong. "James would be all for close competition. In fact Nicola Pears (James partner) messaged me about how much James would have liked the event format. To quote her, 'it's a form of remembrance that James would have appreciated'."

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



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# PROFILE: ST. LUCIA SAILOR STEPHANIE DEVAUX-LOVELL

ST. LUCIA BY CAROL M. BAREUTHER



Nineteen-year-old Stephanie Devaux-Lovell has two clear goals. First, to qualify for the 2016 Summer Olympics in the Laser Radial. Secondly, and even closer to her heart, is to win her home island of St. Lucia its first-ever Olympic medal. Devaux-Lovell's sailing achievements to date put her well on the road to accomplishing both ambitions.

A friendly rivalry with her brother launched Devaux-Lovell into the sport of sailing at age eight. "We were very competitive and I wanted to do whatever he did," she says.

Devaux-Lovell and her brother started lessons at the St. Lucia Yacht Club. Michael Camps, who volunteered his time each Saturday, taught the two and other children to sail the Optimist dinghy.

"I wasn't serious about sailing when I was in the Optimist, it was more about having fun. Tennis is what I played competitively. However, I did go to some regattas. The biggest was Optimist North Americans in Kingston, Ontario, in 2010. All that changed when I received a wild card into the Youth Olym-

pics in Singapore. That's when my career in sailboat racing really began," she says.

The teen sailed in the Girl's Byte CII class and finished a respectable 23rd in a field of 32 in what was her most competitive international regatta to date. This experience is what inspired her to aim for a spot and a medal in the adult Olympics. Back home, she jumped into a Laser 4.7 and started sailing for several hours every day.

A few of Devaux-Lovell's best Laser 4.7 results were winning the class at Schoelcher Week in Martinique and finishing second overall and first girl in a fleet of 72 at the UK National and Open Laser Championships in 2011. In 2014, and in the Laser Radial, she qualified for the Gold Fleet at the ISAF Youth World Championships and finished fourth at the Caribbean Central American Games. So far this year, Devaux-Lovell has traveled the world to compete and hone her skills. She's raced in the USA's ISAF Sailing World Cup in Miami, the Garda Trentino Olympic Week in Italy, the Delta Lloyd Regatta in the Netherlands and Pan American Games in Canada. Next up is the Laser Radial World Championships in Oman, which are an Olympic qualifier.

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"I feel like I have a natural talent for sailing. I'm happiest on the water, especially when completely surrounded by the natural beauty of St. Lucia, which has ideal sailing conditions. When I'm not training, I enjoy sailing aboard J24s. I like these boats because it's very sociable. Almost every year I try to compete in St. Lucia's J24 Nationals and the Mango Bowl Regatta as well as in the Bequia Easter Regatta."

Sailing is Devaux-Lovell's entire life right now. She has taken two years off from university and trains daily with gym sessions in the morning followed by sailing for several hours and a cool down run in the evening. When she's not on the water, she's biking, kitesurfing or swimming.

What advice does Devaux-Lovell have for Caribbean junior sailors who would like to follow in her footsteps?

"Just because you live on a small island nation and face many challenges such as lack of competition, funding and sometimes the proper coaching you need, once you have the drive and determination to keep training and to keep pushing yourself then nothing else really matters. Once you have a dream there is nothing and no one standing in your way but yourself. So keep sailing and keep believing."

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

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# SAILING & SPORT FISHING STAR AT THE BONAIRE SAILING REGATTA & FESTIVAL

BONAIRE BY CAROL M. BAREUTHER



Sailing, sports fishing and seaside celebrations are what made the 48th Bonaire Sailing Regatta and Festival, held October 7th to 10th, so special. Over 115 participants from Bonaire, Curaçao, Aruba, Venezuela and Holland competed in classes such as Racing, Optimist, Sunfish, Beach Cat, Windsurfing and Kite surfing. New this year was the addition of a Wahoo fishing tournament. A change in venue plus appealing program of events attracted some 5000 people over the three days of regatta festivities.

"This year's regatta was totally different from the past because we changed the venue from downtown Kralendijk to Coco Beach, the former Sunset Beach. Both sailing races and the festival were held from this beach, located a little north of city center," says regatta director Viktor Wijnand. "Because the races were held in front of the beach, a lot of people came to watch the races, which took place between Bonaire and its remote island of Klein Bonaire."

Sailboat racing was the biggest draw and there were plenty

of opportunities in the two racing classes for seasoned sailors and newcomers alike to triumph.

"I've sailed in this regatta since 1972 and what I like best is the fantastic 'flat' waters in the huge protected bay of Bonaire," says Jos Schoonen of Curaçao who, with his crew, won the Racing 1 Class aboard the Swan 44, *Casse Tete V*. "The courses were attractive for both small and large yachts although three races a day are kind of tough for us as senior racers. Sailing conservatively due to the strong winds, a very well maintained older racing Swan and a very experienced crew led to our success."

It was a crew of 14- to 19-year-olds from Curaçao and their skipper, Henry Hernandez, aboard the J/24, *Chamba II*, that took home the first place prize in Racing 2 Class.

"Every year we go to the Bonaire Regatta with a group of Sea Scouts. This was the first year this crew sailed without their skipper, Jan Ackermans, who passed away in May. The boys

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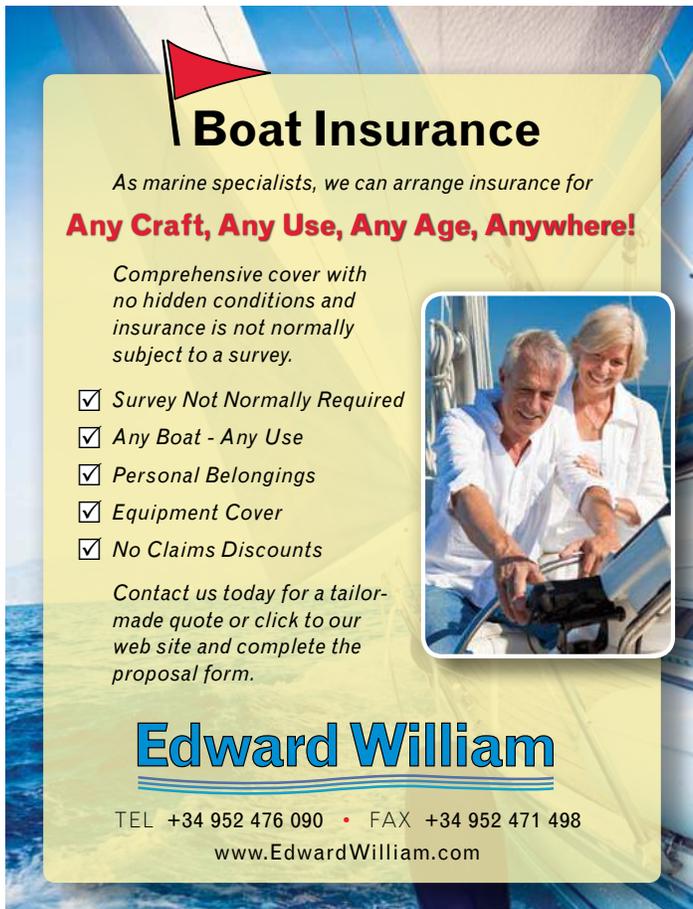
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and girls wanted to do something to honor him and I was fortunate to guide them in doing this," says Hernandez, whose *Chamba II* team won five of seven races to champion the class against the fellow Curaçao J/24 team on *Merlin*. "I enjoyed this regatta very much because it is a sailor's regatta, where you could play the shore or decide to go left or right."

Seven boats participated in a first-time one-day Wahoo Tournament organized by Budget Marine and offered as part of the regatta program. Captain Yuri van Kampen, who professionally charters his 30ft Pursuit, *Fishtales*, won with a catch of a 13.2lb wahoo.

"We had just set out a ballyhoo on the inside right outrigger, when immediately we stopped the line from free spooling, it was slammed by the wahoo," tells Van Kampen. "I set the hook and the battle began until we soon had it in the fish box. Three hours later we found out this was the only wahoo caught for the day. Winning with just one wahoo might not seem a big achievement, but to us it meant the world since we produced where no other boat could get a bite or a hookup."

When sailing and sport fishing finished, crews were able to moor their boats in front of Coco Beach in order to attend the finale party. This included live music from local and international bands, dance shows and other cultural events.

"The ambiance was relaxed and enjoyable," says Wijnand. "It was definitely a regatta to remember!"

For full results visit: [www.bonairegatta.org/results.html](http://www.bonairegatta.org/results.html)

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

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# OUR KOOK'S TOUR OF GUNA YALA

## PANAMA

STORY AND PHOTOS BY BARBARA HART



Our island neighbor in East Lemmon Cays

A 'Cook's Tour' is a 'guided but cursory tour of the major features of a place or area'. It's named after Thomas Cook, founder of the British travel agency that bears his name, and a fervent member of the temperance league. The first tour of his career was for league members attending a temperance conference. A 'Kook's Tour' is our private one-off tour by Captains Keith and Jaime Pomeroy of *S/V Kookaburra*, who provided an in depth buddy-boat cruise of a large portion of the Guna Yala Region of Panama. While charts still refer to them as the San Blas Islands, most cruisers here use the term preferred by the native inhabitants, the Guna Yala people.

Prior to leaving St. Thomas, we'd purchased 'The Panama Cruising Guide', by Eric Bauhaus, which offers waypoints for safe passages into many harbors, coupled with firmly worded suggestions regarding the best times for entering and leaving the more tricky anchorages. The Pomeroy's met us at the entrance of Isla Porvenir, the only port of entry where



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While most cruisers visit this region without incident, at least six sailboats have been lost on the reefs this year alone ...

we could clear in to both Guna Yala and the country of Panama. It was late in the afternoon and, had we been alone, we would have anchored nearby for the night and picked our way through the reefs when the morning sun was high. Since the 'Kooks' had been in and out of Isla Porvenir a number of times, they nimbly led us immediately to an inside anchorage. Thus we started our tour the way we would continue: We entered the Bauhaus waypoints prior to each day's sail, and then we followed *Kookaburra* into and out of the anchorages, recording our track in order to refine our course on the chart plotter later. While most cruisers visit this region without incident, at least six sailboats have been lost on the reefs this year alone, so in addition to being delighted to spend time with our dear cruising friends, we were grateful to learn from them during our first days in Guna Yala.

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Lela Bickford from *S/V Yachtsman's Dream*, shopping at Nargana's larger store, the one Keith and Jaime call 'Walmart'. It isn't, but after a few weeks in the Guna Yala Region, it's a welcome stop



Keith took us ashore at Porvenir where it cost us \$453.00 to check into both the country of Panama and the region of the Guna Yala: \$180.00 for our vessel; \$13.00 for documents and paperwork; \$100.00 per person for entry into Panama for one year; and \$60.00 to the Guna Yala. We later found out that the Guna will request \$60.00 every month—20.00 for the boat and each person on board. Officials with receipt books in hand visit the anchorages on small motorized boats to collect these monthly fees. In addition some island groups are under the jurisdiction of yet another Guna governmental body which requires a \$10.00 per month anchoring fee. If one can be hunted down each month to pay these fees, the total cost of two people living at anchor on a boat ten-meters in length is currently \$1233.00 per year. In exchange, there are no services and very few navigational aids. (Just prior to publication, by order of the Guna Congreso, fees for anchoring in the region were set to increase by a ridiculous amount. The translation from the Guna language clearly indicated the fee would be \$5.00 per square foot of the vessel, per month. Members of the Facebook San Blas Cruisers Group speculated that perhaps they meant \$5.00 per linear foot. If either is enforced an exodus of cruisers is predicted.)

We first met Jaime and Keith in Grenada in 2011. They are excellent captains, enjoy discovering new places, and are—fortunately for us—not members of the Temperance League. Since they were leaving for a trip back to the states only a week after our arrival, they planned our Kook's Tour to introduce us to four anchorages, veggie boats, mola makers, fellow cruisers, prime snorkel spots, and places to avoid. After we checked in, both boats weighed anchor and headed for East Lemmon Cays for the night. All of the islands are owned

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Michael Brasler, Master of the trash burn at East Lemmons, with Keith Pomeroy



Two Guna ladies in Nargana, both colorfully dressed; one traditionally and one for the city



Ulu near Nargana



Keith and Jaime Pomeroy of S/V Kookaburra

by the Guna Yala people, some of whom charge small fees for going ashore, but others are available for exploration, cruisers gatherings, and trash burning. During the week we anchored in East Lemmon Cays, Sabudupored, near Barbecue Beach at Holandes Cays, and back to East Lemmon for the final two nights of our tour. Here is some of what we learned:

Yes, there are musicians on boats in Guna Yala and my partner EW was delighted to meet Denny Flannagan from *S/V Kokomo* and Jim Osborn from *S/V Ullr* during our first week in the islands.

When trying to snorkel at Barbecue Beach, check the current, and make sure both fins are firmly attached before letting go of your boat. I was swept away from *La Luna* and had to grab onto a boat anchored at our stern and wait for Keith to rescue me. I wasn't in danger; I was embarrassed.

Such reefs are best viewed via a drift snorkel, with a dinghy tied to one of the group. It is exhilarating to sweep up over an underwater hill to startle a large ray that has been sleeping in the sand.

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Wise cruisers will remember that there are no ATMs in the region. Provisioning the ship's stores and the captain's wallet will require an expensive one-day trip to Panama City via local launch and jeep, or an eight-hour sail and a few days in Isla Linton or Portobello.

There is plenty of excellent snorkeling with many kinds of coral and fish, as well as rays, sharks, and the occasional shy turtle.

Cruisers also enjoy swimming, kayaking, paddle boarding, and kite-boarding—though the winds for kite-boarding are better during the winter months.

The Guna Yala Region is starkly beautiful, with high green jungle hills on shore, and tiny sand islands in the anchorages. Rainy season is from May through November and they aren't kidding. The rain showers frequently include thunder storms, and a number of boats are hit by lightning each year.

There are 'rules' for trash burning. We burn all paper and plastic, we drop jars and crushed tin cans in deep water as we sail between anchorages, and we give our aluminum cans to the Guna who can sell them for recycling in Columbia. Trash burning can also be an excuse for a party on shore. (Heck, we're cruisers; any excuse for a party is good enough for us.)

This is generally considered to be a cheap place to hang out



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## BRIDGE OPENING TIMES - Dutch & French St. Martin

### DUTCH SIDE - Bridge Operator VHF Ch. 12

#### SIMPSON BAY BRIDGE:

Outbound	Inbound
0830 hours	0930 hours
1030 hours	1130 hours
1600 hours	1500 hours
	1700 hours

#### CAUSEWAY BRIDGE:

Inbound & Outbound Traffic		
0815 hours	0945 hours	1515 hours
1015 hours	1145 hours	On Call for In & Outbound traffic
1545 hours	1715 hours	

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

### FRENCH SIDE - Bridge Operator VHF Ch. 16 / Tel: (590) 87 20 43

#### Outbound & Inbound (Outbound Traffic proceeds Inbound Traffic)

0900 hours	Sundays & Public Holidays
1430 hours	0900 hours
1730 hours	1730 hours

Following Kook ...



during hurricane season. One of the reasons being that there are only a few ways to spend money other than purchasing fresh produce, limited groceries, box wine, Balboa beer, and molas. Wise cruisers will remember that there are no ATMs in the region. Provisioning the ship's stores and the captain's wallet will require an expensive one-day trip to Panama City via local launch and jeep, or an eight-hour sail and a few days in Isla Linton or Portobello. From there you can catch a bus to Sabanita, Colon, or Panama City.

To recap: Checking into Guna Yala and Panama: \$439.00. Exploring the area with friends on S/V Kookaburra: Priceless. 🔄

*Now sailing in the Western Caribbean, Barbara Hart lived aboard with her husband year-round in Maine for eight years. She has an active blog: [www.HartsAtSea.com](http://www.HartsAtSea.com) sharing what she's learned about living aboard, cruising, and staying married.*

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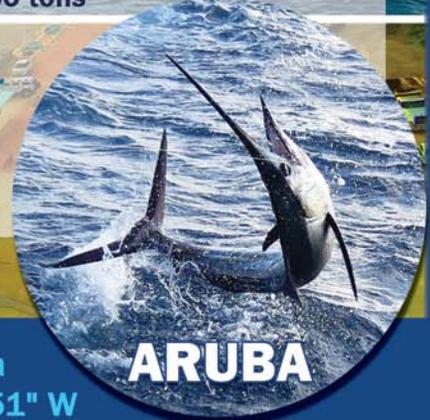
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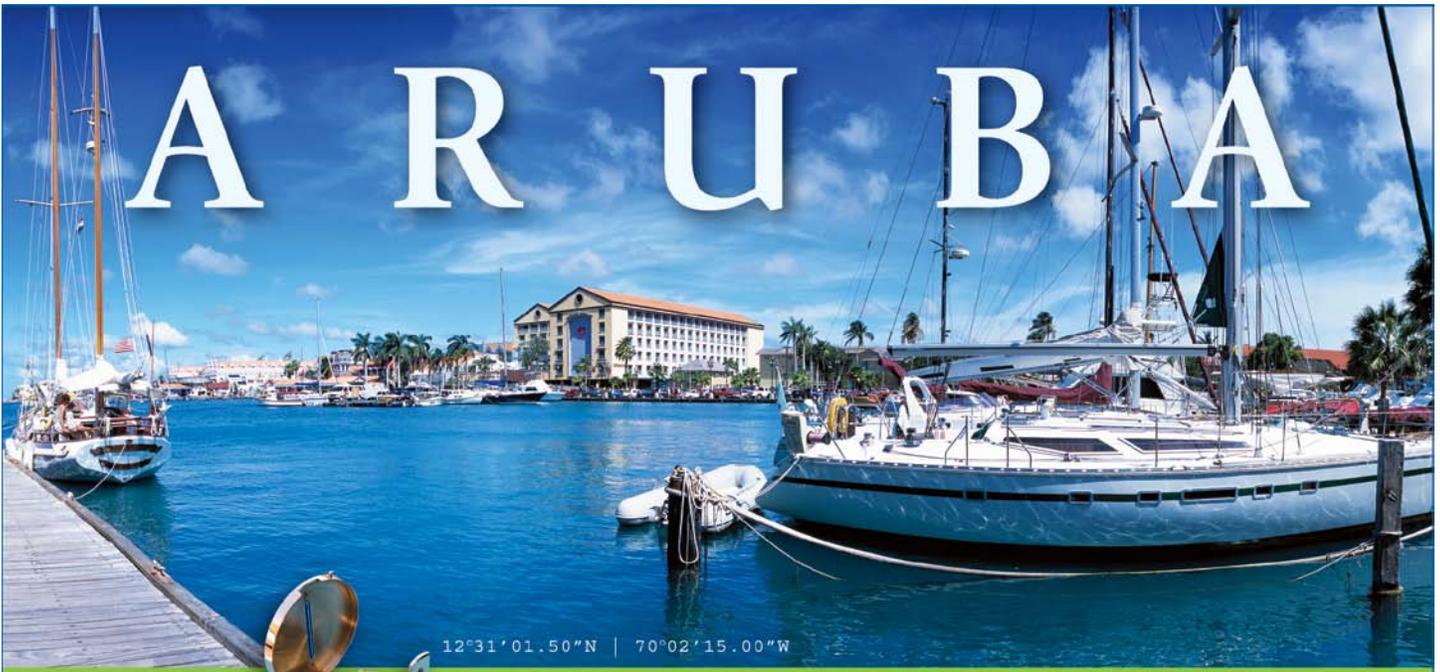


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# ARUBA



12°31'01.50"N | 70°02'15.00"W



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			Maximum Draft	Maximum Length	# of Slips	Fresh Water	Electrical Supply	Cable / Satellite TV	Diesel	Gas	Shower / WC	Laundry	Provisioning	Bar / Restaurant	Security	VHF Channel	Wireless Internet
St. Croix	<b>St. Croix Marine</b>	340-773-0289	11'	150'	44	•	110/220	•	•	•	•	•	•	•	•	16/18	
St. Lucia	<b>Rodney Bay Marina</b> an IGY destination™	758-572-7200	14'	285'	253	•	480V 3 phase 100 amps/ leg; 220V 3 phase 100 amps/leg; 220V 50 amps; 110V 30 amps, 50 & 60hz	•	•	•	•	•	•	•	•	16	FREE
St. Lucia	<b>The Marina at Marigot Bay</b>	758-451-4275	16'	250'	40	•	110/220/380 50/60 Hz	Cable	•	•	•	•	•	•	•	16/12	•
St. Maarten	<b>Island Water World Marina</b>	599-544-5310	8'	90'	54	•	Available	Cable	•	•	•				•	74	FREE
St. Maarten	<b>Lagoon Marina Cole Bay Waterfront</b>	599-544-2611	9'	100'	45	•	110/220	•			•	•	•	•	•	16	FREE
St. Maarten	<b>Simpson Bay Marina</b> an IGY destination™	721-544-2309	13'	196'	114	•	480V 3-phase 100 amps/ leg; 220V 3-phase 100 amps/leg; 220V 50 amps; 110V 30 amps 60hz	•	•	•	•	•	•	•	•	16/ 79A	FREE
St. Maarten	<b>The Yacht Club at Isle de Sol</b> 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	<b>Captain Oliver's</b>	590-590-87- 33-47	10'	150'	160	•	110/240		•	•	•	•	•	•	•	16/67	
St. Thomas	<b>American Yacht Harbor</b> 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	<b>Yacht Haven Grande</b> 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	<b>Nanny Cay Marina</b>	284-494-2512	12'	125'	200	•	110/220		•	•	•	•	•	•	•	16	•
Tortola, BVI	<b>Soper's Hole</b>	284-495-4589	25'	170'	50	•	110/240	Cable	•	•	•	•	•	•	•	16	Cafe
Tortola, BVI	<b>Village Cay Marina</b>	284-494-2771	12'	200'	106	•	110/220/308	Cable	•	•	•	•	•	•	•	16/71	FREE
Trinidad	<b>Power Boats Ltd</b>	868-634-4346	13'	65'	40	•	115/220		•	•	•	•	•	•	•	72	•
Turks & Caicos	<b>Blue Haven Marina &amp; Resort</b> an IGY destination™	+649-946-9910	8.5'	220'	78	•	30/50/100 amp, 3 phase, up to 480V	Cable	•	•	•	•	•	•	•	16	FREE
Virgin Gorda	<b>Virgin Gorda Yacht Harbour</b>	284-495-5500	10'	180'	94	•	110/220		•	•	•	•	•	•	•	16/11	•
Colombia	<b>Marina Santa Marta</b> an IGY destination™	+57 5 421 5037	11.5'	132'	256	•	110/220V, 60hz	•	•	•	•	•	•	•	•	16	FREE

**OUTSIDE OF CARIBBEAN:**

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

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# CARIBBEAN BOATYARDS

All At Sea's Caribbean Boatyards 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	<b>Jolly Harbour Marina / Boat Yard</b>	17 04 46.4 N	61 54 37.0 W	(268) 462-6041	15'	80'	18'	no limit	110/220	8am-5pm	70	•	•	•	•	•	•	•
Antigua	<b>North Sound Marine</b>	17.1167	-61.7500	(268) 562-3499 \ (268) 764-2599	15'	no limit	31'	no limit	Anything	24x7	150	•	•	•	•	•	•	•
Aruba	<b>Varadero Caribe</b>	12 32 N	70 02 W	297-588-3850	8'	120'	45'	no limit	50/30 amp	8am-5pm	60	•	•	•	•	•	•	•
Tortola, BVI	<b>Nanny Cay Hotel &amp; Marina</b>	18 25 0 N	64 37 0 W	(284) 494-2512	11'	160'	45'	no limit	110v 30amp/220v 50amp/ 3phase 100 amp	7am-6pm	70	•	•	•	•	•	•	•
Tortola, BVI	<b>Soper's Hole</b>	18°23' 46"	-64° 41" 53"	(284) 495-3349	7'	65'	18' and 40'	no limit	110/220	8-5, Mon-Sat	45	•	•	•	•	•	•	•
Tortola, BVI	<b>Tortola Yacht Services</b>	18 25 N	64 37 W	(284)-494-2124	10'	68'	20'	no limit	220V, 50A, 110V, 30A	7-4, 7days	70	•	•	•	•	•	•	•
Virgin Gorda, BVI	<b>Virgin Gorda Yacht Harbour</b>	18.45222	-64.43750	284-495-5318	10	150	34	no limit	110/120	7am-6pm	70	•	•	•	•	•	•	•
Curaçao	<b>Curacao Marine</b>	12' N	68' W	599 9 562-8000	9'	120'	33'	193	110/220 380	8am-5pm	60	•	•	•	•	•	•	•
Boca Chica, D.R.	<b>Marina ZarPar</b>	18 26.4 N	69 37.23 W	(809) 523-5858	7.5'	65'	28'	no limit	110/220 380	9am-5pm	70	•	•	•	•	•	•	•
La Romana, D.R.	<b>IBC Shipyard</b>	18° 23' 55" N	68° 53' 55" W	+809 449 3321/3323	12'	110'	26'	no limit	110/220 3 phase 100/50/30 amp	8-5 M-F	120	•	•	•	•	•	•	•
Grenada	<b>Clarks Court Bay Marina</b>	12° 00.6' N	061° 44.0' W	473-439-3939	13'	150'	40'	0		8-4 M-F	242	•						
Grenada	<b>Grenada Marine</b>	12° 01:20	61° 40:42	00-1-473-443-1667	12'	75'	31.5'	0	110/220	8-5, M-F, 8-12, Sat	70	•	•	•	•	•	•	•
Grenada	<b>Spice Island Marine Center</b>	12 5 N	61 43 W	473-444-4257	12'	70'	25.4'	0	110/230	8am-4:30 pm	70	•	•	•	•	•	•	•
Panama	<b>Bocas Yacht Services</b>	09° 17.3'N	082° 23.06W	507-6619-5601	10'	65'	20'	no limit	120/220	7:30-3:30pm	60	•	•	•	•	•	•	•
Puerto Rico	<b>Varadero @ Palmas</b>	18 04' 37" N	65 47' 57" W	787-656-9211	11'	110'	26'	no limit	50/30 amp	8-5, 7days	110	•	•	•	•	•	•	•
Puerto Rico	<b>Puerto Del Rey Marina</b>	18° 17.3 N	65° 38 W	787-860-1000	15'	150'	33	no limit	120/208/240/408V, 2 & 3 -phase / 50, 100 & 200 amps	8am-5pm	155	•	•	•	•	•	•	•
Sint Maarten	<b>Megayard</b>	18°02' 13.24 N	63°05' 08.52 W	1-721-5444-060	12'	200'	33'	12'	110/220	8-5 M-F	150	•	•	•	•	•	•	•
St. Lucia	<b>Rodney Bay Marina</b> <small>an IGY destination</small>	14°04 '32. 72" N	60°56 '55. 63" W	758- 572- 7200	11'	75'	28'	no limit	110V/60, 220V/50, 480V 3 phase; 100 amps/leg; 220V 3 phase; 100 amps/leg; 220V40 amps; 100V 30 amps; 50 & 60 hz	8am-5pm	75	•	•	•	•	•	•	•
St. Croix, USVI	<b>St. Croix Marine</b>	17° - 45' N	64° - 42' W	340 773-0289	11'	68'	13'-8"	no limit	110v 30amp; 220v 50amp; 3 phase 100amp	8-5, Mon-Sat	60	•	•	•	•	•	•	•
St. Kitts	<b>St. Kitts Marine Works</b>	17° - 20.3'N	62° - 50.1'W	1-869-662-8930	12'	120'	35'	no limit	110/220/3 phase 100amp	7-4 M-F	150		•	•		•	•	•
St. Thomas, USVI	<b>Subbase Drydock</b>	18 N	65 W	340-776-2078	16.5'	190'	50'	no limit	440 three phase/220/110	8-5, Mon-Sat	1000		•	•	•	•	•	•

**OUTSIDE OF CARIBBEAN:**

Deltaville, Va	<b>Deltaville Boatyard</b>	37.54 96.64 N	76.32 96.21 W	804-776-8900	9'	80'	25'	no limit	30/50 Amp	7-5 M-F	35/75	•	•	•	•	•	•	•
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# SOUTHEAST U.S. MARINAS

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

				Maximum Draft	Maximum Length	# of Slips	Fresh Water	Electrical Supply	Cable / Satellite TV	Diesel	Gas	Shower / WC	Laundry	Provisioning	Bar / Restaurant	Security	VHF Channel	Wireless Internet
Deltaville	VA	<b>Deltaville Yachting Center</b> www.dycboat.com	804-776-9898	10'	70'	78	•	30/50 Amp	•	•	•						16	FREE
Morehead City	NC	<b>Morehead City Yacht Basin</b>	252-726-6862	8'-10'	200'+	88	•	30/50/100 Amp	•	•	•	•	•	•	•		16	FREE
Beaufort	NC	<b>Jarrett Bay Boatworks</b>	252-728-7100	10'	135'	30	•	30/50/100 Amp		•	•	•				•	16	FREE
Fort Pierce	FL	<b>Fort Pierce City Marina</b>	772-464-1245	6.5'	175'	274	•	30/50/100 Amp		•	•	•	•	•	•	•	78	FREE
Clear Lake Shores	TX	<b>Legend Point Condominiums &amp; Marina</b> www.legendpointmarina.com	281-334-3811	7'	48'	254	•	30/50/100 Amp	•			•	•					

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# SOUTHEAST U.S. BOATYARDS

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

				Maximum Draught	Maximum Length	Maximum Beam	Maximum Air Draft	Power	Arrival Hours	Lift Type/Capacity	DIY Friendly	Electronic Shop	Carpentry Shop	Electrical Shop	Prop Shop	Paint Shop	Onsite Crew Facility
Deltaville	VA	<b>Deltaville Yachting Center</b> www.dycboat.com	804-776-9898	10'	70'	19.6'	no limit	30/50 Amp	8-4:30 M-F/ 9-4:30 S	50 ton travelift	•	•	•	•	•	•	•
Washington	NC	<b>Washington Yacht Service</b>	252-975-2000	7'	70'	21'	no limit	30/50 Amp	24x7	50 ton travelift	•	•	•	•		•	
Beaufort	NC	<b>Jarrett Bay Boatworks</b>	252-728-2690	10'	130'	30'	no limit	30/50/100 Amp	24x7	50/75/200 ton travelift	•	•	•	•	•	•	
Beaufort	NC	<b>Beaufort Marine Center</b>	252-728-7358	10'	130'	30'	no limit	30/50/100 Amp	8-4:30 M-F	50/75/200 ton travelift	•	•	•	•	•	•	•
Beaufort	NC	<b>Moore's Marine Yacht Center</b>	252-504-7060	10'	130'	30'	no limit	30/50/100 Amp	8-4 M-F	50/75/200 ton travelift		•	•	•	•	•	•
Beaufort	NC	<b>True World Marine</b>	252-728-2541	6'	100'	20'	no limit	30/50 Amp	8-5 M-F	75 tons	•	•	•	•	•	•	•
Thunderbolt	GA	<b>Thunderbolt Marine Inc.</b>	912-352-4931	14'	180'	36'	no limit	30/50/100 single and 3 phase	24x7	150 ton travelift/ 1150 ton Syncrolift	•	•	•	•	•	•	•
St. Petersburg	FL	<b>Progressive Marine Service/Boat Yard</b>	727-822-2886	10'	100'	26'	no limit	50 Amp	8-4:30 M-F; Sa-Su by app't.	40/94 ton travelift	•	•	•	•	•	•	•
Gulf Shores	AL	<b>Saunders Yachtworks</b>	251-981-3700	10'	130'	28'	74'	30/50/100 Amp 3 phase	24x7	165 ton travelift	•	•	•	•	•	•	•
Mobile	AL	<b>Dog River Marina</b>	251-471-5449	8'	85'	22.5'	75'	30/50/100 Amp 3 phase	24x7	70 ton travelift	•	•	•	•	•	•	•
Orange Beach	AL	<b>Saunders Yachtworks</b>	251-981-3700	6'	85'	21.5'	no limit	30/50 Amp	7-5 M-F; Sa-Su by app't.	60 ton travelift	•	•	•	•	•	•	•

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**2**  
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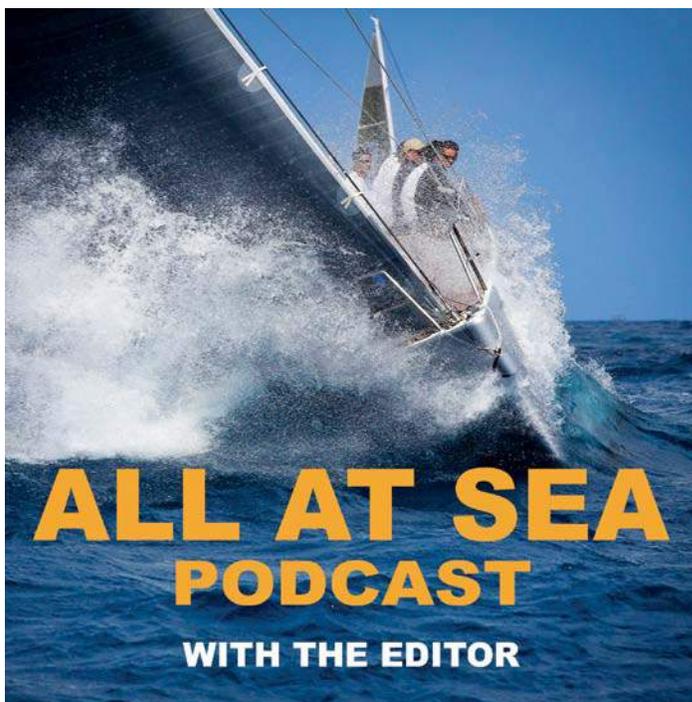
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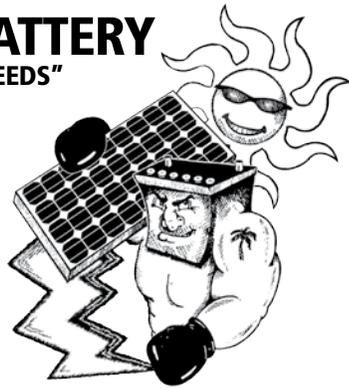


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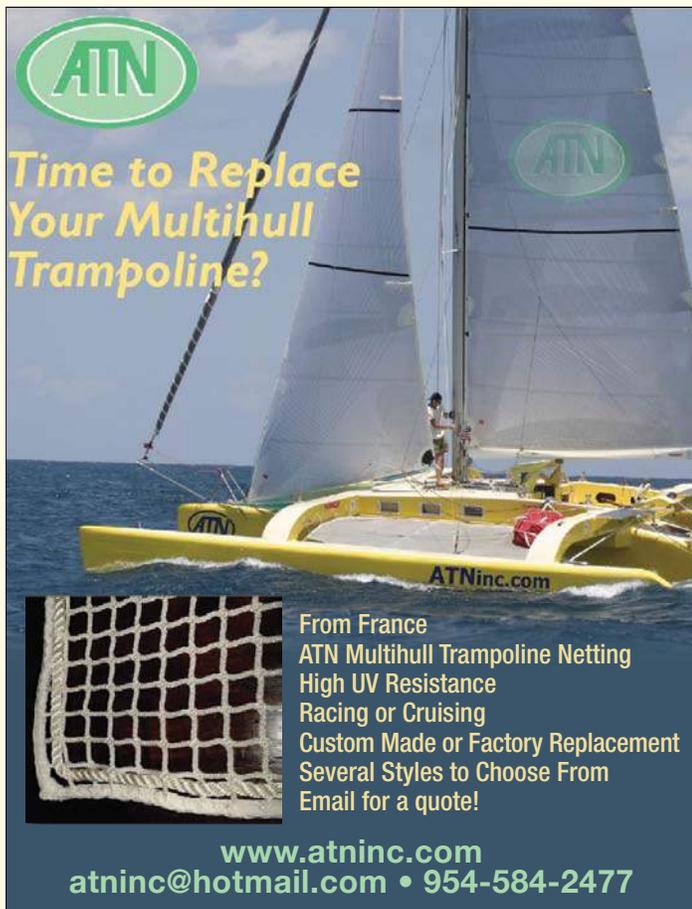
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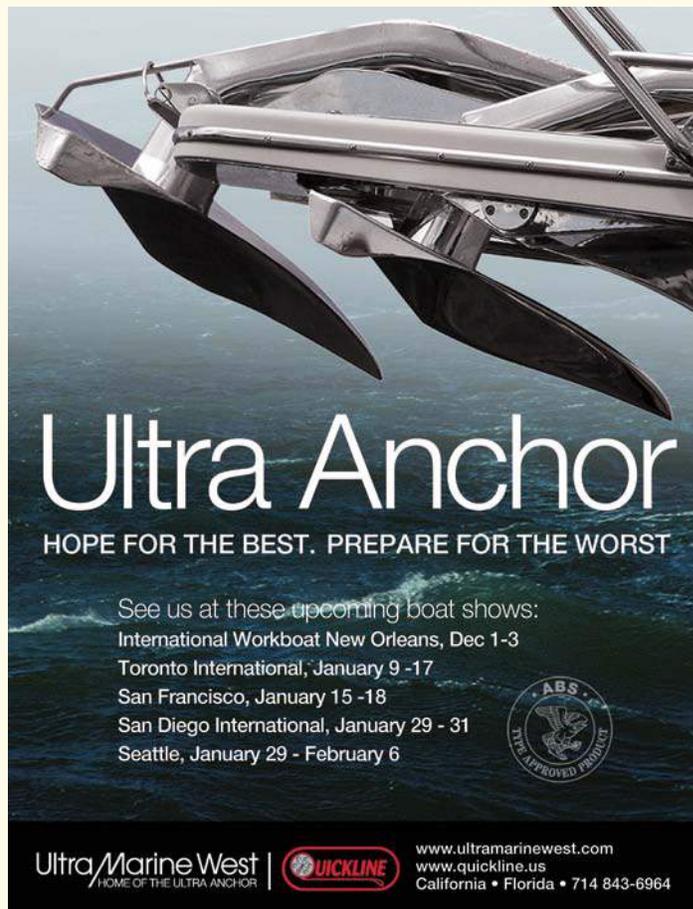


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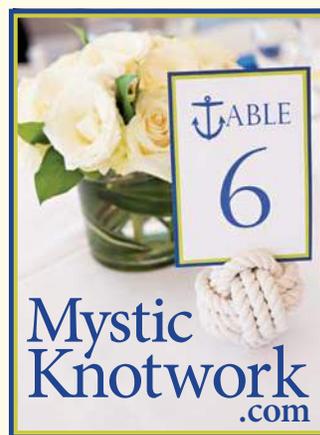
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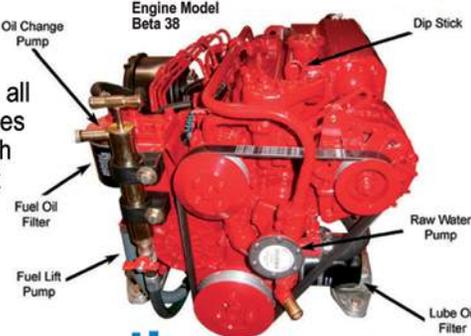
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**Employment**

English required. Contact info@fkg-marine-rigging.com.

**CYOA YACHT CHARTERS - ST THOMAS.**

Boat maintenance and repair technician needed immediately. We are looking for an experienced person that can handle repairs on typical systems found aboard modern sail boats up to 50 feet. You must have general mechanical abilities, basic electrical troubleshooting and typical maintenance skills. You also must be able to operate vessels in and around the marina. You will need your own tools. References required no walk ins please. Apply by emailing your resume to nancy@cyoacharters.com All candidates must have legal status to work in the US.

**HELP WANTED: PARTS SALES SUPERVISOR** for Marine & Industrial Engine / Generator Distributor in Road Town, Tortola  
Job Summary: To research and

**Employment**

supply Parts to retail, wholesale, fleet and internal customers in a prompt and accurate manner, in addition to supervising Parts Sales employees Major Duties and Responsibilities include Parts Sales, Service Department Support and supervise 3-4 Parts Sales employees. Train Parts Sales employees on Products and Software. Minimum requirements: Excellent computer skills, Ability to conduct Parts research using online programs, Minimum 5 years' experience in parts sales, 1-2 years supervisory experience, Valid driver's license, Maintain excellent customer satisfaction, Ability to lift or move moderately heavy items, Must be able to work early shift to open shop and work Saturdays CV to: modmgmtsols@gmail.com

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We are looking for agents in the boating community to represent us and recommend our marine insurance products in and around the Caribbean Islands.

Our advertising has been and continues to be very successful but following the success of agents in other parts of the world we would like to compliment our advertising with a person or persons on the ground. This is a commission based opportunity and we will assist you in building your agency with any promotional material or advertising you need to get started.

If you are in the marine business or if you are a boat owner that would like an additional income please email me: **malcolm@edwardwilliam.com**



**HELP WANTED:**  
**Parts Sales Supervisor for Marine & Industrial Engine/Generator Distributor in Road Town, Tortola**

**JOB SUMMARY:** To research and supply Parts to retail, wholesale, fleet and internal customers in a prompt and accurate manner, in addition to supervising Parts Sales employees

**MAJOR DUTIES AND RESPONSIBILITIES** include Parts Sales, Service Department Support and supervise 3-4 Parts Sales employees. Train Parts Sales employees on Products and Software.

**MINIMUM REQUIREMENTS:** Excellent computer skills, Ability to conduct Parts research using online programs, Minimum 5 years' experience in parts sales, 1-2 years supervisory experience, Valid driver's license, Maintain excellent customer satisfaction, Ability to lift or move moderately heavy items, Must be able to work early shift to open shop and work Saturdays

**EMAIL CV TO: modmgmtsols@gmail.com**



# SEASONS CHANGE

THE DISH BY CAP'N JAN ROBINSON

The seasons turn quickly and already it's December and Christmas! During the summer, I dined at the Harvest Habersham in Clarkesville, a wonderful 'farm to table' restaurant in the mountains of Georgia, where Chef Chris Bolton prepared this delicious duck recipe.

## SEARED DUCK BREAST WITH ROASTED PEACHES, SWEET POTATO PUREE, AND BLUEBERRIES

Prep time: 25 minutes. Cooking time: 15 minutes. Serves: 4

- 1 boneless whole duck breast**
- 2-3 sprigs fresh Rosemary**
- Salt and pepper to taste**

Separate Breast and clean silver skin from breast. Trim thin layer of fat on fat side of breast, leaving about ¼ inch of fat. \*Render removed fat, strain and reserve. Score fat on breast and lightly season with salt and pepper. In a large heavy bottom pan, over medium low heat, render fat side of breast in the previously rendered fat until crispy. Turn breast over and baste with fat and rosemary for one minute. (Results in a medium rare breast.) Remove from pan and place fat side down on a paper towel to rest before slicing. Strain and reserve fat.

## ROASTED PEACHES AND HATCH CHILI

- 2 peaches, cut into quarters**
- 1 spicy Hatch chili pepper, medium diced**
- 2 tbsp reserved duck fat (or use extra virgin olive oil)**

Sauté chili in duck fat until just caramelized. Add peaches and season with salt and pepper to taste. Cook until peaches just begin to caramelize

## ROASTED SWEET POTATO PUREE

- 2 medium sweet potatoes**
- 1 tbsp sherry vinegar**
- 1 tbsp chopped fresh thyme**
- Salt and pepper to taste**
- 2 – 3 tbsp extra virgin olive oil**

Preheat oven to 350°F. Roast whole sweet potatoes in oven until knife goes through easily. Rest for 10 minutes to cool. Peel skin from potatoes and puree in food processor with thyme, sherry vinegar and olive oil. Season to taste with salt and pepper.

## BLUEBERRY DUCK JUS

- 1 quart duck stock**
- 2 tbsp balsamic vinegar**
- ½ pint blueberries**
- Salt and pepper to taste**
- Zest and juice of one lemon**



Combine stock, blueberries, balsamic vinegar and lemon juice in saucepan. Simmer until reduced by half. Puree in blender and strain. Season to taste with lemon zest, salt and pepper.

\* Note for the more health conscious; Instead of using rendered duck fat, use extra virgin olive oil

## SPICY AND SWEET ROASTED CARROTS, PARSNIPS AND CHICKPEAS

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

- 1 lb carrots**
- ¼ tsp freshly ground black pepper**
- 1 lb parsnips**
- 1/2 cup cooked chickpeas (or ½ cup canned, drained, rinsed)**
- 4 tbsp olive oil, divided**
- 1/2 cup crumbled feta cheese**
- ¼ chili powder**
- 1/4 cup chopped fresh parsley**
- 1/4 tsp coarse kosher salt**
- 1/2 tsp dried oregano**
- 1/2 tsp dried basil**
- 1/4 tsp dried red pepper**

Preheat oven to 400°F. Peel carrots and parsnips, or just scrub well, and halve lengthwise. (If carrots are small and slender, leave them whole. If parsnips and carrots are large, quarter them lengthwise; try to have parsnips and carrots cut all the same size.)

Mix together chili powder, salt, oregano, basil, red pepper, and black pepper. Toss carrots and parsnips with 3 tablespoons olive oil, and salt, herb and chili mixture. Spread in a single layer on a large rimmed baking sheet and place in oven to roast. Toss chickpeas in remaining olive oil. After 20 minutes, turn carrots and parsnips, add chickpeas, and roast for another 10 minutes or until vegetables are tender and golden. Remove from oven, toss with feta and parsley, and serve.





# DISCOVER

**Yamaha Motor**  
**60th Anniversary**  
 Yamaha Photo Contest

## RESONATING WORLDS

Check out Yamaha Motor's global photo contest - we'll start taking entries from the 29th of October.

<http://global.yamaha-motor.com/yamahastyle/resonating-worlds/photocontest/>

### YAMAHA in Caribbean

COUNTRY	COMPANY NAME	TOWN	PHONE	COUNTRY	COMPANY NAME	TOWN	PHONE
ANTIGUA AND BARBUDA	Outdoor World Ltd.	St. Johns	+268-460-7211	GUADELOUPE	S.O.G.U.A.M.A.R. S.A.	Baie Mahault	+590-590-252-055
ARUBA	A&F Motors N.V.	Oranjestad	+297-0587-3590	GUYANA	Ming's Products & Services Ltd.	Georgetown	+592-225-3553
BAHAMAS	Harbourside Marine	Nassau	+242-393-3461	JAMAICA	Yamaja Engines Ltd.	Kingston	+876-927-8700
BAHAMAS	Bay Breeze Marina & Storage	Abaco	+242-367-2452	MARTINIQUE	Continental Marine Center Inc.	Lamentin	+596-596-511-157
BARBADOS	Star Products Co., Ltd.	Bridgetown	+246-426-3066	PUERTO RICO	Motor Sport Inc.	San Juan	+787-790-4900
BELIZE	Marelco Ltd.	Belize City	+501-224-5769	SAINT CHRISTOPHER AND NEVIS	St. Kitts Nevis Anguilla Trading and Development Co. Ltd.	Basseterre	+869-465-2511
BERMUDA	A & P Marine Ltd.	Hamilton	+441-295-2329	SAINT LUCIA	KP Marine (St. Lucia) Ltd.	Rodney Bay	+758-450-5564
BONAIRE	Boto Blanku Marine Services	Bonaire	+599-717-5050	SAINT MARTIN	Outdoor World N. V.	Cole Bay	+721-588-8440
BRITISH VIRGIN ISLANDS	Tradewind Yachting Services	Tortola	+284-494-3154	SAINT VINCENT AND THE GRENADINES	KP Marine Ltd.	Kingstown	+784-457-1806
CAYMAN ISLANDS	Automotive Art	Grand Cayman	+345-949-7102	SURINAME	Datsun Suriname N.V.	Paramaribo	+597-477-811
CURACAO	A&F Motors N.V.	Willemstad	+599-9-465-9942	TRINIDAD AND TOBAGO	Elee Agencies Ltd. (Outboards)	Port of Spain	+868-623-1221
DOMINICA	Auto Trade Ltd.	Canefield	+767-255-6800	TRINIDAD AND TOBAGO	Greene's General Cycle Ltd. (WaveRunners)	Curepe	+868-663-2453
DOMINICAN REP.	Fernando Giraldez, C. por A.	Santo Domingo	+809-683-0305	TURKS AND CAICOS ISLANDS	MPL Enterprise Ltd.	Providenciales	+649-331-0376
FRENCH GUIANA	Marine & Loisirs	Cayenne	+594-594-359-797	US VIRGIN ISLANDS	Gallows Bay Marine	St. Croix	+340-778-2628
GRENADA	McIntyre Bros. Ltd.	St. George's	+473-444-3944	US VIRGIN ISLANDS	Offshore Marine Services Inc.	St. Thomas	+340-776-5432

