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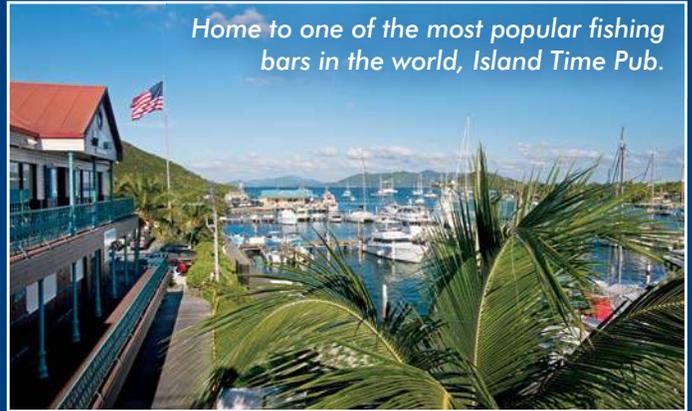
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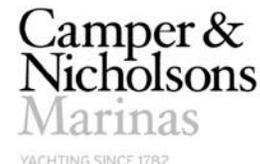
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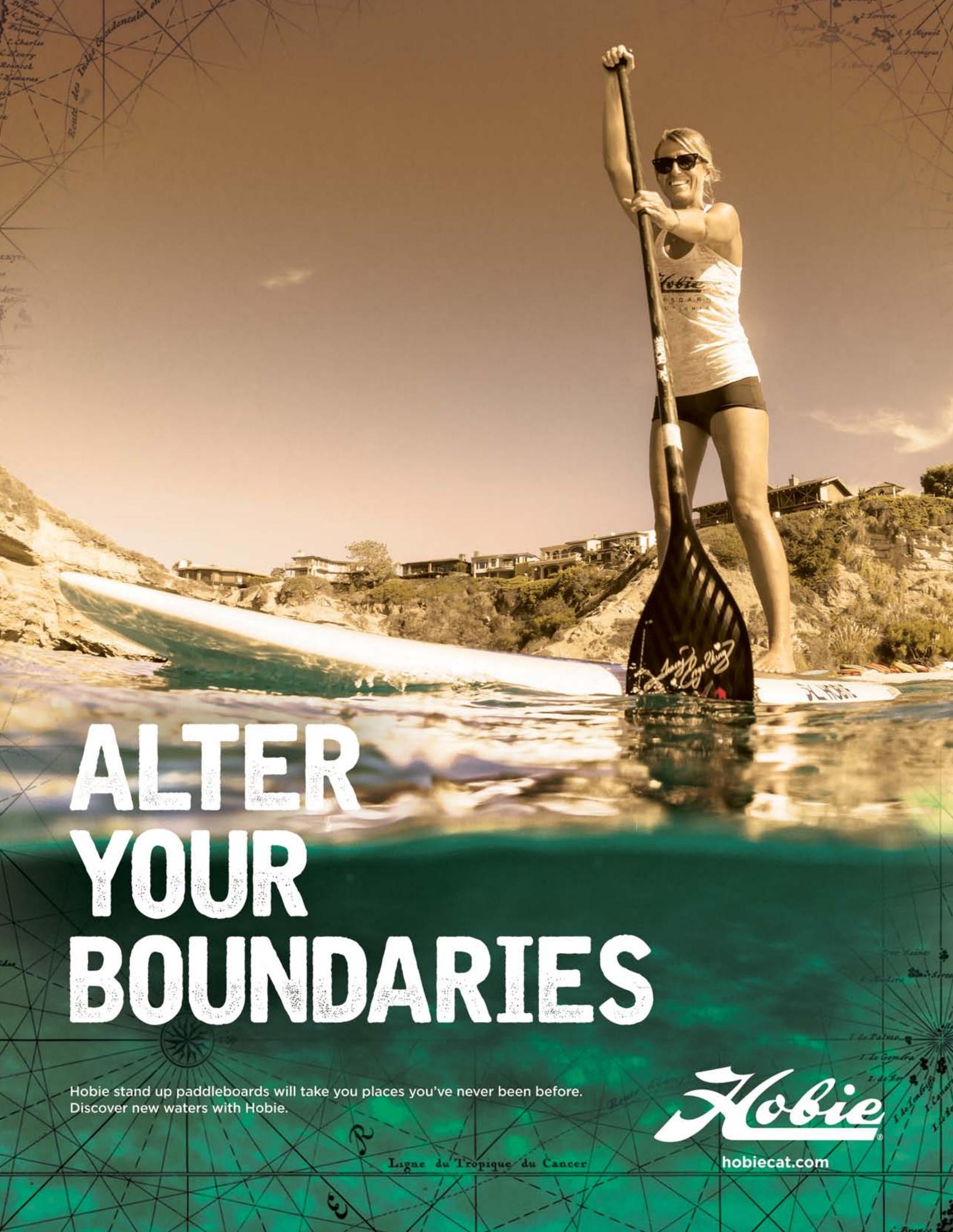
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up to 40	\$1.12	\$1.01	\$0.52
up to 50	\$1.22	\$1.10	\$0.57
up to 60	\$1.33	\$1.19	\$0.63
up to 65	\$1.48	\$1.34	\$0.70
up to 75	\$1.53	\$1.38	\$0.71
up to 80	\$1.68	\$1.52	\$0.87
up to 100	\$1.73	\$1.56	\$0.89

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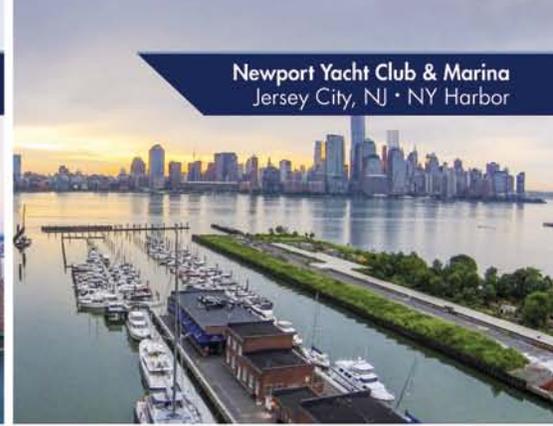
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A TOUCH OF CLASS

This edition of *All At Sea* has something for everyone: cruising, racing, fishing, art, history, humor, adventure and more, as we explore the Caribbean and beyond.

In April I had my own adventure aboard the 50ft vintage schooner *Charm III* as we sailed to and from Antigua where we took part in the 29th Antigua Classic Yacht Regatta. Racing in Antigua Classics, or at least being there while Classics is on should be on any sailor or traveler's bucket list. There is something resonant about traditional vessels parading through historic English Harbor beneath the forts and battlements of Nelson's Dockyard, itself now a metaphor for the regatta where modern 'classics' of steel and fiberglass are welcome to take part alongside those with wooden 'walls'. This year's list of sailing beauties included the newly built *Columbia*, a magnificent replica of a 141-foot Gloucester fishing/racing schooner. Being overtaken by her when she was almost close enough to touch is the stuff of dreams. In my mind I couldn't help comparing the beautiful schooner of today with how she would have looked when a crew of hardened men drove her through winter seas towards the foggy Grand Banks, her decks stacked high with dories and ice straining the rig. I wonder if those men saw beauty in their ship or looked upon it as just a means to an end and a punishing one at that ... Our own voyage to Antigua wasn't all plain sailing and you can follow our exploits on page 72.

At the editorial office we understand that among some of our advertisers talking about hurricane season is often seen as detrimental to our Caribbean image. However, this year we have decided to stick our heads above the parapet and publish some hints and tips to help the increasing number of sailors and valued readers who cruise or live in the Caribbean year round or leave their boats in the Caribbean unattended during the hurricane season. Whether you live and sail in the northern or southern part of the island chain, between the suspect months of June to November, a wise man checks the forecast for any weather systems developing off Cape Verde that might end up with a name. My wife and I, like many of our contributors, live in the islands full time and have learned to take hurricane season in our stride, a bit like those who each year deal with winter snowstorms elsewhere. When I wrote my piece about hurricane prep (p36), I had in mind the caustic criticism I received following my defense of



PHOTO: OCEANMEDIA

those whose vessels were damaged by hurricane Gonzalo in 2014, the storm that wreaked costly havoc on my own boat. Written in the form of a blog, it divided opinion and received more comments than any blog I have written to date. Because we are more than a sailing magazine, I could probably have directed my article at those who live ashore through hurricane season, but boats and especially cruising boats are what I know. Please read my tips with an open mind. Much of what I mention worked for me until I failed to follow my own hard-earned advice. The choice you make as skipper is yours alone.

This month we publish our Sport Fishing Preview for the rest of 2016 and there are more new tournaments in the offing. The list of prizes for tournament winners is also on the increase: cash, cars, boats and gear. Last year's fishing season was blighted by the large amounts of sargassum weed carpeting the Caribbean Sea, and we can but hope that things have improved and this year fishermen will spend more time catching fish and less time clearing their hooks. I'd be rather upset knowing I'd lost all chance of driving home in a brand new Jeep thanks to a strip of leathery plant matter. Our Sport Fishing preview is on page 48.

See you on the water!

Gary E. Brown,
Editor



LISTEN TO THE PODCAST

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 and: garyebrown.net/audiovideo.html

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JUNE 2016

The Caribbean's Waterfront Magazine



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Enough to Make Your Mouth Water

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COVER SHOT: The magnificent schooner *Columbia* dazzled at the Antigua Classic Yacht Regatta | **Photo: OceanMedia**

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PHOTO BY MONICA PISANI

NEXT MONTH IN ALL AT SEA:
Antigua Sailing Week / A Voyage on the Barque *Picton Castle*

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WHERE IN THE WORLD?

Congratulations to Robyn & Kevin and thanks for reading *ALL AT SEA!*



Robyn McCarty and her husband Kevin fell in love with chartering several years ago when they took a group of friends, all celebrating their 40th birthdays, on the sailing yacht *Kings Ransom*. Since then, Robyn says they prefer vacations on the water and waking up to a different island each day rather than a land based resort.

"We have been on more than a dozen charters—Catamarans, Power Cats and Motor Yachts—and each one holds special memories with friends and family."

Having recently launched her own Charter Broker Company, Chillaxin' Charters, Robyn is excited to share her love for chartering and her knowledge of the islands and available yachts with others. "I take pride in matching clients with the best crew and luxury yacht so their Charter Vacation Dreams can come true!" she said.

Robyn is never far from the water and here she is reading her favorite magazine, *All At Sea* while chillaxin' aboard the 82ft *Princess Redhead* during a visit to St. Maarten.

Send us a high-resolution picture of you reading *All At Sea*, along with a description of when and where it was taken, and you may win a free subscription. We will select one winner a month. Please send images & your information to: **subscribe@allatsea.net** or mail to: **382 NE 191st Street #32381, Miami, Florida, 33179-3899.**

A stylized map of the Caribbean region is shown in the background. Labels for "Cuba", "Haiti", and "Colombia" are visible. The map is light gray and serves as a backdrop for the text and images.

ISLAND EVENTS & INTERESTS

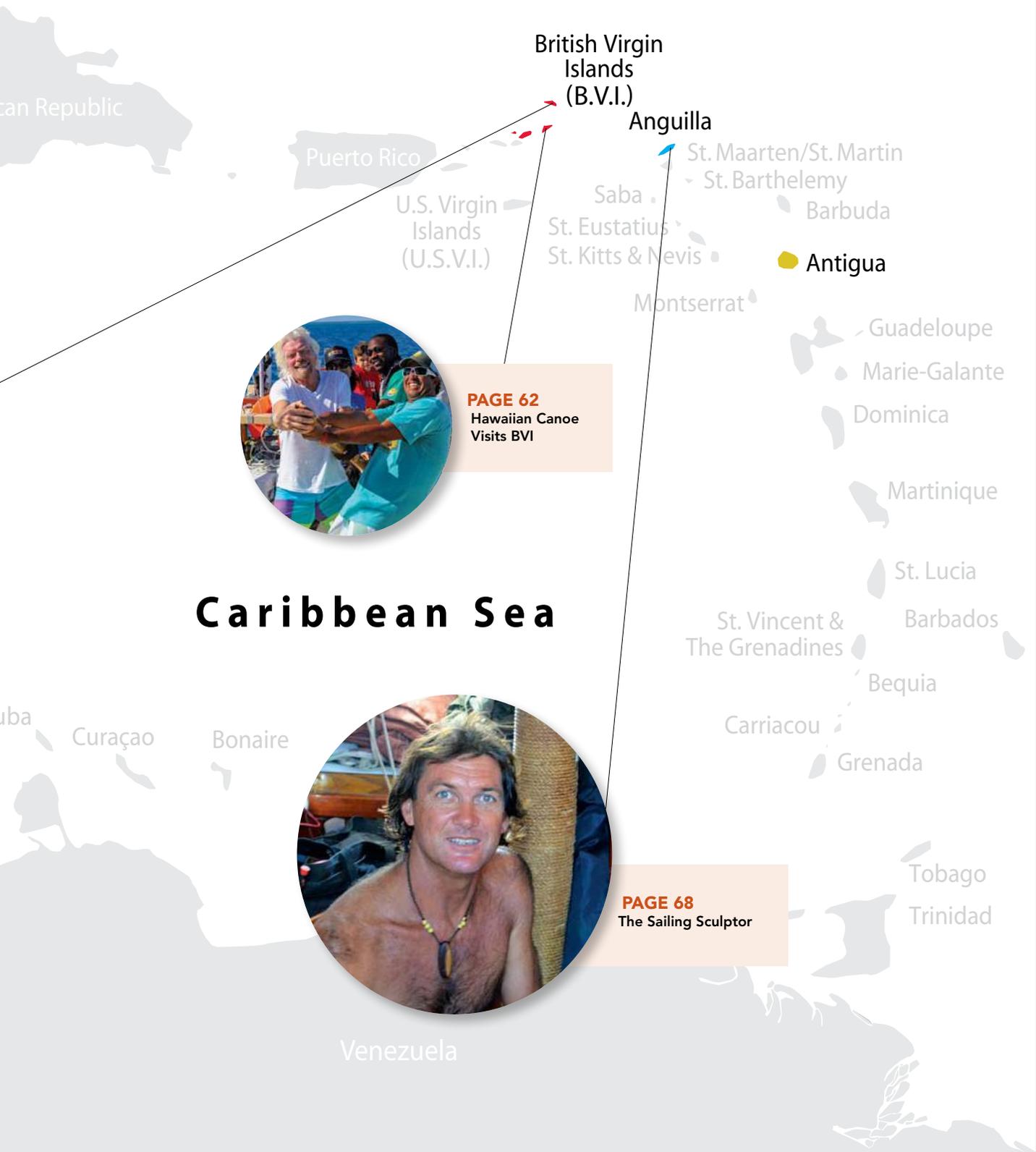
ALL AT SEA'S Caribbean Coverage

A circular inset image shows two people in a small, white motorboat on the water. They are wearing life jackets and appear to be enjoying a ride. The water is blue and there's some white foam from the boat's wake.

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VX One Class Helps Celebrate 45 Years of BVISR

Aruba

Colombia



British Virgin Islands (B.V.I.)

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Carriacou

Grenada

Tobago

Trinidad

Venezuela

Cuba
Curaçao
Bonaire



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Caribbean Sea

CARIBBEAN NEWS



Customers look around Budget Marine's new outlet at the Trinidad & Tobago Yacht Club

BUDGET MARINE OPENS NEW OUTLET AT TRINIDAD & TOBAGO YACHT CLUB

Budget Marine Trinidad has opened a new outlet at the Trinidad & Tobago Yacht Club (TTYC) on Western Main Road, Bayshore.

This project was initiated over a year ago in co-operation with TTYC. An upper storey was constructed above the Reel Tackle shop within the TTYC compound to create 876 square feet of retail space. The satellite store's main focus is to provide convenient access to boat maintenance products and leisure boating gear for powerboaters, with quick delivery of any additional items required from the main Chaguaramas store.

Open Mon - Fri 9am to 12:30pm and 1:30pm to 5 pm. Open Sat 9:00am to 2:00pm. Tel: 1-868-270-4141. Email: bmttyc@budgetmarine.com, www.budgetmarine.com

YOUNG GRENADIAN SAILORS JOIN INSTRUCTOR TRAINING COURSE IN TRINIDAD

Four young Grenadian sailors have been given an opportunity to further their potential as instructors in a joint initiative between the Grenada Sailing Association (GSA) and the Trinidad & Tobago Sailing Academy (TTSA). This is an on-going collaboration between the two organisations, and a key part of the GSA's Youth Sailing Programme.

Kevin Banfield, Rees Evans, Noah Bullen and Robbie Fleming travelled to Trinidad in April to take part in the course.

"Joining the TTSA Instructor Training Course is a very valuable experience for our young instructors as it allows them to gain first hand teaching practice with real students both on and off the water whilst having the support and sharing the knowledge and experience of other instructors," said GSA President James Benoit.

For more information, visit: www.grenadasailingassociation.org



Young sailors on their way to Trinidad (from left): Robbie Fleming, Rees Evans, James Benoit (GSA President), Noah Bullen and Kevin Banfield

EVENT CALENDAR

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

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The Sea Hawk Caribbean Customer Advisory Meetings are led by David and Erik Norrie, Sea Hawk's president and CEO respectively, each being 25-year marine industry veterans.

The tour will include Customer Advisory members who represent the core of the Caribbean marine sales and service industry and will host meetings in Tortola, Virgin Gorda, St. Maarten, St. Lucia, Grenada, Trinidad, Martinique, Antigua, St. Thomas, Puerto Rico and the Dominican Republic. *For more info, contact Michael O'Keene at +1 (727) 523-8053 or visit www.seahawkpaints.com*



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Available in a variety of finishes, the snap on belts are easily interchangeable with an array of color combinations. In addition, The Fishing Buckle is customizable, with the option to laser etch or engrave a name or favorite logo. *Info: <http://thefishingbuckle.com>*



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The new Tough Series Control Panel (TSC) provides truly intuitive control to Northern Lights generator set functions.

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It can be upsetting to walk to one's dock and find nothing but a torn-off fender eye dangling. What happened? The boat pinned the fender tightly against the dock, and wave action ripped it off, leaving the vessel unprotected and possibly damaged. Davis Instruments' Shockles FenderFriend prevents this from happening.

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(Not for use with bungee cords or hollow-braid ropes.) Info: www.quick-cleat.com

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The M5 meets the USCG AIS Mandate, effective March 1 2016, which requires that certain categories of commercial vessels, such as fishing boats, tugs and ferries operating in US territorial waters install a USCG certified AIS transceiver.

The M5 offers view-at-a-glance AIS status of vessels in the vicinity and access to a host of detailed navigation information. An on-screen indicator and internal buzzer provides notice when any AIS SART/MOB TXID is received. It also allows a 'buddy list' of the vessel's own AIS MOB IDs and associated crew names and has a steer to rescue MOB casualty target screen.

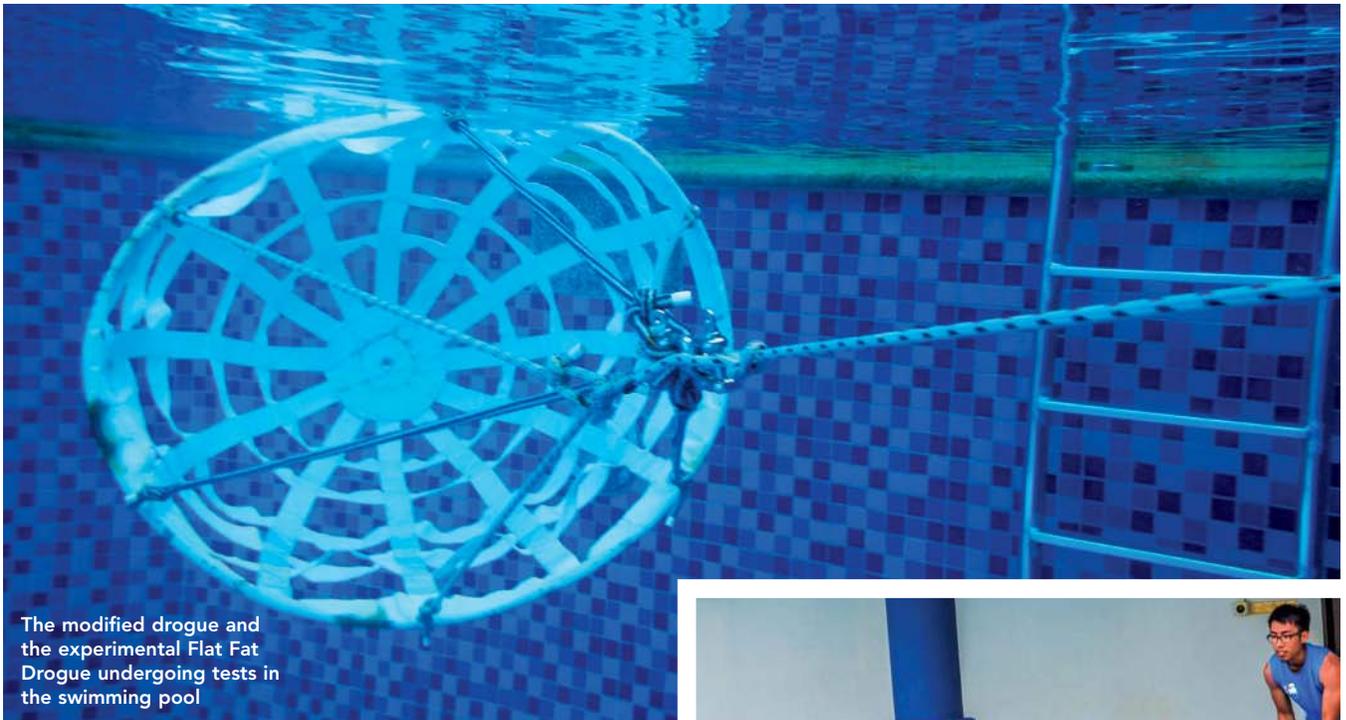
In addition to traditional 'radar style' display and AIS target list views, the SmartFind M5 also features an embedded coastline map which accurately plots the AIS equipped vessels on a chart overview display – without the need to connect to an external plotter.

Designed to operate as a standalone unit, the M5 can also be integrated with ECDIS (Electronic Chart Display), ECS (Electronic Chart System) or chartplotters via its NMEA0183, NMEA2000 and USB interfaces. It can also be interfaced with a PC system using the PC AIS Viewer software supplied with the unit. *Info: www.mcmurdogroup.com/*



CHEAPO DROGUES FOR CHEAPO SAILORS

SAILING HUMOR BY CAP'N FATTY GOODLANDER



The modified drogue and the experimental Flat Fat Drogue undergoing tests in the swimming pool

Very few Caribbean vessels sport the type of offshore safety gear that is common aboard an Indian Ocean cruising vessel. Just in terms of commercial drogues (slowing devices) we carry a Shark, Burke Sea Brake, Gale Rider, and a Paratech sea anchor. All these units cost money, and, of course, there is the expense and weight of the 400-foot rode, plus its bridle.

Why carry a drogue? Well, one reason is comfort. Our *Ganesh*, a ketch-rigged Amphitrite 43, is *much* more comfortable (and safe) running downwind in mature seas and 40 knots of breeze with a slowing device deployed. Plus, slowing devices *dramatically* reduce speed. This is especially useful if a lee shore looms or you don't want to stay in the moving storm any longer than necessary. These devices also almost eliminate pitch-poling and greatly reduce your chances of broaching. And, of course, drogues can serve as crude steering devices.

When our friend Patrick on *Egret* lost his rudder in mid-Atlantic, my wife Carolyn talked his wife Amanda through the sew-



ing of a drogue made out of poly webbing. They were soon averaging 80 miles a day towards their destination.

There is no doubt in my mind that drogues are useful, however, they do take up space and cost money.

Let's say you have some space but lack money. Fine. Being

broke isn't anything to be ashamed of—going to sea unprepared for the conditions you'll encounter is.

Here's how to greatly increase your chances of surviving a major blow offshore without spending a penny.

First off, you're probably already carrying some slowing devices but don't realize it. When my boat bumps into the fuel dock, I yell at my wife, "Damn it, honey, toss a drogue in there!" because I use my six fenders more often as drogues than boat bumpers.

I start off towing one fender on 100 feet of discarded 'dumpester dove' cordage and add fenders and rode in series as needed. This works *amazingly* well.

If you are going to cross an ocean and don't have any fenders—just salvage a few discarded tires from a vacant lot. These are almost always free everywhere. There is no excuse for not having a couple aboard on a major passage (if you have nothing else).

You say your boat is too small or too big for automotive tires? Fine. If your boat is particularly petite, go behind the service department of a private airport that caters to small planes. You will find a large selection of cute tiny little discarded tires. I used four white-walls on my first vessel, the 22ft *Corina*.

If your yacht is too big—say you own a 150-foot Feadship but are extremely miserly with your pennies—well, visit an earth-moving repair facility or a truck stop. There are lots of giant tires there. (Yes, inexpensive retreads are fine in a blow!)

So, right off the bat, if you have a selection of fenders or tires—you should be able to better control your speed and angle. And let's face it, controlling your speed and angle is what heavy weather seamanship is all about.

Fenders and tires are fine in little gales. However, in true storms, you'll need to do better. Thus, we collected Nylon discards from various sailmakers and then sewed up 136 cones with three pieces of webbing each. This took a bit of time but cost almost nothing. Then we tied them onto discarded ropes of various diameters ... until we made a classic Jordan Series Drogue (JSD) to deploy off our transom. (Hint: use your thicker lines closer to the boat, with the thinner lines (even 3/8in) at the end.)

This stern-deployed JSD has almost no shock-loading compared to a parachute-type sea anchor because it is on both the crest and in the trough of the waves at all times—and has much more momentary *give* when your vessel is struck by a dangerously breaking sea.



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This drogue is a modified-design based on the Gale Rider.

Of course, if you want to use a parachute-type sea anchor off the bow of your boat—fine. Just buy a used cargo parachute (google BOURD (bureau of ordinance) or surplus cargo parachute), reinforce it, and you're good to go.

Cost: between \$50 and \$100 US.

How do you reinforce it? Just borrow a professionally made parachute-type sea anchor from a rich yachtie in the harbor, study it, and do sort-of the same, duh!

The ideas of a cone and a parachute have been around for a long time. They are not patentable (although their specific execution may be).

Making a JSD or converting a cargo parachute into a sea anchor is not rocket science.

You're a carpenter who doesn't sew? Fine. Then craft a wooden sea anchor (see illustration) out of used lumber. Here is my

version of a Fredrick A. Fenger classic woodie. Feel free to copy it exactly or modify it as needed. (This is intended as a slowing drogue for a 40-ish foot vessel.)

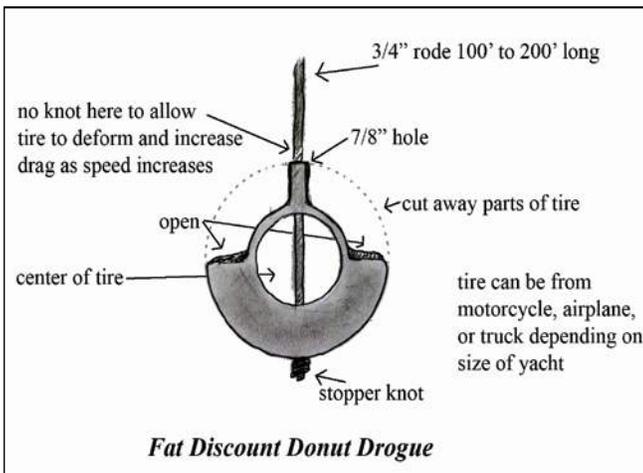
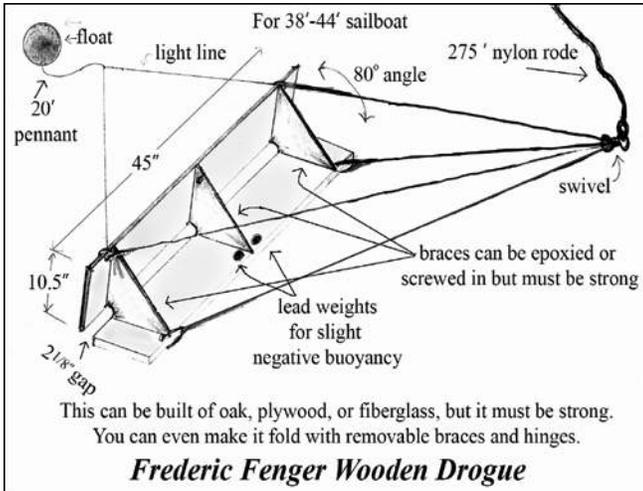
Sure, if you want the above to fold you can use galvy barn door hinges.

Of course, slowing devices are only limited by your imagination. Once I had my Gale Rider (made almost entire out of webbing) and a JSD aboard—I quickly had Carolyn sew me up an experimental *Fat Flat* drogue with JSD-type cones sewn onto webbing. We'll soon be testing this not-patented (enjoy!) device off the Cape of Storms, and will get back to you with the results.

Here's the simple truth: I sailed twice around the world on a \$3,000 boat that carried more offshore safety gear than almost any vessel out there. During a serious blow, an experienced seaman needs serious options. We had them. This gave us a level of comfort and confidence many other passage-makers lacked.

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The result: we have slept like babies in 50 knots.

So can you—if you put your pennies into strength and safety issues versus bullshit electro-doodads.

EDITOR'S NOTE: Cap'n Fatty is transiting the Indian Ocean this year—and releasing his latest book STORM-PROOFING sometime in June.

Cap'n Fatty Goodlander has lived aboard for 53 of his 60+ years, and is currently on his third circumnavigation. He is the author of *Chasing the Horizon* and numerous other marine books. His latest, *Buy, Outfit, and Sail* is out now. Visit: fattygoodlander.com



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SAILING WITH CHARLIE: TERMINOLOGY AND THE NEOPHYTE

SAILING HUMOR BY JULIAN PUTLEY



Landlubbers often have a very hard time when it comes to understanding nautical terminology and undoubtedly it's challenging; almost like learning a whole new language. Terms like gollywobbler, gooseneck, slippery hitch and barber-hauler are all part of this lingo as are more identifiable names like stemhead, turnbuckle and sea-cock. It certainly behooves a novice sailor to familiarize him/herself with this nautical language before embarking on one of the most fun pastimes on the planet, sailing.

The understanding of terminology is also essential for safety. Windward and leeward (pronounced loowerd), starboard and port, head up and bear away are important when it comes to understanding the rules of the road. When docking, don't be upset when a captain shouts: "Make it fast." In nautical jargon it means 'tie it securely' and not necessarily quickly.

How did the terms 'nun' and 'can' apply to navigational

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aids? In the lala B buoyage system, when entering a port from seaward, the phrase 'red right returning' applies. But how did this system arise. It was Charlie who, several years ago, asked a pretty young novice from the nearby convent if she would like to go sailing with him. Somewhat apprehensive she agreed and just as they were entering a narrow channel, Charlie, now well lubricated by several cold Heineken beers and dressed in the briefest of Speedos made an improper suggestion. The poor girl turned red and jumped overboard. Charlie, in his haste to rescue the distressed girl, dropped his can of Heineken over the side. Moments later on the VHF he relayed a distress call, part of which was: "Red nun to starboard, green can to port." This is now the norm – thank you Charlie.

There are various interjections that apply to nautical speech. One is the nautical 'aarrh' associated more with pirates than ordinary seamen. It is now firmly established as pirate lore.

The terms starboard and port should be familiar to every sailor of course, starboard being right when facing forward and left being port. But less than 200 years ago the terms were starboard and larboard. Can you imagine on a stormy, wind-driven day the lookout forward shouting to the helmsman "#@%board" or "#%@board" to identify a hazard? Obviously there was a need to change. Before ships had rudders a steering oar was used, and since most people are right handed the oar was deployed at the stern over the starboard side. Logically then, when a vessel tied up to the wharf (or at the port) it would come alongside port side to. Larboard became port.

There are various interjections that apply to nautical speech. One is the nautical 'Aarrh' associated more with pirates than ordinary seamen. It is now firmly established as pirate lore. The origin of this exclamation seems to have been the West Country of Britain; home to many seafarers and pirates. It means the affirmative or yes ... 'Oh Aarrh'!

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



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SPRING RACING IN SAINT BARTH: BUCKETS & SAILS

RACING CIRCUIT REPORTS BY ELLEN LAMPERT-GRÉAUX

PHOTO: JOUANY CHRISTOPHE

The rocks and islands form spectacular marks at Les Voiles de St. Barth

March and April have become hot months for sailboat racing in Saint Barth, with The St. Barth Bucket and Les Voiles de Saint Barth attracting a fabulous array of boats, a cadre of top-notch sailors, and some pretty serious sailing.

The 21st St. Barth Bucket Regatta took place March 17-21, with three days of great racing under sunny skies and steady winds. “The race committee introduced many new course options this year— courses that challenged crews with their sail handling, and the afterguard with strategy and tactics,” notes race chairman Peter Craig.

This year’s overall Bucket winner was the 46m (161ft) yacht, *Unfurled*, she was also the winner in Les Gazelles des Mers class, beating last year’s winner *Visione*. Launched in 2016, *Unfurled* is a new high-performance aluminum sloop that marks the first collaboration between the Dutch shipyard, Vitters, and renowned Argentinean racing yacht designer Germán Frers.

New rules for the Bucket stipulate that the overall winner must be one of the pursuit class winners, all of which are supery-

achts over 30m (99ft) in length. The class winner, who prevails in the ‘most competitive, closely contested class’, is the overall winner. This year there were five classes for the first time, making the racing more competitive in each category.

Other class winners include the Perini Navi sloop *P2* (Les Elegantes des Mers), the Palmer Johnson ketch *Axia* (Les Femmes des Mers), the Nautor Swan sloop *Freya* (Les Mademoiselles des Mers), and the Perini Navi ketch *Roseheartly* (Les Grandes Dames des Mers).

Three fabulous J-Class boats—*Ranger*, *Topaz* and *Velsheda*—put on quite a show, competing against each other in a race within a race, after a solo course the first day. After four races, *Velsheda* nosed past *Ranger* to take top honors for that handsome threesome.

The Bucket also awards a few special trophies and this year’s winner of the The Wolter Huisman Memorial Spirit of the Bucket Trophy went to the Pendennis ketch, *Rebecca*. Alice Huisman presents this award each year to the yacht that best exemplifies the spirit of the Bucket Regattas. The Vitters Sea-

Wind! Les Voiles de St. Barth



PHOTO: JOUANY CHRISTOPHE

The 'big boys' compete in the St. Barth Bucket

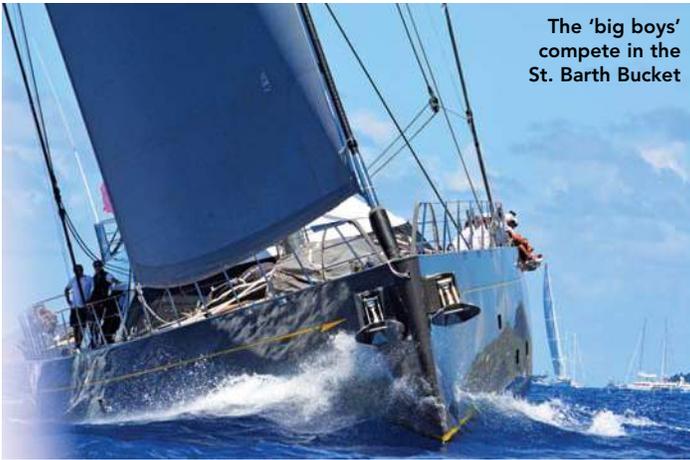


PHOTO: ROSEMOND GRÉAUX

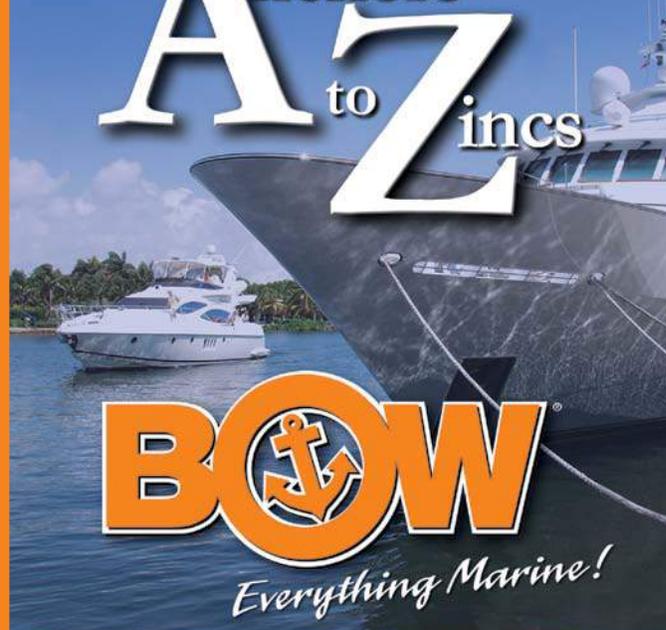
manship Trophy went to *Alexa of London*, as the yacht that demonstrates the best seamanship and sportsmanship in the interest of promoting safety on the race course. The Perini Navi Cup went to *P2*, as the Perini Navi yacht with the best race results. Meanwhile, the All-Star Crew Award was presented by Rybovich to *Seahawk*, for the yacht crew among the fleet that demonstrates the most professional service in all tasks, while maintaining the best joie de vivre, camaraderie, teamwork and respect among the crew.

The Bucket made its annual donation to a non-profit entity on the island: 20,000 euros to the Saint Barth yacht club to finance new boats for the sailing school. Bravo to The Bucket for its generosity!

The second big spring regatta, Les Voiles de St. Barth, sailed April 11-16, is designed to put the island's best foot forward on the international sailing scene. A fleet of 61 boats, including some powerful racing machines, were chomping at the bit but action on the start line was slow. The first day of racing brought winds up to 15 knots but this dropped to just five to nine knots on day two. Then, after the official day off on April

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14, when the crews engaged in paddle boarding and a general good time at Nikki Beach, the wind died completely and Friday's race was cancelled. This was unusual as April in Saint Barth usually comes with strong trade winds, but not this year. After putting the fleet on standby until 11am, the race organizers had no choice but to cancel racing for the day; the first time this has happened in the history of Les Voiles.

On Saturday, the last day of racing, the boats coaxed what they could out of very light winds, as the first-place slots in many classes were still up for grabs. The final race was set at 20 nautical miles for Maxis 1 and 2, CSA 0, and Multihulls, and 17 miles for CSA 1 through 4 plus Melges 24 and Class 40, for a counter-clockwise sail around the island with just six knots of

wind. Skippers had to keep their eyes peeled for slower competitors, while for those ashore it was like watching a leisurely parade of beautiful boats.

In the Maxi 1 class, the contenders were *Momo* and *Proteus*, with *Momo* leading for most of the race. *Momo* finally ran out of wind near the finish, and *Proteus* sailed past to victory, taking home the winner's prize of a Richard Mille RM 60-01 Chronograph Flyback Regatta watch.

Light winds or strong, the prestigious Les Voiles is a tightly organized regatta that puts on a good show ashore as well as during the races.

For details of the next St Barth Bucket, March 16-19 2017, visit: www.bucketregattas.com/stbarths

For information about the eighth Les Voiles de St Barth, April 10-15 2017, visit: www.lesvoilesdesaintbarth.com

LES VOILES WINNER'S CIRCLE

- | | |
|------------------------------------|--|
| Maxi 1: <i>Proteus</i> | CSA 4: <i>Credit Mutuel-Maximarine</i> |
| Maxi 2: <i>Prospector</i> | Mutihull: <i>Triple Jack</i> |
| CSA 0: <i>Vesper</i> | Melges 24: <i>Team Island Water World</i> |
| CSA 1: <i>Lazy Dog</i> | Class 40: <i>Eärändil</i> |
| CSA 2: <i>Humildad Zero</i> | |
| CSA 3: <i>Corrs Light</i> | |

Ellen Lampert-Gréaux lives in Saint Barthélemy where she is editor-in-chief of Harbour Magazine.

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<p>Curacao Zeilmakerij Harms Kapiteinsweg #4</p>	<p>Martinique Voilerie Du Marin 30 Bld Allegre</p>	<p>Trinidad & Tobago AMD Chaguaramas</p>
<p>Dominica Dominica Marine Center Roseau</p>	<p>Panama Regency Marine Panama City</p>	<p>USVI St Croix Wilson's' Cruzan Canvas Christiansted</p>
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CASA DE CAMPO BLUE MARLIN CLASSIC

FISHING STORY BY CAROL M. BAREUTHER
PHOTOGRAPHY COURTESY OF RICHARD GIBSON



Top Team, Auspicious

It was finding elusive yet highly prized blue marlin – and lots of them – that led to the Top Boat and Top Angler winners in the Casa de Campo Blue Marlin Classic. Fished out of Marina Casa de Campo, in La Romana, Dominican Republic, March 31st to April 3rd, a record fleet of 21 boats with anglers representing five nations released an impressive 85 blue marlin in three days. Nine were caught by the team aboard Joseph Rahman’s October 2015-launched Viking 72, *Auspicious*, to win Top Boat, while Kevin Paul aboard the Scarborough 63, *Waterman*, released six blues to earn Top Angler.

“We pre-fished for three days before the tournament and found a body of water east of where everyone else was that was teeming with fish and kept it a secret,” explains *Auspicious*’s captain, Danny Lombardo. Boat owner, Rahman, had heard stories of the consistent blue marlin bite in Dominican Republic waters and traveled here for the first time to test the waters for himself as well as participate in the tournament.

Team *Auspicious*’s secret fishing hole paid off. The team shot straight into the top boat standings the first day by catching and releasing four blues. The second day, the team reeled in



Top Angler, Kevin Paul of Waterman

another four blues to maintain their lead. However, competition heated up when *Reel Passion*, a Holton Custom 61 with Capt. Gary Richardson at the helm, caught four blues too.

“The third day everyone came to where we were fishing. It was a real parking lot. We managed to release one blue marlin, while *Reel Passion* released another four. They ended up tied with us on points, but we ultimately beat them on time,” says Lombardo.

Lombardo credits the keen focus of his anglers, Joseph Rahman and Matt Bierley, who finished second and third respectively in the angler standings, as well as crew, mates Brendan Burke and James Wise, and himself as captain with the win.

Meanwhile, it was thanks to *Waterman's* Capt. Mike Standing also finding the bites that led to Kevin Paul earning Top Angler.

"We pulled away from the rest of the fleet when the bite turned on the first day and released two blues, one of them by Kevin," says Standing, who captained *Waterman* to third place in the Best Boat rankings with seven releases total.

"This year's Casa de Campo Blue Marlin Classic was the perfect combination of fabulous fishing where all boats caught blues and there were great prizes for the winners ..."

The next day, Standing piloted *Waterman* off on its own again to a spot between a couple of FADS (fish aggregating devices), where Paul released three more blues. The last day, he went back to the same spot, didn't find fish, and decided to run a few more miles out. The move paid off. Paul released two more blues in the last few hours to land him Top Angler with *Waterman* finishing third in the boat standings.

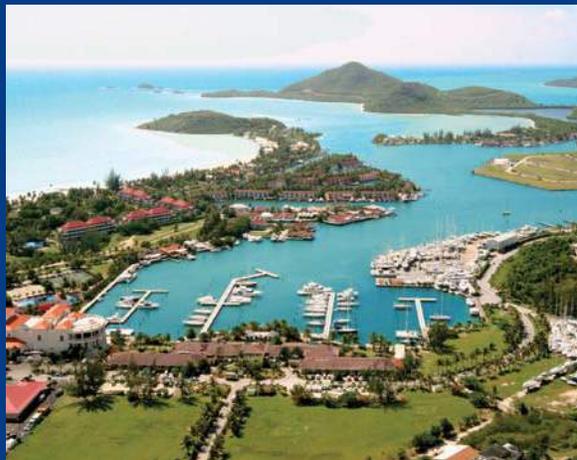
"This year's Casa de Campo Blue Marlin Classic was the perfect combination of fabulous fishing where all boats caught blues, there were great prizes for the winners and truly original, elegant and fun-filled shoreside activities," says tournament director Rick Alvarez of International Billfish Tournaments.

The tournament benefits Hogar Del Nino, an orphanage and educational center in La Romana.

The Blue Marlin Classic kicks off the first leg of the Dominican Billfish Triple-Header Series, which continues with the Cap Cana Shootout, June 21 – 26, and concludes with the Cap Cana Classic, September 29 – October 2. For information, visit: www.intlbillfishtourns.com 

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

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BARBADOS INTERNATIONAL FISHING TOURNAMENT

FISHING BY CAROL M. BAREUTHER



PHOTO COURTESY OF BARBADOS GAME FISHING ASSOCIATION

Champion Boat, Grey Ghost, from Barbados with owner Greg Ward (fourth from right)

A keen focus on catching and releasing billfish is what earned Gregory Ward and his Barbadian team aboard his Bertram 54, *Grey Ghost*, title of Champion Boat in the 27th Barbados International Fishing Tournament. Likewise, it was close attention paid especially to the baits that led Barbados' Paul Marshall, fishing aboard the Custom 38, *VooDoo*, to the Champion Angler prize. These two were among the 182 anglers aboard 29 boats from Barbados, Trinidad & Tobago, Grenada, St. Lucia, Martinique, Antigua, the USA, Canada and England that competed in this March 30th to April 3rd tournament, hosted by the Barbados Game Fishing Association (BGFA).

"The first day we didn't see any marlin, only dolphin," says Ward, who finished second in the boat standings last year after tying the winner on points but losing on time. "The second day, we hooked up a blue marlin and lost it. Then around

11am we had a double header on and were able to release both of those blues. Each was small, around 150 to 200lb. The third day, it was only two dolphin (mahi-mahi). So we won the tournament with just two blue marlin this year."

Ward says his *Grey Ghost* team fished some five miles offshore to the west-northwest of the island where the marlin bite is usually excellent. However, a fair amount of sargassum weed in the water made the fishery more productive to catching dolphin and wahoo than billfish.

"I'd say our focus on blue marlin, and using only plastic (lures) rather than baits, led to our success," says Ward, who hopes to keep his winning streak going at other Caribbean tournaments such as the St. Martin Billfish Tournament in June.

Champion Angler Paul Marshall opted to troll baits instead, yet

it was constantly watching for a strike that led to his triumph.

"We lost a sailfish bite the first day," says Marshall, who has fished this tournament for over 15 years with many of the same friends and enjoys most the camaraderie of trading fishing stories with anglers from other islands and nations. "The second day, I released a massive sailfish – some 80 to 90lb, and our team released a blue marlin, white marlin and couple of dolphin. The third day, I released a blue marlin in the morning and a white marlin in the afternoon. That moved us up from twelfth to fourth in the boat standings. I was tied with another angler (Martinique's Karim Lesace on the *Two Thou*) on points, but won by releasing my fish first."

"The second day, I released a massive sailfish – some 80 to 90lb, and our team released a blue marlin, white marlin and couple of dolphin. The third day, I released a blue marlin in the morning and a white marlin in the afternoon ..."

Legacy and *Billfisher III*, both Barbados-based charter fishing boats, finished second and third, respectively, in the Boat Standings. In other awards, St. Lucia's Alison Deveaux on the Trinidad & Tobago-based boat, *Pair A Dice*, won Champion Female Angler and Barbados' Tony White, on *Billfisher III*, Champion Junior Angler. This year's event boasted a contingent of 23 participating junior anglers.

In total, 17 blue marlin, six white marlin and six sailfish were released while 84 wahoo and 236 dolphin were caught and consumed.

"The Port St. Charles Yacht Club provided the perfect location to relax after a hard day on the ocean, as well as a great venue for our layday pig roast and gala prize-giving," says James Peirce, BGFA secretary. "Next year we're looking forward to an even bigger and better tournament."

For more information, visit: www.barbadosgamefishing.com 

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

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PREPARE FOR NAMED STORMS: HOLD FAST

SEAMANSHIP & VOYAGING BY THE EDITOR



Modern bow rollers are grossly inadequate

Hurricane season is here. Having ridden out several hurricanes, and having had a boat smashed by one, I feel qualified to offer a few suggestions on storm readiness.

In times past yachtsmen would be gone from the hurricane belt before the start of the hurricane season and this is still the only way to guarantee you won't be caught in a Caribbean hurricane. However, for many of today's cruisers, leaving the hurricane belt is not an option. I live in the Caribbean year round and therefore must deal with hurricane season. When my boat was smashed by hurricane Gonzalo, I fell into the trap of not preparing early enough. I also relied on the weather forecasters who later admitted that Gonzalo didn't behave as planned. Although I can lambast the met office for a dodgy forecast, the buck stops with me. My seamanship and judgment were at fault and I paid a high price.

If you can't haul out, and plan to stay afloat for the season, then here are a few things to consider.

LOCATION

Choose your spot early and get as much ground tackle down as you can. Remember, other boats will be seeking shelter and will anchor close to you ... this is a given. When I rode out Hurricane Luis in 1995, I was holding to a concrete mooring block and five anchors. I kept one anchor in reserve but didn't use it even though I lost one anchor thanks to chafe. Lashing your boat to mangroves with anchors deployed from stern or bow is a proven way of surviving a storm. However, environmentalists in places like St. Maarten are trying to limit such actions. If you are in a so-called 'Hurricane Hole', then seek the advice of people who have sheltered there in the past. Coral Bay, St. John would be an example.

CHAFE IS YOUR ENEMY

If you are lying to chain then you will need long nylon snubbers to prevent snatching. It is vital to protect nylon snubbers or anchor rode from chafe. Leading snubbers and rode through bilge hose works well but modern bow rollers are notoriously inadequate and there probably won't be room for more than



Prepare in a hurry and suffer the consequences = My own boat after she chafed through her lines during hurricane Gonzalo



one hose and line. Where to lead everything is something you must work out for yourselves. During Hurricane Louis, I took extra snubbing lines back to the primary winches, and I had the bitter end of one anchor chain through a pipe and shackled around the base of the mast. 'Belt and braces' is your motto.

WINDAGE

Try carrying a 4x4 sheet of plywood in ten knots of wind and you'll quickly learn about windage. Strip your boat of everything that increases windage: Sails, awnings, spray curtains, BBQ, take off as much as you can; including external halyards (leave a couple so you can go up the mast after the storm). Stow the dinghy and never, ever leave the headsail on the roller furler, it's a boat smasher.

STAYING ABOARD IN THE BLOW

I have heard it said that there is nothing to be gained by staying aboard. This isn't strictly true. There is a lot you can do. For instance you can shake in fear, you can also tend the lines and keep chafe at bay. Before the wind really picks up, you might also

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be able to fend off should a small boat drag down on you, but if it's an inter-island freighter, then good luck. At some point during a 'monster' storm you will find there is little you can do but hang on. And don't expect anyone to come and get you, they won't. Running the engine to maneuver is marginally possible and some skippers have reduced the load on dragging anchors and in this way saved themselves from going ashore. Be aware that the sea floor will be in motion and sand and debris might find its way into the water intake and the engine overheat. It happened to me. Dirt in the fuel tank will also be stirred up.

MOVING ASHORE FOR THE BLOW

I've ridden out several hurricanes both afloat and ashore. Ashore, I did nothing but fret about leaving the boat, afloat I did nothing but cuss for not staying ashore. If you do head for shore then take your valuables, electronics, money, papers and documents with you. Sadly, if your boat does break free and go ashore, you might not be the first person to arrive on the scene.

FIGHT OR FLIGHT

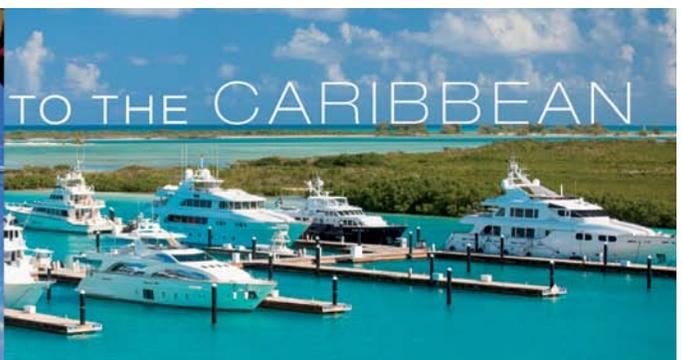
Leaving an anchorage to outrun or out maneuver a named storm is fraught with danger. Lack of wind ahead of the storm, boat speed, crew endurance and unreliable weather forecasts are just a few of the factors to consider.



SUMMING UP

If there's a weak link in your preparations, the probing storm will find it. Skill, local knowledge, experience and good equipment all help. Common sense is vital. @

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

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THE CHALLENGES AND JOYS OF COOKING AT SEA

CRUISING LIFESTYLE BY JILL ZIMA BORSKI



CONNIE MCBRIDE

Pizza being made on a two-burner stove by Connie McBride

Cooking at sea is vital to full bellies, high energy and happy boaters. Yet it can be a challenge over long passages, stormy weather and space considerations. Sailors need not live on a diet of peanut butter. Many a cruiser has enjoyed cooking at sea.

Larry Dominy of www.cruisersnet.net said, "A good shipboard cook can make or break an extended cruise. On the other hand, in the mind of the victim of seasickness, food is almost always a very unpleasant part of that memory!"

Connie McBride and her husband, Dave, raised three boys aboard a sailing vessel and currently are in the Bahamas. They have lived aboard for 15 years and have traveled for 14. The boys are grown up now and have moved away. But, the busy

mom said, "We cook very healthfully. We eat very little processed foods, and almost everything is made aboard."

A tip she shared is that before leaving on a passage, the couple prepares foods that keep. "I bake dozens of muffins, cupcakes and cookies, and Dave makes a big pot of soup or something that can sit on the stove and we can reheat as we need some. That gets us through the first few days of a passage. At that point, we're usually feeling OK enough to cook."

For the most part, Dave cooks, Connie cleans up. "When the boys were home, if I was working, they took turns cleaning up."

The family usually craved salty snacks offshore, they found, but the boys always liked having hard candy available, too.

Dave and Connie McBride



PHOTO: ALVIN KERNAN



Connie's pizza dough

The McBrides have a gimballed propane stove, but they prefer to use it un-gimballed. "It's a Force 10 and it acts more like a trebuchet offshore because it is not heavy enough."

Bonnie Greenberg of Key Largo has enjoyed some sailing experiences but still considers herself "new to being a galley wench." She and her boyfriend have spent the past five years working on their boat rather than sailing. The main thing is organization, she has found. "Like working in any small space, you need to know where stuff is and put it back when you are done. My first 'galley lesson' was making coffee while under way without spilling anything. Thank goodness for the gimballed stove and a sense of humor." As for what type of stove, they chose propane and a grill on deck.

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Provisioning is still a work in progress, Greenberg admits. "I need more practice. For our last trip before putting it on a dock for restoration work, we were out for two weeks and I learned how right Jimmy Buffet was about banana bread. It was the one thing we still had plenty of when we were pulling into Burdines after the Tortuga trip from hell ..." Which is why she can share some suggestions for seasickness. "For seasickness, I like ginger snaps, candied ginger, and lying down with a wet rag on my forehead and cursing myself for forgetting to take Dramamine.

Greenberg suggested cooking in advance due to it being easier when not moving. "Plus, if planning a trip, it's best to prepare easy go-to meals for the journey: sandwiches, cheese, crackers, fruit, nuts and seeds, hummus, guacamole and the like. Roasted chicken or a casserole in advance is good for a long haul."

Greenberg cooks and cleans for the most part, while her boyfriend is the Mr. Fix-It. "Washing up is no fun, so try to limit the mess you make," she advised, adding she looks forward to the day she is living aboard.

Amy Knowles, a 73-year-old, long-time resident of Islamorada shared that she enjoys going out to eat or ordering out. Her 61-foot Hatteras powerboat is moored, and has a big kitchen with electric stove and microwave. An avid flyfishing angler, Knowles is more concerned with being able to put her Bonefish Skiff atop her boat than she is with cooking!

At www.theboatgalley.com/stove-gimbals, Carolyn Shearlock describes how a gimbal works and suggests using a crock pot with a lid that can be secured in rough weather. Pressure cookers use steam to quickly heat foods. Ingredients are sealed within the machine, which gradually builds steam and cooks food through high amounts of pressure. This method is conducive to quick cooking, as liquids and solids blend more easily in the locked environment.

A book entitled *An Embarrassment of Mangoes* shares the tale of living aboard a 42-foot sailboat, anchoring in 16 countries, mostly in the Caribbean, over a two-year adventure. Author Ann Vanderhoof shared recipes she created while living aboard, several of which contain the variety of mangoes and tropical fruit she encountered in her voyage. 

Jill Zima Borski lives in Islamorada, Fla. and is board chair of the Florida Outdoor Writers Association. Her website is www.jill-zima-borski.com.



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SIX REASONS TO CHARTER THE CARIBBEAN IN THE SUMMER

CHARTERING BY CAROL M. BAREUTHER



PHOTO COURTESY OF REGENCY YACHT VACATIONS

Xenia catamarans



Bahamas – Treasure Cay

PHOTO COURTESY OF THE MOORINGS

The Caribbean is one of the best-kept secrets in terms of charter destinations come the summer. That's because while many folks head to perennially favorite spots like the Mediterranean or New England, there are unique advantages to chartering in the Caribbean this time of year – for clients and crews alike.

"The Caribbean is definitely a year-round destination for yacht charters," says Raul Bermudez, vice president of the charter division for Clearwater, FL-based MarineMax Vacations, which offers yachts in the British Virgin Islands. "In fact, June is usually busier than some of the winter months."

For Charter Clients:

1. FAMILY-FRIENDLINESS

The face of charter parties become families in the summer.

"Kids are out of school and families aren't restricted time-wise like they are during the winter holidays and spring break. Plus, kids get really excited about an active vacation like a charter," says Kathleen Mullen, charter broker for Regency Yacht Vacations in Tortola, representatives for the

luxury Xenia Charter Fleet with crewed catamarans from 50 to 74' based in the Virgin Islands and Caribbean.

2. DESERTED ISLES

Megayachts ship out for the Med, cruise ships relocate to Alaska and bareboats are often transferred to busier bases. This means Caribbean anchorages are definitely much quieter in the summer.

"This means you don't have to fight the crowds for the best mooring balls or prime real estate on the beach," says Ian Pedersen, marketing manager for The Moorings – North America, headquartered in Clearwater, FL, with bases in the BVI, Grenada, St. Martin and St. Lucia.

In fact, in the Southern Caribbean "you could find that you are just one of half a dozen yachts in the Tobago Cays, versus perhaps 75 yachts on a day in the winter months," says Narendra 'Seth' Sethia, manager at Barefoot Yacht Charters in St. Vincent & The Grenadines.

3. LOWER RATES

"Some yachts new to charter will operate throughout the first few summers as they need to start building a charter history



PHOTO COURTESY OF MARINEMAX

Power cats are a popular choice in summer

and clientele," says Ann McHorney, director of international charter sales for Fort Lauderdale, FL-headquartered Select Yachts, with offices in St. Maarten and Dominica. "Boats new to charter often have a little bit better price in general compared to their competition that already have so many loyal brokers and repeat guests."

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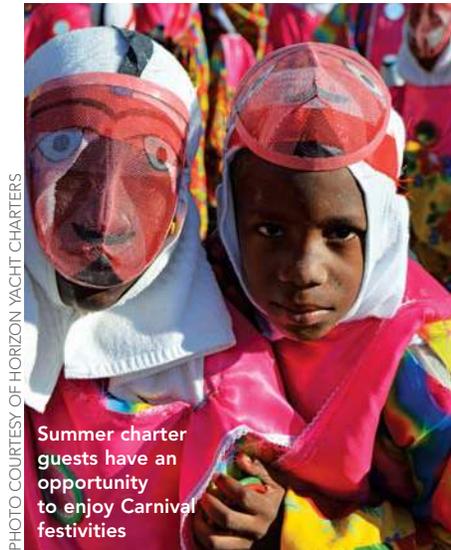


PHOTO COURTESY OF HORIZON YACHT CHARTERS

Summer charter guests have an opportunity to enjoy Carnival festivities



PHOTO COURTESY OF CHARTERPORT BVI

Fantasy Island Jumpers

“In spite of the higher cost of air tickets, the huge discounts on bareboat yachts during the Caribbean summer can make it less expensive for a family to fly from Europe for a sailing vacation than to hop on a cheap charter flight from, for instance, the UK to the Mediterranean, where the summer high season yacht rates make the overall vacation pricier,” says Barefoot’s Sethia.

4. FAIR WEATHER

“It does get warmer in the summer, but a plunge off the side of a yacht seems to be a sure-fire remedy to this small problem,” says Dick Schoonover, manager of the crewed yacht clearinghouse, CharterPort BVI, in Tortola. He adds that when booking, summer charterers might want to consider the A/C options available, whether on a fully crewed yacht or a bareboat.

“Generally calmer seas and less wind means it’s possible for sailors to overnight in certain bays that you ordinarily wouldn’t use in the high season due to swells,” explains Jacqui Pascall, director of Horizon Yacht Charters – Grenada, located at the True Blue Bay Resort and Marina in St. Georges.

Lighter winds open the door to a power charter.

“Power catamarans are made for summer chartering and will get you from point A to point B in speed, style and comfort. It’s no wonder they are so popular this time of year,” says The Moorings Pedersen.

For Crew:

5. MAKE MONEY

Crewed charter yachts that want to work in the summer will find it worthwhile, says Regency Yacht Vacation’s Mullen. “You can’t do a full 24 to 26 weeks in just the winter season. It’s not

a frantic pace in the summer, but there is enough work that boats will make money.”

There’s a cost savings associated with staying in the Caribbean.

Speaking from an operator’s point of view, Barefoot’s Sethia claims the cost and associated wear-and-tear of a delivery back to Europe or North America not only results in a couple of months (or more) of ‘down-time’ when the yacht cannot be chartered, but also minimizes the beneficial financial results of a limited high season in those locations. “Remaining in the Caribbean keeps cash flow going throughout the summer. Our company is busy throughout the summer. Last year, in addition to bareboat charters, we operated 13 separate live-aboard ASA sailing schools in the traditionally quiet month of September,” she says.

6. GO BELOW THE BELT

“Staying in the Virgins through the summer may require a brief conversation with a yacht’s insurers, as well as some advance planning such as what tackle to keep onboard and where to safe harbor in the event of a hurricane,” says CharterPort’s Schoonover.

This isn’t the case for yachts that reposition further south out of the hurricane belt.

“The southern Caribbean remains lively with carnival celebrations and sailing regattas, therefore lots of businesses remain open and there’s always a nice welcome ashore,” invites Horizon’s Pascall.

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

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SPORTS FISHING TOURNAMENT PREVIEW: JUNE TO DECEMBER

BY CAROL M. BAREUTHER



PHOTO COURTESY OF STEPHAN PETIT/ST. MARTIN BILLFISH TOURNAMENT

Action at the St. Martin Billfish Tournament

The sports fishing tournament year in the Caribbean kicks-off with the Budget Marine Spice Island Billfish Tournament in Grenada in January. After that, there's a host of other events the first half of the year such as the Barbados International Fishing Tournament, Casa de Campo Blue Marlin Classic, the Trinidad & Tobago Game Fishing Association (TTGFA) Marlin Madness Tournament and more. However, the second half of the year is even busier with billfish and gamefish tournaments. Here is a sampling:

JUNE

JUNE 13th – 18th: 66th Ernest Hemingway International Billfish Tournament

Medals, trophies and bragging rights are top prizes at this popular event fished out of Marina Hemingway in Havana, Cuba. Bring your own boat (registration fee includes a mooring) or charter. Festivities include a welcome cocktail party and awards dinner. For information: dircomercial@prto.mh.tur.cu

JUNE 15th – 18th: Saint Martin Billfish Tournament

Break the tournament record of an 809lb blue marlin and cruise home in a 2016 25ft Contender Bay Boat valued at US \$75,000.00! That's not all. "Last year we introduced the White Marlin Challenge, which is a separate 'winner-take-all' category, and we will bring it back again this year," says director, Stephan Petit. On shore, there's live music and the Caribbean Flavors seafood festival. billfish-tournament.com

JUNE 21st – 26th: Cap Cana Shootout

Anywhere from US \$125,000 to \$150,000 is up for grabs in this billfish-only tournament in the form of trophies, luxury prizes and cash prizes. "White marlin with blue marlin make up 20 percent of the releases on average," says director, Rick Alvarez. "There are also sailfish and spearfish releases so the potential for Grand Slams or a Super Slam exists." Parties ashore nightly and an elegant prize-giving add to the fun." www.intlbillfishtourns.com

JULY

JULY 4th: World Cup Blue Marlin Championship

Catch the largest blue marlin in the world on this day and win a cash prize that last year paid out \$656,000. Capt. Gerard 'Frothy' de Silva, from Trinidad & Tobago, was at the helm when angler Anthony Johnson from Davie, Florida, achieved this feat when angling out of Madeira, Portugal. "This year, De Silva is expected to try his World Cup luck in the Southern Caribbean," says organizer Robert 'Fly' Navarro. www.blue-marlinworldcup.com



PHOTO: CHRIS OSBORNE

Turks & Caicos 2015 - Thirteen-year-old Rory Osborne (far right), recipient of the Junior Angler award aboard Vision and Balance

JULY 7th – 11th: Caicos Classic IGFA Billfish Release Tournament

"The top overall prize is an invitation to the Offshore World Championships in Costa Rica, where the best of the best are invited from all over the globe," says committee member Belinda Martin. This fun marlin tournament is fished out of IGY's Blue Haven Marina in Providenciales, Turks & Caicos Islands. caicosclassic.tc

JULY 17th: Bastille Day Kingfish Tournament

"Catch the largest kingfish and win \$2000 cash," says committee member Catherine Bryan. Over \$13,000 in prizes awarded. Live music and weigh-in party at Hull Bay Hideaway, St. Thomas, USVI. www.facebook.com/Northside-Sportfishing-Club



PHOTO: DEAN BARNES

July Open Billfish Tournament in St. Thomas - Past winners Wave Paver

JULY 17th – 19th: 53rd July Open Marlin Tournament

"This is an event that includes tourists and locals, who are some of the best anglers in the world," says Lori Bailey, manager of Virgin Islands Game Fishing Club (VIGFC), in St. Thomas, USVI. New this year is video to confirm catch-and-releases instead of observers. Prizes include trophies and cash. www.vigfc.com

AUGUST

AUGUST 12th – 14th: Tarpon Thunder Tournament

"Trinidad is considered the best place for tarpon fishing," says Monique Sheppard, TTGFA administrator. "Last year, 284 tarpon were released unharmed." Weekend Warriors have the option of fishing three sessions if they can't fish the entire tournament. ttgfa.com

AUGUST 15th – 19th: 44th USVI Open/Atlantic Blue Marlin Tournament

"New is the addition of a 'Team Division' that allows anglers to fish by IGFA rules only," says director Jimmy Loveland. There's also an 'Angler Division'. Both divisions will fish for blue marlin on 50lb (test) IGFA rated line with qualified observers on board each vessel. The 2nd 'Wet N' Wild' center console tournament takes place at the same time August 17th-18th. Lots of prizes for all. www.abmt.vi



PHOTO: MARK SMIESTAD

Peje, winner of the 62nd edition of the San Juan International Billfish Tournament

SEPTEMBER

SEPTEMBER 12th – 18th: International Billfish Tournament

Puerto Rico's Club Nautico de San Juan hosts this prestigious tournament. "New is a FADS system that is on fire, with vessels having multiple strikes in a day on blue marlin, white marlin and sailfish," says chairman Salvador Egea. New too is a tropical nighttime beach party. A Mobile App provides quick information on releases, top boats, top anglers, and teams. sanjuaninternational.com

OCTOBER

OCTOBER 1st – 8th: 53rd Port Antonio International Marlin Tournament

A week of great billfishing, plus nightly and lay-day parties makes this an event not to miss. "The Montego Bay International Marlin Tournament now scheduled for September 20th-24th, a week before our event, makes the 2016 Jamaican Tournament Circuit more compact and attractive for visiting boats," says PAIMT organizer Ron DuQuesnay. jamaicasports-fishing.com

OCTOBER 20th – 23rd: Varadero Aruba Caribbean Cup

Cash awards, trophies and prizes, plus great parties are a big draw. "The fishing is usually very good," says organizer Sam White. "Every year there seems to be a Grand Slam or two caught and the level of competition is among the best in the Caribbean." Charter boats available. www.preschallenge.com



Varadero Aruba Caribbean Cup

PHOTO: RICHARD GIBSON

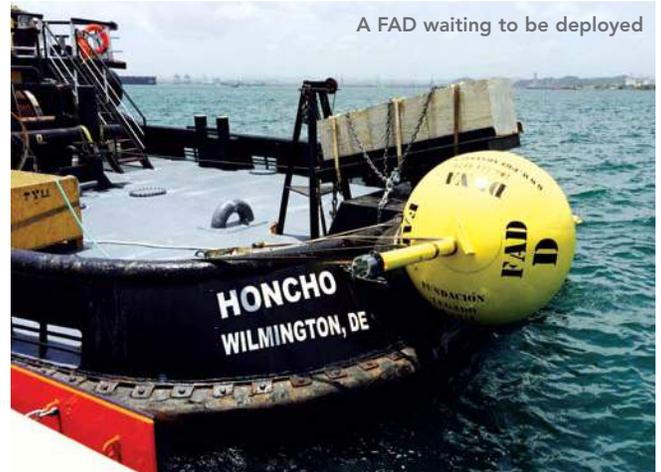
OCTOBER 25th – 29th. St. Lucia International Billfish Tournament

New placement of FADs should generate great fish catching conditions at this tournament hosted out of IGY's Rodney Bay Marina. "A brand new car will be awarded to the team that catches a blue marlin over 707lb, the island record," says organizer Sean Devaux. Grand prize-giving party aboard the *Pearl* (pirate ship). www.facebook.com/slugamefishingassociation



Dominican Republic – The fight begins

PHOTO: RICHARD GIBSON



A FAD waiting to be deployed

NOVEMBER

NOVEMBER 5th: Best in the West Fishing Tournament

This action-packed tournament in Antigua focuses on gamefish, with prizes for men, women and junior anglers. For information, email: fullernick@hotmail.com

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

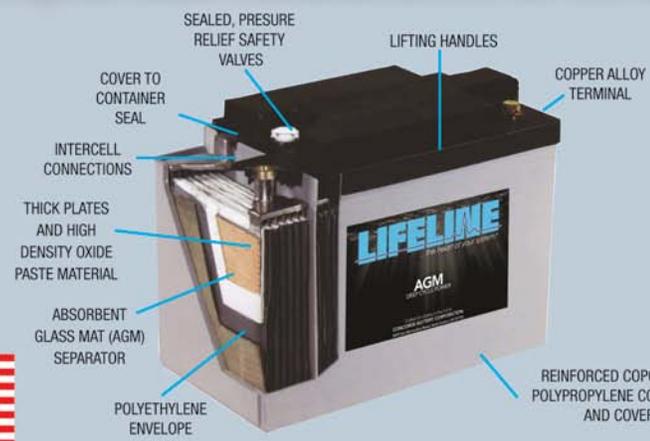


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BEAUTIFUL WARDERICK WELLS

BAHAMAS STORY AND PHOTOS BY MONICA PISANI



The moorings at Warderick Wells ... a study in blue

Our next stop was Warderick Wells, an island under the protection of the Exuma Parks, which operates under The Bahamas National Trust. American and Bahamian conservationists, interested in protecting the fragile marine and terrestrial ecosystem of the Bahamas, created the trust in 1950. Warderick Wells is one of 25 national parks protected by the Trust. It is important to know that the park does not provide trash disposal, no provisions are available on the island; boats are not allowed to anchor, and they do not reserve mooring balls ahead of time.

As soon as the sun came up, *Journey's* crew was ready to set sail, anchor stowed, sails up and we were on our way. We safely sailed through the banks and continued our journey north; we had planned to arrive at slack or ebbside, and hoped that the wind would die down by the time we made our final approach.

Once we were within VHF range of the park, we hailed the park official on channel 9 several times until they finally answered. We were told a mooring ball was available and instructed to call back once we were an hour away from the park, at which time we were assigned mooring ball number six.



The author on the trail to Boo Boo Hill

We had a blast all the way there, *Journey* sailed beautifully on a broad reach ... a perfect sailing day. We arrived much sooner than planned and found ourselves fighting the tide flooding in through the cut. The wind continued strong and steady at 20kts from the ESE. We approached the mooring field at a crawl; our speed over ground barely a knot.

Once we had a visual of the very narrow channel shown two dimensionally on the chart plotter, it all made sense. The dramatic variation of blues and greens defined the narrow yet deep blue channel lined with mooring balls. Fighting the

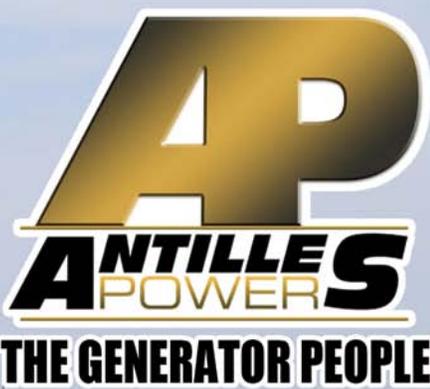


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Journey's memento joins those left by other yachties on the 'cairn' atop Boo Boo Hill



wind and the rising tide, we made our way to our assigned mooring ball avoiding the shallows and moored boats.

As we got closer to mooring number six, we realized that there was no mooring line attached to our buoy, and no matter how much I extended my body, my arm, and the boathook, I could not reach it. Captain Jonathan saw my struggle, but could not leave the helm. He was trying his best to keep the boat as steady as possible, but to no avail. To make matters worse, I lost both boathooks overboard. Now what? Well, an angel

appeared flying in a dinghy; he took our line and threaded it through the mooring's loop to end the problem!

Once safe, we both sat on *Journey's* deck, mesmerized by the beauty surrounding us. We agreed that we were in some kind of mint-colored paradise floating in the clearest waters.

We woke next morning to the total absence of wind and calm water with barely a ripple. Once we realized it was slack tide; perfect snorkeling conditions at this anchorage, we found our



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snorkeling gear, drove the dinghy to a 'snorkeling' mooring ball, and immersed ourselves in a world of yellows, blues, oranges, life, and movement.

There are trails and amazing views ashore. We visited the park's office, and then started on the trail to Boo Boo Hill and the blowholes.

The trail to Boo Boo Hill took us through the mangroves and a dry creek populated by muscular trees and shrubs that have adapted to life in this unique, harsh environment by filtering the salt out of the water to gain nourishment.

At low tide, the scenery changed with the birth of a white sandy island in the middle of the bay. It offered a wonderful moment to relax, swim, walk, and absorb the beauty that will forever be inside our hearts.

Ascending the hill we turned left to the blowholes, and then turned right and walked a little further uphill to find a cairn of sorts. A pile of mementos, most bleached by the smoldering sun, and a few new ones with painted flowers, flags, names, and hearts, all left behind by passing yachties who want to leave a testament of their visit to this unique paradise. (FYI, the park asks that the memento be made of organic materials.)

We went to the beach and checked out the monumental whale skeleton. The poor creature died from swallowing plastic. What a statement that makes!

At low tide, the scenery changed with the birth of a white sandy island in the middle of the bay. It offered a wonderful moment to relax, swim, walk, and absorb the beauty that will forever be inside our hearts.

Warderick Wells, truly, one of the most amazing paradises ever ...

Monica Pisani and Jonathan Morton live and cruise aboard Journey, a 42-foot Tatoosh. To learn more about their voyaging, visit: www.sailing-journey.com



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VX ONE CLASS HELPS CELEBRATE 45 YEARS OF BVISR

BRITISH VIRGIN ISLANDS PHOTOS AND STORY BY TODD VANSICKLE



The BVI Spring Regatta and Sailing Festival celebrated its 45th anniversary at the end of March, and for the most part the event stayed true to its self with around island racing and late night entertainment on the beach all situated in one venue: Nanny Cay Resort and Marina.

However, organizers made new additions to celebrate the milestone anniversary.

One of those additions was on the one-design course. The VX One Class competed for the first time at the BVISR. They shared the same windward/leeward course as the IC24s. The fleet of 11 boats was shipped to the BVI in two containers. Once in the BVI, the fleet raced to St. Thomas to compete in the St. Thomas International Regatta (STIR), before returning to the BVISR. The two-regatta series was coined the, 'Caribbean Cup'.

Hayden Bennett, the son of the VX One creator, raced in St. Thomas and helped out the fleet with any "break downs or repairs."



"The St. Thomas regatta was a big breeze event," Mr. Bennett said. "We didn't expect that."

After the STIR, the VX One boats were towed back to the BVI and the sailors had some down time to enjoy the BVI while waiting for the start of the BVISR.

"With a new event there are always challenges, but by the end of the regatta the vibe was really, really good. Everyone was happy with the event," Mr. Bennett said. "Given the opportunity, I think people are going to want to come back again."

Hayden's mom, Rachel, said some of the biggest challenges were moving the boats around, but added that the sailors in the

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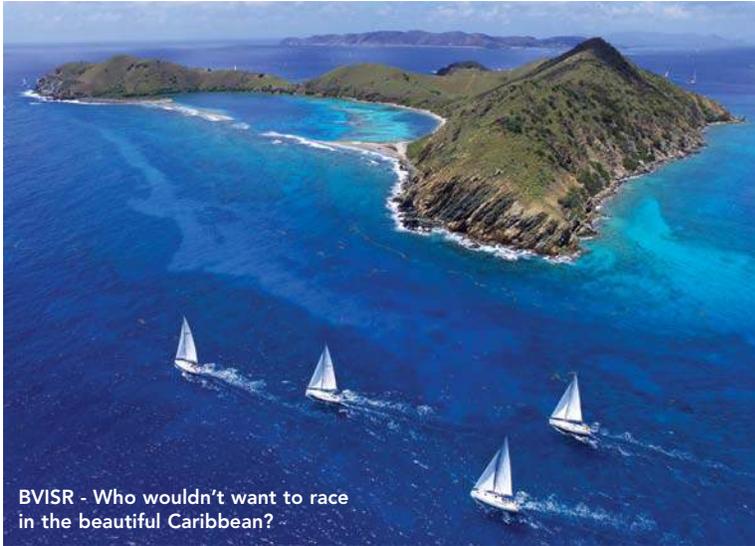


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class had no complaints about the racing or the committee boat.

"Everyone had a fantastic time," Ms. Bennett said.

On the Saturday of the BVISR, one of the annual traditions of the one-design course is breaking away from the normal windward/leeward course and racing to a floating bar — the *Willy-T* — in The Bight near Norman Island.

"Unfortunately, I didn't get to go, but I heard it was a blast and was told it was one of the best parts of the trip," Mr. Bennett said.

Aside from the debauchery on land and aboard floating bars, the Caribbean racing conditions were also in stark contrast to what the VX One sailors are used to. The fleet does a lot of racing in the Midwest and Florida.

"A lot of these guys are not used to sailing in the big swells and seas," Mr. Bennett said. "The Gulf coast is pretty protected and the lakes are flat. The water here is a lot warmer."

Mr. Bennett said the fleet hopes to return to the BVI next year to continue the Caribbean Cup. However, he said the fleet is exploring ways of streamlining the logistics and making it more cost effective. He added that a few sailors chartered a catamaran for the week, which served as their accommodations and proved to be a good way to attend the regatta.

Instead of shipping the boats back to the United States, Mr. Bennett was hopeful that some would be sold in the BVI. Not only would this defray shipping costs, but it would help build a VX One fleet in the BVI. However, he said it might take a few more trips to the BVI to get the 'locals' more interested in the fleet.

"Talking with a lot of the locals, the biggest problem with starting a fleet down here is they are not allowed to race CSA if they don't have life lines, they need to make sure they can race one-design," Mr. Bennett said. "So, what we'll do with further trips down here is market more the sale of the boats. They only need five to have a one-design start. Realistically, that is pretty easy to do."

In the mid 1990s, the patriarch of the Bennett family, Brian, designed the Viper 640. It had its success, but it also had its limitations. For one, it was 21 feet long, which made it too big to fit in a container. So, he looked to the next design: the VX One.

"With the Viper, it was actually something he didn't think about — making it easier to transport worldwide," Ms. Bennett said. "That stunted its growth."

So, when he designed the VX One Class he kept in mind the size, so that it could be transported easily.

"We now have fleets in Europe, Australia, New Zealand and South America," Ms. Bennett said. "We learned heaps from the [Viper]."

Another factor was speed. During the BVISR, the VX One boats zipped around the course as the IC24s made their way to the finish line slow and steady.

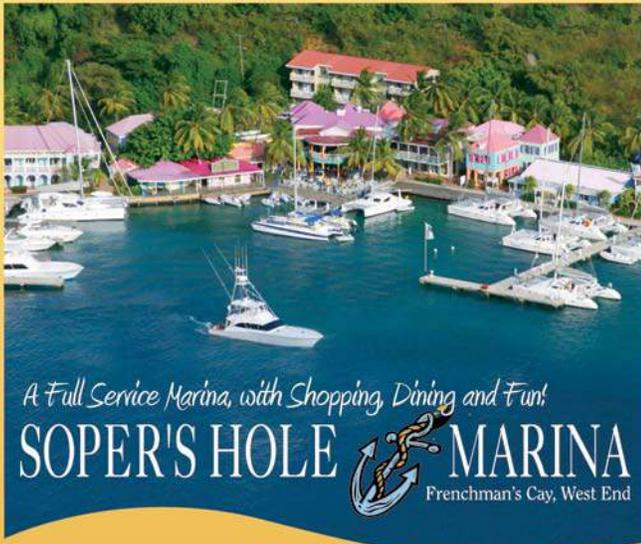
"At the end of the day everyone enjoys going fast," Mr. Bennett said. "As with every boat as it progresses you don't see it going slower."

All told, the BVISR attracted more than 100 boats over several classes. BVISR Director Judy Petz said the VX One Class was a nice addition to this year's event, which she described as a success overall.

"I call them little pocket rockets," Ms. Petz said. "I think they had a great time. To be able to race here and St. Thomas for ten days is so worth it."

For full results, photos and more, visit: www.bvispringregatta.org/

Todd VanSickle is a journalist living and working in the Virgin Islands.



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HAWAIIAN CANOE VISITS BVI

BRITISH VIRGIN ISLANDS BY TODD VANSICKLE



Sir Richard Branson tours the BVI aboard *Hokulea* during its visit to the territory

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PHOTO: 'ŌIWI TV • PHOTOGRAPHER: MAUI TAUOTAHA

On March 8, the Hawaiian canoe *Hokulea* spent its 41st birthday in the British Virgin Islands, just one of many stops in a three-year voyage around the world to create global relationships and raise environmental awareness about the Earth's oceans.

Hokulea is a full-scale replica of a *wa'a kaulua*, a Polynesian double-hulled voyaging canoe. *Hokulea* and its crew depend heavily on the earth's natural resources. Instead of instruments, celestial navigation is used to chart the canoe's course.

"We need the wind to move us," Kālepa Baybayan, the canoe's captain said. "It is basically rudimentary. It is all way-finding to guide the canoe."

He added that the vessel cruises at about seven knots, but can reach speeds of 15 knots. The canoe is named after the

brightest star, Arcturus, in the constellation Bootes. Arcturus is the zenith star of the Hawaiian Islands and was often used in Polynesian navigation when traveling between islands.

Hokulea left Oahu in May 2014 and will spend the next three years circumnavigating the earth covering 47,000 nautical miles with 85 calls to port in 26 different countries. The voyage is named *Mālama honua*, a Hawaiian concept that means "to care for our island Earth."

A sister canoe, *Hikianalia*, is journeying around the Hawaiian Islands on a similar campaign.

Baybayan said the weather has been the biggest challenge so far.

"We had one man go overboard, but we were able to recover



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BRIDGE OPENING TIMES - Dutch & French St. Martin

<p>DUTCH SIDE - Bridge Operator VHF Ch. 12 SIMPSON BAY BRIDGE:</p> <table border="1"> <tr> <td>Outbound</td> <td>Inbound</td> </tr> <tr> <td>0830 hours</td> <td>0930 hours</td> </tr> <tr> <td>1030 hours</td> <td>1130 hours</td> </tr> <tr> <td>1600 hours</td> <td>1500 hours</td> </tr> <tr> <td></td> <td>1700 hours</td> </tr> </table> <p>CAUSEWAY BRIDGE: Inbound & Outbound Traffic</p> <table border="1"> <tr> <td>0815 hours</td> <td>0945 hours</td> <td>1515 hours</td> </tr> <tr> <td>1015 hours</td> <td>1145 hours</td> <td>On Call for In & Outbound traffic</td> </tr> <tr> <td>1545 hours</td> <td>1715 hours</td> <td></td> </tr> </table> <p><small>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.</small></p>	Outbound	Inbound	0830 hours	0930 hours	1030 hours	1130 hours	1600 hours	1500 hours		1700 hours	0815 hours	0945 hours	1515 hours	1015 hours	1145 hours	On Call for In & Outbound traffic	1545 hours	1715 hours		<p>FRENCH SIDE - Bridge Operator VHF Ch. 16 / Tel: (590) 87 20 43</p> <p>Outbound & Inbound (Outbound Traffic proceeds Inbound Traffic)</p> <table border="1"> <tr> <td>0900 hours</td> <td>Sundays & Public Holidays</td> </tr> <tr> <td>1430 hours</td> <td>0900 hours</td> </tr> <tr> <td>1730 hours</td> <td>1730 hours</td> </tr> </table>	0900 hours	Sundays & Public Holidays	1430 hours	0900 hours	1730 hours	1730 hours
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Hokulea crewmembers speak to Cedar International School about Hokulea and its voyage

him right away. We have been sailing smart. We have been staying in port during bad weather."

Baybayan has sailed on all the major *Hokulea* voyages since 1975. When asked how many hours he has sailed on the canoe, he couldn't provide an answer.

"I don't keep track of things like that," he said. "It is easier for me to tell you how many times I haven't been on *Hokulea* than how many times I have been."

While in the BVI, the crew spent time visiting schools and other stewards of the earth. On March 5, they met with BVI resident and billionaire Sir Richard Branson on his island of Moskito for two days.

Sir Richard greeted master navigator Nainoa Thompson and the crew and welcomed them to his island. While there they shared their respective efforts and thoughts about ocean conservation. During the visit, Mr. Thompson honored Sir Richard as a "Great Navigator of Island Earth" for his contributions for making the world a better place.

"On behalf of the Polynesian Voyaging Society and the World-wide Voyage, it was an honor to bring *Hokulea* to Moskito Island while we are sailing through the Caribbean," said Thompson. "We were able to learn more about Sir Richard Branson's work to conserve the Caribbean and hear how the region is becoming a leader in ocean conservation and sustainability."

On March 11, *Hokulea* and its crew left the BVI for Cuba, a trip they expected to take seven to ten days.

"The British Virgin Islands are like the jewel of the Atlantic," Baybayan said. "It is wonderful here; it is too bad we have to leave."



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Sir Richard helps skipper the Hokulea

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Baybayan said the voyage serves several purposes, but mainly spreading the word about environmental stewardship of the ocean.

"We live in the islands and we understand how critical the ocean is."

The voyage also helps celebrate world cultures. When *Hokulea* makes port, the crew goes into the community for outreach programs to spread the word about their voyage.

"We try to collect information about the culture and the indigenous population," Baybayan said. "We collect stories about the different NGOs that are doing good work."

The canoe accommodates 11 to 14 crew members, who rotate out about every month. So far there have been more than 20 legs of the most recent voyage. Each new crew flies into port and gets acquainted with the boat before taking over.

Despite the long hours at sea on a small vessel, Baybayan said the crew remains in good spirits.

"It is critical that everyone gets along," he said. "If they don't get a long they are not invited back. It is pretty easy."

The crew keeps themselves entertained by "telling stories and playing music."

"We have just a guitar and small ukulele," Baybayan said. 🎸

Todd VanSickle is a journalist living and working in the Virgin Islands.

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THE SAILING SCULPTOR

ANGUILLA STORY AND PHOTOS BY JAN HEIN



Looking at Victor Hempel's carved creations, it's difficult to fathom how he knew there was a giant crab lying within a hunk of neem or that a sea turtle lurked inside a piece of star coral. His artistic insight is extraordinary but even more amazing is that he possesses the ability to free those and other animals from nature's mundane castoffs.

Hempel's workshop is a bit tricky to find since it's a 30ft steel sloop floating with the seasons throughout the Caribbean and Bahamas. Packed aboard, he has all the gear required of a cruising boat but squeezed in with it are tools and tricks needed for his carving endeavors.

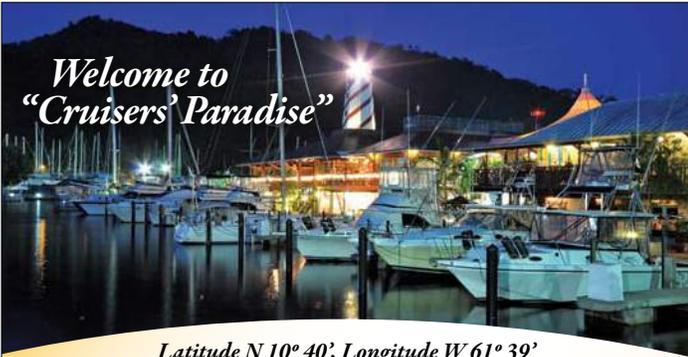
Chisels, Dremels, angle grinders, a Foredom, various sanding devices and, of course, a chain saw fill precious space. Lashed to the back deck is a slab of mahogany; below are hunks of lignum vitae, tamarind, neem wood, mahogany. Tucked everywhere are bits of flotsam and jetsam that talent will turn from trash to treasure. Aboard that vessel, fish floats become carved lanterns; palm fronds grow fins; driftwood reincarnates into life from the sea.



Sailing wasn't always in Hempel's life although he says "the ocean was always in me." Born and raised in South Africa, his early years on the sea were spent fishing with his father. At 14, a surfboard entered the picture sparking a love-affair that continues to this day. And in his 20s, the idea of living on a cruising boat inspired him to chase one down.

He was living in a surf commune, working as a self-taught frame maker and bonsai gardener, when an offer to crew on a catamaran popped up. Without hesitation, the business was sold, surf board and bag packed and off he sailed to Cape

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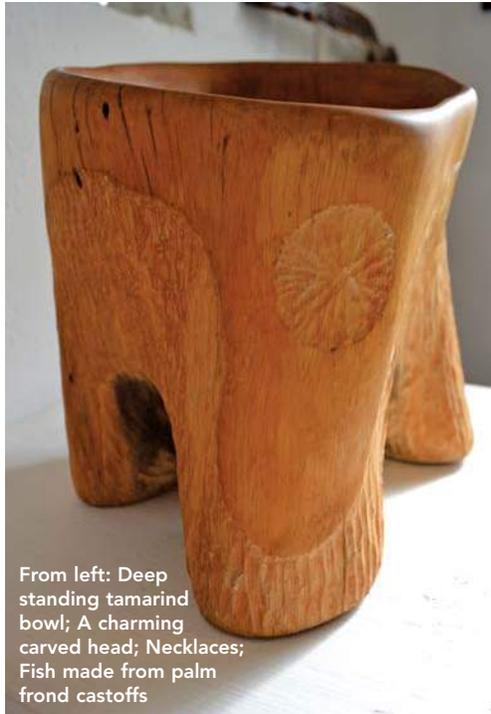
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From left: Deep standing tamarind bowl; A charming carved head; Necklaces; Fish made from palm frond castoffs



Town. There, he jumped on another vessel that set off but inadvertently broke up in 20ft seas, depositing Hempel in the desert of Namibia.

"The desert wasn't a great place to go," Hempel explained with a smile. "But our other option was Angola!" After four days of hitch-hiking, he returned to Cape Town, boat-less but not for long.

The third vessel was a charm. A Roberts 45 carried Hempel across the Atlantic, to Brazil, Tobago and Trinidad. There, his career as crew and delivery skipper began and flourished with sailboats, mega yachts, even a stint on Steve Fossett's *Play Station*, the 125ft racing cat.

After a few years of boat hopping, enough money was hoarded to purchase a 30ft Snowbird design built in British Columbia and it was on this boat that a passion for sculpting began. "I tinkered with carving, making necklaces. I sold them to the mega crew," he said.

A serendipitous voyage to Rum Cay in the Bahamas changed the size and scope of his work. The marina owner, also a carver, invited Hempel to use the workshop. A marina guest, who happened to be the seven year world champion chainsaw carver, recognized Hempel's keen eye and invited him to Pennsylvania for mentoring.

When Hempel returned to Rum Cay, he decided to give his

tools a rigorous workout on star coral. "It's dead coral from underground. The size and weight is not good to carry on a little boat," he explained, jokingly. The result, though, was stunning.

In Luperon, a commission came to sculpt two totem poles in Iroquois Indian style. Named 'The Keeper of the Trees', they were massive in size and inspired other pieces that didn't quite fit on a small yacht.

A log of almond wood was scored from Anguilla's salt pond. He lashed it on deck for a sail to Dominica where he put on the design. In Grenada, under a sea grape tree on the beach, the carving began. And in Tortola, it was completed at the back of Aragorn's Trellis Bay shop. Now the rounded little people that came out of the wood climb toward the ceiling of Anguilla's Savannah Gallery living out the name, 'Greeting the Morning Sun'.

If Victor Hempel's in the anchorage you just might catch him hauling home a load of nature's castaways, a warm smile on his tanned face and a glint of excitement in his artistic eyes.

His work can be seen at: <http://savannahgallery.com> or email: victorhempel@gmail.com 

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



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PHOTO COURTESY OF JANET HEIN

Charm III and her amazing crew



Maryse West kept the captain and crew in check (and well fed)

PHOTO: OCEANMEDIA

The 1928 Alden Schooner *Charm III* was returning to the Antigua Classic Yacht Regatta having skipped a year. She was leaving Anguilla for St. Maarten on Friday April 8th to provision and pick me up. Charm’s owner/skipper, Richard West, started the engine and then went ashore for a few minutes. He returned to a silent boat, the timing belt of the Perkins Prima 50 had snapped and driven pieces of the camshaft through the side of the engine.

With only seven days to the start of the first race in Antigua, providence stepped in and set us on course for an amazing week that damn near killed me.

A phone call to Ray Longbottom, St. Maarten’s long-term Perkins dealer, brought news of a rebuilt Perkins 4108 that would drop straight into the boat.

At dawn Saturday, Richard and long-suffering crewman Manfred Ebner sailed *Charm III* to St. Maarten and into the haulout slip at the Crown Boat Yard (ex Bobby’s boat yard) in Philipsburg, where Best Boat Yard Services, led by Erik Kon- ing, hauled her and went to work.

The chase was on.

I arrived at the boatyard late Saturday to find the dead engine in the workshop and the rebuild, dazzling in an odd shade of blue, sitting on the ground next to the boat. Below decks, the engineers peered into the dark, oil-spattered hole where an engine should be.

When I returned to the yard on Sunday, Koning and his engineer Michael Cole had the engine in and connected. What the guys had achieved in the dark hours was very impressive, but still unconvinced I spent the day half-heartedly whipping the ends of new halyards and mooring lines with an overriding sense that the boat was going nowhere for a long, long time.

On Monday I wore my editor's cap, stayed at my desk and heard nothing from the boatyard.

On Tuesday, at 11am, I received a call.

Richard: "Where are you?"

Me: "At home, working on the magazine."

Richard: "We're leaving."

Me: "When?"

Richard: "Now."

I almost upchucked my breakfast. Here was a man who refused to quit, and a team of marine engineers who had gone more than the extra mile.

I stuffed clothes, camera and laptop in my sea bag, called a friend and scrounged a lift to Philipsburg, then called my wife to say "I'm gone."

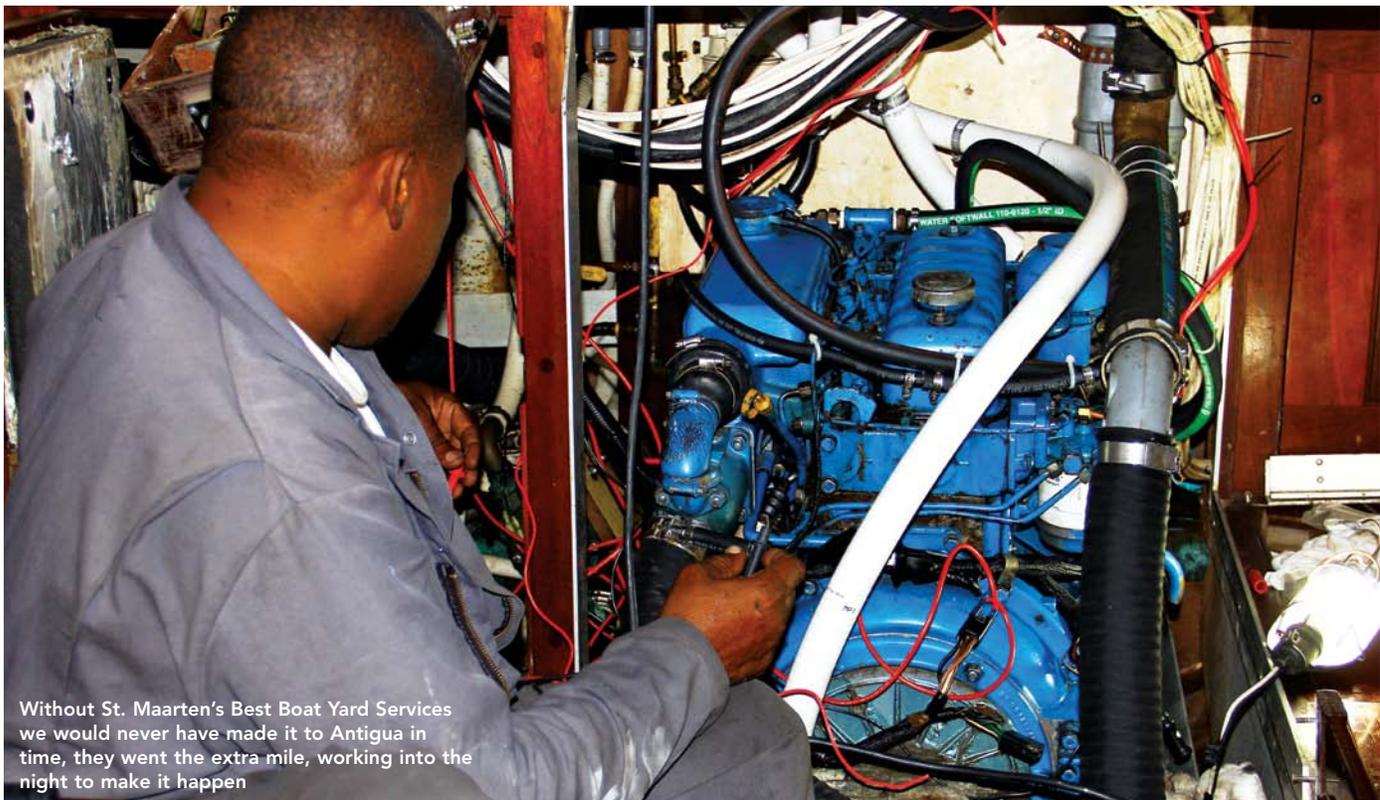
As I suspected, *Charm* wasn't 'quite' ready and we worked on into the night.

Come morning, with lines ready to slip and 48-hours to the start of the first race, I took a pee down the electric head, the one the owner had proudly installed to replace the ever leaking Baby Blake. "It's wonderful," he said showing me the button. The button I now pressed only to hear the pump clatter and clunk to a stop.

Telling the skipper that I had broken the head wasn't the highlight of my day. Neither was ladling out the pee with half a plastic water bottle so he could fix it. In the mean-time the galley stove refused to work and an electric bilge pump gave up the ghost.

Spares for pumps and stove were impossible to come by, but, by George, headless or hungry, we were off to the races.

With no wind, three exhausted men motored one hundred



Without St. Maarten's Best Boat Yard Services we would never have made it to Antigua in time, they went the extra mile, working into the night to make it happen

PHOTO: OCEANMEDIA

Light winds failed to detract from the grandeur of Antigua Classic Yacht Regatta

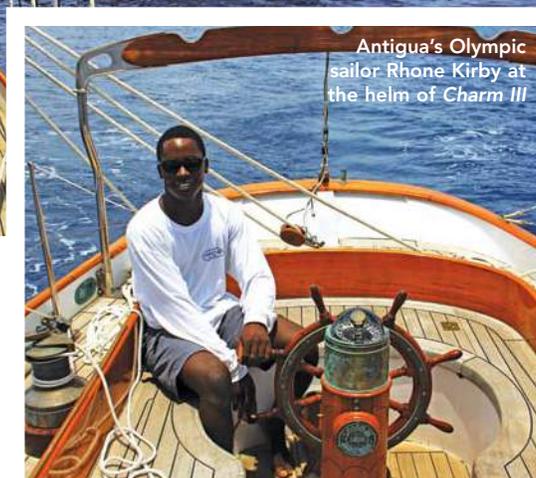
PHOTO: OCEANMEDIA



miles to Antigua, dropping the hook in Falmouth Harbor at 5am prior to moving to our marina berth at first light. Never has a newly rebuilt engine received such a punishing workout!

Racing a 22-ton schooner is hard work when the combined age of the crew is 179 years. We needed more brawn. Builder Luke Thomas arrived from Florida, and yacht designer Butch Dalrymple-Smith from the South of France. Both were old hands aboard *Charm III* and had flown in specially to race. Neither knew how lucky they were not to be staring at an empty berth. Antigua Olympic sailor Rhone Kirby signed on, as did our own rock star Gerard Knight. After playing a set, Gerard asked the audience if anyone needed crew. Our skipper parted the crowd and signed him on the spot. We recruited Adrian Higgins, a pig farmer, builder and schooner man from Martha's Vineyard; and Anthony Johnson, the mate of a super yacht who had a day off. Todd Patane, on vacation with his wife and baby, joined us (with their blessing) and we were kept in line by the skipper's wife Maryse and his daughter Mirabelle. We had our crew and they were among the best I have ever sailed with.

Light winds on all four days of the regatta made for slow going among the heavies, but I didn't care. We'd beaten the odds, made it to Antigua and were sailing amongst the most



Antigua's Olympic sailor Rhone Kirby at the helm of *Charm III*

PHOTO: OCEANMEDIA

magnificent fleet of classic yachts in the world. We even finished second in our class and won a silver salver, which the skipper gave to Rhone, and a rather strange bowl (which put me in mind of the broken head).

When it was time to sail home to Anguilla the wind blew and the rain came down. No problem for hardy schooner men. Around midnight, with Antigua 40 miles astern, I checked the bilge to find water almost lapping the floorboards. Knowing that the pulley for the engine-driven bilge pump hadn't been fitted in the rush to leave St. Maarten, and that the second electric bilge pump was in pieces, I thought it best to wake the skipper.

"I think I've found something else for you to fix," I said.

And he did.



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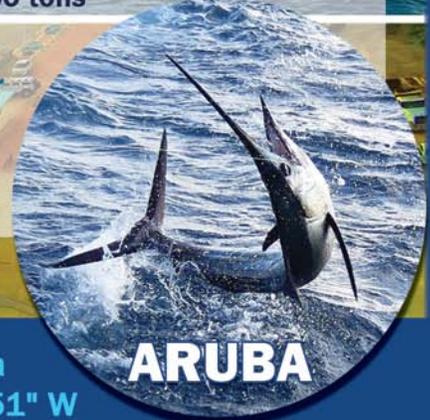
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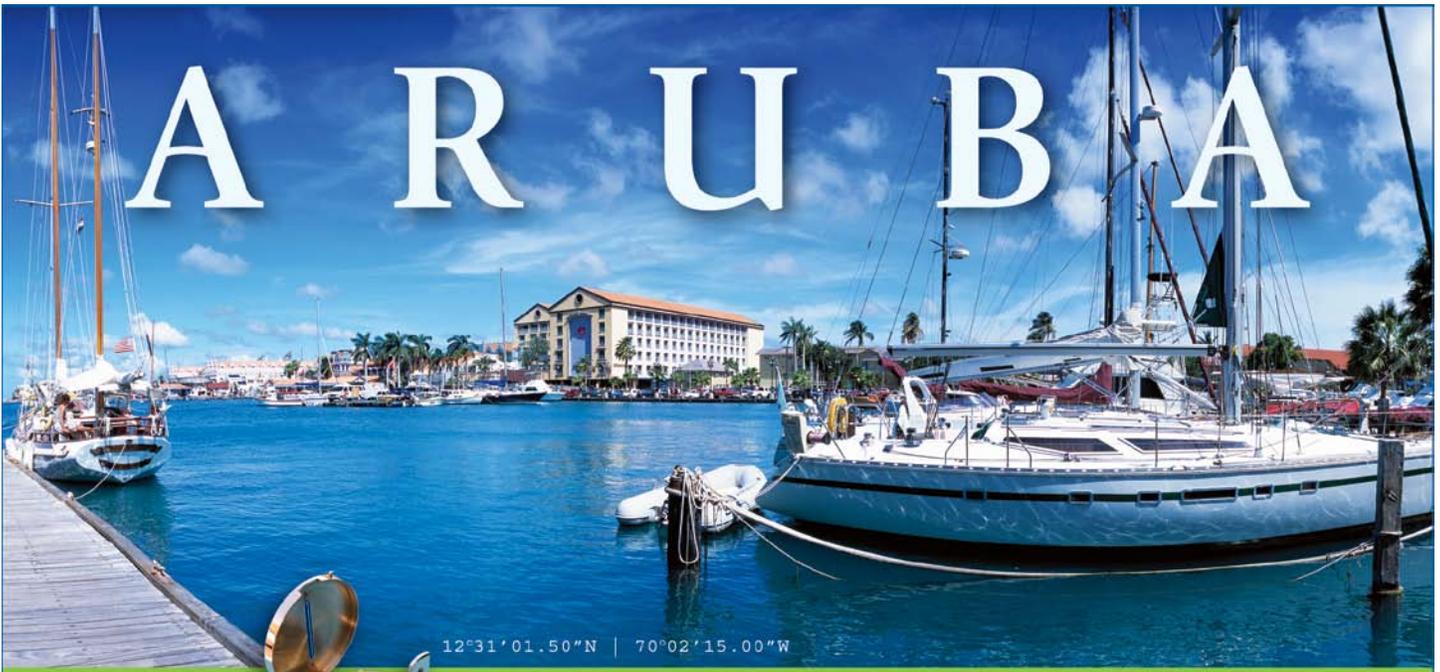
ARUBA

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12° 29' 54 . 27" N - 70° 01' 01 . 51" W

ARUBA



12°31'01.50"N | 70°02'15.00"W



RENAISSANCE
MARINA

The Renaissance Marina, located in the heart of Oranjestad is part of the Renaissance Aruba Resort and Casino and can accommodate more than 50 yachts.
Located at 12°31' N and 70°02' W, Renaissance Marina is the island's most beautiful marina, part of the Renaissance Aruba Resort & Casino, it stretches over much of this picturesque waterfront

community combining the largest entertainment and shopping facility in Aruba with the natural beauty of the Marina. Renaissance Marina can accommodate yachts up to 200'.
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Tel: (+297) 588-0260 - Fax: (+297) 588-0261 | www.renaissancemarina.com | Channel 16 | Renaissance Marketplace, Oranjestad Aruba

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

OUTSIDE OF CARIBBEAN:

Boston, MA	Boston Yacht Haven	617-367-5050	22'	300'	100	●	480V, 100 and 200 amps; 240V single-phase; 208V 3-phase, 100 amps; 240V, 50 amps; 120V, 30 amps	Cable	●	●	●	●	●	●	●	09/16	FREE
Deltaville, VA	Deltaville Marina	804-776-9812	10'	110'	80	●	30/50 Amp	●	●	●	●	●	●	●	●	16	●
Cabo San Lucas, Mexico	Marina Cabo San Lucas www.igy-cabosanlucas.com an IGY destination™	+52 624 173 9140	26'	350'	380	●	110V 30 amps; 220V 50 amps; 100 amp 3-phase, 480V 150 3-phase	●	●	●	●	●	●	●	●	88A	FREE
Montauk, NY	Montauk Yacht Club www.montaukyachtclub.com an IGY destination™	631-668-3100/ 888-MYC-8668	12'	200'	232	●	30/50/100 amp single phase, 100 amp 3-phase	Cable	●	●	●	●	●	●	●	9/11	FREE
NY Harbor - Jersey City	Newport Yacht Club/Marina www.igy-newport.com an IGY destination™	201-626-5550	10'	200'	154	●	110V, 220V 30/50/100 amps	●	●	●	●	●	●	●	●	16/78	FREE
NY Harbor - Manhattan	North Cove Marina at Brookfield Place www.igy-northcove.com an IGY destination™	917-677-7680	16'	175'	18	●	110V, 220V; 480V 3-phase	●	●	●	●	●	●	●	●	69	FREE

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CARIBBEAN BOATYARDS

All At Sea's Caribbean Boatyards Guide

		Latitude	Longitude	Phone Number	Maximum Draught	Maximum Length	Maximum Beam	Maximum Air Draft	Power Supply	Arrival Hours	Lift 1 Type / Capacity (Tons)	DIY Friendly	Electronic Shop	Carpentry Shop	Electrical Shop	Prop Shop	Paint Shop	Onsite Crew Facilities
Jolly Harbour, Antigua	Jolly Harbour Marina / Boat Yard	17 04 46.4 N	61 54 37.0 W	(268) 462-6041	15'	80'	18'	no limit	110/220	8am-5pm	70	•	•	•	•	•	•	•
Antigua	North Sound Marine	17.1167	-61.7500	(268) 562-3499 \ (268) 764-2599	15'	no limit	31'	no limit	Anything	24x7	150	•	•	•	•	•	•	•
Aruba	Varadero Caribe	12 32 N	70 02 W	297-588-3850	8'	120'	45'	no limit	50/30 amp	8am-5pm	60	•	•	•	•	•	•	•
Tortola, BVI	Nanny Cay Hotel & Marina	18 25 0 N	64 37 0 W	(284) 494-2512	11'	160'	45'	no limit	110v 30amp/220v 50amp/ 3phase 100 amp	7am-6pm	70	•	•	•	•	•	•	•
Tortola, BVI	Soper's Hole	18°23' 46"	-64° 41' 53"	(284) 495-3349	7'	65'	18' and 40'	no limit	110/220	8-5, Mon-Sat	45	•	•	•	•	•	•	•
Tortola, BVI	Tortola Yacht Services	18 25 N	64 37 W	(284)-494-2124	10'	68'	20'	no limit	220V, 50A, 110V, 30A	7-4, 7days	70	•	•	•	•	•	•	•
Virgin Gorda, BVI	Virgin Gorda Yacht Harbour	18.45222	-64.43750	284-495-5318	10	150	34	no limit	110/120	7am-6pm	70	•	•	•	•	•	•	•
Curaçao	Curacao Marine	12' N	68' W	599 9 562-8000	9'	120'	33'	193	110/220 380	8am-5pm	60	•	•	•	•	•	•	•
Boca Chica, D.R.	Marina ZarPar	18 26.4 N	69 37.23 W	(809) 523-5858	7.5'	65'	28'	no limit	110/220 380	9am-5pm	70	•	•	•	•	•	•	•
La Romana, D.R.	IBC Shipyard	18° 23' 55" N	68° 53' 55" W	+809 449 3321/3323	12'	110'	26'	no limit	110/220 3 phase 100/50/30' amp	8-5 M-F	120	•	•	•	•	•	•	•
Grenada	Clarks Court Bay Marina	12° 00.6' N	061° 44.0' W	473-439-3939	13'	150'	40'	0		8-4 M-F	242	•						
Grenada	Grenada Marine	12° 01:20	61° 40:42	00-1-473-443-1667	12'	75'	31.5'	0	110/220	8-5, M-F; 8-12, Sat	70	•	•	•	•	•	•	•
Grenada	Spice Island Marine Center	12 5 N	61 43 W	473-444-4257	12'	70'	25.4'	0	110/230	8am-4:30 pm	70	•	•	•	•	•	•	•
Panama	Bocas Yacht Services	09° 17.3' N	082° 23.06 W	507-6619-5601	10'	65'	20'	no limit	120/220	7:30-3:30pm	60	•	•	•	•	•	•	•
Puerto Rico	Varadero @ Palmas	18 04' 37" N	65 47' 57" W	787-656-9211	11'	110'	26'	no limit	50/30 amp	8-5, 7days	110	•	•	•	•	•	•	•
Puerto Rico	Puerto Del Rey Marina	18° 17.3 N	65° 38 W	787-860-1000	15'	150'	33'	no limit	120/208V single & 3 phase; 30, 50, 100 & 200 amps; 60 Hz	8am-5pm	155	•	•	•	•	•	•	•
Sint Maarten	Megayard	18°02' 13.24 N	63°05' 08.52 W	1-721-5444-060	12'	200'	33'	12'	110/220	8-5 M-F	150	•	•	•	•	•	•	•
St. Lucia	Rodney Bay Marina <small>an IGY destination™</small>	14°04 '32.72" N	60°56 '55.63" W	758- 572-7200	11'	75'	28'	no limit	120V- 480V, 30/50/100/125/200 amps at 60 Hz, 240V- 440V, 32/63/125 & 200 amps at 50Hz	8am-5pm	75	•	•	•	•	•	•	•
St. Croix, USVI	St. Croix Marine	17° - 45' N	64° - 42' W	340 773-0289	11'	68'	13'-8"	no limit	110v 30amp; 220v 50amp; 3 phase 100amp	8-5, Mon-Sat	60	•	•	•	•	•	•	•
St. Kitts	St. Kitts Marine Works	17° - 20.3' N	62° - 50.1' W	1-869-662-8930	12'	120'	35'	no limit	110/220/3 phase 100amp	7-4 M-F	150		•	•		•	•	•
St. Thomas, USVI	Subbase Drydock	18 N	65 W	340-776-2078	16.5'	190'	50'	no limit	440 three phase/220/110	8-5, Mon-Sat	1000		•		•	•	•	•
Turks & Caicos	Caicos Marina & Shipyard	21.45.57N	72.10.47W	649-946-5600	9	150			30/50/110 amp	24x7	75	•	•	•	•	•	•	•

OUTSIDE OF CARIBBEAN:

Deltaville, Va	Deltaville Boatyard	37.54 96.64 N	76.32 96.21 W	804-776-8900	9'	80'	25'	no limit	30/50 Amp	7-5 M-F	35/75	•	•	•	•	•	•	•
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ASK ABOUT ADDING YOUR BOATYARD TO THE ALL AT SEA BOATYARD GUIDE **CONTACT ADVERTISING@ALLATSEA.NET**

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	Deltaville Yachting Center www.dycboat.com	804-776-9898	10'	70'	78	●	30/50 Amp	●	●	●						16	FREE
Morehead City	NC	Morehead City Yacht Basin	252-726-6862	8'-10'	200'+	88	●	30/50/100 Amp	●	●	●	●	●	●	●		16	FREE
Beaufort	NC	Jarrett Bay Boatworks	252-728-7100	10'	135'	30	●	30/50/100 Amp		●	●	●				●	16	FREE
Fort Pierce	FL	Fort Pierce City Marina	772-464-1245	6.5'	175'	274	●	30/50/100 Amp		●	●	●	●	●	●	●	78	FREE
Clear Lake Shores	TX	Legend Point Condominiums & Marina www.legendpointmarina.com	281-334-3811	7'	48'	254	●	30/50/100 Amp	●			●	●					

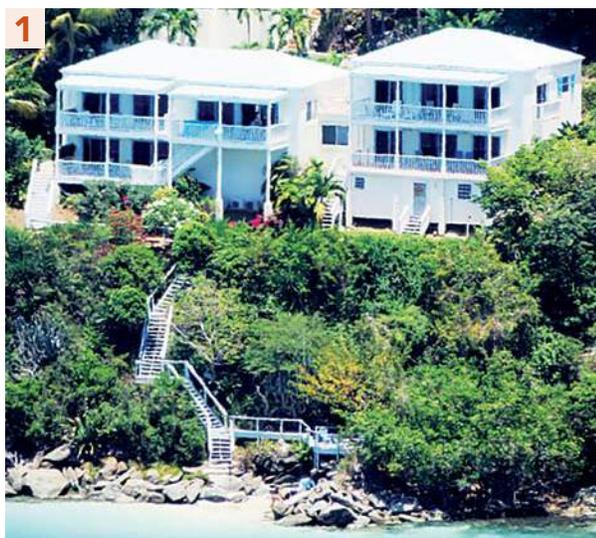
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SOUTHEAST U.S. BOATYARDS

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	Deltaville Yachting Center 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	Washington Yacht Service	252-975-2000	7'	70'	21'	no limit	30/50 Amp	24x7	50 ton travelift	●	●	●	●		●	
Beaufort	NC	Jarrett Bay Boatworks	252-728-2690	10'	130'	30'	no limit	30/50/100 Amp	24x7	50/75/200 ton travelift	●	●	●	●	●	●	
Beaufort	NC	Beaufort Marine Center	252-728-7358	10'	130'	30'	no limit	30/50/100 Amp	8-4:30 M-F	50/75/200 ton travelift	●	●	●	●	●	●	●
Beaufort	NC	Moore's Marine Yacht Center	252-504-7060	10'	130'	30'	no limit	30/50/100 Amp	8-4 M-F	50/75/200 ton travelift		●	●	●	●	●	●
Beaufort	NC	True World Marine	252-728-2541	6'	100'	20'	no limit	30/50 Amp	8-5 M-F	75 tons	●	●	●	●	●	●	●
Thunderbolt	GA	Thunderbolt Marine Inc.	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	Progressive Marine Service/Boat Yard	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	Saunders Yachtworks	251-981-3700	10'	130'	28'	74'	30/50/100 Amp 3 phase	24x7	165 ton travelift	●	●	●	●	●	●	●
Mobile	AL	Dog River Marina	251-471-5449	8'	85'	22.5'	75'	30/50/100 Amp 3 phase	24x7	70 ton travelift	●	●	●	●	●	●	●
Orange Beach	AL	Saunders Yachtworks	251-981-3700	6'	85'	21.5'	no limit	30/50 Amp	7-5 M-F/Sa-Su by app't.	60 ton travelift	●	●	●	●	●	●	●

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



1
MAGENS BAY, ST. THOMAS, USVI. An absolute must see as a beachfront income producing property. Secluded white sand beach in the pristine waters of World Famous Magens Bay. Home has four units with a total of 6BR / 5BA. Unbelievable location, maybe the best on the island. Price US \$1,990,000

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 vikirkboeger@gmail.com | www.davidjones.vi
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2
GREAT CRUZ BAY, ST. JOHN, USVI. Enjoy spectacular Caribbean Sea views from this 3 BR/3.5 BA vacation rental home set on a premier lot in the upscale subdivision of Virgin Grand Estates. Located above the Westin St. John Hotel & Beach Resort, the property is 15 minutes from the picture-postcard U.S. National Park North Shore beaches. Construction has begun on a permitted 2 BR/2 BA+ kitchen guest cottage. Mango, banana, lime, coconut and avocado trees grace the property. Owner has priced this property below the assessed value for a quick sale. Price: US \$1,495,000

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 marynickbarg@gmail.com | www.marynickbarg.com
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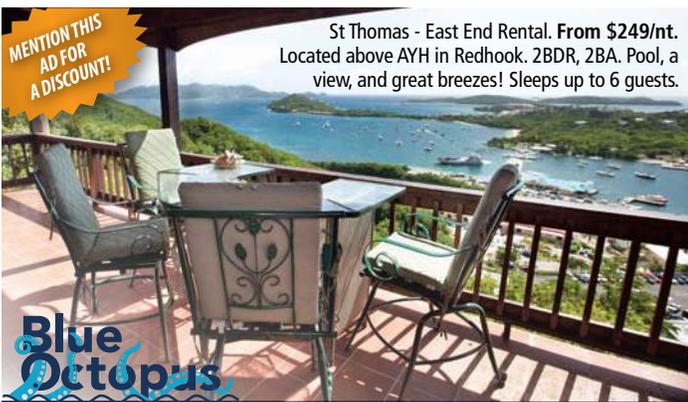


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St Thomas - East End Rental. From \$249/nt. Located above AYH in Redhook. 2BDR, 2BA. Pool, a view, and great breezes! Sleeps up to 6 guests.



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Pam 252-637-8819 | pmichel@suddenlink.net



3

NANNY CAY MARINA, TORTOLA, BVI. Almost 1-acre in size, this lovely waterfront property is located on the mainland side of the Nanny Cay Marina waterway. Expansive lawn areas lead down to a private dock with a commercial seabed lease and two private mooring balls on the waterway. Property is walled at the road with its own private gate. Enjoy either as a wonderful family residence or for commercial purposes, particularly ones that feed off the yacht chartering business nearby at Nanny Cay. Price: US \$3,100,000

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4 COLE BAY, ST. MAARTEN. Enjoy ocean views from nearly every room of this 4,520-sq ft home, featured on HGTV and located on 10,290-sq ft of land. Built from the durable hardwoods of greenheart, yellowheart and purpleheart, this captivating Caribbean residence contains custom-built stainless steel fixtures and railings throughout. Surrounded by an impeccably landscaped garden. A swim-jet in the solar heated pool takes care of your exercise needs. Price: US \$895,000

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Rodger@ParadiseFoundSXM.com
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Cell: (721) 587-5555



5 NONSUCH BAY, ANTIGUA. Buy your own piece of paradise. This 3.85-acre parcel of land includes hilltop, hillside and 175-feet of flat waterfront. The property sits adjacent to the Nonsuch Bay Resort and is walking distance of Harmony Hall Boutique Hotel, restaurant and yacht club and Browns Bay. Price: USD \$2,200,000

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6 PIGEON ISLAND, ST. LUCIA. Walk from your veranda straight out onto a beautiful beach. This 2 BR villa measures 1800-sq ft with full facilities. Included within The Landings 5-star resort development is a gym, spa, tennis courts, pools and full marina. Price: US \$1,200,000

MICHAEL GREEN, The Landings
michaelg@landingsvillas.com | www.landingsvillas.com
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7 PORT ELIZABETH, BEQUIA, SVG. Beachfront living awaits at the new residential development, Firefly Villas. Incredible 2 to 6-BR house designs, buyer's incentives and lifestyle awaits. Individual pools and tropical gardens on each property. The best perk here is the total purchase tax is only 5 percent on the land value, not the property value. Price: from US \$650,000

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lara@grenadine-escape.com
www.grenadine-escape.com
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48 ft Aluminium Lifting
keel High latitudes cruiser
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Immaculate. \$299K
OWNER WANTS IT SOLD!



Jeanneau S.O 49.
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See website for details



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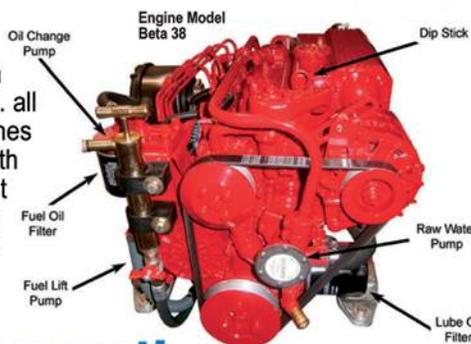


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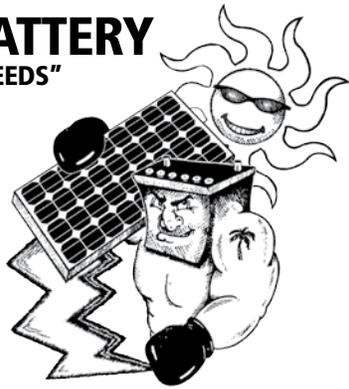
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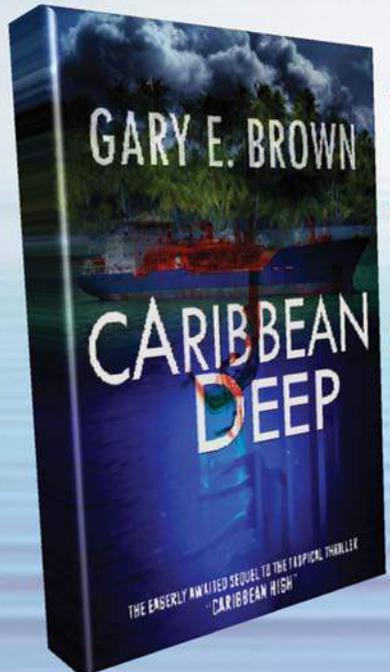
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EXPERIENCED YACHT RIGGER needed with knowledge of deck hardware layout, installation, splicing, furling systems, mast stepping, tuning and rod rigging. Full time or seasonal position. Fluent English required. Email resumé to info@fkg-marine-rigging.com.

MARINE METAL FABRICATOR required full time by a machine

Employment

and fabricating shop in the British Virgin Islands. Minimum 5 years experience in tube and sheet metal fabricating for the yachting industry. Applicant should have a solid background using bending and cutting equipment with welding and or machining an asset for top rate of pay. Send CV to manager@nautool.com

Continued on page 99



A vacancy exists for the position of

**YACHT SALES
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MANAGER**

To join a fast growing yacht services company. Suitable applicants should have at least 10 years experience in sales and management, preferably marine related with a thorough knowledge of the sales and delivery process. In addition the applicant will have an excellent understanding of yacht systems, be highly motivated and organized and have very strong customer service skills.

Please send a **FULL resume**
and covering letter to:

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If you have a strong interest in this position but lack the necessary experience and knowledge, please do not apply for this position, but do look out for possible design internships or apprenticeship openings in the future.

www.goldcoastyachts.com

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TradeWinds is a global luxury yacht charter business with its head office in Sint Maarten, Dutch West Indies. We are looking for a gifted Head of Operations.

You will work in partnership with our Senior Management Team and have hands-on oversight and management of operational activities for all our bases throughout the Caribbean and beyond. You will probably have worked in a similar position within a fast paced environment, and your years in the maritime (or hospitality) industry will demonstrate proven expertise on a number of strategic and operational activities. Your remit will be wide and all encompassing so you will need to be focussed, resilient and highly organised with a minimum of 10 years senior management experience. You'll have a sound understanding of maritime law and be able to provide practical solutions to maritime challenges. You'll also possess outstanding written and verbal communication, have excellent administration and financial skills, and be educated to degree level or qualified by experience. A methodical and pragmatic way of working is highly desirable in addition to supporting, motivating and managing a large team of remote and culturally diverse personnel.

In return we offer an attractive compensation package. Ideally, applicants will already be living in the Caribbean or USA and should be willing to travel extensively throughout the Caribbean as well as work extended hours.

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Closing date for all applications is Friday 29th April 2016.

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Maintec in St. Maarten are looking for a woodworker/shipwright.

Person we are looking for should have at least 7 years proven in the marine industry either boat building or repair. Should have knowledge of glass fibre work and finishing products. Will be expected to have own personal hand tools. Experience with teak deck replacement a plus. Candidates must be eligible to work on both the French and Dutch sides of the island. Will be required to have experience in driving tenders or be willing to be trained.

Only email CV's will be accepted. Email: maintec@sintmaarten.net

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Employment

SAGE GROUP OF COMPANIES GENERAL MANAGER-Virgin Gorda Yacht Harbour

We are seeking an experienced hospitality industry professional to take a leadership role as part of our dynamic management team. The successful applicant for this position will become the General Manager of Virgin Gorda Yacht Harbour. Responsibilities include the direct management of the day to day operations of the Marina, Shopping Centre, Town Centre buildings and Boatyard, ensuring the highest level of customer and employee satisfaction while maximizing profitability and efficiency. The applicant will be accountable for developing annual operating budgets, marketing plans and capital plans. Successful applicant will participate actively in the recruitment, training, development and leadership of all employees as well as providing feedback

Employment

and assistance thus enabling them to achieve the highest standard of performance. A competitive compensation and benefits package is offered. For more information and if you are interested in this challenging career opportunity, please forward a copy of your resume and cover letter quoting reference GMVGYH BVI by March 20, 2016 to erichardson@bviinvestmentclub.com

MAINTEC IN ST. MAARTEN ARE LOOKING FOR A WOODWORKER/SHIPWRIGHT.

Person we are looking for should have at least 7 years proven in the marine industry either boat building or repair. Should have knowledge of glass fibre work and finishing products. Will be expected to have own personal hand tools. Experience with teak deck replacement a plus. Candidates must be eligible to work on both the French and Dutch sides of the island. Will be required to have experience in driving tenders or be willing to be trained. Only email CV's will be accepted. Email - maintec@sintmaarten.net

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to join a fast growing yacht services company. Suitable applicants should have at least 10 years experience in sales and management, preferably marine related with a thorough knowledge of the sales and delivery process. In addition the applicant will have an excellent understanding of yacht systems, be highly motivated and organized and have very strong customer service skills. Please send a FULL resume and covering letter to james@horizontgrenada.com

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SAGE GROUP OF COMPANIES

General Manager - Virgin Gorda Yacht Harbour

We are seeking an experienced hospitality industry professional to take a leadership role as part of our dynamic management team. *The successful applicant for this position will become the General Manager of Virgin Gorda Yacht Harbour.*

Responsibilities include the direct management of the day to day operations of the Marina, Shopping Centre, Town Centre buildings and Boatyard, ensuring the highest level of customer and employee satisfaction while maximizing profitability and efficiency. The applicant will be accountable for developing annual operating budgets, marketing plans and capital plans. Successful applicant will participate actively in the recruitment, training, development and leadership of all employees as well as providing feedback and assistance thus enabling them to achieve the highest standard of performance. A competitive compensation and benefits package is offered.

For more information and if you are interested in this challenging career opportunity, please forward a copy of your resume and cover letter quoting reference **GMVGYH BVI** by April 20th, 2016 to erichardson@bviinvestmentclub.com



HELP WANTED:

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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



ENOUGH TO MAKE YOUR MOUTH WATER

THE DISH BY CAP'N JAN ROBINSON

Summer has arrived along with some mouthwatering ingredients, so let's start the day with a great breakfast. Make meal-planning a snap with these quick, healthy, and delicious recipes.

ASPARAGUS WRAPPED WITH SMOKED SALMON AND SCRAMBLED EGG

Prep time: 5 minutes. Cooking time: 5-10 minutes. Serves: 2

- | | |
|---|------------------------------------|
| 10 stems of asparagus, prepared | 4 free range eggs |
| 1 tbsp olive oil | ¼ cup milk |
| 1 tbsp lemon juice | Sea salt |
| 6 slices of good quality smoked salmon | 1 tbsp butter |
| | Freshly ground black pepper |

Put the asparagus in a steamer basket and steam over high heat until bright green and crisp-tender, about 3 minutes. Transfer the asparagus to a large bowl and toss with the olive oil and lemon juice; season with salt and pepper. Wrap five stems of asparagus with three slices of smoked salmon; repeat with other five stems.

Beat eggs, milk, salt and pepper in medium bowl until blended. Heat butter in large nonstick skillet over medium heat until hot. Pour in egg mixture. As eggs begin to set, gently pull the eggs across the pan with a spatula, forming large soft curds. As soon as the eggs are cooked, remove from the pan immediately and serve with your smoked salmon wrapped asparagus. *Note: A delicious breakfast to start the day*

SPICED-RUBBED SCALLOPS

Prep time: 15 minutes. Cooking time: 10 minutes. Serves: 4

- | | |
|------------------------------------|--|
| ½ tsp freshly ground pepper | 14 cup extra virgin olive oil |
| 1 tsp cumin | ¼ tsp allspice |
| ½ tsp paprika | 1-1/2 lb sea scallops rinsed and patted dry |
| ¼ tsp garlic powder | |
| 1 tsp chili powder | |

In a small bowl, combine first 5 ingredients. Drizzle 1tbsp oil over the scallops. Sprinkle spice mixture over scallops. Let sit about 10 minutes. In a large skillet or grill pan, heat remaining oil over medium high heat. Sear scallops until golden on outside, about 3 minutes per side.

MIXED GREENS WITH CRUMBLED GOAT CHEESE

Prep time: 15 minutes. Serves: 4 - 6

- | | |
|-----------------------------------|---|
| 12oz mixed baby greens | 1/3 cup finely chopped red onion |
| 1/3 cup pine nuts, toasted | |



- | | |
|---|---------------------------------|
| 8 cherry tomatoes, halved | 4oz crumbled goat cheese |
| 1/3 cup dried cranberries | |
| DRESSING: good balsamic vinegar & a squeeze of fresh lemon | |

In a large bowl, combine mixed greens with pine nuts, cherry tomatoes, cranberries and finely chopped onion. Sprinkle goat cheese on top. Add dressing, a little balsamic vinegar and/or a squeeze of fresh lemon juice.

TRIPLE CHOCOLATE FUDGE PROTEIN BROWNIES

Prep time: 15 minutes. Cooking time: 36 minutes
Cooling time: 30 minutes. Serves: 16

- | | |
|--|--|
| 1-1/2 scoops of chocolate protein powder | 1 tsp baking powder |
| ½ cup almond-meal flour | ¼ melted coconut oil |
| ½ cup coconut flour | 3 egg whites |
| ¼ cup cacao powder | ½ cup plain nonfat Greek yogurt |
| ½ cup Splenda | ¼ cup maple syrup |
| 1 cup peeled, cooked, mashed sweet potatoes | ½ cup gluten-free, sugar-free chocolate chips |

Preheat oven to 325 degrees F. Line an 8x8 baking dish with parchment paper and spray with cooking spray. Set aside. In a blender or food processor, add protein powder, almond-meal flour, coconut flour, cacao powder, Splenda, baking powder, sweet potatoes, coconut oil, egg white, Greek yogurt, and maple syrup. Turn the mixer on and blend the batter until it is completely smooth. Stop and scrape the bottom and sides of the mixer to ensure the batter is well combined. Stir in chocolate chips.

Spoon brownie batter into prepared baking dish and smooth down with a spoon. Bake in the oven for about 36 minutes. Remove from the oven and let cool for at least 30 minutes. Slice brownies into 16 even pieces.

Serve and enjoy.





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V1

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ST CHRISTOPHER AND NEVIS	St. Kitts Nevis Anguilla Trading and Development Co., Ltd.	Basseterre	+869-465-2511
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