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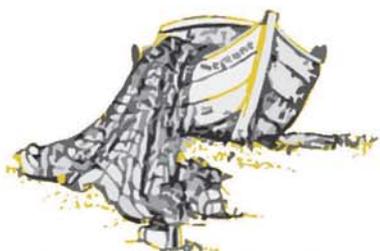
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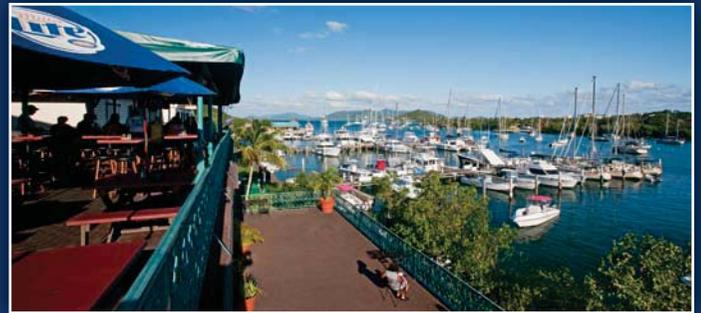
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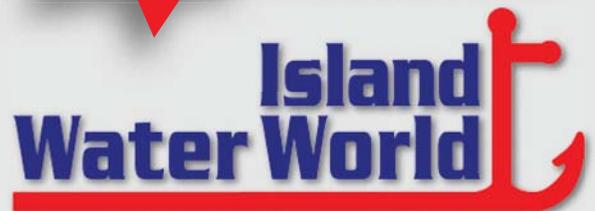
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MOORINGS AND THE 'H' WORD

There can be nothing worse than returning to your boat after a pleasant run ashore only to find it gone, yet this scenario is played out many times in anchorages around the world every year. I'm not talking about theft, as it's rare that someone will make off with a yacht, I'm talking about boats breaking free of badly maintained moorings.

When I first arrived in the Caribbean it was rare indeed to find a mooring and everyone relied on their own ground tackle. The thing about using your own ground tackle is you know exactly what you have in the water. With a mooring, no matter how sturdy it may appear on or near the surface, you have no idea what is down there tethering your pride and joy to the bottom. Over the last few years companies, and some individuals, have gone into the rented moorings business seeing it as an easy source of income. Sink a lump of concrete or an old engine block; add a piece of rope and a mooring buoy/plastic detergent bottle and sit back and watch the money roll in.

Without diving on a mooring, it's hard to know if it is well maintained or the mooring block is heavy enough to hold you in a good breeze, given the vessel's windage and weight. You would expect commercially owned rental moorings to be maintained and serviced to high standards but in my experience that is not always the case. On several occasions, I have seen boats ashore or drifting out to sea with the remains of a mooring hanging from the bow. It's not a comforting thought. On page 40, *All At Sea's* Betsy Crowfoot takes us through the mooring minefield and offers advice from the experts.

June and the megayachts have fled to their summer cruising grounds and the smaller cruising boats aren't far behind them. When I dinghy across Sint Maarten's Simpson Bay Lagoon, the now empty marina slips resemble gaping mouths with missing teeth. What is undoubtedly a loss to the northern Caribbean is a boon for the islands in the south, where many boats now spend hurricane season. The easing of restrictions on length-of-stay in Grenada and Curaçao, and the push by government to bring cruisers back to Colombia is good news. How nice it would be if Venezuela could clean up its act and return to the days when it attracted yachts like a magnet.

Having mentioned the 'H' word, I admit that my wife and I are now faced with a conundrum. We have spent the last few months working on our boat and, as of writing; the mast

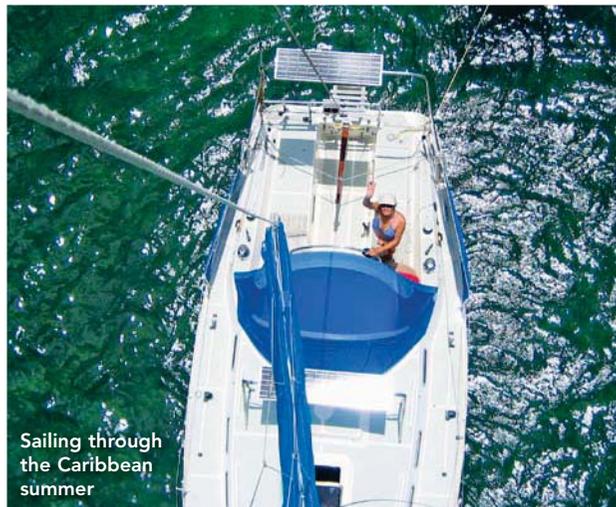


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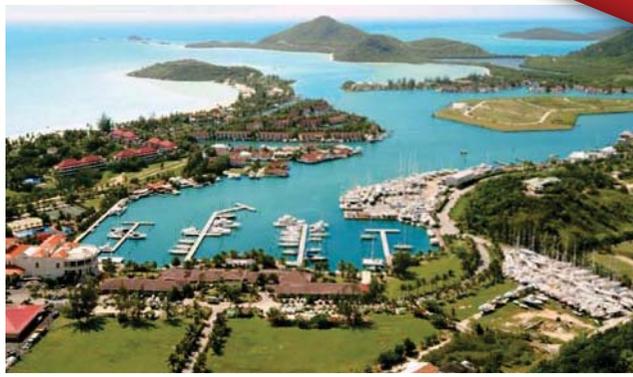
and boat remain separated by over a mile. We hauled out last hurricane season but this year are thinking of leaving *G-String* in the water. This goes against all my principles and what I learned the hard way about good seamanship. When sailors ask advice about hurricane season, I tell them, usually forcefully, to haul out or head south ... north ... anywhere, just don't stay here. I have been through hurricanes yet here I am not only considering keeping the boat in the water but actually going sailing! I have done the homework, listened to long-range weather forecasts/predictions and convinced myself that El Niño is my friend. Summer in the Caribbean is incredibly beautiful, the winds are gentle and life moves at a slower pace. I feel that old pirate Sir Francis Drake and his Channel calling me and I have never been to Anegada. This could be the perfect time to explore. Convincing my wife is another matter.

Feedback from our readers is very important. If you would like to comment on anything you see in the magazine then I would love to hear from you. Email: gary@allatsea.net. We have a very active Facebook page, which in April numbered 3,100 likes, and you can also find us on Twitter @allatseacarib

See you on the water!

Gary E. Brown,
Editor





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THE CARIBBEAN'S WATERFRONT MAGAZINE



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Light Lunches Are In!

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COVER SHOT: 'Yakin' in Paradise | **Photo: Fi Plavenieks**



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CARIBBEAN**

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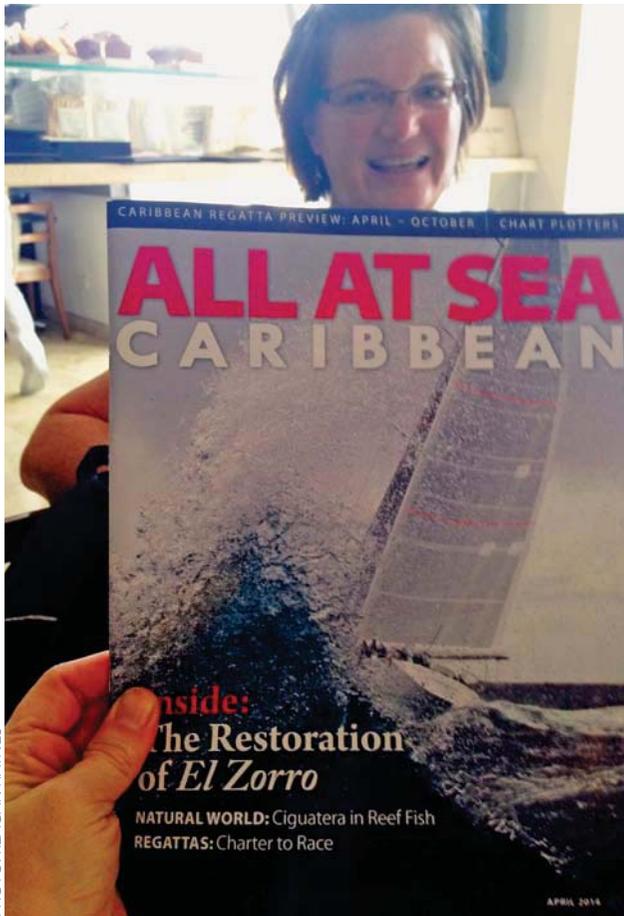


PHOTO: REAGAN HAYNES

While traveling in Cartagena, Colombia, Terry Boram, Editor of our sister magazine *All At Sea Southeast*, proudly handed fellow journalist Reagan Haynes from Soundings Trade Only, the April edition of *All At Sea Caribbean*. Reagan captured the moment as the two of them were enjoying a delightful breakfast featuring lulo juice (or as they called it Green Juice) before attending the Cartagena Boat Show.

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

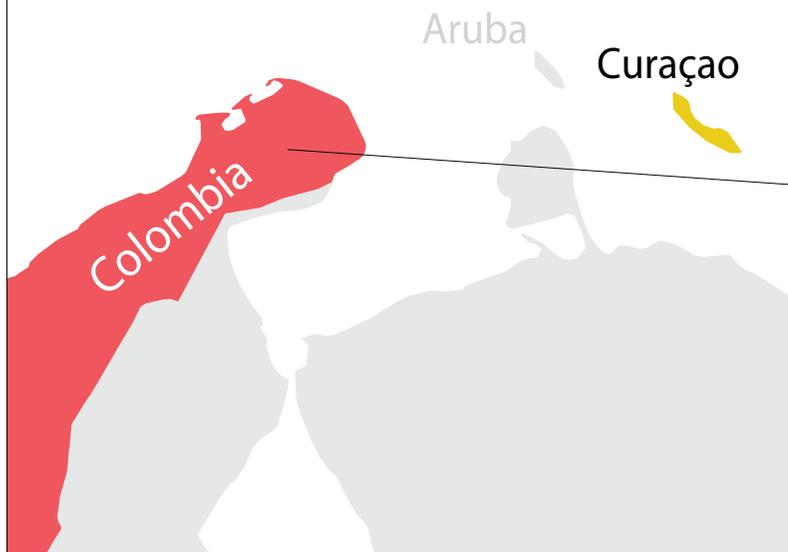


ISLAND EVENTS & INTERESTS

ALL AT SEA'S
CARIBBEAN COVERAGE



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A Pleasant
Colombian
Surprise

Tobago

Trinidad

CARIBBEAN NEWS

A BRIEF LOOK INTO THE HAPPENINGS OF OUR WORLD



Ship Art from Guy Harvey

Norwegian Cruise Line has unveiled the latest hull art design created by artist Guy Harvey for the *Norwegian Escape*. This is Harvey's largest canvas to date. At 1065ft in length, his spectacular artwork, featuring two undersea scenes, spans the entire length of the hull. The *Norwegian Escape*, the line's largest ship to date, will homeport year-round in Miami and sail a seven-day Eastern Caribbean itinerary starting November 14th 2015.

Panerai Transat Classique 2015

Panerai has renewed its sponsorship of the Panerai Transat Classique, the transatlantic race reserved for classic yachts that will depart from Lanzarote (Canary Islands) on January 7th 2015 bound for Martinique.

The race is organized by the Atlantic Yacht Club (France) in partnership with high-end sports watchmaker Officine Panerai, already a strong presence in the classic yacht world through its title sponsorship of the Panerai Classic Yachts Challenge.

The fleet will assemble in Marina Lanzarote prior to departure. Event participants and their families will enjoy visits around this intriguing island and the vibrant 'Three Kings' street party celebrations on January 5th.

The 3,000 nautical-mile race ends in Fort-de-France, Martinique.

For more information, visit: panerairtransatclassique.com

Marine and Yachting Association of Grenada

Held at True Blue Bay Resort in March, the Marine and Yachting Association of Grenada (MAYAG) annual general meeting convened on a positive note.

A review of the Central Development Bank (CDB) funded projects scheduled to be completed in September 2014

was presented by Anita Sutton on behalf of Craig Keller, Project Coordinator, who was off-island. Those in attendance were briefed on the successful completion of the Economic Impact Study recently completed by Andre Henry and a brief sneak peek was given into the Improved Cross-border Movement of Recreational Yachts Project. Anita Sutton pointed out that this project could begin within six weeks once the right candidate has been selected using the guidelines stipulated by the CDB.

Nikoyan Roberts, the newly appointed Nautical Development Manager of the Grenada Tourism Authority was also in attendance and gave an outline of the new Tourism Authority's structure and operation. She emphasised its commitment to yachting and outlined marketing plans for the sector for 2014.

In a press release, MAYAG said it was truly refreshing to hear first-hand the government's continued interest in supporting the marine industry.

During the meeting, President Anita Sutton indicated that after five busy years, it was time to step back from the Association. She thanked the industry, regional marine organisations, government bodies, NGOs and the other national private sector associations for their outstanding support over the last five years and indicated that she will continue to quietly support MAYAG, including ensuring the successful completion of the CDB project.

Following elections, Nicholas George of Budget Marine was named MAYAG President.

For more information, Email: mayagadmin2@gmail.com

Sint Maarten Marine Trades Association question government planning

The Sint Maarten Marine Trades Association (SMMTA) claim they are at odds with government over zoning plans

for Simpson Bay and the Simpson Bay Lagoon. The plans were presented by government at a public hearing in which major changes to the area are projected.

According to the SMMTA, the plans address the physical heartland of the yachting industry, which in turn constitutes approximately 15% of the economy of Sint Maarten.

In a press release, the SMMTA said they understand that this is a Zoning Plan and not a Development Plan, but feel strongly that the St. Maarten government needs to slow down the process to better understand and take into account the needs and concerns of the Simpson Bay community and all other stakeholders, including the marine industry, before moving forward.

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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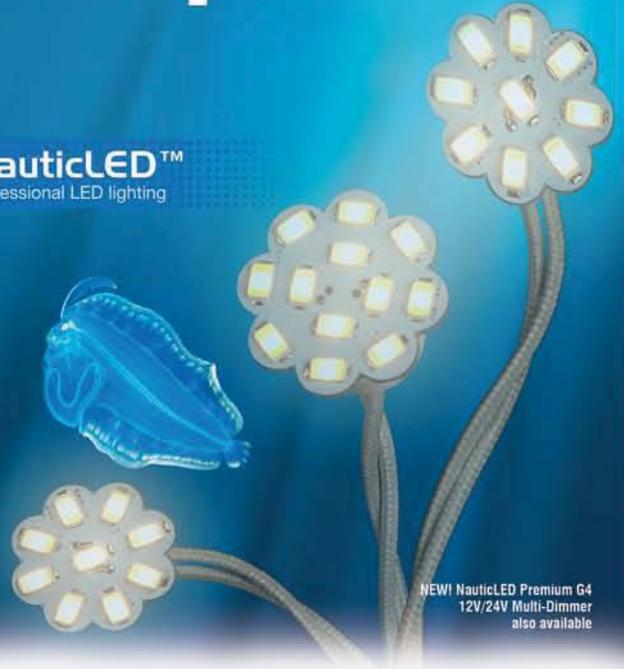
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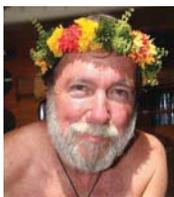
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FIFOS, SISOS, & OTHER CRUISING WIVES

BY CAP'N FATTY GOODLANDER



Carolyn confers with her fellow cruising wives about the latest acronyms

It is best not to allow cruising wives to meet other cruising wives. To put it another way: suffering at sea should be a solitary pursuit. A happy ship is one in which the crew isn't fully aware how miserable they are. I nurture this cherished, long-standing maritime tradition by (1) seldom going ashore, (2) seldom bringing my wife when I do, and (3) visiting only Laundromats full of land-lubbing deaf mutes.

There are, alas, exceptions. I can't bear to pass up free food. Often, I'm invited to sing for my supper. I do so, loudly. People think I won't be too obnoxious if I'm eating. WRONG! I can eat and tell lies at the same time.

We writers refer to this as multitasking.

"It's true," says my wife Carolyn. "Pre-computer, Fatty used to make one mistake at a time. Now, in the name of career efficiency, he makes dozens of mistakes at the same time. Yes, he's soooooo cyber-savvy, and my hero to the max!"

Recently we were invited aboard a large cattlemaran

(well, a cruising catamaran large enough to graze cattle on its forward ramp and still have room left over for one nanny, one maid, one chef, an engineer, and a deckhand) named, romantically, *Tax Exemption*.

The engineer was holding court as we came aboard, explaining the ship's intricacies. "We don't need to run the V-16 *Southern Cross* GenSet 24/7 but we do anyway—to offset all the carbon-credits which came free-of-charge with our jetski fleet!"

"Here, here!" said a drunken, posh British voice—the intoxicated owner of the 468ft mega-yacht *Chump Change*, I believe.

"Many of the poor folk living in the temperate zones have thin clothes, and so it is important for our global manufacturing industries to continue to heat up the planet ..." chimed in another—who was either a helicopter pilot or blimp steward off the sleek Italian vessel named *Bigger Than Yours*.

"Precisely so!" giggled another Blue Blazer, this one from *Double Dipper*. "I mean, they should butch up! If I'm too warm, I turn up the air-con! What's the problem?"

Ah, the spirit of Marie Antoinette lives on!

The women onboard the catamaran all looked like Angelina Jolie: Young, thin, rich, and predatory.

Alas, my wife fell under the spell of one evil cruising wife in attendance.

I knew this TW (Trophy Wife) was evil the moment I laid eyes on her.

She wasn't bruised. I could see no boat-bites. Her nails were not cracked, split, ripped, torn, and bitten to the quick. Her hair was (horrors!) combed. There were no dark circles under her eyes. Her nose looked odd: as if it had never been broken. She had teeth; a number of them. Worse, they were white, even, and had no large gaps.

She wore contact lenses, not OpShop eyewear frames held together with duct tape.

Leather shoes.

Her wristwatch worked, and wasn't flooded with sea water.

Her wedding ring was gold, and had a diamond so large it had its own inflatable PFD ...

"I'm a Fifo wife," she said to my life-partner arrogantly as she sat down next to us, "and you look like a long term Siso."

"Well," my wife said timidly while running a shaky hand through her tangle of varnish-smear hair, "I guess!"

Carolyn was obviously a bit taken aback, confused, and intimidated by the newcomer's genuine plasticity.

The Fifo shook her head in sad inspection. "Well, at least you're not an SOB—Stuck On Board."

Poor Carolyn looked like she was drowning, so I stuck in my oar with, "and what does Fifo stand for?"

"Boy, you're out of the loop, Skip" she said to me. "Fly in, Fly out."

I hate being called Skip. I prefer skipper or captain ... or even Sir Sailor—not that I put on airs.

Carolyn seemed cowed, and muttered something like, "... well, I flew on an airplane ... a jet ... in 1966, with my parents."

The Fifo wasn't impressed.

She ignored me, and spoke directly to Carolyn as if I wasn't there. "... five million sperm cells in your average ejaculation—and your husband's won. How sad!"

I could sense the struggle going on within Carolyn. Finally, her curiosity got the best of her. "You called me a Siso ..."

"Yes," said the lady-whose-holding-tank-does-not-stink, "That's an acronym for Sail in, Sail out. That's what we Fifo call our fellow water-wives who have no self-respect."

"... no self ... what?" queried my wife, drowning in the swirl of all these new, too-trendy concepts.

"Boy, you are really not LEANING IN, are you?" said the Lady.

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"Actually, it is very difficult to stand up in our boat during an offshore passage ..."

"Exactly," hissed the Lady. "And I don't *crawl*."

"... how do you ... arrange to ... *not crawl*?"

"By negotiating," said the Lady. "Tit-for-tat, literally. All men are boys—that's a given. My hubby, bless his little bald head, likes to be macho. So I allowed him to buy an ocean-going yacht that has a range of 12,000 miles—in exchange for a one million dollar debit card on Dockwise!"

"What?" my wife said, her eyes spinning.

"NSIS," said the Lady. "No Shame In Shipping!"

My wife must have had wax in her ears—plus, she's a tad earthy. "Of course there's no shame in sh*#ting," she said, puzzled.

"*Shipping*," I corrected. "... that's what the RB said, *shipping*!"

"... RB?" signed my wife, "is that, like, an inflatable dinghy?"

All these options were making my wife short of breath. She was gasping for air, and making her pre-migraine fish-mouth motion.

"Rich Bitch," explained the One Who Was, without missing a beat. "But your DH ... your *Dumb Husband* was right ... on short hops, I fly in and fly out; on longer passages, we ship the boat. Nowadays, many of the major Yacht Transport Companies like *Toy Box* and *Ship Toss* and *Yacht Sling* have luxury apartments aboard them, too, should you and/or any of your crew wish to accompany your vessel and, you know, keep its log up-to-date and silver polished."

All these options were making my wife short of breath. She was gasping for air, and making her pre-migraine fish-mouth motion. To cover up for her, I blurted, "They say it makes sense economically to ship their larger-than-Pittsburgh mega-yachts—but I think the real reason is that they don't want their yachts to mingle with the likes of the 99 per centers. They don't want them contaminated by people who work for a living, pay taxes, and troop off to war in the Mid-East on behalf of BO ... *Big Oil*," I said.

"I can remember a simpler day," my wife said, almost in tears, "when GM had nothing to do with our food supply, and was totally content to just poison our rivers and streams."

"The Good Ole Days are long-gone," I commiserated with her.

"Now that Amazon and Google have joined their cyber forces and interfaced their cultural differences," said the Lady. "Things are going to be different. None of us, man-nor-woman, will actually go to sea. We'll just send our Go-Pros—and view the offshore passages in Real Time from

the comfort of our gated communities ashore."

I could tell my wife, normally the most contented of cruising spouses, was interested. Her eyes were aglow, her cheeks flushed. Yes, she looked totally different—there was *hope* in her eyes!"

"What's the first step in casting off my cruising chains," she asked the Lady, her voice rising in strength and determination. "Please! We're on our *third circ*!"

"Oh, you poor dear," said the Lady, obviously moved. "NSOP!"

"... whaaa?" Carolyn asked.

"No Sex On Passage!"

At this point, I felt it important to step in. After all, I am a captain. There are limits. Of course, I want to be extremely fair and completely non-sexist and totally PC and all—but too much truth can drown any women. I grabbed my wife, and pulled her outside. We went forward, and huddled by the electro-hydraulic roller furler.

"What she isn't telling you about is the BBs," I said. "When the RB FOs, the BB Fls!"

"I'm lost again," my wife wailed, "can't you S.T.O.P. with the acronyms."

"I was talking to her fat-cat husband," I told my wife. "And, well, she is going to be traded in soon ... for a newer, thinner model. TRs, trophy wives, have a very limited shelf life ..."

"What about the BBs?" she asked, wide eyed with what an evil world we inhabited.

"When the RB FOs, the BB Fls!" I said. "That means, the Bilge Bunnies—young chicks who are eager to snag a rich guy in hopes he'll croak off in the saddle—Fly In when the RBs fly out! This is why wealthy people are so concerned about the On Time performance of an airline—so their aging, face-lifted wife isn't confronted with their young, natural D-cup mistress!"

"But what will happen to her?" asked my wife, ever the compassionate one.

I shrugged my shoulders. "I'm not sure. She'll turn into a cougar, I guess, and attempt to pick up adolescent kite sailors. Or worse. In any event, her Glory Days are over—and our marital bliss is just beginning!"

"SD, SD," she cried in happiness, "Sugar Daddy!"

EDITOR'S NOTE: *Cap'n Fatty* and *Carolyn* are currently hallucinating in the Torres Strait. 

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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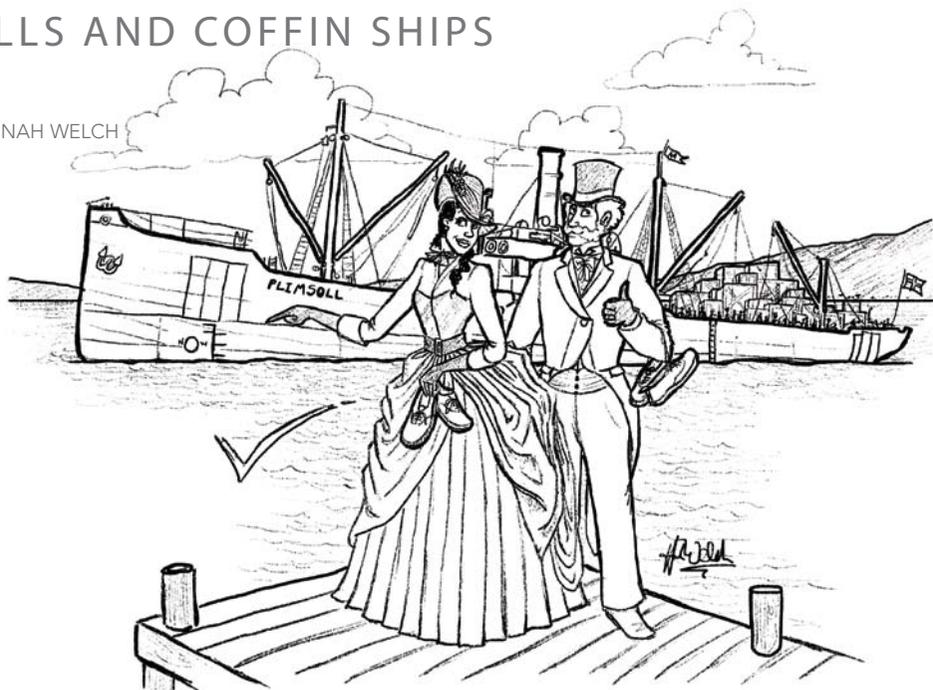
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SAILING WITH CHARLIE

PLIMSOLLS AND COFFIN SHIPS

BY JULIAN PUTLEY
GRAPHICS BY HANNAH WELCH



A coffin ship was the name given to a ship that was so poorly maintained that it had only a slim chance of making its destination. These ships were very prevalent in the latter 19th century when emigrants from Ireland and cargoes from Britain were exported in large numbers. Ships were grossly overloaded and ships sank while crews and passengers died in their thousands. A courageous member of the British parliament named Samuel Plimsoll tried for years to get legislation passed to improve safety and maintenance on ships, and to regulate the overloading of cargo encouraged by greedy owners to maximize profits at the expense of safety. He was stymied at every turn because many ship owners were MPs themselves and loathed passing new laws that would be to their disadvantage; they were making fortunes in the shipping business. Ships were insured by Lloyds of London at way above their real value and it was often more lucrative to have a ship sink than not – and to hell with the loss of life.

I suppose one could draw a parallel with today's political climate in the USA where large corporations are buying the politicians and an ever bigger gap in wealth is evident between the declining prosperity of the middle class and the increasing super rich. It's hard to envisage a solution because the foxes are in charge of the hen house.

Eventually (in 1876) Plimsoll achieved partial success when a bill he had been advocating for years was amended into the Merchant Shipping Act. It ordered ship inspections to be carried out by the Board of Trade and mandated a

'Plimsoll Line' be marked on ships' waterlines dictating a maximum load. His tenacious efforts undoubtedly saved thousands of lives.

Plimsoll gym shoes became an accidental offshoot; they were invented at about the same time as the passing of his amendment bill and the name was intended as an honor to the resolute politician. The shoe was made of canvas, with a rubber base line around the entire shoe from the sole and up the topside for about an inch. Its purpose was to keep the foot dry until the line had been breached; then your foot got wet. Appropriate, eh?

As a boy Charlie remembers plimsolls, "They were part of your kit for PT, but after an hour of running around your feet stank to high heaven." Samuel Plimsoll's heroic battle didn't stink at all. If it had stunk it probably wouldn't have finally achieved success. Plimsoll resolved a stinking issue although some in parliament claimed that it was nothing more than a 'big stink'.

So there you have it – how to conjugate the verb 'stink'. Personally I take my hat off to Samuel Plimsoll. His dedication to human rights was admirable. The US Congress could use someone like him – there are some real stinkers up there!

The Plimsoll Sensation by Nicolette Jones (2006): *Interesting and well regarded biography of Samuel Plimsoll.* 

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

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SAILORS FACE WILD WEATHER AT BVI SPRING REGATTA

STORY AND PHOTOGRAPHY BY TODD VANSICKLE



The winning Melges 32 team *Smile and Wave*—Meaghan Hislop hangs off the rail while heading downwind

The BVI Spring Regatta and Sailing Festival started with light winds, but by the end of the weeklong event sailors found themselves talking about the wet and wild conditions that they faced while competing.

The regatta had 82 boats racing on three different courses in the Sir Francis Drake Channel, including the one-design course with IC24s and Melges 32s.

The growing one-design division is good news for sailors like Meaghan Hislop, who works mast on the Melges 32 *Smile and Wave*. She lives in St. Croix, but travels frequently on the weekends to Puerto Rico to train on the Melges 32.

"It was a really exciting weekend overall," Hislop said. "We are really excited to have this Melges 32 class. The competition has been really close."



Boats round Flanagan Island during the last day of the BVI Spring Regatta

Smile and Wave ran away with the division, beating three 32s from Puerto Rico and one from St. Maarten.

"We have been training together and racing together. There is a great camaraderie. We drink with each other at the end of the day, but out on the water we really want to beat each other. We are really working hard to grow this class," Hislop said.

She added, "The rumor is that we are going to have a new Melges 32 in St. Croix and in the BVI. It is a fun class to sail in. You might feel like there is a little bit of punishment on the rail, but when you are going downwind at 20 knots — it is sheer joy on everyone's face."

In the IC24 Class, Colin Rathbun skippering for team Tortola Express took first place and the Best BVI Boat award. He was happy to be competing aboard an IC24 after a hiatus.

"The IC24s went into a bit of a slump in the BVI," Rathbun said. "A couple of owners have bigger boats, so when it comes to the bigger regattas they want to go on their bigger boats."

In the Performance Cruising 2 Division, *Shamrock VII* took first place.

Matt Dana and his girlfriend Tmana Toennis, of Maine, sailed aboard *Shamrock*. On the back of Matt's legs were several lesions caused by the boat's rigging when he fell off during a race near Dead Chest.



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Fireballs burned each night at the BVI Spring Regatta village



"I was full on in the water. I was being dragged. But I was able to swing myself back up on the boat with a little help from another crew member," Dana said. "I knew I would never live it down if I didn't get myself aboard. I didn't want to cause my team any detriment."

It was Toennis' first regatta and she was happy to be 'rail meat', even in the rough conditions.

"I loved it," she said. "At first it was very intimidating, but as soon as I got on the boat it was a lot easier. It wasn't as bad as I thought it was going to be."

The weather conditions caused several boats to broach and two boats dismasted during the regatta. However, BVISR chairman Bob Phillips was not surprised by the damage to the boats.

"It was three hard days of racing," Phillips said. "Sailors find things that should have been better maintained on their boats. There was a lot of exciting sailing."

Most sailors were happy to have the excessive wind.

"The racing conditions couldn't have been any better," *Smile and Wave's* Hislop said. "It is not just scenic and beautiful, it is *always* challenging."

Prior to the BVISR, the inaugural Tortola Sloop Spring Challenge was held in honor of Maritime Heritage Day between three of H. Lavity Stoutt Community College's wooden sloops, which are more than 100-years-old.

Although *Intrepid* took line honors, the winner on

Pipe Dream attempts to gain control after heading downwind in blustery conditions



corrected time was *Youth Instructor* skippered by Andrew Waters.

Off the water, sailors had plenty to do with nightly entertainment by performers like Al Broderick of *Hot Sauce* and Quito Rymer and *The Edge*. As night fell and sailors danced in the sand, the blaze from *Aragorn Dick-Read's* sculptures, which are normally at the Full Moon party at Trellis Bay, helped illuminate the regatta village. Additionally, there was a fashion show poolside by *Trefle*, and Nichole Raab performed aerial acrobatics

performed aerial acrobatics as dangled 30-feet in the air from a rope attached to a crane.

Around 7:00am on Monday after the regatta wrapped up, BVISR Director Judy Petz was already planning for next year's event.

"In the last three weeks I have had more Emails asking when the 2015 regatta is going to be held," Petz said.

For full results and more, visit: bvispringregatta.org 

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

RESULTS

RACING 1

- 1: Tonnerre de Breskens 3
- 2: Highland Fling XII
- 3: Fenix

RACING 2

- 1: Team McFly/ Quokka
- 2: El Ocaso
- 3: White Rhino

RACING 3

- 1: Windemon
- 2: Boogaloo
- 3: Bad Girl

PERFORMANCE CRUISING 1

- 1: Spirit of Venus
- 2: Defiance
- 3: Dorade

PERFORMANCE CRUISING 2

- 1: Shamrock VII
- 2: Sparti Vento
- 3: Paladin

JIB & MAIN 1

- 1: Myett's Salona Express
- 3: Nai'a
- 3: Freedom of Hamble

JIB & MAIN 2

- 1: Girasoli
- 2: Red Stripe / Reba
- 3: Diva

MULTIHULL 1

- 1: Boss Lady II
- 2: Kastor Pollux
- 3: Mari's Leonardo

MULTIHULL 2

- 1: Triple Jack
- 2: Soma
- 3: Malisi

IC24

- 1: Tortola Express
- 2: INTAC
- 3: Team Island Water World

MELGES 32

- 1: Smile and Wave
- 2: Lazy Dog
- 3: SOCA

BAREBOAT 1

- 1: Ferry Tale/ Mary Jewell
- 2: Caribbean Soul
- 3: Team Cape Fear/ No Bad Days

BAREBOAT 2

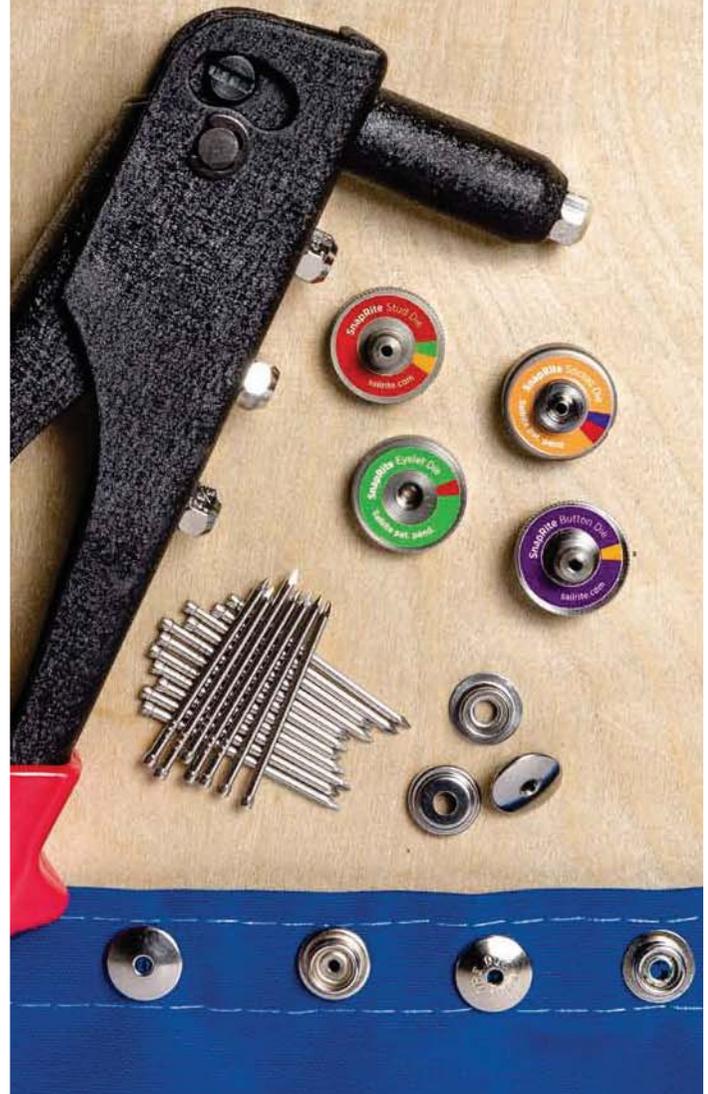
- 1: The Whalers/ Tortola Moon
- 2: Pretty Girl
- 3: Ka Wai Ola



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WINNERS NAMED AT 41ST ST. THOMAS INTERNATIONAL REGATTA

TOP-QUALITY COMPETITION, RAZOR-CLOSE FINISHES

REPORT BY CAROL M. BAREUTHER
PHOTOS: DEAN BARNES



Near Miss and *Balearia*, two TP 52s, appear to match-race in the CSA Racing 0 Class

The camaraderie that spanned decades for some and days for others proved that in spite of a new name, the St. Thomas International Regatta (STIR) has remained the 'Crown Jewel' of Caribbean yacht racing. Nowhere was this more apparent than on the third and final day of sailing when no one easily walked away with a win.

First time racing in the STIR proved a charm for *Near Miss*, Franck Noel's TP 52. The Switzerland-based team finished by winning every race but one in the CSA – Racing 0 Class. That defeat came at the hands of the Netherlands' Peter Vroon aboard his Ker 46, *Tonnerre de Breskens 3*, which finished second. "The racing was very good, good competition and the courses were very nice around the islands," explains Benoit Briand, *Near Miss* team manager. "It would have been easy to make a big mistake and finish last in this class, but we sailed the boat properly and grew more confident as a team every day."



The IC24 Class makes a spectacular and spectator-friendly last race finish in Cowpet Bay

The final 300-yards of the regatta's last race decided the winner in the CSA – Racing 1 Class. "It was really hard for us to race the Melges 24," explains Puerto Rico's Jaime Torres, winner aboard his Melges 32, *Smile and Wave*. "We never saw the 24; it was an unknown target. "We just knew we had to race as fast as we could and it worked. Next year, we expect to have at least five Melges 32s here in the Caribbean and have our own one-design class."

The USA's Rick Wesslund soundly defended last year's class win by once again championing the CSA – Racing 2 Class. What changed is that Wesslund and his long-time highly-polished crew were sailing their new J/122, *El Ocaso*, rather than their former J/120 of the same name. "We didn't know how big a shift in gears it would be to sail the new boat, but we did it and we won," Wesslund explains.

What changed is that Wesslund and his long-time highly-polished crew were sailing their new J/122, *El Ocaso*, rather than their former J/120 of the same name.

Bad Girl, a J/100 owned by the USVI's Robert Armstrong had a good day sailing against Puerto Rico's Jonathan Lipuscek's J/105 *Dark Star*. "We knocked heads with them all weekend, fought them tooth and nail and, ultimately, beat them," explains the USVI's Carlos Skov, *Bad Girl's* trimmer, about the competition with *Dark Star*. "I have to say the *Dark Star* team is a class act. Great sailing, that's what it's all about."

Team Line Honors lived up to its name by taking the prize in the fiercely-competitive one-design IC-24 Class. Only three points separated the USVI's Taylor Canfield's Team Line Honors from second place finisher, Puerto Rico's

Marco Teixidor aboard *Cachondo*.

The BVI Jon Charlton's C&C 41, *Reba-Team Red Stripe*, took first place in the CSA Non-Spinnaker Class. "I've never seen a Hunter 54 go so fast," says Charlton, of his chief competition, the USVI's Warren Stryker's *Botox Barbie*. "Our team has been actively racing for the last four years and its make a huge difference in our performance."

In the Beach Cat Class, it was the USVI's John Holmberg and crew Terri McKenna that finished first aboard their Nacra 17, *Flight Risk*. "There were challenging conditions with the big breeze and swell, and the difficulty of sailing by handicap," said Holmberg. "During the regatta, we were able to try different things like rig settings and measure ourselves against the other boats. That certainly helped us in our bid to represent the territory in the 2016 Summer Olympics."

In the new 'Fun' or unmeasured class, it was the USA-based team aboard the chartered Moorings 4300 catamaran *Kastor Polux* which scored the prize. "Each year we try a different Caribbean regatta," says Randy Alcorn, tactician. "I have to say, the people were great and the weather wonderful. We couldn't ask for anything else."

Regatta winners were presented with engraved crystal compliments of Little Switzerland.

For full results, visit: www.stthomasinternationalregatta.com or www.yachtscoring.com



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TAYLOR CANFIELD WINS PRESTIGIOUS CRIMSON BLAZER

AN ALL AT SEA EXCLUSIVE

BY BETSY CROWFOOT, WITH JO MURRAY



The final match between Williams and Canfield ... you can see Canfield's crew waving the protest flag – and also the chunk of glass missing from Canfield's transom (right, near the backstay) where Williams made contact

CRIMSON FOR CANFIELD – USVI native Taylor Canfield bolstered his dominance in the world of match racing, by winning the season opener in April: the coveted Crimson Blazer – icon of the prestigious Congressional Cup [CC] which is hosted by Long Beach Yacht Club, Calif.

Canfield joins legendary sailors like Dennis Conner, Ted Turner, Dean Barker, and Rod Davis who have captured the title over the past 50 years: many using the Congressional Cup as a launchpad for the America's Cup. And USVI's own Peter Holmberg is a four-time winner of the

Congressional Cup, sailing under the St. Thomas YC burgee in 1998, 1999 and 2001; and in 2002 – representing the Golden Gate YC.

The Congressional Cup is recognized as the innovator of on-the-water umpiring and one of the most prominent match racing events in the world. It's sailed in Catalina 37s designed and maintained to the highest standards in match racing, with a crew of six. Racing is off the Belmont Veterans Memorial Pier – where the action is up close and personal with convenient Congressional Cup stadium viewing and colorful commentary. An invitational regatta, it hosts the

foremost match racing skippers from around the globe – including five of the top ten-ranked skippers in this 50th Jubilee event.

While not the youngest contestant to win the Grade 1 regatta, Canfield is surely one of the more poised. Despite six prior Congressional Cup champions in the lineup, he was calm, cool, collected. “Our team performs well under pressure; everyone just works really hard for the moment,” he said. “We just go out and do it one race at a time – you don’t go out and count your eggs too early.”

But the week had started out rocky.

After the first day of the second stage of racing – with two opponents already carved out of the field – Canfield and his US One Sailing Team stood in a four-way tie for third place – smack dab in the middle of the pack. “We’re definitely trying to dust a little bit of the rust off,” admitted the ISAF number one ranked skipper whose team hadn’t sailed together in about five months. “We’re getting back in the groove, getting communications back to normal, and getting reacquainted with these boats.”

Throughout the event, Canfield’s father Bill watched, and glowed. “Taylor was pretty much born on the water; he started sailing Optimis at five, and keelboats at ten,” revealed the senior Canfield.

Taylor’s childhood was spent tooling around on the water near his Virgin Islands home, his dad relayed. “He and his friends went out every day after school and just went sailing. ‘Like Huckleberry Finn – they sailed around; sometimes we’d drive them to St. Johns for ice cream cones and they’d sail back home, seven miles to windward, in their Optimis. They just loved to sail and explore.”

That familiarity and confidence has translated to a powerhouse on the water. Canfield began a steady climb up the ladder at the Congressional Cup, winning all five of his races by Day Three, and besting number two-ranked Ian Williams (GBR) on the final day of round robins to cement his berth in the semi finals, as well as the privilege to pick his opponent for the penultimate match.

“It’s taken a big effort in a tough field: there are some really tough competitors sailing really hard,” Canfield said. “I know the team has what it takes, and it’s just going to come down to continuing to work hard and hopefully bringing home the Crimson Blazer.”

But first Canfield had to dispatch Australia’s Keith Swinton, who reached the final four with a hard-fought tiebreaker against defending champion Simone Ferrarese of Italy and France’s Mathieu Richard, the 2007 Cup winner.

Meanwhile Williams won his matches against Francesco Bruni of Italy, the 2010 champion; for the final showdown against Canfield. After one win each, it came down to sudden death – as hundreds of spectators watched from the pier. But Williams drew a penalty in a pre-start foul, and never could catch up to the Caribbean Kid.

At the Long Beach Yacht Club prize-giving Canfield said he was ‘almost speechless’ as he donned the Crimson Blazer, and accepted his \$17,500 in prize money. It was his fourth attempt, and he vowed to come back and defend his title. 

A longtime yachting journalist, Betsy Crowfoot sails the warm waters of the world with a pen in one hand, and winch handle in the other.



Taylor recognizes ‘his biggest supporter’ – dad Bill Canfield



Spectators watch the racers leave Belmont pier

SAN SALVADORE, BAHAMAS

AN ISLAND GEM IN THE ATLANTIC OCEAN

BY TONY MIRO



View from the restaurant at Riding Rock Resort & Marina

In May 2011, my crew and I sailed my Hunter 376 *Nada Mas!* out of Ponce, Puerto Rico bound for St. Petersburg, Florida as part of my relocation trip to start a new job in Tampa.

As with every long voyage you start with a plan, but you must be flexible and allow changes due to bad weather and other unforeseen issues.

After two rough and rainy nights crossing the Mona Passage from Puerto Rico to the Dominican Republic we took a break at the Ocean World Marina in Puerto Plata, where we fixed a broken main halyard, refueled, rested and enjoyed the local hospitality as well as ice cold Presidente beer and fine Dominican rum.

Our plans were to continue the next day and sail the 150 plus nautical miles to Turtle Cove Marina in Providenciales, Turks & Caicos, where we could clear customs, relax and enjoy some beautiful beaches.

Luckily for us, due to good weather, we changed our plans and it was a true blessing! The weather was so good that we decided to skip the Turks & Caicos and continue straight to The Bahamas.



Our challenge then was to figuring out which of The Bahamas ports of entry was the most convenient along our route to the Florida Keys. After looking at our options we decided to go to Cockburn Town, San Salvador.

We chose San Salvador because we read that it was where Christopher Columbus landed on his first expedition to the New World. It is said that his first landfall was Long Bay on October 12 1492. Originally known as Guanahani, Columbus named the island San Salvador after Christ the Savior. There is a beautiful stone cross on the spot he supposedly landed and this is the most photographed site on the island.

San Salvador is located off the beaten path about 360 miles southeast of Miami, and it is a must stop for cruising sailors. With its hills, deserted beaches, saltwater lagoons, amazing reefs and little more than 1,000 permanent resi-



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Captain Tony and his Hunter 376 Nada Mas! at Riding Rock Marina



Entrance channel to Riding Rock Marina



A hungry crew at the Paradis (from left): Elian, Mariano and Rodolfo

dents, you will have plenty of space to explore, swim and relax without feeling crowded.

The island is around 12-miles long and five-miles wide with only four hotels, including a Club Med, and one marina. The Riding Rock Resort and Marina is where we tied up for a few hours while we cleared customs and explored the island. The airport is walking distance from the marina or you can catch a ride from a friendly local to clear Customs and Immigration.

When cruising to the Bahamas remember that all boats entering The Bahamas are required to pay an entry fee that varies by boat length and number of people in the crew. Boats up to 35ft long are charged a \$150(USD) entry fee. The fee doubles to \$300 for boats over 35ft. The fees cover the Cruising Permit, Fishing Permit and the Departure Tax for up to three people. Each additional person above three will be charged a \$20 departure tax. This fee is good for a second re-entry within a 90-day period. If you plan to stay longer than 12 months, special arrangements must be made in advance.

When in San Salvador make sure to stop and eat at the Paradis Restaurant, located at the Plaza Mall, where

you can sample the local cuisine, including but not limited to: cracked conch, fresh fish, peas and rice, coleslaw, and baked macaroni and cheese with an ice cold Kalik beer served by their very friendly staff.

Another must see in San Salvador is the Dixon Hill Lighthouse, one of the last kerosene lighthouses still in operation. Built in 1887, it is located on the northeast side of the island, and has a 19-mile range.

If your cruising adventures take you through the Bahamas then I strongly recommend a visit to San Salvador. Our time there was short and we wish we could have stayed for a few days and enjoyed its slow pace a little longer.

After buying ice, water and diesel our next stop on the way to Florida was the island of Eleuthera ... but that's another story. 

Captain Tony Miró is a Caribbean born life-long sailor, photographer, yacht broker & web developer currently living in Florida with his family.

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CASA DE CAMPO INTERNATIONAL BLUE MARLIN CLASSIC

FA LA ME TOP BOAT, INGRAM TOP ANGLER

BY CAROL M. BAREUTHER



PHOTO: RICHARD GIBSON

Frank Rodriguez (third right) owner of *Fa La Me* on the winner's podium

The reel March Madness didn't take place on the basketball court but in the cockpits of the 16 boats competing in the inaugural all-release Casa de Campo International Blue Marlin Classic. Hosted out of the Dominican Republic from March 20 to 23, the fleet released a whopping 73 blue marlin or an incredible 4.56 blues per boat in the two days of fishing. Frank Rodriguez and his Florida-based team aboard the 70ft Viking *Fa La Me* released an even dozen blues to take the Top Boat prize

"We caught two fish pretty quick on the first day, which was a nice surprise, then no bites for a while after that," explains *Fa La Me's* Capt. Rob Moore. "Everybody scattered out to other FADs (fish attracting or aggregating devices) but we stayed put and hoped for an afternoon rally."

The plan worked and the *Fa La Me's* anglers released a double-header of blues in the early afternoon. Then, Moore moved offshore to where a couple of other tournament boats reported bites. Bingo! The team released one out of their second double-header of the day.

"The *Reel Passion* team was fighting its sixth fish when we got another bite," Moore says. "We knew we had to



Blue Marlin Release on Free Spool

PHOTO: CHARLIE LEVINE

catch it before them to win the daily prize. Frank put lots of heat on it and we released our sixth fish before them. Pretty exciting stuff since we were about a football field away from each other."

The second day, Moore ran back to the same FAD and found *Fa La Me* had the spot all to themselves. That situation seemed sweet at first, but with no bites for a couple

of hours and radio reports of other boats in other locations making releases, the team got a little nervous. They decided to stick it out.

"About 11am, we released a blue and it felt good," Moore explains. "But in Casa de Campo you can catch a triple just as easy as a single so we knew we would not win with catching just one. Next, we released another single then two doubles. The next boat behind us, *Reel Passion*, caught eight so we had a great lead and everybody was pretty relaxed the last couple of hours of fishing. But we all know fishing is fishing, so we kept making our laps on the FADs, kept hoping for another bite, kept wishing the clock would speed up and the day to be over. It turned out to be a pretty awesome day of fishing to add another six to our six releases the day before. To do it in a tournament was even sweeter."

Meanwhile, it was North Carolina's Bill Ingram aboard his 61ft Billy Holton, *Reel Passion*, who landed the Top Angler prize. "The day before the tournament started we saw eight or nine blue marlin, but couldn't keep any on the line long enough to make the release, so our hopes weren't high," Ingram explains. "The first day of the tournament we headed to a different spot from where we were previously. We like to find our own fish away from the fleet and it worked. We caught six total and I released five. The next day we

weren't so lucky. We released two to give us eight total and second place overall. I released one of them to make six and earn Top Angler."

There's no question that the Casa de Campo International Blue Marlin Classic, the first international sports fishing tournament hosted out of Marina Casa de Campo, was a huge success.

"When you combine a superb elegant setting like Marina Casa de Campo with unparalleled blue marlin fishing you have the ingredients for a very successful tournament," explains tournament director Rick Alvarez, of Florida-based International Billfish Tournaments, Inc. "Plus, when you compare the catch ratio to other famous blue marlin destinations where the winning boat traditionally wins with eight blues through the course of four days of fishing, to 12 blues in only two days, you're talking about out of this world blue marlin fishing."

The Casa de Campo International Blue Marlin Classic benefits Hogar del Niño, a foundation dedicated to providing opportunities for underprivileged children and teenagers in the Dominican Republic.

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

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ISLAND WATER WORLD LURES FISHERMEN TO 1ST MAHI MAHI TOURNAMENT

STORY AND PHOTO BY ROBERT LUCKOCK

Fishing tournaments are always good news for restaurant patrons with the prospect of fresh fish on the menus for the coming days. With at least two local restaurant owners among the participants for Island Water World's first annual Mahi Mahi Tournament in St. Maarten on April 13, there was good reason to be feeling hungry.

Defying the rough weather and sea conditions that marked the morning's fishing, veteran angler Captain Lee Halley and crew on *Small Change* snatched the first and second place prizes at the inaugural tournament organised by the St. Maarten Sport Fishing Foundation at Bobby's Marina.

The crew reeled in the largest Mahi Mahi of 30.5lb for the first prize and followed up with the second largest Mahi Mahi of 25.5lb for the second prize.

Third prize of Most Weight Overall went to *Sea Fever*, a boat registered in Saba captained by Roy Heyliger with 218.5lb of fish.

Peter Bonev, with the smallest boat in the tournament, landed the largest Tuna at 54.8lb for the fourth prize, caught between Dog Island and Tuna Shoals. *Sea Fever* also collected a prize for the Largest Wahoo of 52.7lb.

Winning boats won a combination of cash, gift certificates, and goody bags for the prizes.

Fishermen reported rough weather conditions in the morning with swells of four to six feet but conditions eased in the afternoon.

"It was overcast, very wet, squally and rough, up until 1:00pm," reported Lee Halley. "Not a nice feeling and we even thought about coming back at one point but continued."

Halley commended Island Water World for getting the anglers together considering there are only a few tournaments a year and long gaps in between tournaments. He said he hoped more people would get together to dedicate more time to sport fishing.

"For children a small tournament like this to get them in-



Lee Halley and crew celebrate at Bobby's Marina after winning the top two prizes at the Island Water World fishing tournament

involved is great. I feel bigger companies should do more to organise tournaments for children. You can combine it with clinics on how to fish and tie hooks etc. A bottom fishing tournament for example is ideal and you don't have to go out into deep water."

Organiser Sergio Hodge noted most boats had caught their fish in the morning by 10:00am. Some 700lb of fish was caught among the registered 13 boats. There were no restrictions on the fishing zone but rules included no fish attracting devices (FAD), no hand lining, no spearing, live baiting etc.

"We wanted to keep it a very traditional tournament," said Sergio. "Considering the lead in time for organising it was less than we had hoped for it was still a good turnout of boats. I'm sure next year we can double the amount of entries."

Commented Island Water World general manager Birgit Röthel: "We've been very active in the cruiser and sailing market but fishing has been a bit neglected until now. But we do have the largest selection of exciting fishing products, so organising this tournament was overdue especially as we have many fishermen among our loyal customers who go back with us years and years. We look forward to the tournament being a successful annual event." 

Robert Luckock is a British journalist and freelance writer residing in St. Maarten. He is currently The Daily Herald's correspondent for French St. Martin.



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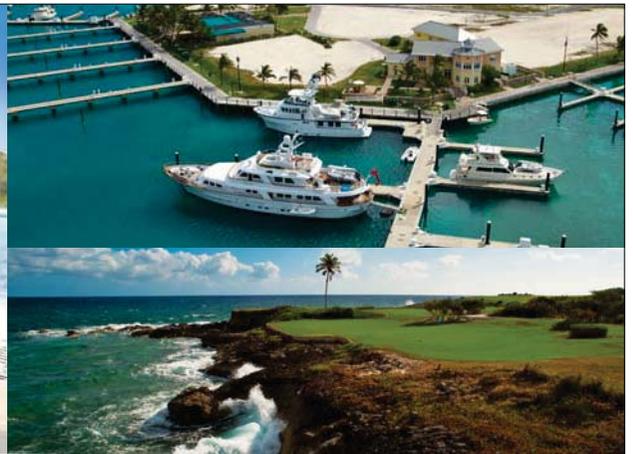
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CHECK YOUR CAN IT'S WHAT YOU CAN'T SEE THAT COUNTS

BY BETSY CROWFOOT

PHOTO: OCEANMEDIA

One of the pleasures of cruising in the Caribbean is the multitude of moorings in settings that can only be described as paradise. But if that mooring buoy fails; your dream destination can turn into a nightmare.

Various municipalities, parks and conservation services, and private parties have installed mooring buoys, in order to generate income, encourage tourism, and protect reefs from the damage anchoring can cause. And while you can somewhat rest assured a paid-for mooring is maintained, there is no guarantee. Prudent cruisers should be prepared to 'check your can' – particularly overnights.

The Basics

As a general rule of thumb, 18-inch white buoys (sometimes with stripes) are suitable for mooring boats up to 50 feet in length. Depending on where you are, these may be sten-

ciled 'for day use only'. Orange buoys are for snorkeling and day use, yellow for commercial boats.

Moorings systems consist of this floating buoy and a means to permanently attach it to the ocean floor: typically a fixture which is screwed or driven into the sea bed, but sometimes merely a heavy weight – like an oil drum filled with concrete, or an old engine block! Between this fixture and the buoy, you might find an assortment of loops and lines, swivels and shackles.

"Your mooring is only as strong as the weakest link," says Ben Bourdeux of Moor-Seacure Ltd., the leading mooring company in the BVI. Their scheduled inspections, every 90-days, start at the buoy. From there, they scrutinize every ring, swivel, shackle, "and even the lockwire on the shackle."

It's interesting to note that growth on the actual mooring line isn't bad, as the vegetation can block harmful UV rays and decelerate decay. But careful survey of the line is criti-

cal, as it is a likely site of damage, considering boats often run right over them, or wrap them around their propellers (and cut themselves free).

Jim Viega of SailCaribe adds, "I've never heard of a mooring pulling out of the bottom, but have seen the tethers or pennants break between the top of the ball and the boat. If the pennant is in bad shape, you can run a line through the thicker line that anchors the mooring to the bottom – the line the mooring pennant is actually attached to."

On a recent charter in Culebra and Vieques, I found myself repeatedly in the balmy water, eyeballing the moorings: looking for markings and flaws; and enjoying a lot of extra swim time. I checked every juncture point, the integrity of the line, and looked for signs of chafe in the section of chain that rubs and bounces along the sea bed. Everything looked a-okay, the weather was fair and we slept with ease each night.

Should I stay or should I go?

In the event conditions are forecast to run amok, Viega suggests cruisers should give serious thought as to whether to stay put or not. Moorings are placed in the safest harbors, so it's possible anchoring outside could present a greater risk.

"If you can double up on your mooring lines, you'll most likely be okay. Or, if your anchor gear is good, and has high chain-to-rode ratio, consider setting two anchors."

He adds, "And I always dive on my anchor or mooring, if I plan on staying a while or leaving the boat. An ounce of prevention is worth several tons of cure." 

A longtime yachting journalist, Betsy Crowfoot sails the warm waters of the world with a pen in one hand, and winch handle in the other.

Opposite page: A sound mooring offers peace of mind. This page: It looks sturdy enough, but is it held to the bottom by a fraying piece of string?



PHOTO: OCEANMEDIA



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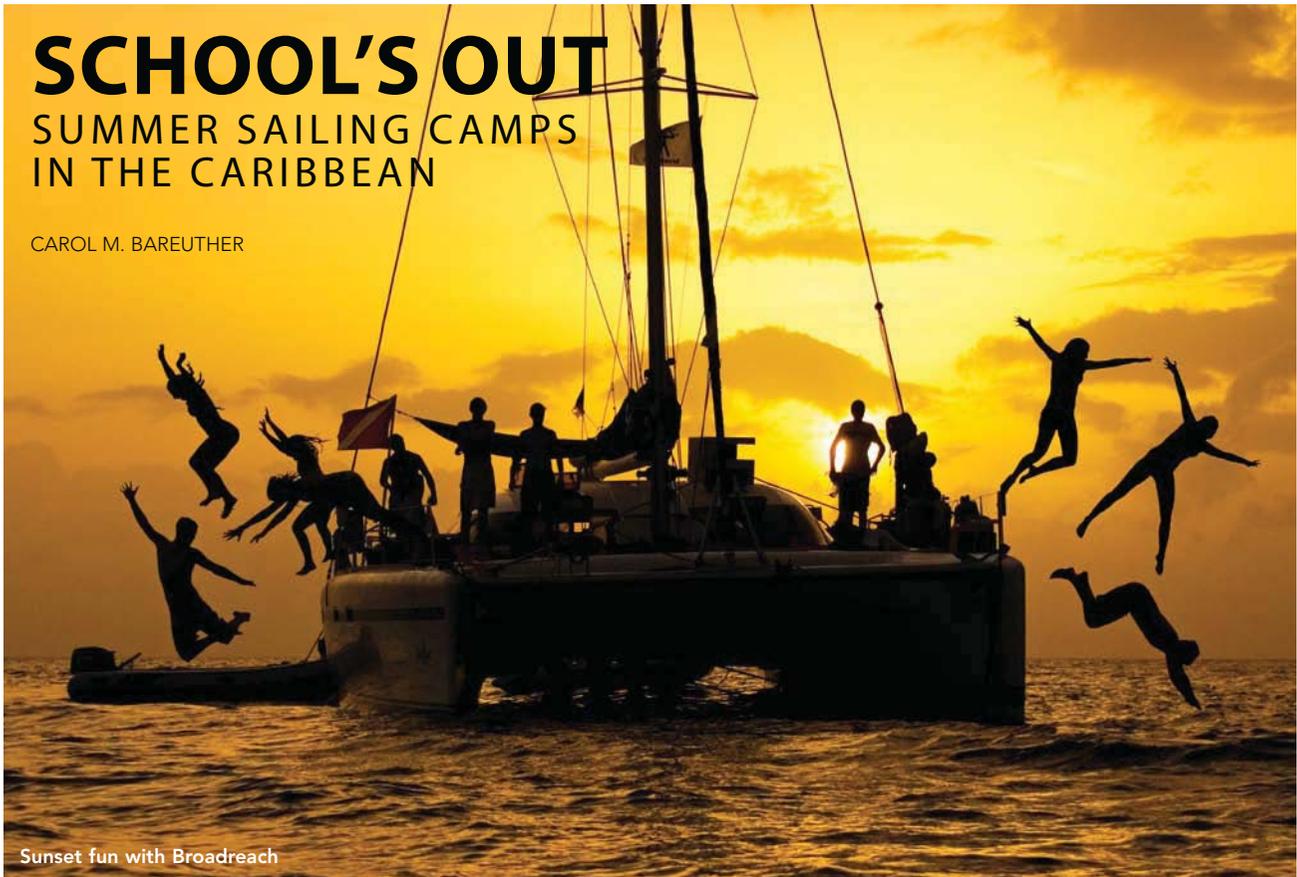


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SCHOOL'S OUT

SUMMER SAILING CAMPS IN THE CARIBBEAN

CAROL M. BAREUTHER



Sunset fun with Broadreach

A trip to summer camp takes on a whole new tack when it's in the Caribbean. Each summer, several adventure operators host boat-based programs for young people on islands spanning from Tortola to the Tobago Cays and beyond.

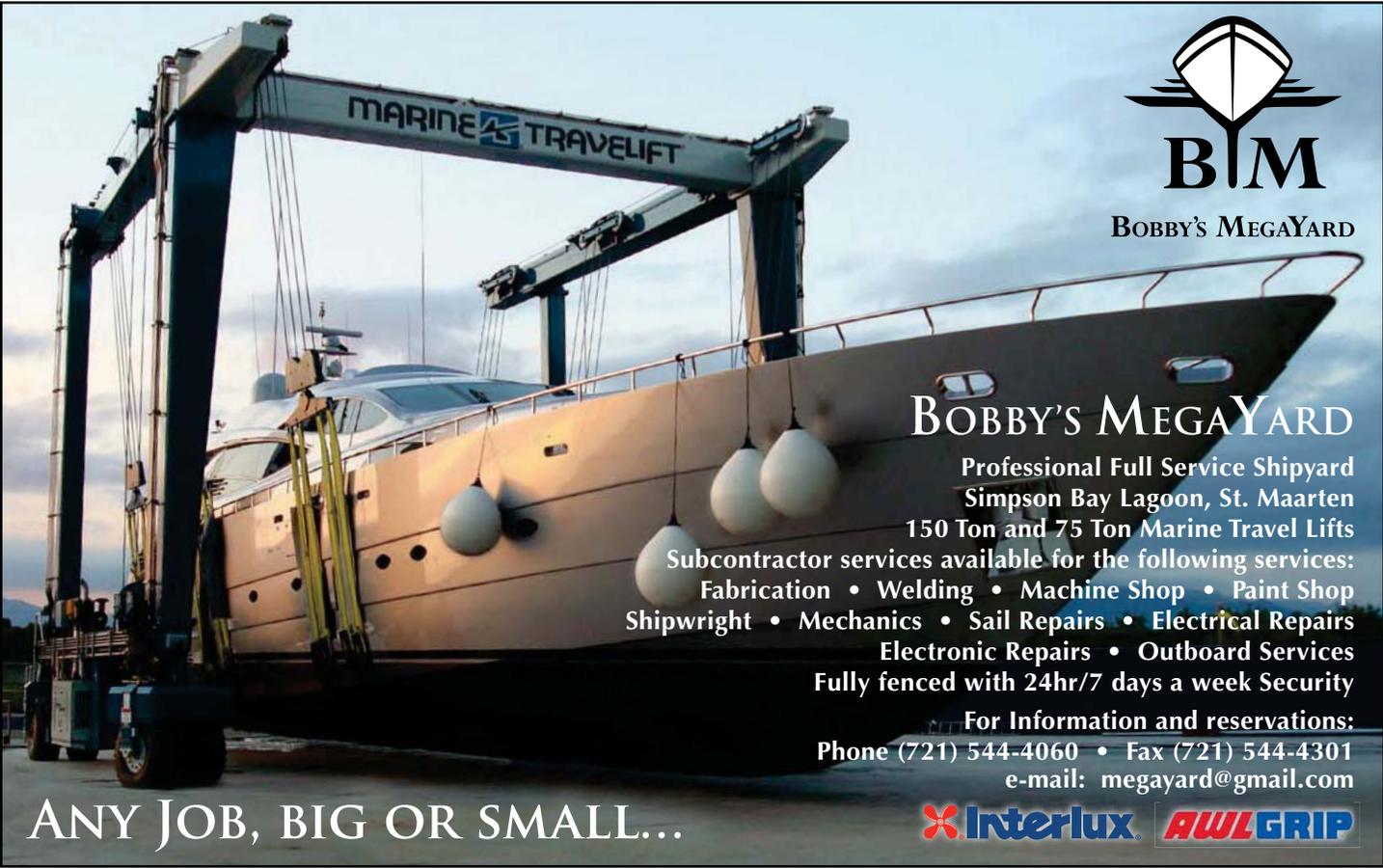
Jason Buchheim, founding program director of Tarpon Springs, Florida-based Odyssey Expeditions, which operates camps in the British Virgin Islands (BVI), gives a glimpse of what a camp like this is all about. "Students get hands-on, fully interactive, real world experience scuba diving, sailing, hiking, and exploring adventure, while getting to live and work together amongst their peers in a supportive atmosphere."

There's more to these camps than just the physical activity and watersports side. For example, Mike Meighan, director of the Sarasota, Florida-headquartered Global Expeditions Group, which runs ActionQuest in the BVI and Leeward Islands, says, "Self-esteem and personal growth occurs naturally in such an uncontrived environment. We take it a step further, adding specific times within the curriculum to challenge students to think outside of their 'box' about concepts such as responsibility, integrity, goals and aspirations and the tools that they might need to take them from where they are as kids to where they want to be as adults. The experience can be profound."

How can parents tell at what age their child is ready for this kind of camp?

Middle school is the perfect time for students to begin exploring the world, answers Ladye Jane Vickers, marketing coordinator at Raleigh, NC-based Broadreach, Inc., which runs camps that operate through the Windward and Leeward Islands. "It's the next step beyond summer camp, and gives students the chance to begin developing more independence, global awareness and leadership skills at a formative time in their lives."

Maturity and personal interests are the most important factors when choosing a camp, adds Mike Liese, founder and director of Northport, New York-headquartered, Sail Caribbean, which celebrates 30 years offering camps in the BVI. "We accept students from 11 to 22-years-old and have designed some adventures for specific age groups and areas of focus. Examples are our cultural exchange Tango trip for 11 to 13-year-olds, where campers work with other kids from Tortola's Youth Empowerment Project on environmental initiatives, and our Echo leadership program for college students, where participants plan and navigate their own voyages aboard a 50ft monohull sailboat learning skills such as coastal and offshore navigation, passage-making, anchoring/docking, boat systems, and safety at sea in the process."





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How can parents best prepare their kids for camp? Sail Caribbean's Liese answers, "It's important that campers like being in and on the water and that they know how to swim."

Since teen campers are part of the 'crew in training' and take part in all aspects of running the vessel including helmsman, anchoring, raising the sails and cooking/cleaning, says Odyssey's Buchheim, "they grow up in many ways on a voyage but it doesn't hurt if campers have done some chores in life beforehand."

Finally, adds Broadreach's Vickers, "Encourage your child to be open to new experiences and to try things that may be out of their comfort zones. They'll grow, learn, make memories and have the best time of their life in the process!"

Costs of camps such as this range from around \$3,000 for 14-days to over \$5,000 per camper for 21-days.

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

Blowing bubbles with Odyssey Expeditions



EMPLOYMENT OPPORTUNITIES AT CARIBBEAN SUMMER CAMPS

A pool of marine-related talent combined with the slow months of summer's off-tourist season offer an opportunity for Caribbean residents to work for adventure operators offering marine-based summer camps for kids.

For example, Odyssey Expeditions work with some of the Moorings charter captains to staff its vessels, says Buchheim. "Qualified BVI residents with PADI SCUBA instructor qualifications are welcome to work as on-board counselor/instructor. We have sponsored multiple local students to earn professional credentials and work with us."

This is definitely a coveted job considering operators like ActionQuest receive about 100 staff applications each year. "Our staff need to hold the appropriate professional licensure such as being a commercially endorsed captain (USCG or MCA) a professional PADI scuba instructor and/or an Emergency Medical Technician," says Meighan.

Sail Caribbean's Liese adds, "We are always looking for US Sailing or ASA Basic Keelboat Instructors and persons with Marine Biology backgrounds."

Beyond this, says Broadreach's Vickers, "It's important that our instructors have a deep understanding of group dynamics and teamwork, a firm grasp of safety procedures and a passion for what they do that's contagious."

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SPORT FISHING TOURNAMENT PREVIEW

BY CAROL M. BAREUTHER



San Juan International Billfish Tournament

Want to release magnificent blue marlin? Or, boat a box full of fish for dinner? There's a Caribbean-based sports fishing tournament to suit every type of angler. What's more, shoreside parties are just as much fun as the catching action at sea. Here is a sampling of fishing events coming up through the remainder of the year.

June 5-10 20TH INTERNATIONAL CAP CANA BILLFISH SHOOTOUT:

Top name anglers and boats that fish the Caribbean circuit enter this event fished off the southeast shore of the Dominican Republic. "This year there will be four days of fishing with a lay-day after the third day," says tournament director Rick Alvarez. "On the lay-day, we're adding an afternoon beach picnic which includes a softball homerun derby." Last year, Brooks Smith's Florida-based team aboard the 60ft Bayliss, *Uno Mas*, released two blues and 15 whites in three days to win. Over US\$150,000 in cash and luxury prizes are awarded. www.intlbillfishtourns.com

June 5-6 ANTIGUA & BARBUDA MARLIN CLASSIC 2014

The best local and visiting anglers pit their skills against one another in this one-day billfish tournament hosted out of Nelson's Dockyard. White marlin, sailfish and spearfish also earn anglers points. Entry fee: US\$1000. Winner receives a trophy plus 80% of entry fees. www.antiguabarbudasportsfishing.com

June 6-8 48TH ANNUAL ANTIGUA & BARBUDA SPORT FISHING TOURNAMENT 2014:

There's a reason the motto of this tournament is 'Enjoy the fishing, enjoy the lime!' Cash prizes total nearly US\$15,000 in the marlin division and US\$4,000 in the sportfish division. New, buy a one-day ticket to the VIP section on Saturday or Sunday for US\$37 per person or US\$65 per couple and receive a tournament hat, shirt, five drinks, private bar with waitress and guaranteed seating. "We're adding new English-style fish and chips and Mediterranean food stalls and a Carib beer garden," says chairman Phillip Shoul. www.antiguabarbudasportsfishing.com

June 10-14

SAINT MARTIN BILLFISH TOURNAMENT

Beat the tournament record of an 809lb blue marlin by at least one pound and win a 2014-model 25ft Contender Bay Boat valued at US\$80,000. There's also at least US\$100,000 in cash and prizes up for grabs this year in a dozen categories including most blue marlin releases; heaviest tuna, wahoo and dolphin; and best angler. Live concerts nightly. "We are collaborating with Les Fruits de Mer, a non-profit nature-based organization," says tournament vice president, Stephan Petit. "They will assist us and carry out a scientific study on the fish brought in and make presentations to visitors." Fundraising for this group includes a silent auction of a beautiful piece of artwork. www.billfish-tournament.com

July 9-11

51ST JULY OPEN MARLIN TOURNAMENT

"Owners, captains and crew who participate in our tournament have made fishing a life-long passion and they are some of the best in the world," says Lori Bailey, manager of the host Virgin Islands Game Fishing Club. This year there will be a take-home trophy created by famed marine artist David Wirth for the angler who wins the prestigious perpetual 'Give Em Line' trophy for the most marlin releases. www.vigfc.com

August 7-11

41ST USVI OPEN/ATLANTIC BLUE MARLIN OR 'BOY SCOUT TOURNAMENT':

Known as the 'Super Bowl of Big Game Fishing', this event attracts the marlin fishing elite. Last year, JR Davis' Florida-based 61ft Garlington Wave Paver earned Top Boat with nine blue marlin releases. "We are now adding spectators to the mix by creating an annual 'schooling up' of fishermen around

the event called MarlinFest," says tournament director, Jimmy Loveland. "Spectators won't be sitting around waiting for the tournament boats to return because there is a whole week of fun activities planned!" www.abmt.vi

August 15-17

TARPON THUNDER TOURNAMENT

"Lots of releases, a good lime and good prizes are what make this tournament so much fun," says Geoffrey Pollard, organizer of this Trinidad & Tobago Game Fishing Association-hosted tournament. Register as a Pro and fish 2½ days or as an Amateur and fish 1½ days. ttgfa.com/events/6th-tdc-international-trinidad-tarpon-thunder-tournament

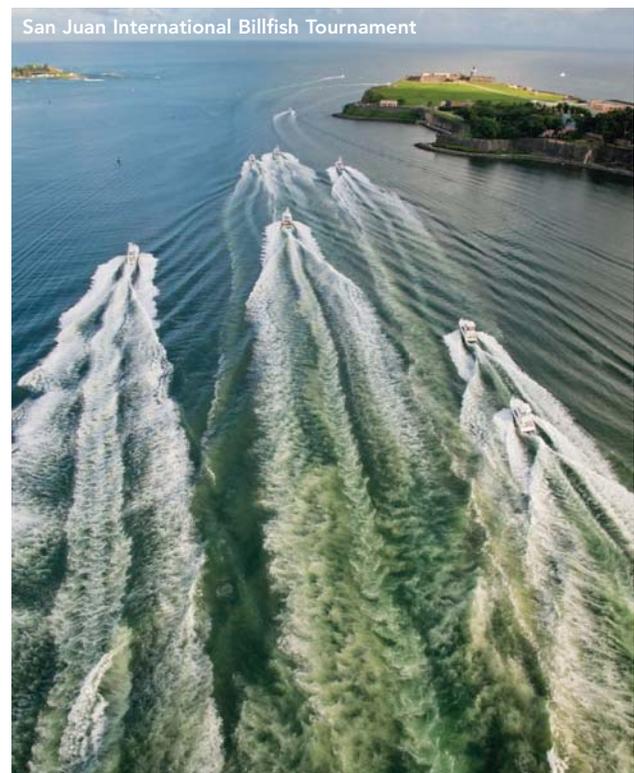


PHOTO: MARK SMESTAD



PHOTO: DEAN BARNES

September 3-9

61ST SAN JUAN INTERNATIONAL BILLFISH TOURNAMENT

Visiting boats that want to fish with the same group throughout the tournament rather than have a rotating angler can now opt for an International Game Fish Tournament Observer instead for a special price that includes three anglers and the boat owner. Additionally, there's an 'early bird' special. "Pay for two anglers and register the third angler for free by July 31st," explains chairman Ricky Jaén. Copa Airlines and four-star Caribe Hilton Hotel are offering discounts. sanjuaninternational.com

September 21 to October 4 51ST PORT ANTONIO INTERNATIONAL MARLIN TOURNAMENT

Fish, fun and festivities set the scene for this event attended by nearly 40 boats. Last year, 37 blue marlin were released. Ashore, there are parties nightly at the Port Antonio Marina. Plus, lay-day activities include an all-day Bamboo Rafting Trip down the Rio Grande River as well as the Port Antonio Artesian Canoe Tournament where last year one entrant successfully caught a 500-plus-pound blue marlin on a handline. Email: rondq69@gmail.com



St. Lucia International Billfish Tournament
Top Boat, Vesper from Trinidad

October TBA: ST. LUCIA INTERNATIONAL BILLFISH TOURNAMENT

Over 20 boats from the Caribbean and world are expected to enter. Last year, the Trinidadian team aboard the Viking 50ft Vesper won with six blue marlin

releases. Several prize categories. Nightly parties. www.billfishstlucia.com

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



October 16-19: CHIVAS REGAL ARUBA CARIBBEAN CUP

Organizers of the four-tournament Presidential Challenge Series transitioned this event from Venezuela to Aruba several years ago. The fall is the height of the island's marlin season and an especially good time to release a 'Grand Slam' – three billfish species in one day. Varadero Marina sponsors the US \$20,000 cash prize for the top team, plus there are prizes and trophies. "We will have some information available on the Adopt-A-Billfish satellite tagging that we did a few seasons ago in Aruba to share with anglers," says coordinator Sam White. preschallenge.com

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ULYSSE NARDIN/BORINQUEN ISLANDS SAILING ASSOCIATION CUP

EVENT GROWS IN COMPETITORS & COMPETITION

BY CAROL M. BAREUTHER



PHOTO: CARLOS LEE / MAJADEROS.COM

The Caribbean International Boat Show wasn't the only action happening at Puerto Rico's Puerto del Rey Marina on March 21 – 23. Over 30 boats arrived to fleet and match race on the waters off Fajardo in the 3rd Annual Ulysse Nardin/BoRinquen Islands Sailing Association (BriSA) Cup.

"We had two beautiful days of sailing," explains Rafi Martinez, tactician aboard Jonathan Lipuscek's J/105, *Dark Star*, winner of Racing Class A and the Overall Winner of the two racing classes. "The winds were out of the southeast between 11 and 13 knots with flat water. We were grouped with three Melges 32s, and with us being the slower boat, we knew that we had to sail our own race and let the Melges battle it out between themselves. The overall prize of an Ulysse Nardin watch was really sweet. This prize makes the

regatta very competitive and it shows since we had the largest racing fleet we've had in a while in an event in Puerto Rico. Hopefully, the prize watch will attract more Caribbean boats for next year's event."

Paco Bonnet helming his J/92, *Antojo*, enjoyed clear sailing in Racing Class B. Bonnet and his team scored four first place bullets in six races to win by seven points over closest competitor, Kike González, aboard his J/80 *Otra Kosa*.

The J/24 class staged fiercely competitive battles as evidenced by aggressive starts and dog fights akin to those in the 2010 Central American and Caribbean Games (CAC) where Puerto Rico earned both the gold and silver medals. Gilberto Rivera driving his *Urayo* took first scoring no less than first in three out of eleven races.

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"We competed in a multiple windward-leeward race format," Rivera says. "There's a few new guys in the class that are experimenting with the way to sail a J/24 in racing mode. However, our closest competition was Eduardo Ortiz on *Colibri*. We now have more than 14 years' experience in the boat, so we were able to take advantage of the wind shifts and sailed very fast. This regatta was great preparation for us ahead of the CAC Games this summer."

It was a close race to the finish in the Jib & Main Class. Juan Moline's J/92, *Anchor Heart*, won by one point over Mariano Richiusa driving the Tripp 26, *Ladies First/Guilt Tripp*.

"We like to introduce people to the sport and two of our crew had no sailing experience," Moline explains. "The team on the Tripp figured out our lack of boat handling weakness after we won the first race and they made us tack several times on the upwind legs of the next three races where they beat us. The first day, though, we were really happy because one of our crew was a 14-year-old girl who just transitioned from Optis to Lasers and she steered the boat in a couple of downwind legs. The next day, we improved our starts, had a faster boat on the upwind legs and maintained longer tacks. The last race was especially stressful. We tried to maintain a balance between minimizing maneuvers and covering our rivals. It was in the last race we

got the biggest margin over our rivals to win."

The BrISA Cup introduced a 'Race as You Are' category to encourage cruising class boats complete with biminis, dodgers, dinghies and even BBQs to compete. Guillermo Mullet sailed his Beneteau 42, *The Rose*, to first in this new five-boat class.

In addition to the big boat regatta, 20 skippers pit their skills against one another in a remote control match race. Fraitto Lugo, of *Orion* fame, won. This race was sponsored by the Windhorse Mini Yacht Club using their 54-inch mini chalanas.

"We will be planning and promoting the 2015 [event] way ahead of time in order to invite our fellow racers and cruisers from other Caribbean Islands," says organizer and commodore of BrISA South, Graham Castillo.

BrISA is the only non-profit organization exclusively devoted to developing the sport of sailing in Puerto Rico. Sailing education is BrISA's most important pillar. The organization is in the process of developing accessible sailing centers throughout Puerto Rico.

For information, visit www.brisaweb.net



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

RED STRIPE/REBA WINS 3RD ANNUAL GOSLING'S REGATTA SERIES

BY CAROL M. BAREUTHER



Team Red Stripe/Reba, winners of the 2013/14 Goslings Series

Well over 40 boats took part in the third annual six-event Gosling's Regatta Series in the British Virgin Islands. At the conclusion of the Dark'n Stormy 'Fungatta' Regatta raced March 7-10, the final event of the 2013/2014 Series, only six points separated the two top boats. Interestingly, it was Henry Leonnig on his Melges 24, *Fire Water* that won the Dark'n Stormy, but it was Jon Charlton driving his C&C 41 CB, *Red Stripe/Reba*, that championed the Series Overall title.

The weather was less than perfect for the Dark'n Stormy, a three-day regatta that features a race from Beef Island to Anegada, lay-day play-day, and race back to Tortola.

Leonnig says they gained an advantage by being in the right place at the right time at the start of the race. "From there we were in a drag race to get around the Dog Islands first. We were incredibly lucky to have a south east breeze so we could set our kite and go fast in almost the right direction. We would reach up under jib and then reset the kite a couple of times. It was a fun fast run Anegada bound and we had



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a blast there, but then the wind fell out completely so there was no race home. The reason we placed so well in the series, finishing second, is due to the success we had in this race.”

Team *Red Stripe/Reba* enjoyed a five-point series lead over *Fire Water* going into the *Dark’n Stormy*. “Anything can happen in light air so we were a bit nervous at the start,” Charlton says. “In the end, we found the key to winning the series was consistency. We did not win a single race in the 2013/14 series, but we participated in all of them and always finished in the top five spots.”

Participation in every leg was another crucial factor to doing well in the overall series.

“The more entrants the more points for the winners and the highest points wins the series,” says *Fire Water’s* Leonnig.

Red Stripe/Reba’s Charlton adds, “The enthusiasm grows each race if you are consistently placing well in a series. On the other hand, if you have a bad race early on, you know you have a number of opportunities to get back into the series again, especially with one throw-out race per series allowed.”

Participation in every leg was another crucial factor to doing well in the overall series.

John Hays’ *Wildfire*, Keith LeGreci’s *Girasoli* and David Lake’s *Wicked Winch* rounded out the top five boats in the 2013/14 series behind *Red Stripe/Reba* first and *Fire Water* second.

The Gosling’s Regatta Series was started by host West End Yacht Club (WEYC) as a way to get more sailors to race on a regular basis.

“I think that the series has increased participation to the event legs and has encouraged some friendly competition among some of the local boats,” says WEYC commodore, Martin van Houten. “Our numbers for this past series of events are up overall from last year.”

The tentative schedule for the 2014/15 Gosling’s Regatta Series begins with Foxy’s Wooden (& Classic Plastic) Boat Race on May 23th-25th 2014. Other events in the Series include the Fish n’ Lime 2nd Annual Beat N Run on June 6th-7th; the Firecracker 500 Regatta, July 4th-5th; Round Tortola Race, November 17th, Gustav Wilmerding Regatta, December 5th-6th; and *Dark’n Stormy* Regatta, March 13th-16th 2015. Entrants must participate in at least three races to qualify for the series overall.

For more information, Email: martin@sailsistership.com

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

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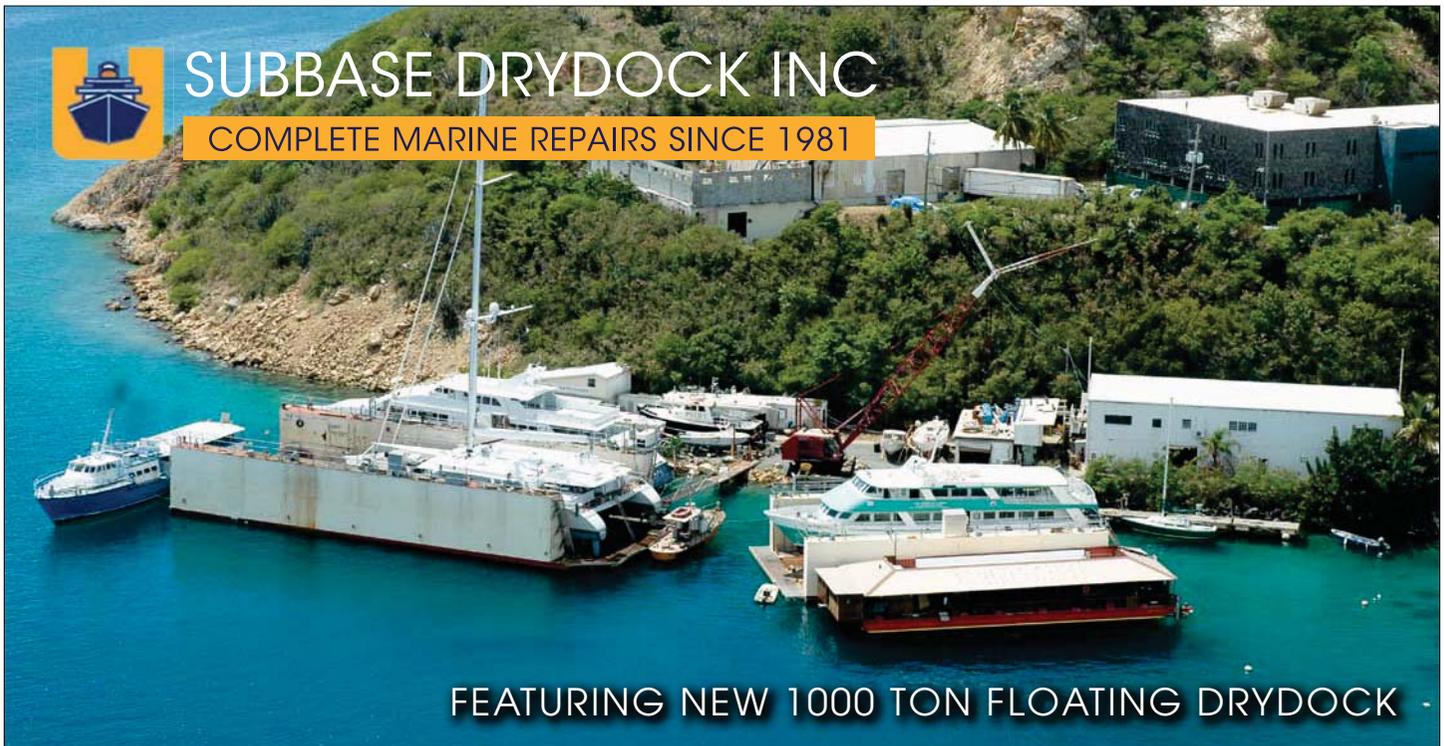


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MARIE WINS 2014 SAINT BARTH BUCKET REGATTA

BY ELLEN LAMPERT-GRÉAUX
PHOTOS: ROSEMOND GRÉAUX



Raising the St. Barth Bucket (from left) Bruno Magras, president of the Collectivity of Saint Barth; Ed Bosarge, owner of the winning yacht *Marie* and Michel Magras, senator of Saint Barth

Thirty-eight! That's the number of sailboats that raced in the 2014 Saint Barth Bucket Regatta, which really is an unusual event for unusual boats. Most of these boats were not built for racing, yet there they are competing in some pretty muscular races, with owners bringing in professional race crews to assure safety out on the water.

For this year's winner, Ed Bosarge, winning the Bucket has been on his 'bucket list' for a while. "It's been a four-year ride to win," says Bosarge, owner of *Marie*, a fabulous 55ft Vitters ketch that made its first appearance at the regatta in 2011, the same year that Bosarge brought four period WWII airplanes to The Bucket for an incredible air show. "It's been a great journey," he adds.

2014 BUCKET WINNERS

Les Grandes Dames: **Altair**
Les Mademoiselles: **Bequia**
Les Elegantes: **Marie**
Les Gazelles: **Nilaya**

The 19th annual Bucket took place on Friday through Sunday, March 28-30 2014, with yachts—measuring over 100ft in length—divided into four classes: Les Gazelles de la Mer, with eight entries including the largest competitor, the 220ft (66.7m) Baltic yacht, *Hetairos*; Les Elegantes de la Mer with ten entries; Les Mademoiselles

de la Mer with 11 entries; and Les Grandes Dames de la Mer with nine entries.

Over the past 19-years, the Bucket has evolved to a major regatta for large sailboats and safety out on the water is a big concern. This year the weather conditions were ideal with sunny skies and 16-20 knots of wind over the three days of racing. No major accidents, other than a few torn spinnakers and a broken halyard, were reported.

“One of our goals, based on feedback from participating owners, is to provide ‘like racing’—that is to have yachts which perform in a similar fashion, in a variety of different conditions, race together. That is difficult to do in some instances given how disparate many of the superyachts are, but it is an important consideration,” says race director Peter Craig. “There are a number of factors we take into account in our effort to make this happen—even if it means expanding the rating bands. A boat’s Sail Area/ Displacement Ratio (both the upwind & downwind numbers) and Displacement/Length Ratio (DLR) are three key factors that come into play.”

Safety on the water, great parties on shore, a mix of fun and sportsmanship: all of this is part of the drama and excitement of The Saint Barth Bucket, one of the most unusual—and spectacular—regattas in the Caribbean. 

Ellen Lampert-Gréaux lives in Saint Barthélemy where she is editor-in-chief of Harbour Magazine. She writes regularly about entertainment design and technology for Live Design magazine, and about Caribbean architecture for MACO, a Trinidad-based lifestyle magazine.



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ANTIGUA CLASSIC YACHT REGATTA 2014

LIFE AND SOUL

BY LOUAY HABIB



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Overall winner *Whitehawk* tacks inshore

The Antigua Classic Yacht Regatta, sponsored by Panerai was blessed with superb sailing conditions. The spectacle of magnificent traditional yachts, barrelling through Caribbean surf, was a truly amazing sight. For five days, the trade winds played ball – 20 plus knots producing white horses on the beautiful sailing grounds on the south coast of Antigua. This lucky scribbler took a ride on a different yacht every day.

The mighty J/Class, *Rainbow* was my first ride. The original *Rainbow* was launched in 1934 for the famous Harold Vanderbilt but was scrapped for the war effort. The present day *Rainbow* was designed by Dykstra Naval Architects, and built at Holland Jachtbouw's yard in Friesland, the Netherlands. The latest version has a luxurious mahogany interior, the mast is carbon and the yacht bristles with the latest custom deck systems. The power of *Rainbow* blows you away. Without deploying the kite, we only got to a top speed of about 14 knots but the momentum of the powerful bulb keel as it cuts through the Caribbean swell is awe-

some. The wake is a white vortex that stretches back as far as you can see. *Rainbow* was meticulously built, the standard of workmanship precise and exquisite. Since I was a child I have dreamed about sailing on a J/Class and the experience was truly memorable.

One of the only large Fifes of her ilk in North America, the 83ft *Adventuress* beckoned on the second day and her skipper, Seth Salzmann, has a heavy burden. Kenny Coombs, the previous skipper and the 'Father of Classics' passed away last October. *Adventuress'* owner Victor Janovich has a crew of young, keen inexperienced sailors. Many of them come from the middle of Canada. Skipper Seth has been sailing all his life and has the eyes of a hawk, watching the crew to make sure they get it right. He uses old fashioned commands from days gone by.

"That's the way I was taught – old school," explained Seth. "*Adventuress* will be going up to Maine after the regatta and then across the Atlantic to Scotland. She is going back to the yard where she was built. Racing this week




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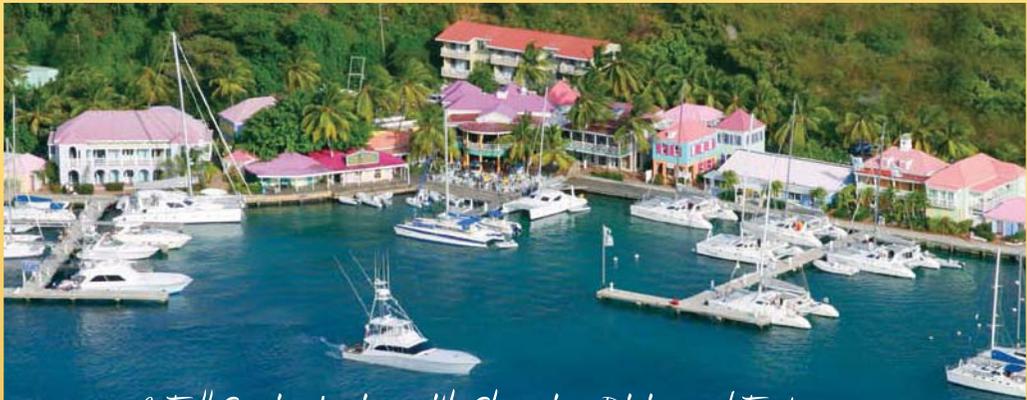
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sharpens up the skills and gives the crew a lot of experience; the North Atlantic can be a bit wild, so the regatta is an important part of their learning curve." On Sunday, *Adventuress* took part in The Cannon Race, and along with many other yachts, flowers were put into the water as a mark of respect for Kenny Coombs.

Built in 1902, *Coral of Cowes* was the oldest yacht racing at the Antigua Classic Yacht Regatta. Skipper and owner Richard Oswald, who lives on board the yacht, charters *Coral* to paying guests. I stepped aboard and was delighted to trim the main sheet on the Fred Sheppard designed gaff rigged schooner. With an overall length of 108ft and a displacement of close to 70 tons, *Coral of Cowes* is a mammoth yacht. The hull is built of teak planks, bronze-fastened, over five-inch English oak frames; 26-tons of lead make up her keel. *Coral* is a real handful in a big breeze. Richard is a very big man and he needed that strength to wrestle with the wheel as we smashed to windward. The Cannon Course is great for watching the fleet and we reached past boat after stunning boat, but that also made it pretty tough on the main sheet. *Coral* was ducking or going high to avoid the traffic and the main needed constant adjustment. I don't mind admitting to running out of energy at times! It was a real pleasure to sail into Nelson's Dockyard for The Parade of Sail. *Coral of Cowes* is over 100-years-old and we were roundly applauded by the spectators.

For the last race on the Windward course, I joined the Carriacou Sloop, *Exodus*. The sloops all moor up together outside Skullduggery's Bar and there is a party atmosphere in the mornings. A splash of Jack Iron rum on the tiller and we were off. Rob Fabre is the skipper and in his late 20s.

He is a serious wooden boat junky. *Exodus* had been put back together after hitting a reef last year and it is a serious science project for Rob. The hull has been faired, the rig tweaked and a removable wooden bowsprit flies the spinnaker. We got off to a cracking start, reaching out to a deep water mark, hiking hard. *Exodus* is a witch off the breeze but upwind the other sloops were quicker and caught up as we played the current inshore. On the long beat to Shirley Heights the sea really kicked up as we neared the top mark and we were behind. Antiguan tactician and Laser Olympian Karl James called for the spinnaker and spinnaker staysail and we took off barely under control. A Carriacou Sloop does not have the elegant lines of the classics but wow what a ride.

Several classes were decided on the last day of racing. Overall victory as well as first place in the Classic Class went to the American clipper-bowed 105ft classic ketch *Whitehawk* which received an Officine Panerai watch. Other overall prizes went to *Lily Maid* (Vintage), *Nazgull of Fordell* (Spirit of Tradition), *Genesis* (Best Elapsed Time) and *Desiderata* (Classic GRP).

In Vintage Class A, Carlo Falcone's Alfred Mylne-designed ketch *Mariella* won the last race of the regatta to take the class title by just one point from Scott Franz's Herreshoff 72, *Ticonderoga*.

For full results and more, visit: antiguaclassics.com 

Louay Habib is a freelance yachting journalist who writes for a variety of clients, including The Volvo Ocean Race and the Royal Ocean Racing Club.



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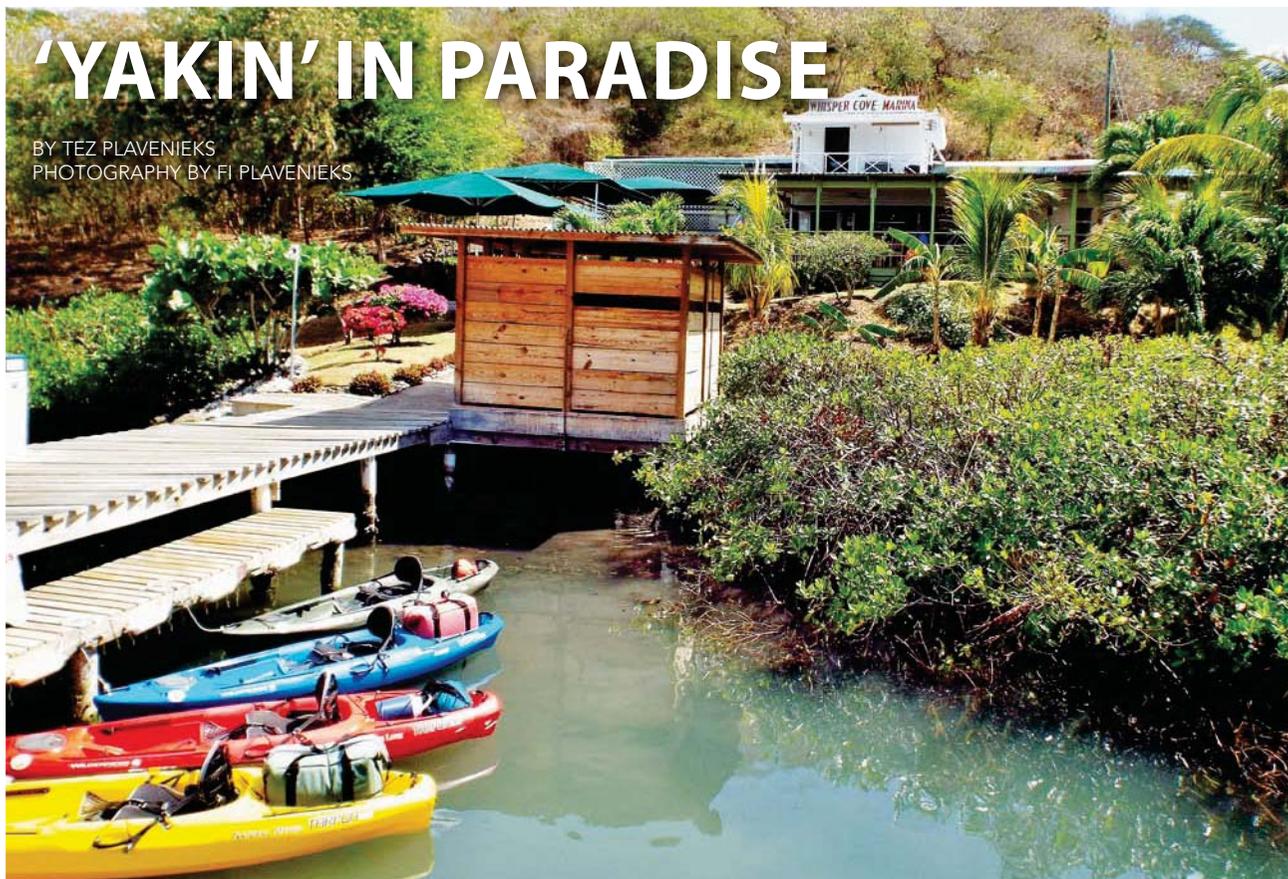
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'YAKIN' IN PARADISE

BY TEZ PAVENIEKS
PHOTOGRAPHY BY FI PAVENIEKS



Paddling off across an azure sea, trade winds tempering the soaring heat, lush green vegetation overhanging from the land and stunning vistas in every direction, you've arrived in kayaking paradise.

Grenada is a wonderfully vibrant, colourful and diverse Caribbean island that's been hovering under the watersports radar for a while. With miles of coastline and very few other paddlers around, kayaking is perfect for exploring and enjoying this fantastic part of the world.

Got waves? When a big northerly swell pulses, Grenada is there to greet it. The ocean's energy pushes walls of liquid along both coasts and if you hunt around you'll no doubt score.

A plethora of reef, point and beach breaks can be found on either flank – with time and effort, who knows what you'll discover. For those who fancy a bit of wave sliding then fear not if the Caribbean Sea side is flat – the Atlantic side will most likely have a wall if the trades are puffing.

Kayak touring. For exploring and touring, Grenada offers the perfect location. Conservation Kayak is located at Whisper Cover Marina, Woburn Bay, and offers guided tours. As well as chaperoning all levels of sit-on kayaker,

Jamie and Amber Barrett take time to educate and inform about the various conservation issues facing the island.

In particular their knowledge of mangroves, marine and wildlife ensure you have an active but interesting time. To raise even more awareness Jamie and (local) Hazel Da Breo are planning to circumnavigate Grenada – stay tuned for further details.

Hog Island. I joined Conservation Kayak for their Hog Island tour – an uninhabited jut of rock that lies offshore from Whisper Cove. It provides the perfect point of interest and is the kind of geological formation that paddlers are naturally drawn to.

Heading along the sheltered northern part of Woburn Bay you eventually end in the wide open blue. You then hang a right and head downwind with the breeze and swell. Navigating through a small 'keyhole' in the reef, you reach the designated lunch stop on the backside of Hog Island. After resting tired muscles a while, it's time to move onwards along the island's southern tip before a smash upwind rounds-off the day.

Further afield. For anyone looking to further explore, Grenada serves up a whole host of paddling opportunities

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depending on conditions. Launching at the north of the island gives access to a mammoth downwind route along the Atlantic coast – experienced kayakers will love this.

Rolling swell, gusty breeze and being out in the open ocean is enough to get those juices flowing. Sort out your logistics BEFORE and all will be fine.

Gear carriage. Although outfits, such as Conservation Kayak, are now springing up there's a distinct lack of similar operations. Many hotels on the island provide kayaks but unfortunately there aren't any rental shops. Staying at a hotel with equipment is the only real way to lay hands on gear if you don't take your own.

It is possible to transport personal kayak gear but the airline will need to be chosen carefully as many don't accept oversize baggage. We flew with British Airways, who were great, but you couldn't book kayak equipment in as baggage as restrictions don't allow. (We actually took stand up paddle boards with us but these were inflatable and therefore easy to stow in the hold.)

Untouched. Grenada is still largely untouched when it comes to watersports. The options for windsurfing, surfing, kitesurfing, SUP and kayaking are glaringly obvious. Although transporting kit is tricky, it's worth investigating as the experience is fantastic.

Special thanks to British Airways, Grenada Tourism Authority, Flamboyant Hotel and Kalinago Beach Resort – this trip wouldn't have been possible without their support. 🙏

Tez Plavenieks is an experienced freelance writer that specialises in action sports and travel. He currently edits, writes and produces content for a variety of different outlets both online and in print.



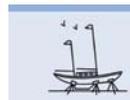
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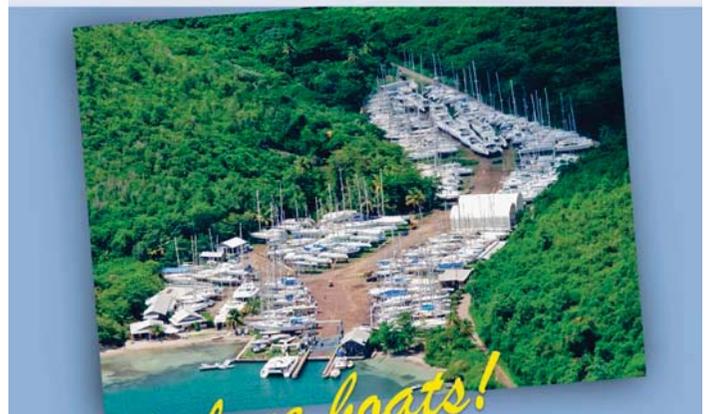


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2014 WINDSURFING CURAÇAO SLALOM SERIES II

REPORT BY NANCY DA SILVA DE GOES

PHOTO: NANCY DA SILVA DE GOES



Open Class Winners
(from Left) Jean Patrick van der Wolde, 18, (2nd); Milan Gielingh, 18, (1st) and Jean Paul Da Silva De Goes, 15, (3rd)

The 2014 Windsurfing Curaçao Slalom Series took place in April, for the second time this year. The Series is a sequence of several competitions, held throughout the year, designed to increase the level of local windsurfing talent in preparation for regional and international windsurfing events.

Organized by the surf school 'Windsurfing Curaçao', with the help of enthusiastic volunteers and parents, 2014 Windsurfing Curaçao Slalom Series II served as training for the upcoming Curacao Challenge 2014, where local talent will compete against an international lineup.

Competitors were divided into various categories and the event ran a total of 20 races in Spanish Water, a large area of sheltered water six-miles southeast of Willemstad. Thirty-nine enthusiastic windsurfers of all levels and ages took part, demonstrating their skills in adrenaline-pumping competition with winds ranging from 17 to 22 knots.

The windsurfers, however, didn't have all the fun as a Stand Up Paddleboarding competition took place at the same time. This popular new sport gave spectators plenty to watch and helped keep them entertained.

Following the event, organizers thanked Windsurfing Curaçao, the volunteers, participants and families for making the Curaçao Slalom Series a great success.



The youngest class, boys up to age of 11, in action

PHOTO: MARIJENKA DE BELL

WINDSURFING RESULTS

OPEN CLASS

1st: Milan Gielingh
2nd: Jean Patrick van der Wolde
3rd: Jean Paul Da Silva De Goes

BOYS 14 AND OLDER

1st: Place Ryan Richie
2nd: Stefan De Bell
3rd: Wave Antonia

BOYS UP TO 13

1st: Luca Van Der Bunt
2nd: Ramon Sijm
3rd: Tom van Zanten

BOYS UP TO 11

1st: Faan Coenen
2nd: Boris van Noort
3rd: Luka Stomp

GIRLS 15 AND OLDER

1st: Ingrid Bakker
2nd: Yentl Gielingh
3rd: Chiara Bakker

GIRLS UP TO 14

1st: Anne Coenen
2nd: Zoe Munnink
3rd: Danique Stomp

For more information including news of upcoming windsurfing events, visit Facebook at: www.facebook.com/WindsurfingCuracao and www.facebook.com/curacaochallenge

SANTA MARTA: A PLEASANT COLOMBIAN SURPRISE

STORY BY LIESBET COLLAERT

PHOTO: LIESBET COLLAERT

Santa Marta Marina

Until not too long ago, the Colombian coast was avoided by cruisers because of its bad reputation. The country was a dangerous place for locals as well as for visitors, whether they arrived by land, air or sea. This has changed tremendously over the last decade. Colombian ports are growing in popularity, while the 'no-go zone' these days is located in neighboring Venezuela. The voyage from the ABC islands to Panama used to be a long, hard sail but the accessibility of safe harbors along the Colombian coast now offers rest and refuge to break up the journey west.

Cabo de la Vela, a 120 mile overnigher from Aruba, presents a big, flat bay to spend the night. The scenery is attractive and one can anchor far from shore to avoid bugs and commotion from the small settlement. The clock is set back an hour and when the workday is finished, curious fishermen and families pass by in small boats to gaze at the sailboats and their crew. Remember to smile for the camera!

Cartagena – the old and famous beauty of Colombia – has always been a favorite port of call while on the way west. The town of Santa Marta, however, was the biggest surprise to my husband Mark and me.

Anchoring in the commercial harbor is possible, but most cruisers prefer a stay in the modern and safe Santa Marta Marina. The facilities are clean and comfortable with state-of-the-art air-conditioned bathrooms and a functioning laundry room, both with an abundance of hot water. The staff is friendly, the manager and receptionist speak English, the marina fees are affordable and the interesting town center lies within walking distance. Western-style grocery stores, colorful local food stands and markets, bars, and restaurants abound. A week spent enjoying the good life flies by too quickly.

Santa Marta has an ugly beach that overflows with people during weekends and holidays. For a beach vacation, you're better off in one of the neighboring coastal towns. The attraction in Santa Marta is the atmosphere of a colo-



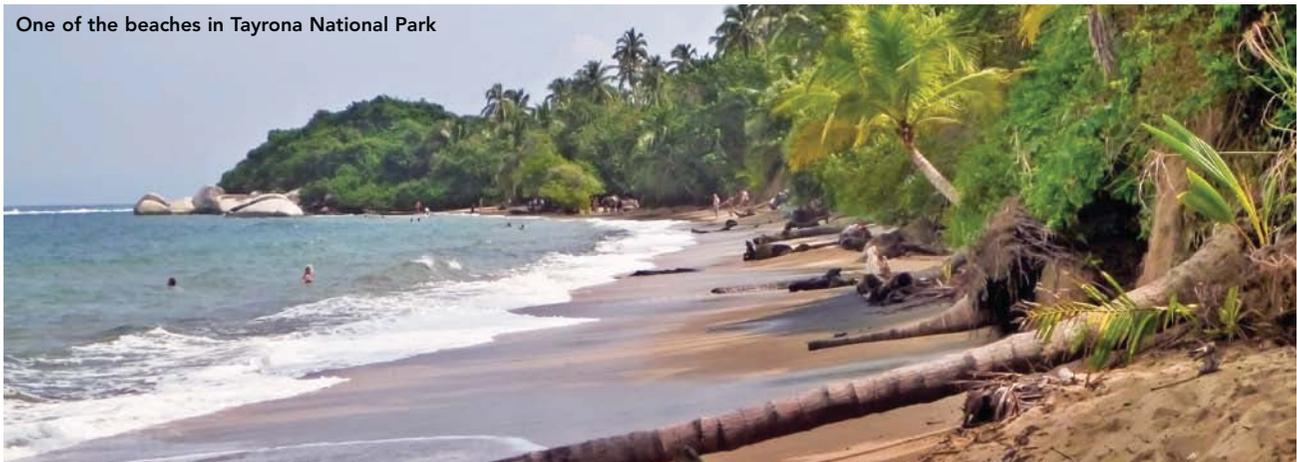
The hustle and bustle of Santa Marta seen from the bus

PHOTO: AXEL BUSCH



Guides on horseback in Tayrona National Park

PHOTO: AXEL BUSCH



One of the beaches in Tayrona National Park

PHOTO: AXEL BUSCH

nial town, popular with Colombian visitors. A stroll along the boardwalk, while taking in the busy beach scene, the Indian statues and the many carts selling lime juice, skewered meat and other local food pleases the senses. The historic town center reveals picturesque buildings, peaceful squares and vendors selling everything from small cups of coffee to frozen shrimp. When darkness falls, the area really comes alive. Bars and restaurants fill up and the boardwalk and plazas turn into a buzzing scene of locals having fun. Teenagers, couples in love and families with children promenade, and the Latin American culture and atmosphere are ever-present. During the Christmas period decorated statues, lit up at night, cause merriment all around.

Buses enter and leave Santa Marta at different locations and taxis are an easy and affordable means of transportation. A ride to anywhere in the city costs the equivalent of US\$2 for up to four passengers. A great day out is to be had at the Tayrona National Park, an hour east of Santa Marta by bus. Here, you can explore the jungle trails, forests and co-

conut groves or wander along a handful of yellow beaches. If you like to ride then horses can be rented to take you to various parts of the park. A refreshing dip in the ocean can be had in La Piscina and Cabo San Juan and it is possible to spend the night in one of the campgrounds. During the rainy season, the trails can be very muddy.

More and more cruisers prefer to visit the amazing city of Cartagena by bus from Santa Marta to avoid the unattractive anchorage and the extra agent fees in Cartagena harbor. Whether you're looking to take a break for a few days, a South American culture in which to immerse yourself, or a comfortable base to explore the sights and sounds of Colombia, the vibrant town of Santa Marta provides it all. 

Liesbet Collaert is a freelance writer. She and her husband Mark have been cruising on Irie for almost six years. They recently left the Caribbean and are heading west for new adventures in the South Pacific. Visit her blog at: www.itsirie.com

CARIBBEAN MARINAS

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

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

OUTSIDE OF CARIBBEAN:

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

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CARIBBEAN BOATYARDS

ALL AT SEA'S CARIBBEAN BOATYARD GUIDE

		Latitude	Longitude	Phone Number	Maximum Draught	Maximum Length	Maximum Beam	Maximum Air Draft	Power Supply	Arrival Hours	Lift 1 Type / Capacity (Tons)	DIY Friendly	Electronic Shop	Carpentry Shop	Electrical Shop	Prop Shop	Paint Shop	Onsite Crew Facilities
Jolly Harbour, Antigua	Jolly Harbour Marina / Boat Yard	17 04 46.4 N	61 54 37.0 W	(268) 462-6041	15'	80'	18'	no limit	110/220	8am-5pm	70	•	•	•	•	•	•	•
Antigua	North Sound Marine	17.1167	-61.7500	(268) 562-3499 \ (268) 764-2599	15'	no limit	31'	no limit	Anything	24x7	150	•	•	•	•	•	•	•
Aruba	Varadero Caribe	12 32 N	70 02 W	297-588-3850	7'	85'	23'	no limit	120/240	8am-4pm	60	•	•	•	•	•	•	•
Tortola, BVI	Nanny Cay Hotel & Marina	18 25 0 N	64 37 0 W	(284) 494-2512	11'	160'	45'	no limit	110v 30amp/220v 50amp/ 3phase 100 amp	7am-6pm	70	•	•	•	•	•	•	•
Tortola, BVI	Soper's Hole	18°23' 46"	-64° 41' 53"	(284) 495-3349	7'	65'	18' and 40'	no limit	110/220	8-5, Mon-Sat	45	•	•	•	•	•	•	•
Tortola, BVI	Tortola Yacht Services	18 25 N	64 37 W	(284)-494-2124	10'	68'	20'	no limit	220V, 50A, 110V, 30A	7-4, 7days	70	•	•	•	•	•	•	•
Virgin Gorda, BVI	Virgin Gorda Yacht Harbour	18.45222	-64.43750	284-495-5318	10	150	34	no limit	110/120	7am-6pm	70	•	•	•	•	•	•	•
Curaçao	Curacao Marine	12' N	68' W	599 9 562-8000	9'	120'	33'	193	110/220 380	8am-5pm	60	•	•	•	•	•	•	•
Boca Chica, D.R.	Marina ZarPar	18 26.4 N	69 37.23 W	(809) 523-5858	7.5'	65'	28'	no limit	110/220 380	9am-5pm	70	•	•	•	•	•	•	•
La Romana, D.R.	IBC Shipyard	18° 23' 55" N	68° 53' 55" W	+809 449 3321/3323	12'	110'	26'	no limit	110/220 3 phase 100/50/30 amp	8-5 M-F	120	•	•	•	•	•	•	•
Grenada	Grenada Marine	12° 01:20	61° 40:42	00-1-473-443-1667	12'	75'	31.5'	0	110/220	8-5, M-F, 8-12, Sat	70	•	•	•	•	•	•	•
Grenada	Spice Island Marine Center	12 5 N	61 43 W	473-444-4257	12'	70'	25.4'	0	110/230	8am-4:30 pm	70	•	•	•	•	•	•	•
Puerto Rico	Varadero @ Palmas	18 04' 37" N	65 47' 57" W	787-656-9211	11'	110'	26'	no limit	50/30 amp	8-5, 7days	110	•	•	•	•	•	•	•
Sint Maarten	Megayard	18°02' 13.24 N	63°05' 08.52 W	1-721-5444-060	12'	200'	33'	12'	110/220	8-5 M-F	150	•	•	•	•	•	•	•
St. Lucia	Rodney Bay Marina an IGY destination™	14°04 '32. 72" N	60°56 '55. 63" W	758-452-0324	14'	275'	55'	no limit	110V/60, 220V/50, 480V 3 phase; 100 amps/leg; 220V 3 phase; 100 amps/leg; 220V40 amps; 100V 30 amps; 50 & 60 hz	8am-5pm	75	•	•	•	•	•	•	•
St. Croix, USVI	St. Croix Marine	17° - 45' N	64° - 42' W	340 773-0289	11'	68'	13'-8"	no limit	110v 30amp; 220v 50amp; 3 phase 100amp	8-5, Mon-Sat	60	•	•	•	•	•	•	•
St. Kitts	St. Kitts Marine Works	17° - 20.3' N	62° - 50.1' W	1-869-662-8930	12'	120'	35'	no limit	110/220/3 phase 100amp	7-4 M-F	150	•	•	•	•	•	•	•
St. Thomas, USVI	Subbase Drydock	18 N	65 W	340-776-2078	16.5'	190'	50'	no limit	440 three phase/220/110	8-5, Mon-Sat	1000	•	•	•	•	•	•	•
OUTSIDE OF CARIBBEAN:																		
Deltaville, Va	Deltaville Boatyard	37.54 96.64 N	76.32 96.21 W	804-776-8900	9'	80'	25'	no limit	30/50 Amp	7-5 M-F	35/ 75	•	•	•	•	•	•	•

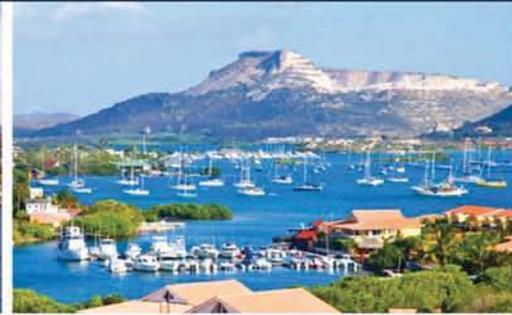
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1

Port Antonio, Jamaica. Set in a peaceful garden with abundant fruit trees and flowers, this 3 BR 2 BA residence on Bonnie View Hill offers incomparable views over Port Antonio and the seas beyond. This soundly built property had a 16,000 gallon water tank and roof recently upgraded to Alu-Steel. Fully furnished, including with pieces of interesting antiques. Price: USD \$295,000

JACQUI NEIL, Century 21 Heave-Ho

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2

Water Point, St. Thomas, USVI. This island retreat is nestled on a large, uniquely private, sheltered shore. It is a modernist, island-style 3 BR 3 BA that blends indoor/outdoor living into a nature park like setting. Indoors, the open, single level floor plan is designed for natural light and ventilation. Outdoors, there's expansive covered verandas bordered by tiered pools. A paved pathway leads to a gazebo resting on the shoreline with an attached swim platform. A 5-acre private beach parcel is steps away. Price: USD \$4,500,000

NICK BAILEY, John Foster Real Estate

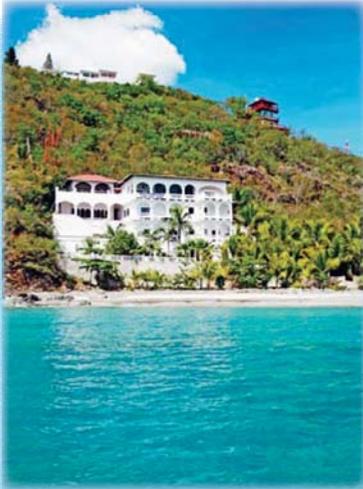
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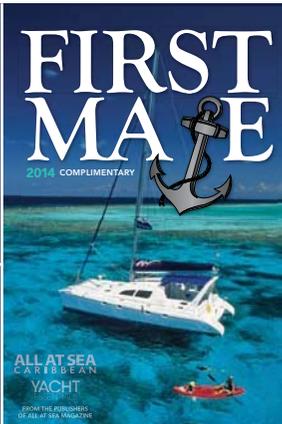
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3
Grand Case, St. Martin, FWI. Located directly on the beach, this boutique hotel offers 11 apartments with panoramic views over the Caribbean Sea to Anguilla. Built in 2009, the complex comprises 4 studio apartments, 6 1 BA apartments, and 1 2 BA apartment. Each apartment is carefully designed to offer guests a very high level of accommodation, coupled with the tranquility and exceptional views. Price: USD \$7,200,000
STEWART ANDREWS, Caribbean Land & Property
consultant@caribbeanlandandproperty.com
www.caribbeanlandandproperty.com
 Office: (767) 449-7814



4
Christophe Harbour, St. Kitts. Stunning views welcome owners to this 7,042 sq. ft. 4 BR 3 BA villa created for effortless entertaining as well as intimate moments, with a floor plan that extends into the outdoors with an open-air poolside pavilion and full outdoor kitchen. With Italian plaster walls, coral stone floors throughout and an exterior featuring rare, reclaimed Nevis stone, it achieves a natural balance within the landscape it calls home. Price: USD \$4,650,000
THOMAS LIEPMAN, Christophe Harbour Real Estate
info@ChristopheHarbour.com
www.ChristopheHarbour.com
 Office: (869) 466-8738 or (800) 881-7180



5
St. James, Barbados. Lantana is a 1 BR, first floor apartment offering 915 sq. ft. of living space with contemporary finishes. Located on the islands exquisite West Coast, this development offers two swimming pools, secure gated access and ample parking. Offering magnificent sea views, this luxury apartment is close to trendy Hometown and historic Speightstown. Price: USD \$259,950
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gemma.holder@terracaribbean.com
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2005 LAGOON 410



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Asking \$299K



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Asking \$175K



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Hours. Asking \$399K



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Asking \$240K



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Furling. Asking \$69K



50' Beneteau 50 1999
Well Equipped and Maintained
Asking \$139K



50' Jeanneau International 50
1996. Fast, Solid, Modern, Racer
Cruiser! Asking \$135K



49' Hunter 49 2007
Amazing Equipment List
Asking \$269K



47' Beneteau Oceanis 473 '05
Great Design, Nicely Outfitted
& Priced. Asking \$149K



46' Beneteau Oceanis 461 '97
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44' C & C 1988
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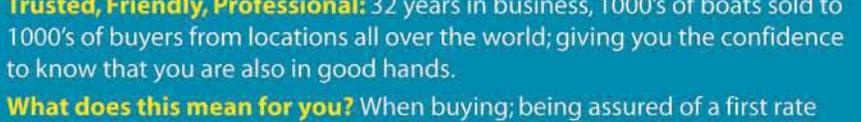
What does this mean for you? When buying; being assured of a first rate service that focuses on finding the right boat for you at the best possible price. When selling; enjoying an efficient, friendly service that gets your boat sold quickly!



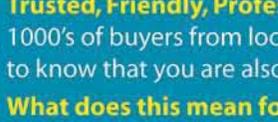
44' Mason 1987
A 'Cult Classic' for a Reason!
Asking \$159K



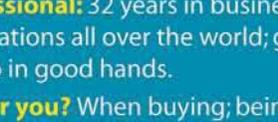
44' Endeavour Power Cat 2001
Efficient Trawler Yacht with Solar
& Wind. Asking \$299K



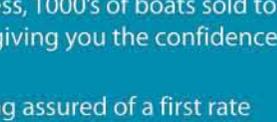
43' Jeanneau SO 43DS 2002
Solar And All Cruising Gear
Asking \$169K



42' Island Packet 2001
Blue Water, New Electronics,
Never Chartered. Asking \$279K



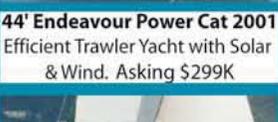
42' Jeanneau SO 42DS 2010
Not Chartered. Immaculate
Asking \$225K



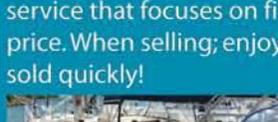
42' Beneteau 423 2005
Great Layout, Superb Value
Asking \$119K



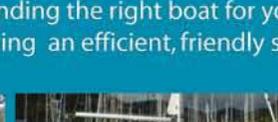
42' Gulfstar/CSY 42 1987
Sound Engine And Rigging
Asking \$49K



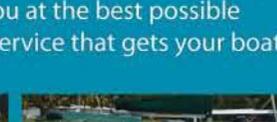
40' Beneteau M405 1995
In-boom Furling, Davit Arch,
Dolar. Asking \$64.9K



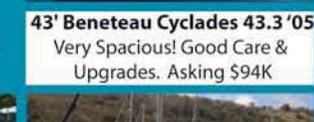
40' Passport 40 1981
Nicely Upgraded Blue Water
Cruiser. Asking \$109K



40' Fount.Pajot Lavezzi 2004
Super Clean, Great Price
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39' Scape 39 2013
FAST Cruiser, Great Outdoor
Spaces. Asking \$299K



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



39' Freedom, F-39 1984
Clearance Price, Must Sell
Asking \$49K



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



36' Cheoy Lee 1971
Restored Classic Ketch
Asking \$30K



34' Pacific Seacraft 2001
Strong Safe Cruiser, Beautiful
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26' Glacier Bay 2690 2005
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Hans Christian Telstar 38
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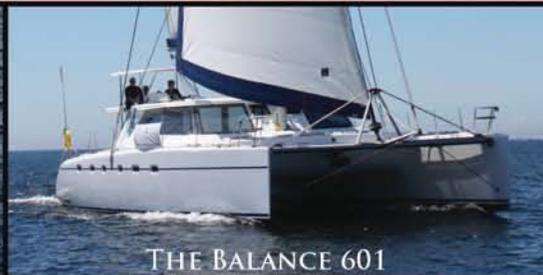
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Hunter 450 Passage
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1988 - 110.000 USD



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34 Hunter 340, 1998
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65 Viking Motor Yacht, 1989
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61 Hatteras Motor Yacht, 1989
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56 Sea Ray Sedan, 1999
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42 Histar Trawler, 1988
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63 1979	Herbulot Schooner - 2012 Refit, 4/3 layout, ideal for charter.....	\$295,000
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44 1981	CSY Walkover - Deep draft keel, great layout, quality construction.....	\$65,000
43 1979	Hinckley - Vintage yacht, 2013 engine, 2012 Awlgrip, 2009 rig.....	\$145,000
42 1981	Whitby 42 - Fully equipped cruiser, many upgrades, sail away.....	\$87,500
41 1981	Morgan 416 Ketch - Many recent upgrades, 2006 engine.....	\$59,000
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40 2000	Beneateau - Center Cockpit - Well equipped live aboard.....	\$105,000
37 1995	Jeanneau 37.1 - Original owner, never chartered, great shape.....	\$62,000
37 1982	Pearson - Racer/Cruiser - rod rigging, 2011 Quantum sails.....	\$37,000
36 2000	Beneteau 361 Oceanis - Great cruiser, comfortable interior.....	\$79,000
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32 1995	Beneteau 321 - Well maintained sloop ready to cruise, clean.....	\$39,000
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32 2010	Glasstream - Deep Vee w/ cuddy, T top, twin Mercury 300 hp.....	\$70,000
32 1990	US Marine - Commercial dive boat, 11 pax + 2 crew, Volvo.....	\$39,000
29 2007	Twin Vee - CC power cat, New 2013 twin Suzuki 250's.....	\$89,000
28 2009	Boston Whaler 280 Outrage, center console with T-Top, clean.....	\$115,000

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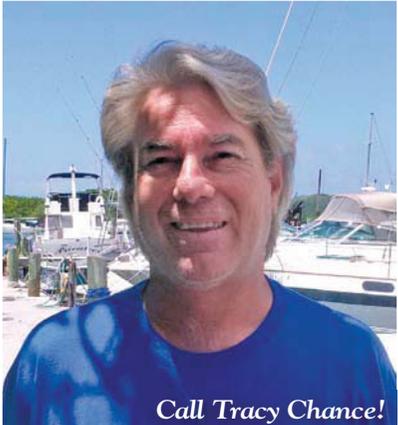
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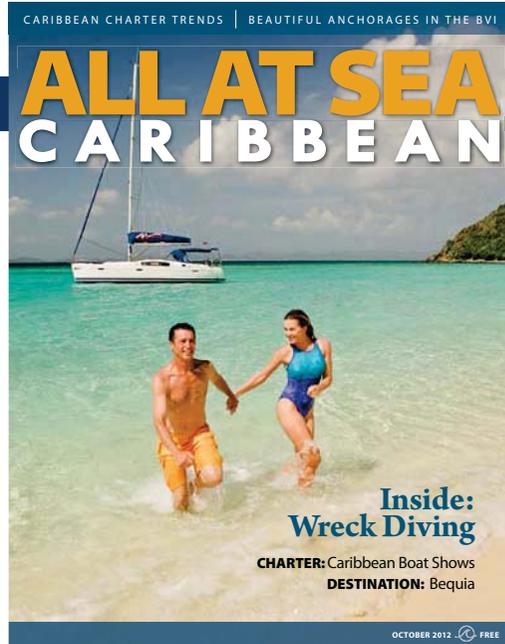
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LEMON NUT BREAD

Prep time: 15 minutes

Cooking time: 1 hour and 10 minutes

Cooling time: 10 minutes. Makes: 1 loaf

3/4 cup butter, softened

1-1/4 cups sugar

3 eggs

2-1/2 cups all-purpose flour

2 tsp baking powder

3/4 tsp salt

1/2 cup milk

1/3 cup fresh lemon juice

3/4 cup chopped pecans

2 tsp grated fresh lemon rind

Preheat oven to 350°F. Cream butter and sugar until light and fluffy. Blend in eggs. Add combined dry ingredients to creamed mixture, alternating with milk and juice; mixing well after each addition. Stir in nuts and rind. Pour into greased and floured 9 x 5 loaf pan. Bake 60 minutes or until toothpick inserted comes out fairly clean. Cool 10 minutes then remove from pan.

SHRIMP SALAD WITH CILANTRO LIME DRESSING

Prep time: 15 minutes. Chilling time: if needed. Serves: 4

1 tbsp olive oil

1 lb medium size shrimp

1/2 tsp cumin

Salt and pepper to taste

1 cup tomatoes, diced small

1 small red onion, diced small

1 cucumber, diced small

2 scallions, chopped

1/2 red pepper, diced small

1 cup pineapple, chopped small

12 Bibb lettuce leaves

CILANTRO LIME DRESSING:

3 tbsp oil

1/4 cup fresh lime juice

1/4 cup fresh cilantro leaves, chopped

Season with salt and pepper

GARNISH: 4 lime and 4 lemon wedges

In a large skillet, heat oil over medium-high; season shrimp with cumin, salt and pepper. Add shrimp to skillet and cook until opaque throughout, about 5 minutes. Transfer shrimp to a

plate. When cool, chop in small pieces

In a large bowl mix together tomatoes, red onion, cucumber, scallions, red pepper, and pineapple. Add chopped shrimp.

DRESSING: In a medium bowl, whisk together oil, lime juice, and cilantro. Season with salt and pepper.

TO SERVE: Divide lettuce among four plates. Top with shrimp and vegetable mixture. Drizzle with dressing.

STRAWBERRIES SNOW WHITE

Prep time: 20 minutes. Serves: 4

3 cups fresh whole strawberries

1 cup heavy cream

2 tsp sugar

2 tbsp Grand Marnier

1 orange

1 banana

1 kiwifruit

(or fruits of your choice)

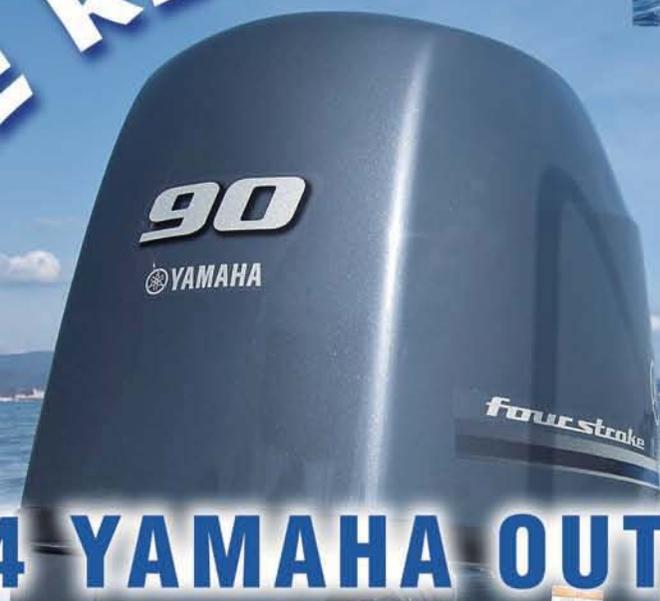
Clean and hull strawberries, drain and chill. Whip together cream, sugar and Grand Marnier, until stiff; do not over whip. Grate orange peel (zest), then peel and slice orange, banana and kiwifruit. Spread cream mixture evenly on 4 dessert plates. Arrange sliced fruit and sprinkle with zest. Dot each one with several strawberries, tip end up. Enjoy!



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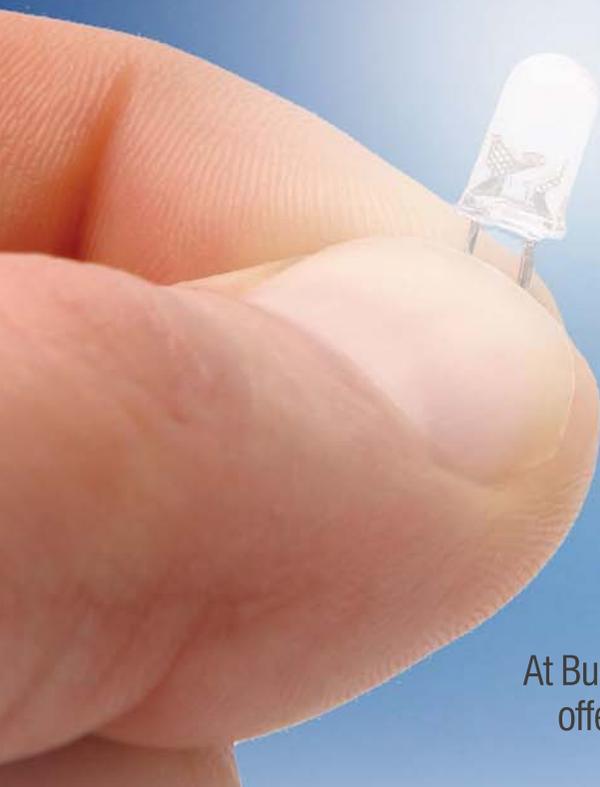
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GUADELOUPE	S.O.G.U.A.M.A.R. S.A.	Baie Mahaut	+590-590-252-055
GUYANA	Ming's Products & Services Ltd.	Georgetown	+592-225-3553
JAMAICA	Yamaha Engines Ltd.	Kingston	+876-927-8700
MARTINIQUE	Continental Marine Center Inc.	Lamentin	+596-596-511-157
PUERTO RICO	Motor Sport Inc.	San Juan	+787-790-4900
SAINT LUCIA	KP Marine (St. Lucia) Ltd.	Rodney Bay	+758-450-5564
SAINT MARTIN	Ocean Expert	Pont du Sandy Ground	+590-590-522-472
SAINT VINCENT AND THE GRENADINES	KP Marine Ltd.	Kingstown	+784-457-1806
SURINAME	Datsun Suriname N.V.	Paramaribo	+597-477-811
TRINIDAD AND TOBAGO	Elee Agencies Ltd.	Port of Spain	+868-623-1221
TRINIDAD AND TOBAGO	Green's General Cycle Ltd. (WaveRunner)	Curepe	+868-663-2453
TURKS AND CAICOS ISLANDS	MPL Enterprise Ltd.	Providenciales	+649-331-0376
(U.S. / BRITISH) VIRGIN ISLANDS	Offshore Marine Services Inc.	St. Thomas	+340-776-5432

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