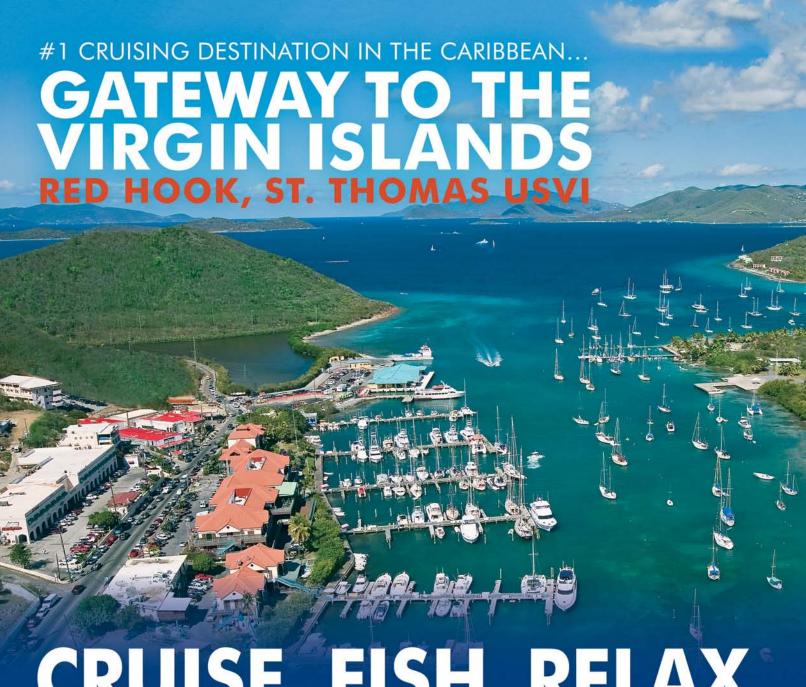


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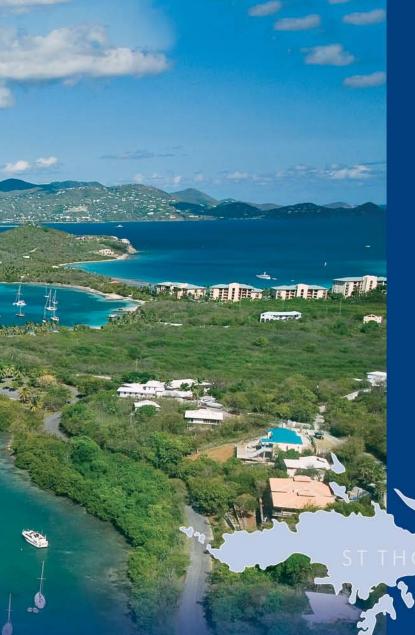
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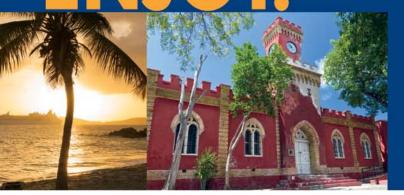


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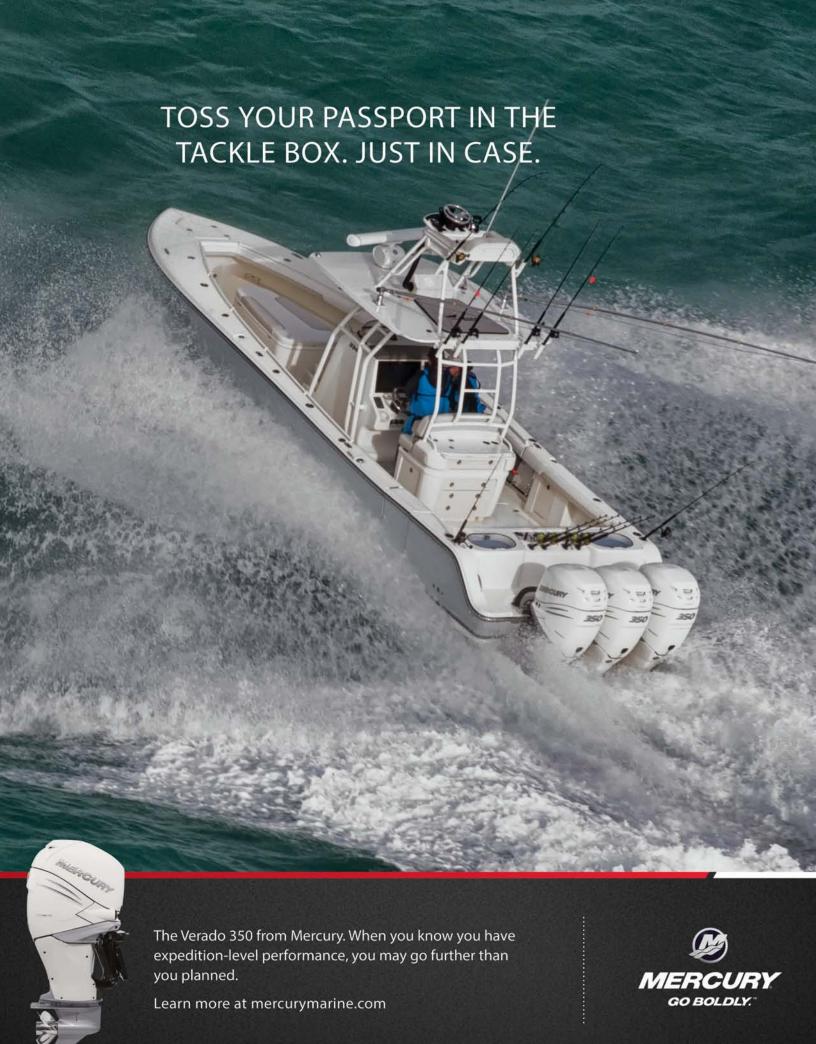
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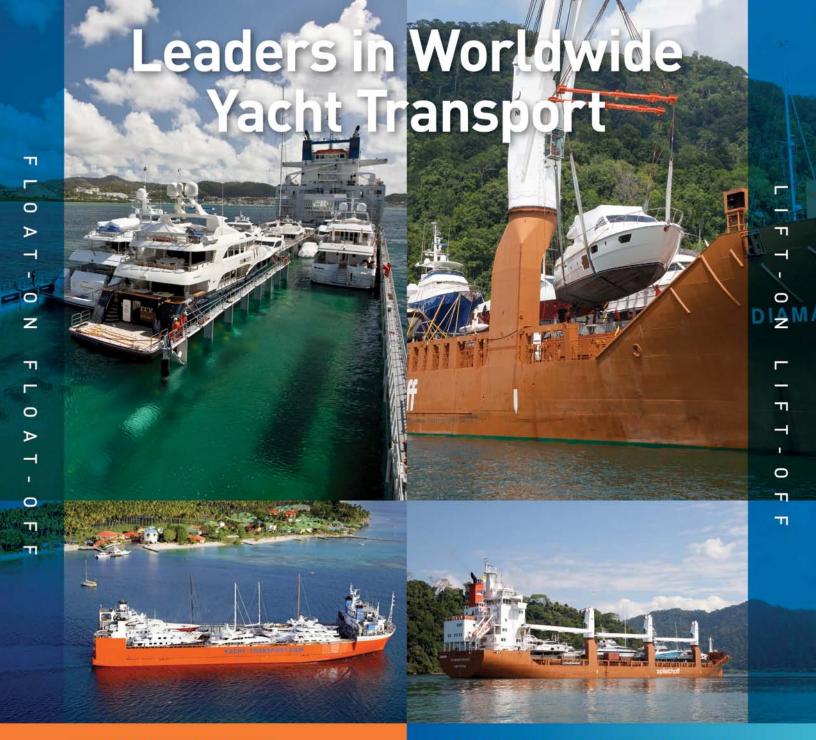
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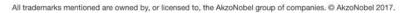




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# BLACK SLIME, HAULOU

hen the subject of long distance voyaging comes up and people discover that I have sailed thousands of miles on sailboats without an engine, they say "whoa, you're a real purist," when nothing could be further from the truth. Mostly I had to sail because the yacht's engine had given up the ghost and was now just along for the ride. I actually like motoring, especially through long windless calms. On one Atlantic crossing, a thousand miles from land, I motored for three days straight. The wind died and the sea became a sheet of glass. It was remarkable. With the low-revving diesel pushing us along at around five knots, our wake disappeared unbroken into infinity. The whole voyage moved to the heartbeat of that old diesel thumping rhythmically below decks. Sleeping was easy, the engine lulled us into slumber. The autopilot had an unlimited supply of power so no hand touched the helm, and at dusk, we turned on every light we had to bring the curious sea creatures to us, and then turned them off again to look at their luminous trails. The sea was so flat and the boat so upright that there were times I thought we'd sailed beyond the physical world and were floating off towards the stars. So, we've established

> that I like motoring, but would I trade my sailboat for a motorboat? On page 36,

> > Scott Neuwman talks to sailors who have done just that, swapped rags for revs and "moved to the dark

side" ... Scott's words, not mine.

If you own a boat or are thinking of buying one then at some point you will come into contact with a boatyard. Choosing the correct boatyard to fit

your needs requires a little research. Not all boatyards are created equal but there are certainly plenty of them and Caribbean islands seem to bring more online every year. Haulout equipment varies from sophisticated travel hoists to remotely driven submersible loading trolleys, large dry-docks and good old fashioned mobile cranes. To help you decide where your next haulout will be, All At Sea's Carol Bareuther has put together an overview listing many - although by no means all - of the



boatyards available in the Windward and Leeward Islands. Start planning your next haulout on page 60.

We are still working on the repairs to our boat after hurricane Gonzalo in 2014. I have been using the water out of the tank and the last time I activated the pump, it began spitting air and very smelly black sludge. I knew the tanks would have to cleaned but what we found when we opened them was guite shocking. The black sludge was everywhere, slimy, smelly and I suspect toxic because after mopping up the water that drained out of the pipes I developed a serious stomach bug. Google told me it could be a number of things but it seems highly likely that I picked up the bug from the foul water. Cleaning the flexible tanks wasn't easy. I removed them from their canvas covers and then went to work trying to dislodge the black slime coating the inside of the bladders themselves. I tried hot water and bleach but nothing seemed to work very well. Finally, a friend suggested I try a mix of white vinegar and baking soda and this, with a lot of rubbing and flushing, did the trick. Once they are reinstalled, I intend to run a couple of tanks of bleachy water through them and follow up with water purifying tablets. I'm also fitting an inline filter. If the water in your tanks has been sitting for a while, then perhaps you should open them and take a look or you might end up with more than caffeine in your coffee.

See you on the water!









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### SEPTEMBER 2017 4

#### The Caribbean's Waterfront Magazine



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Something Fishy

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**COVER SHOT:** 

Subbase Drydock, St. Thomas, seen from the air







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# WHERE IN THE WORLD?

Congratulations to Reid & Esther and thanks for reading ALL AT SEA!



#### IN THE SOUK!

All At Sea magazine finds its way into some remarkable places thanks to readers like Reid and Esther Cooke. Here Reid is perusing our famous magazine in a Moroccan souk (marketplace). Rumor has it that the shopkeepers in the souk were prepared to haggle for Reid's All At Sea but he was having none of it.

The Cookes traveled to North Africa from Ft. Lauderdale on a cruise ship.

"From Morocco the ship carried us deep into the Mediterranean on a voyage that lasted 56 days in total," Esther said.

When not seeing the world by cruise ship, Reid and Esther downsize and sail a Beneteau 36 out of Niagara on the Lake, Ontario. They also charter quite often in St. Martin.

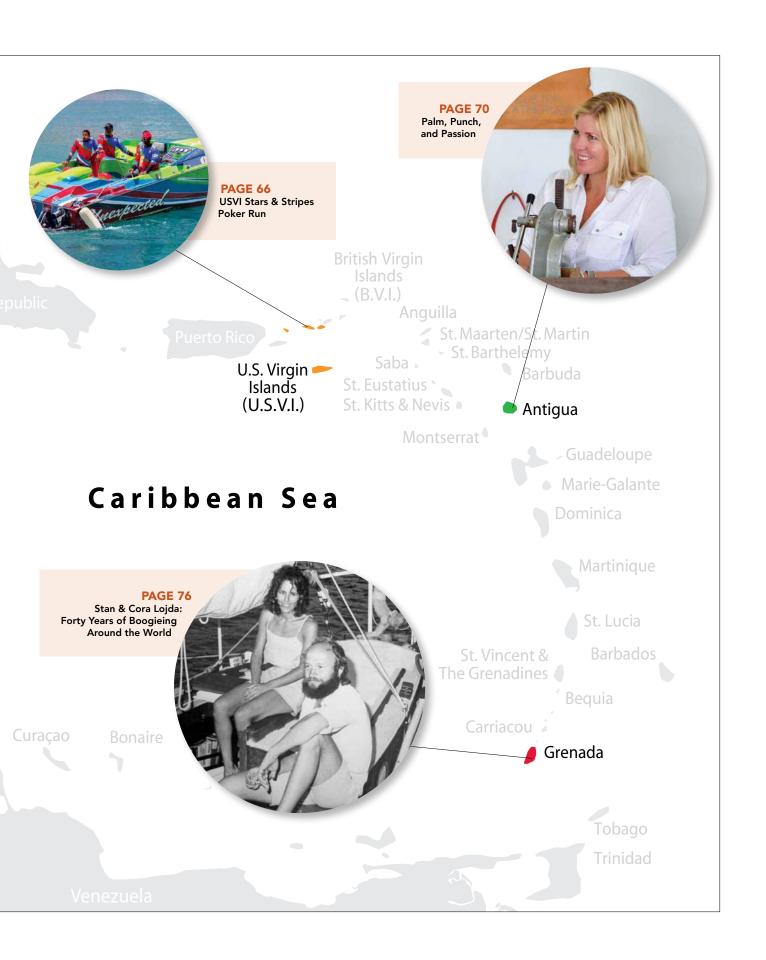
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### ISLAND EVENTS & INTERESTS

ALL AT SEA'S Caribbean Coverage





# CARIBBEAN NEWS



### ANTIGUA'S KARL JAMES WINS CARIBBEAN LASER CHAMPIONSHIPS

Antigua's Karl James

Karl James was this year's winner of the Caribbean Laser Championships held in Orient Bay, French St. Martin in June. James, who is sponsored by Budget Marine, beat Benoit Maesemaker of St. Barth and fellow countryman Jules Mitchell.

One of the oldest one-design regattas in the Caribbean, this year's event was wet and wild with winds gusting up to 23 knots.

In Master Class, Jorge Abreu, from the Dominican Republic, edged out former class winner and event organizer Frits Bus. Cindy Brhin from St. Barth won the Radial Class ahead of second place finisher Carson Gifford from the Sint Maarten Yacht Club.

Fourteen boats competed in the championships, which is sponsored by Island Water World marine stores.

### SAILCLEAR NOW TESTING IN ANTIGUA AND BARBUDA

The Antigua and Barbuda Marine Association (ABMA) has been informed by the Antigua and Barbuda Department of Customs and Excise that it is now testing SailClear as the new customs clearing software into Antigua and Barbuda.

Sailclear is an online system to clear in and out of port and is already being used across most of the Eastern Caribbean

as well as the Turks and Caicos, Bermuda, Curacao and the Dominican Republic.

With Antigua now adopting this system, it will make the process of clearing in and out of Antigua faster for those boats cruising around the region and moving from island to island.

"We are requesting agents and individuals clearing in and out of Antigua test SailClear and let us know of any concerns. This is to enable us to iron out the wrinkles before going live with the new system prior to the start of the season," said head of customs, Mr. Raju Boddu.

The system is operated by CCLEC (Caribbean Customs Law Enforcement Council).

Comments about the system should be sent send to Mr. Randy Baltimore, at: Randy.Baltimore@ab.gov.ag with copies going to: boarding.customdockyard@gmail.com and Morjave. Michael@ab.gov.ag.

For more information about SailClear please check their website www.sailclear.com

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

#### **BOAT SHOW:**



#### ANNAPOLIS, MD

OCTOBER 5 - 9 **US Sailboat Show** www.annapolisboat shows.com 410-268-8828

**OCTOBER 12 – 15 US Powerboat Show** 

www.annapolisboat shows.com 410-268-8828



#### NEWPORT, RI

**SEPTEMBER 14 – 17 Newport International Boat Show** 

www.newportboat show.com



**SEPTEMBER 19 – 21** IBEX - The International **Boatbuilders Exhibition** and Conference

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#### **FISHING** TOURNAMENT:



#### ARUBA

**OCTOBER 26 - 29** Presidential Aruba Caribbean Cup www.preschallenge.com



#### BEEF ISLAND, BVI **OCTOBER 22**

**BVI Sportfishing** Gamefish Shootout

www.bvisportfishing association.com

#### **CUBA**

OCTOBER 25 – 28 Hemingway Marina Wahoo Shootout

www.CubaWahoo Shootout.com 954-925-2020



#### PUERTO RICO

**SEPT 26 - OCT 1** San Juan International Billfish Tournament

www.sanjuan international.com



#### TORTOLA, BVI

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#### TRINIDAD

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www.ttgfa.com info@ttgfa.com 868-632-6088

#### SAILING **REGATTA:**



#### TORTOLA, BVI

**OCTOBER 10 – 19** Moorings Interline Regatta

www.moorings.com/ vacation-options/ regattas/mooringsinterline-regatta

**OCTOBER 21** 

Willy T Virgins Cup Race www.rbviyc.org cpnsailingrbviyc@

amail.com 284-494-3286

#### **OCTOBER 28**

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foxysbar.com/ halloweencatfight/ thefoxbox@foxysbar.com 284-495-1002







#### THIRD ANNUAL LAGOONIES' REGATTA

Sint Maarten's Kidz at Sea foundation fielded a winning team at the third annual Lagoonies' Regatta held on the Simpson Bay Lagoon. Helmed by Garth Steyn, the foundation's architect, the crew of youngsters drove their one-design Jeanneau Sun Fast 20 to victory in series of thirteen races, beating strong competition from more experienced sailors.

The seven identical boats were sponsored by Budget Marine. Other sponsors included Amstel Bright beer and Mount Gay Rum.

#### CARIBBEAN SAILING ASSOCIATION WINTER **SERIES REGATTA CALENDAR**

The CSA have updated their sailing events calendar with dates through to 2022. The calendar is designed to help regatta competitors plan their sailing campaigns well in advance and ease the problems of conflicting dates.

For the Winter Series Calendar or to take a look at the entire Caribbean schedule, including summer events and regional and local events taking place year round, visit the CSA website: https://caribbean-sailing.com

#### IGY MARINAS PROMOTE THREE TO I FAD OPERATIONS IN KEY REGIONS







Island Global Yachting Marinas have promoted three company team members. Brian Deher has been promoted to regional director: marina operations and planning, Caribbean and Latin America; Gili Wojnowich has been named regional director: marina operations and planning, United States, Bahamas and South America; and Simon Bryan will serve as regional director: marina operations and planning, Europe.

"It brings me tremendous pleasure to announce our new directors for several important regions around the world," said Tom Mukamal, CEO of IGY Marinas. "We consider the Caribbean, Latin America, the United States and Europe to be the most fruitful areas of opportunity for our growth strategy, and we are excited to see our success continue to build."

In other IGY news, The Marina at Yacht Haven Grande

are to serve as the official venue for the 2017 U.S.V.I. Charter Yacht Show in St. Thomas. Hosted by the Virgin Islands Professional Charter Association (VIPCA) from November 11th - 14th, the show will feature more than 50 yachts available for charter in the Virgin Islands, a marine trade show, various competitions and more.

"The Marina at Yacht Haven Grande is thrilled to be supporting VIPCA this year during the U.S.V.I. Charter Show," said Joe Clark, Marina Manager of The Marina at Yacht Haven Grande. "This annual yacht showcase brings together many industry professionals and beyond to our St. Thomas community, and we look forward to welcoming them at our marina facility."

For information about the show, contact VIPCA's Executive Director Oriel Blake: info@vipca.org. For information about IGY, visit: IGYMarinas.com





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## NEW PRODUCTS

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The patented system uses a filtering medium that binds to hydrocarbons and allows water to pass through freely. As a result, over 99.9% of the hydrocarbon pollutants are captured, with no increase in pressure to the bilge pump. Installs easily to the bilge pump discharge line and includes an absorbent pad for the bilge sump area to capture harmful contaminants where they form. centekindustries.com/products/bilgekleen-25gpm



#### TRANSOM CROSS TIE CLEAT

The new Taco Marine® Transom Cross Tie Cleat gets dock lines up and away from outboard motors when tying off at the stern.

The portable, 15° cleat, which also helps protect motor cowlings, will accommodate up to 3/4 inch dock lines and features a patent-pending latch for easy insertion and a secure hold in standard, 1-5/8 inch diameter open bottom gunnel rod holders.

A reusable mesh storage bag is included with the purchase of the Transom Cross Tie Cleat. It is ideal for quick drying of the cleat and to prevent scratches on deck or storage surfaces. Not intended for permanent docking. *tacomarine.com* 



When a single fishing rod can cost upwards of \$400, it makes sense to protect it from damage and theft. To safeguard this valuable equipment, Better Way Products manufactures the model 825 Rod Box, a premium quality dock and deck box that holds three 7ft poles, and has nearly 30 cu. ft. of storage space.

The 825 Rod Box is built using marine-grade fiberglass with an average thickness of 3/16". Protruded walls add rigidity and structural integrity. UV-resistant, it features a smooth, hull-like gelcoat finish inside and out. The full length piano hinge, cable stays and lockable hasp are all rust-resistant, and attached with oversized rivets.

Its lid is built strong enough to sit on. It's made with a rugged sandwich core construction for maximum dura-



bility, and comes with pneumatic gas lifts. Inside are rod holders that securely hold and provide ready access to three sets of fishing tackle.

The 825 Rod Box comes in white, gray and tan; custom colors are available. It measures 96" L x 22" W x 24.25" H. dockbox.com



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# CRAZY REALITY ALSTORM

#### SAILING HUMOR BY CAP'N FATTY GOODLANDER

he story of my life can be told through the storms I've endured. There are a lot of them over my 57 years of ocean sailing. Caribbean hurricanes are, in particular, my nemeses. Again and again I get my personal life together and am just about to reach maturity and obtain wealth and achieve good dental hygiene-when a hurricane comes along and reduces me to a blubbering, mudstained idiot.

Twice I've had to dog-paddle away from floundering sailboats in 100+ knots—once aboard the 52-foot Alden schooner Elizabeth and then again aboard the ketch Carlotta during Hurricane Hugo in 1989.

For the last twenty years or so, I've avoided hurricanes by avoiding the Caribbean while circumnavigating. Easypeasy! Alas, my wife Carolyn wanted to touch base with our friends on St. John in the USVI and thus I found myself, once again, in hurricane alley.

So, of course, we fled to Camp Grenada for the height of storm season and dropped our hook just south of 12 degrees north latitude.

This is, according to many insurance companies, a couple of feet out of the active hurricane belt.

Carolyn and I just happened to arrive in Grenada on our 47th wedding anniversary. Being the notoriously free spending sugar daddy that I am, I purchased her a SIM card, knowing she likes to keep up with all the consumer items she doesn't have because she hooked up with me. So she put the SIM



card in her barnacle-encrusted, kerosene-powered iPhone and said, "Oh, dear! Tropical Storm Don is gonna hit Grenada tomorrow!"

Of course, I thought it was a joke—you marry a mentally sick woman, you get mentally sick jokes, right? So I flipped on my SSB radio and listened to my buddy Chris Parker who confirmed TS Don and added, "... could be winds clocking 360 degrees at up to 50, 60, 70 knots."

Damn! I immediately realized I had to get proactive; so I peed

in fear, pooped in dread, and puked in nervousness—the Three Ps of Hurricane Prep, as I call them.

This is multi-tasking, Fatty-style.

Frantically, we dashed to nearby Egmont harbour in hope there would be enough space left to wedge ourselves in. We found, instead, an almost deserted hurricane hole four miles away from thousands of blissfully exposed vessels.

"Let's S&M our beloved Ganesh," I barked to my wife, who immediately began lashing stuff, tying stuff up, and whipping the ends of our Irish pennants.

"Strip off her headsails," I screamed. "Punch up the weather report! Strap down the spin poles! Slap on some chafing gear."

Yes, there's a lot of Marquis de Sade in hurricane prep.

As my wife worked on the boat, I randomly tossed over salvaged anchors like confetti. I carry 1200 feet of rode for just such an occasion. Soon my vessel had more gear down than the spectator fleet at the America's Cup.

Anchored off our starboard side was a luxury cattlemaran. At first I thought it was a charter boat with BOB passengers (Brats On Board) but it turned out to be a private yacht from Canada with four kids. Well, that's what their parents claimed, but I think there were 12 or 16 kids aboard, with only four of them allowed on deck at any one time.

How else could they manage to scream and cry so loud 24/7?

Unfortunately at least one of these kids could read. His alltime favorite story in All At Sea was about me taking my plastic sword wielding grandkids in the dinghy to chase freighters while screaming, "We want candy!"

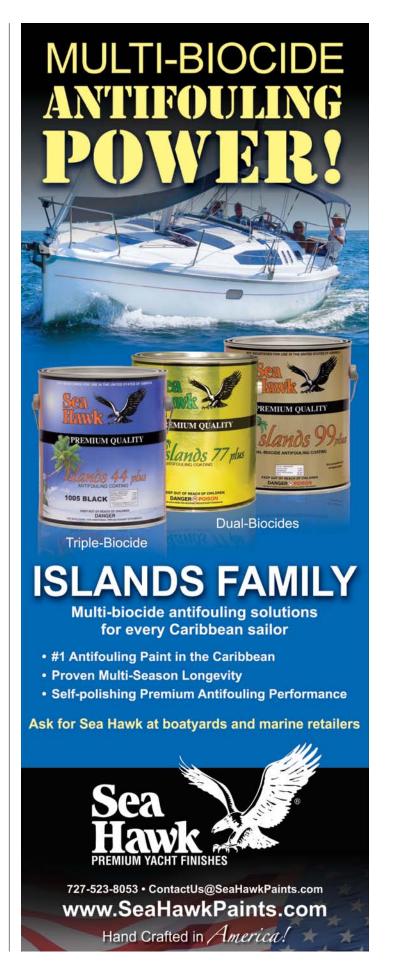
"Is that story really real?" he asked.

"Absolutely," I said.

Soon all the boat kids in the harbor were going boat-to-boat while waving stick-swords, yelling, "Arrrrgh, matey!" and extorting sweets while explaining, "Fatty Goodlander put us up to it!

... not true—well, not entirely true!

Worse, their mother approached Ganesh in a dinghy on our starboard side with a notepad and pitifully pleaded, "... teach



me everything you've learned about writing in the last 40 plus years within the next four minutes—and speak slowly so I can take notes."

"Okkkkkaaaaaaay," I said sluggishly.

On the port side of Ganesh was, alas, another rail-clinger the owner of a nearby CT37. He claimed to be a 'big fan' and said that back in the '70s we once drank a beer on the same Caribbean beach

Perhaps.

"I remember you," I said with a sincere smile, "We were drunk. I was skinnier. We both had beards. And hair. And I brought my guitar ..."

"I didn't think you'd remember," he shouted happily.

Boy, some guys are easy.

Then, out of the clear blue sky, he suddenly snarled, "Mold!"

"Mold?"

"Mold," he chanted, "It's war, you know—between the different types of mold. We have inter-bilge muffin fans to circulate fresh air. I'm from Alaska-we know mold! It's a titanic fight for moisture, Fatty—understand mold and you've understood the world!"

"Interesting," I said, wondering if the current political situation in American had driven all its citizens nuts or just this particular one. "But excuse me for a moment—I have to help the lady on my starboard side attempt to put me out of a job."

"There are three parts to a story," I told the woman as she scribbled in her notebook, "The beginning, the end, and the muddle."

"How many parts," she asked, tossing up her hands in frustration.

Oh, this wasn't going to be easy.

Now here is the truth—I pretty-much hate people—especially people who are nice to me. However, in some of my trashier marine stories, I sort of pretend to be a nice guy—silly but true. Thus I'm loath to allow the general public to know what a b\*\*\*\*\*d I am. So I occasionally struggle—to appear, at least to be an okay human being.

This is a task I'm wholly unsuited for.

By this point, the mildew-obsessed guy to port was screaming, "... active mold spores are in the labels of the cans in your bilge, Fatty! Do you have any printed materials aboard? Why, fresh printer's ink is a perfect medium for mold!"

Just when I was about to tell 'em both to screw off, the potential-lady-inkslinger suddenly said to me, "Ice cream! Free ice cream! And Mister Mold can come too!"

Why, dear god, is my watery life filled with such goofy people? Do I attract weirdoes or make them so? When they empty marine insane asylums—why do they always do it in my harbor?

Nonetheless Carolyn and I trooped off to the cattlemaran for homemade ice cream.

"Free is the one thing we can afford at Fatty's pay scale," Carolyn said truthfully.

The kids were great and obviously hyperactive. One was having his foot amputated in the main cabin, another was smearing around the resulting blood—while a young blond girl patiently waited, waited, and waited until the huge popcorn bowl was filled-to-brimming, and then punched the side of it sharply with the palm of her pretty little hand.

... popcorn everywhere! Popcorn on the spreaders, in the dinghies; one long-distance kernel made it two boats over and deep into the mangroves.

Yes, I find these feeble pre-hurricane social interactions exhausting. I mean—how many times can I make my wife Carolyn burst into tears in public before it stops being fun?

In any event, I eventually grew tired. We returned to Ganesh at dusk and slept right through TS Don without wakingwhich, when you come right down to it, turned out to be a highly successful storm strategy.

EDITOR'S NOTE: Fatty and Carolyn are currently attempting to 'reason with hurricane season' in Grenada.

Cap'n Fatty Goodlander and his wife Carolyn recently finished their third circumnavigation. Fatty is the author of Chasing the Horizon and numerous other marine books. His latest, Storm Proofing your Boat, Gear, and Crew, is out now. Visit: fattygoodlander.com



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# SAILING WITH CHARLIE: PLASTICS

SAILING HUMOR BY JULIAN PUTLEY GRAPHICS BY ANOUK SYLVESTRE



/e are drowning. Drowning in waste - and the culprits are us humans and our tardy disposal of plastic. Plastic waste is everywhere. Step outside your front door and it will be only minutes before you see plastic waste by the roadside. Overflowing dumpsters spill quantities; careless drivers throw bags of trash from moving vehicles and miss, and then the wind carries loose plastic bags, Styrofoam, paper plates, food containers, etc., eventually to reach our coasts and into the sea. Now sea life is being threatened - turtles are choking on six-pack rings, fish are eating plastic bags mistaking them for jellyfish, dead

whales have been found with intestines blocked by plastic, and hundreds of species of fish and sea birds are killed from ingesting the same stuff. It has become a pandemic. And since plastic never biodegrades but simply turns into micro plastic granules, it is getting into our own food. There it is: we reap what we sow.

Charlie likes the phrase: we have only solutions, not problems. First, there's a need for regulations, serious fines to be administered for littering, and follow up enforcement. A serious effort at recycling is needed with separate bins for food waste, glass, plastic, and paper. It works in big countries – it has to work in small countries too - dedicated volunteers are already at work. Retailers and restaurants have begun to hear the siren call and some initiatives have begun but much more needs to be done.

Nearly all plastic can be replaced by alternative nature-friendly products. Even six-pack rings are now being produced from edible alternatives. Customers at large retail stores and supermarkets can effect big changes by refusing plastic bags and demanding paper ones. Customers: take your own biodegradable shopping bags.

Plastics skyrocketed to popular use in the '60s, but as so often happens there was no vision. Disposability was not even considered. The marvelous invention was hailed as stupendous the stuff didn't rot, rust, corrode, degrade - 'It will last forever'.

Now, plastic pollution has inundated our world - even space is littered with plastic debris. Our marine life is dying and mankind is facing a catastrophe ... Solution: It involves a robot.

Huge cheers! Household items, gadgets, storage containers all sprouted up like weeds. Yachts started to be manufactured from it, airplanes, cars even - people made fortunes.

Now, plastic pollution has inundated our world – even space is littered with plastic debris. Our marine life is dying and mankind is facing a catastrophe.

Solution: It involves a robot. According to experts we may soon be ruled by robots. There are millions of them and they can do almost anything.

The challenge: To develop a robot that thrives on the consumption of plastic. We won't be stingy; second helpings will be available.

The Award: A special prize of a billion Yankee dollars and a lifetime achievement accolade will be given to the inventor who comes up with a super robot - a never ending plasticdevouring robot whose byproduct is milk chocolate!

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

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# THE RISE OF CARIBBEAN 'BOUTIQUE' REGATTAS

RACING CIRCUIT BY CAROL M. BAREUTHER



mall regattas are nothing new in the Caribbean. What is possibly trend-setting is intentionally creating a small regatta that caters to one-class of competitors. 'Boutique Regatta' is a term coined by Puerto Rico's veteran race officer and regatta organizer, David Kerr, who went small with great success for the Reto al Viento at the Yacht Club at Palmas del Mar, June 24th to 25th.

"The reason that I came up with the idea of doing a 'Boutique Regatta' or a regatta for only one or two classes, was my frustration of having different classes with different needs," Kerr explains. "Some want to just go around the navigational buoys so their BBQs don't drop the burgers or hot dogs, versus the hard-core sailors that just want windward-leewards until they drop. Also, the race committee has more 'contact time' with the competitors; six crews in this case rather than 25 crews divided among five classes, and they appreciate it when you listen to them and hear their suggestions. Ashore, this means there is no need to bump



into twenty persons that are not competitors at the bar, but rather walk up and see a fellow sailor waiting for his drink. Plus, when the crews showed up on Saturday morning they all had one case of water, one case of beer, one case of refreshments and one bag of ice in their boats waiting for them. On Sunday they got another refill before taking off, is that service or what? My goal was to create a regatta that is for sailors, not a giant party that has a regatta attached to it and this is what we accomplished."

Six IC 24s happily took part in the new format, in which the fleet completed a total of six races in 18 to 20 knots of breeze on courses laid out in front of the beach at Palmas. The first day, the sailors were offered a choice of two courses: one 25 minutes long and the other 35 minutes. That evening, they got together over a few cold beers and watched pre-recorded races from the thirty-fifth America's Cup. The second and final day, the first race ran nearly 45 minutes or longer than what the sailors were accustomed. As a result, the race committee brought the buoy in closer after the last boat rounded, so that the next two races were 30 minutes, which was perfect for this class. In the end, Fraito Lugo's Orion won, followed by Marco Teixidor's Cachondo second and Gilberto Rivera's Urayo third.

"Reto al Viento was a great competitor-focused regatta," says Teixidor. "The racing was fun and fast and the competition was really tight. All the boats rounded the windward mark within seconds of each other."

The challenges Kerr sees with this type of event is selling it to the sponsors as well as island governments and tourism boards who seek maximum exposure and see more as better for their purposes.

In an invited comment, Robbie Ferron, founder and group manager of Budget Marine, who has organized many regattas and is a past president of the Caribbean Sailing Association, said, "We already have many 'boutique' regattas in the Caribbean; for example, the Superyacht Challenge Antigua in February. This event targets a particular type of yacht, combines good sailing with intimate social events and is not dependent on mass marketed products for their survival. We just haven't yet branded these regattas with the more upmarket term 'boutique', which may make a lot of sense and send the message that small regattas are not by definition unsuccessful regattas. So, I like the concept, particularly because of the positive message it sends about small regattas and the operational logic of addressing the interests of a particular group of sailors."

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



# PANOPLY WINS TOP BOAT IN 7 (AI(()S () ASSI()

**FISHING** BY ALL AT SEA FISHING CORRESPONDENT CAROL M. BAREUTHER

he third day proved the lucky charm for the team aboard Panoply. Anglers on this 46ft Bertram sport fisherman were the first to release two blue marlin, which earned them Top Boat in the twenty-second Caicos Classic IGFA Release Tournament, fished out of IGY's Blue Haven Marina, in Providenciales, Turks & Caicos, June 29th to July 3rd. Panoply, one of eight boats competing, wasn't the only team to catch a pair of blues. This made for fantastic excitement right down to the final lines out.

"We hooked our first fish early on the first day, but were unlucky with a spat hook. Then, we saw two more blues, but failed to catch them and therefore finished the first day with no releases," explains Delphine Hartshorn, owner and manager of TCI-based Panoply Sport Fishing & Luxury Charters.

Meanwhile, the Catchin' Caicos, with Captain Sherlock Walkin, was the first boat to hook-up for the tournament, followed by Spellbound, helmed by Captain Toby Weiner. The third, and final hook-up on the first day was actually a double-header by the After 5, captained by tournament director Art Pickering, of which lady angler Trisha Pearson was able to catch and release one blue.

Slow fishing for the entire fleet on day two kept Panoply from getting on the scoreboard yet again. This changed on the third and final day when one of Panoply's anglers released a small blue before 9:30am. The team's second fish came in the afternoon. It was definitely a scramble to see who would release their fish first as fellow competitor, After 5, was also fighting their second fish at the time. In the end, it was Panoply that released its blue first and this gave the team its very exciting win. Only 20 minutes separated the Top Boat, Panoply, and runner up, After 5.

"This is our first time winning the tournament, although we have placed in the top three previously," says Hartshorn. "There wasn't any secret to our success. It was the combination of good teamwork and a little bit of luck."

The Top Boat prize also earned *Panoply* entry to represent the Turks & Caicos in the Offshore World Championship, which will be held in Costa Rica, in 2018.



Pearson, on After 5, took home the Top Lady Angler prize. This is a repeat of a feat Pearson also achieved in 2012.

'It was really exciting this year to see lots of blues, get a big one on and win Top Lady Angler again," explains Pearson, who commented that she went fishless in three tournaments since her win five years ago. "It took me over an hour to reel it in, and in the Caicos Classic, no one can help the angler. It was interesting being the only woman on the boat, as the men cannot offer any help other than encouragement. You must reel that fish in by yourself! Five years ago, if someone had told me that I would be fishing for marlin and loving it, I would have laughed. But it's true. The trolling is so peaceful and then there's the excitement when you get a fish on. I'm hooked."

There were quite a few billfish raised this year, many of which resulted in pulled hooks so they didn't count in scoring. However, the multiple bites made the tournament a great success, according to Pickering.

"The billfish activity in the Provo waters was very exciting with the big fish being predominant and much increased activity. This is encouraging as we start to plan next year's tournament," he says.

For information, visit: caicosclassic.tc





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# EXCITING FINISH AT THE JULY PEN BILLFISH TOURNAMENT

#### **FISHING**



July Open Billfish Tournament (JOBT), hosted by the Virgin Islands Game Fishing Club (VIGFC). In the end, it was Sodium that earned Top Boat and the 75ft Weaver's owner and angler, Chad Damron, who won Top Angler with six blue marlin releases.

"We hooked up quickly this morning (last day) and were one of the first to catch a blue marlin," describes Damron, of Crystal River, Florida. "Never Say Never hooked up while we were fighting our fish, so that put us both one ahead."

By midday, the release tally was five blue marlin for Sodium and four for Never Say Never, a 72ft Merritt owned by Jim Carr of Coral Gables, Florida.



Then, Sodium hooked up but the marlin broke off the hook. Never Say Never used the opportunity to tease up a blue and connected with a release. This tied both boats with five releases apiece, with Sodium still in the lead based on time.

"We caught another marlin around 2pm. That meant Never Say Never had to catch two more to beat us, so I was feeling pretty confident. The closer it got to lines out, the better I felt," says Sodium's Damron, who credited his crew, Captain Randy Jendersee and mates Travis Butters and Tyler Valles for the win. "It's so special here. The fish are meaner and if you miss one on the first pass it usually comes back around. The Virgin Islands are such a great place to fish. Big fish and lots of fish."

For his Top Angler win, Damron will have his name engraved on the prestigious Captain Johnny Harms 'Give Him Line' trophy.

Damron's six blue marlin releases were nine fish short of earning this year's new prize: \$25,000 cash for catching and releasing 15 blue marlin during the three-day tournament.

Never Say Never, helmed by Captain Eddie Herbert, finished second in the Top Boat standings with five blue marlin releases.

"I just hoped we could have seen a couple more marlin to win," says Never Say Never's Murck, who won the Top Junior Angler award. "Still, it was pretty exciting."

Local charter boat, Mixed Bag, a 40ft Luhrs based out of The Westin, St. John with Captain Rob Richards at the helm, finished third in the boat standings with the release of three blue marlin total.

In total, the tournament fleet caught and released 19 blue marlin and one white marlin in three-days of fishing. Teams in this the longest annually held contest in the Virgin Islands, represented the Virgin Islands, Puerto Rico and U.S. mainland.

Profits from the VIGFC tournaments, which received 501 C (3) status this year, will benefit the Ivanna Eudora Kean High School Marine Vocation Program and local veterans. Tournament sponsorship and donations are tax deductible.

Sponsors include IGY's American Yacht Harbor; Fish Tails Bar & Grill; Southern Glazer's Wines & Spirits, distributor of Mount Gay Rum; and Yeti.

Report by Carol Bareuther. Photos by Dean Barnes





# BARBUDA MARKS BOUNDARIES OF COASTAL SANCTUARIES

#### **ENVIRONMENT**



arbuda Fisheries have now completed the demarcation of Barbuda's coastal sanctuaries. This marks an important milestone in the island's efforts to manage and protect its marine resources.

Earlier this year, a team consisting of Barbuda Fisheries, the Codrington Lagoon National Park, Maurice Underwater Services and the Waitt Institute installed 27 buoys and 15 signs on water and land to mark the boundaries of Barbuda's marine protected zones. These zones stem from a law passed in 2014, when the Barbuda Council established coastal sanctuaries, no net zones, and anchoring zones around the island.

The Barbuda Council established the protected zones to



sustainably manage important marine habitats. The reserves allow fish and lobster populations to replenish and spillover into nearby areas that remain open for fishing.

"By designating protected areas, Barbudans have taken a bold step in managing their natural resources. They have protected critical habitats such as the Codrington Lagoon that is home to an immense fish and lobster nursery as well as significant area of coral reefs including Palastar Reef. We look forward to seeing the ecological and fisheries benefits in years to come," says Andy Estep, Waitt Institute Science and Field Manager.

In order for sanctuaries to protect the marine environment, complying with Barbuda's coastal zones is key.

The team surrounding Barbuda Fisheries installed buoys and pilings to ensure that no fishing areas, no net zones and anchoring sites are clearly marked.

"It is important that fishermen and boat captains understand where protected areas exist, so buoys and marked pilings have been installed in the water and on land." Estep explains.

Doug Beazer who heads-up Barbuda Fisheries adds, "Sea operators can no longer claim ignorance as an excuse. You can't say you didn't know, because now there are clear signs"

Sanctuary areas where no fishing can take place are marked with a yellow buoy with blue bands. Areas where no mooring or anchoring is allowed have yellow buoys with a green band, and areas where nets are prohibited have yellow buoys with a red band. Additionally, shipping lanes are marked with red/green buoys.

A map has been created to visualize protected zones around the island.

"We encourage anyone fishing or boating in Barbuda's waters to get the boat card that shows where Barbuda's coastal zones are located," says Blue Halo Barbuda Site Manager Robin Ramdeen. "Honoring Barbuda's protected areas will help a lot to sustain the local fisheries."

Boat cards are available from Barbuda Fisheries or the Waitt Institute: info@waittinstiute.org

For more information, visit: www.waittinstitute.org or find Blue Halo Barbuda on Facebook.



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## 30AT TO TRAWLER

**MOTORBOATS** BY SCOTT NEUMAN



rom the salon of their 48-foot Hatteras trawler, After-Math, Debbie Daigle and her husband, John, speak wistfully but without much regret about leaving their sailing days in the wake of twin props.

"We loved sailing," Debbie, a retired school teacher, says of the couple's years of owning a 30-foot Hunter in Connecticut and later, the Gulf Coast of Florida. "But it's a lot of work for two people and we didn't want to put in that much effort anymore."

I will be the first to admit, when someone says they're ready to "make the leap" from sail to power, I have to suppress bad thoughts. Although I grew up around powerboats myself, I have for many years now been an irredeemable sailor. In our

"When you offset the costs of sails every few years, it isn't necessarily that much different. We can cruise After Math at eight to nine knots, but we typically run it at six, like our sailboat days. It's laidback; it's easy; it sips fuel"

Caribbean cruising, however, we often find ourselves hanging out with what one friend affectionately refers to as "trawler trash." Many of these people started out as sailors and can make a pretty compelling case for the switch.

For John - a boat broker before he and Debbie set off fulltime cruising - the transition from sail to power was made easier by being steeped in the powerboats he sold. Prior to moving to Florida, the couple had also owned a small bow rider and a Boston Whaler before the Hunter, Solitude. "In the brokerage business, I had seen a lot of people trading in sailboats for power boats because it's easier, less work," he says.

Even so, after 15 years on Solitude, the couple couldn't envision a jarring transition to one of the Sea Rays in John's brokerage.

"Having sailed all those years, we were used to doing six knots," John explains. "The idea of doing 22 knots at 60 gallons an hour and not seeing anything along the way didn't sound that enjoyable."

So, when it came time to retire and go cruising, speed took a back seat to priorities of comfort, elbow room as well as 'paw room' for their two canine crew members, Jake and Kirby. "We wanted more volume to put things in and to have a longer range," John says. "We burn a couple of gallons an hour. When you offset the costs of sails every few years, it isn't necessarily that much different. We can cruise AfterMath at eight to nine knots, but we typically run it at six, like our sailboat days. It's laidback; it's easy; it sips fuel."

Another major advantage, John notes, is having the pilothouse to come in from the wet and cold. He acknowledges that the transformation from sail to power is usually 'age specific'. In other words, sailing is idyllic, at least some of the time; however, it also can be labor intensive.

For Tom Hale, a bum shoulder was one reason he started to consider a move from sail to power. When it comes to sailing credentials, Tom, 64, has more than his share. His family owns Martha's Vineyard Shipyard, where he and his father collaborated on a series of designs, most notably the doubleended Vineyard Vixen 29. Tom later soloed at the drawing table on the 29's larger cousin, the Vixen 34. As a youngster, his mother, father and siblings cruised New England aboard their Concordia yawl. Tom was later a regular on the Annapolis Wednesday night race circuit and spent more than a decade as technical director for the American Boat and Yacht Council (ABYC).

With that much sailing in the blood, not to mention living in the sailing Mecca of Annapolis, it might seem a little surprising that he moved aboard a trawler, a Helmsman Pilothouse 38, Tadhana, with wife Cristina and the couple's dog eight years ago.



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Tom and Cristina were "motoring quite frequently" in their Tartan 30 as they cruised the Chesapeake and East Coast. "Often we found we were powering in no wind, or motor-sailing to make time to windward."

There were other considerations. "We were planning to live aboard summer and winter on the [Chesapeake] Bay." To that end, the couple wanted hot showers aboard, a washer and dryer, room to relax and easy access for the dog.

What about the numbers? "Obviously fuel is more for the trawler, but when you look at the total cost of ownership, fuel is not a big deal." Tom offers up a succinct comparison: "A trawler is a powerboat, but it is just a slightly faster sailboat that does not have to wait for bridges."

The couple typically cruise at six to 7.2 knots. Although at faster speeds, fuel consumption ramps up dramatically, at their cruising norm, they burn only a few gallons an hour.

Other than that, Tom says, "Slip costs are identical. Mortgage cost is identical. Bottom painting is identical. Insurance is the same. Transient dockage is the same. Haul outs the same. Normal marine servicing is nearly the same. And, no sail inventory expense."

John, on AfterMath, says he still misses "the exhilaration of just being powered by the wind. I have to admit, I loved the quiet of a day under sail and looking at the sails when we were wing-on-wing was always so beautiful to me."

Instead of ridicule from his sailing buddies, Tom's friends are envious. "I can still sail and race on OPB [other people's boats]," he notes. "Looking back on it, the switch [from sail to power] was predicated on a change of lifestyle: we moved aboard. The move was easy."

Scott Neuman is on sabbatical from his job at National Public Radio in Washington, D.C., as he and wife, Noi, cruise the Caribbean aboard Symbiosis, their Tayana 37. Follow them at: svsymbiosis.blogspot.com





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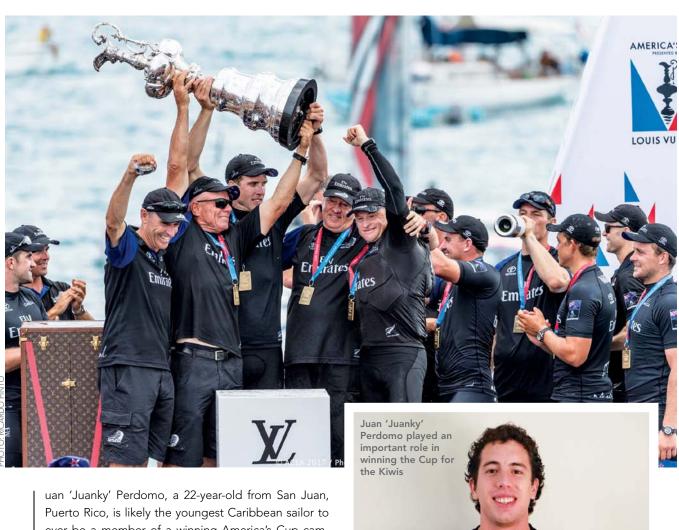


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# PUERTO RICO'S JUAN 'JUANKY' PERDOMO HELPS KIWIS WIN AMERICA'S CUP

SAILORS IN THE NEWS BY CAROL M. BAREUTHER



Fly Emirates

Puerto Rico, is likely the youngest Caribbean sailor to ever be a member of a winning America's Cup campaign. In this case, Perdomo served as computer science intern for the Cup's thirty-fifth champion, Emirates Team New Zealand (ETNZ). This opportunity came after Perdomo narrowly missed qualifying in the Laser class for the 2016 Summer Olympics in Rio. In the wake of this defeat, the talented young man sought a new direction that would combine his love of sailing, his dream of working with an America's Cup campaign and the dual majors of math and computer science he is studying at Harvard University. In the end, Perdomo played an important role in scoring the Auld Mug for the Kiwis.







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"I didn't have any connections to the America's Cup, so I sat down and spent an afternoon googling the contact information of people who worked for the teams," explains Perdomo, who in 2013 won a Gold Medal at the ISAF Youth World Championships. "I drafted a carefully worded email, attached my resume and hoped for the best. Much to my surprise, I got a response a couple of weeks later from Dan Bernasconi, the technical director of ETNZ, saying that they were looking for someone who understands both the sailing and the computer science parts equally well to do some work for the team. We scheduled a phone interview, I got the job and booked my ticket to New Zealand. I felt incredibly fortunate that Dan, Grant Dalton, and the rest of the management committee took a chance to hire a Laser sailor from Puerto Rico."

Perdomo worked three months in Auckland during the summer of 2016 as part of ETNZ's software simulation team. The team's goal was to build an Artificial Intelligence (AI) agent that could sail by itself and which could eventually be used to practice against. In other words, a very fancy video game that would allow the sailors to train in tactics and practice start maneuvers without having to go on the water. The benefits are many since the logistical overhead of putting an AC50 on the water sailing is a large-scale team effort.

"It's really a difficult problem from a computational perspective to build something that can not only sail by itself without any human input, but also to perform well in a wide range of wind conditions against a world class opponent. It's like trying to design chess AI software that can beat Gary Kasparov, but unlike chess you don't have access to a large database of games played by grandmasters that you can use to train the program. Therefore, you must think about the problem differently. It was a fun experience to try and implement different versions and to get ideas by reading the latest academic papers that had been published," Perdomo explains.

In June, Perdomo said it was truly incredible to see ETNZ go out and put in such an impressive performance to win the 35th America's Cup.

"Everyone from the sailors, to the shore crew, to the design team showed such a strong commitment to build the best team possible and exhibited a contagious culture of excitement and purpose to bring the America's Cup back to New Zealand. I think that just being part of the team and experiencing the culture first hand are the things that I'm really going to take away from my time there," he says.

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



## LEA DE HASS: A LIFE AT SEA

#### WOMEN AT THE HELM BY SEAN PATON



ea de Hass first took the helm at the age of three. The year was 1950 and her father dropped her into the skiff that was the tender for his trading clipper. He then shouted instructions from the deck.

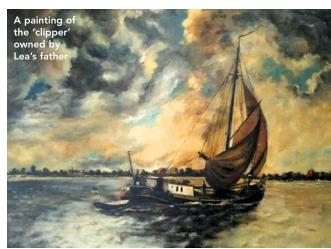
"The next thing that happened was the boom hit me on the side of my head," Lea recalls with a smile.

"That's called a jibe!" her farther roared.

"I've never forgotten that," she said.

How could Cap'n de Hass have known that the day her father launched her in the skiff would have such an effect and that she would later make sailing and the ocean her life.

Through fine weather and foul, hurricanes and doldrums, Eleanora de Haas would touch the lives of many with her inspiring determination, courage and overwhelming sense of fairness.



Over the years, she would race and cruise into the hearts of the yachting world.

Our paths first crossed when she was looking for someone to

remove her boat's starter-motor. Reluctantly, I left the bar and together we went off to her yacht anchored on the Dutch side of St. Martin's Simpson Bay Lagoon.

In the engine room, I asked for the tools.

"No, no, no ... I just want you to show me how to do it."

This lady was self-sufficient and valued her independence. After watching and instructing her with a few tips she was soon sitting on the floor holding the starter-motor. When she asked how much she owed me, I said I hadn't done anything and refused payment.

Back at the dock, she pushed a 20 dollar bill into my hand. "I don't want anything for nothing," she said, and motored away with a wave.

The next time our paths crossed, Lea would have no boat, no home and was bravely putting her life back together after hurricane Lennie. She had just lost her yacht Synergy, barely escaping the sinking boat without injury. She and her dog had survived, and already she was eagerly looking for another yacht.

By a strange twist of fate a rebuilt Synergy would come back into her life and, in 2006, with an all women crew, she won the Newport Bermuda race. Reluctantly, after the race and at the request of the race committee, Lea moved her boat into the marina so that she could accept congratulations from Britain's Princess Ann.

Humble, and not one for pomp and ceremony, she was given detailed instructions on how to stand, not to speak unless spoken too, nod politely, and under no circumstances to offer Princess Ann her hand. As the Princess passed, Lea, with her







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typical childlike enthusiasm, stretched out her hand and said "Princess Ann! How nice."

I was privileged to be Lea's sailing companion as she voyaged to numerous regattas and charters, and over the years we spent many hours All At Sea together.

Spontaneous both at the helm and in everyday life, Lea treats everyone, beggars and lords, workers and crew, with the same courtesy and respect but although easy going no one ever doubts her or her ability, having sailed thousands of blue water miles both accompanied and alone.

Her sailing victories were not always prestigious but they were always worthy. On her return from the Newport Bermuda Race Lea used her boat and expertise to sail for worthy causes such as WAVE – Women Against Violence Everywhere.

Sailing in the Bonaire Regatta with a novice all women volunteer crew, she used the races as a workup for the famous St. Maarten Heineken Regatta the following year.

Although neither events ended in victory she raised money for women in need and contributed a considerable

Through fine weather and foul, hurricanes and doldrums, Eleanora de Haas would touch the lives of many with her inspiring determination, courage and overwhelming sense of fairness.

amount to a charity supporting unmarried mothers on the island of Curação.

Compassionate, caring and considerate, when it comes to captain Lea de Hass this column would be better named Lady At The Helm.

Lea de Hass now lives on the island of Faial, in the Azores, where I know one day the pull of the ocean will call her back to sea ...

Sean Paton is an environmentalist, yachtsman and journalist based in the Azores.



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## SO YOU WANT TO WORK ON A BOAT IN THE CARIBBEAN

CAPTAINS AND CREW BY CAROL N

BY CAROL M. BAREUTHER



aybe you live in a cold climate and dream of a career on warm tropical seas. Or, perhaps the Caribbean is home, but you're stuck behind a desk and yearn to work on one of the yachts that cruise by your office window. Either way, you're in luck. There are many opportunities to work on yachts in the region. What is key is to be prepared.

#### **POSITIONS APLENTY**

"There are two types of jobs on yachts: at sea and shore-based," explains John Duffy, president of the Antigua-based Caribbean Marine Association (CMA). "Those at sea will include captains, first mates, engineers, stewards and stewardesses, deck hands, chefs/cooks, and even nurses and masseurs, all largely dependent on the size of the yacht.



For crewed charter yachts, "we seek couples, or a better word would be 'teams' - a captain and a chef/mate We need folks that are already comfortable working together in close guarters," explains Dick Schoonover, manager of CharterPort BVI, in Tortola. "For a chef, a week-long sample menu is important to see. This shows that someone can plan for a week, and (theoretically) translate their menu plan into a shopping list."

In the sport fishing profession, "jobs here are mostly for deckhands. Very occasionally, and usually temporarily, a captain may be required," says Gary Clifford, captain and owner of True Blue Sportfishing charters, based in St. George's, Grenada.

Shore-based jobs are typically in the maintenance and supply industries, according to CMA's Duffy. "These range from painting, carpentry and engine maintenance to electronic repairs plus the supply of goods and provisions."

Sean Devaux, general manager of IGY's Rodney Bay Marina, in St. Lucia, agrees and adds: "Boatyard jobs include technical work such as welding, woodwork, sail repairs, hydraulic and engine repairs, air conditioning repairs and all other basic repairs."

Landside positions on the charter side are for charter brokers and central agents, according to Ann McHorney, founder and director of Select Yachts, a Fort Lauderdale, Florida-based yacht charter, management and sales company. "These positions require a good knowledge of yachts, logistics, maritime regulations and, of course, computer skills."

#### **QUALIFICATIONS ARE KEY**

There are 'must have' qualifications needed in every marinebased position, as well as 'extra' skills that can mean the difference between landing the job or not.

"Captains must possess the requisite level of certification necessary for captaining a large vessel with guests on board," says Ian Pedersen, marketing manager for the Americas for the Moorings, in Clearwater, Florida. "Past experience is a huge positive, as perhaps no other industry can properly prepare you for hosting guests from all over the world aboard the close-quarters of a yacht for extended periods of time. Finally, and perhaps most importantly, the individual's personality is key, as they are ultimately the ambassador not only of the company, but of the destination the guests are visiting as well. It is our hope that our skippers make our guests' vacation memorable for all the right reasons. Being able to properly welcome guests into the entire yachting experience and lifestyle, rather than simply getting the boat from A to B, is our aim."







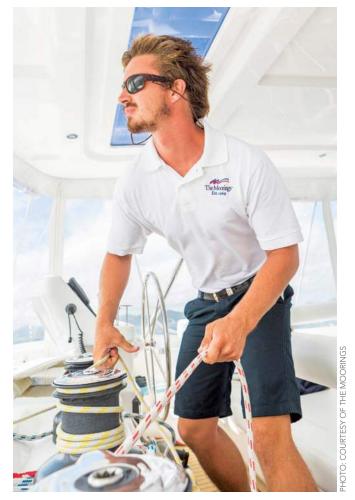
Charter yacht crew applicants must have their STCW Basic Safety Training International Certificate of Competency, says Select Yacht's McHorney. "Additionally, prospective crew should present applicable skills in their CV. Any watersports, computer, technology and mechanical skills, travel experience, personal training and fitness, massage therapy, restaurant work, family cruising, childcare; so many things are applicable if they present it in a positive light. Employer references or previous captain references are a plus."

In charter fishing and day tours, "we prefer experience, however many of our most successful staff members came in with no experience," says Chris Hackshaw, owner of Hackshaw's Boat Charters, in St. Lucia. "We look for people who are willing to learn, have good social skills, able to work flexible hours, and having a love of the ocean does not hurt! Once someone meets this, we see how they work and what line of work best suites them. Some may be better suited on the sport fishing boats, while others on the whale watching boats."

For a boatyard position, "reliability, experience and qualifications" are most important, according to IGY Rodney Bay Marina's Devaux.

#### **ADVICE FROM INSIDERS**

Patience is key, says the Moorings Pedersen. "There is a delicate balance between being the captain responsible for the safety and maintenance of the vessel and everyone on board,



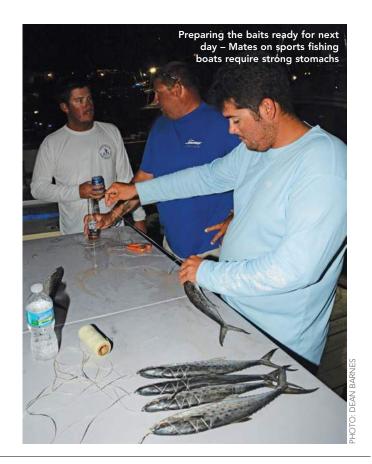
and recognizing that the guests on board are there to have fun and experience a special vacation."

Yet, crews need to keep the word 'work' in mind. "Owners spend heavily on their investment. Therefore, crew need to be fair in providing the work for which they are paid. Creating a good mix of work combined with personal time is the best way to go," recommends Select Yacht's McHorney.

For those who don't call the Caribbean home, there are often employment restrictions regarding non-nationals.

"Don't come here to work unless you have a job lined up in advance," says the CMA's Duffy. "You are not permitted to seek work when you are on a holiday entry visa. If you do work ashore without a work permit you will be deported. If you wish to work either on a yacht or ashore, check the internet. There are plenty of jobs available and there are legal ways of getting employment."

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



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# NEW SENSATIONS: WINDSURF FOIL REVOLUTION

WATERSPORTS STORY AND PHOTOS TEZ PLAVENIEKS



oiling (flying above the water whilst balanced precariously on a carbon/alloy upright with Spitfire-esque wings below generating lift) isn't exactly a new concept. All manner of waterborne craft have had the foil treatment; windsurf foiling having been around for years.

With bespoke manufacturers producing necessary tools, and cottage industry entrepreneurs dabbling, it's only been of late that windsurf foiling (or wind foiling) has reached commercial acceptance. As ever higher performing materials are needed for all windsurfing equipment, mass market hydrofoils have suddenly jumped into everyone's consciousness.

My foil journey began (slowly) in 2016. Dabbling tentatively only of late has the bug taken hold. Learning any new skill sees a period of failure. A lot of crashing dents confidence - especially if your regular windsurfing shenanigans have reached a certain level. I'm certainly no pro but a bunch of moves are in the bag. A quiet word with myself, mainly con-



sisting of expletives and 'man up' dialogue, saw me set about properly learning the art.

During first forays I'd been atop what felt like a pretty technical board to ride. The foil itself was supposed to be one of the easiest to use, and great for light winds. Its huge front wing, and long, upright (foil mast) caused apprehension, that's for sure. How the hell are you supposed to balance a yard above the briny? What you know about windsurfing can't be applied here. Foiling's a whole new ball game with different forces and muscle memory needing to be understood and developed.

The first obstacle is what sail size to rig. Foiling happens in much lighter winds than traditional planing windsurfing. The AFS-1 AHD foil I'm using can work in just six knots! Following a few false starts with sail choice it's become apparent my minimum wind strength is 12 knots. I can foil in slightly less with a bigger rig but I prefer the less cumbersome nature of the 5.3 square meters rig—although I may change my tune in time. Switching boards to an AHD Sealion Wings 7.6ft has also seen better results.

Looking at the photos, the beady eyed will notice this sled is sans footstraps, allowing my feet to shuffle and find optimum

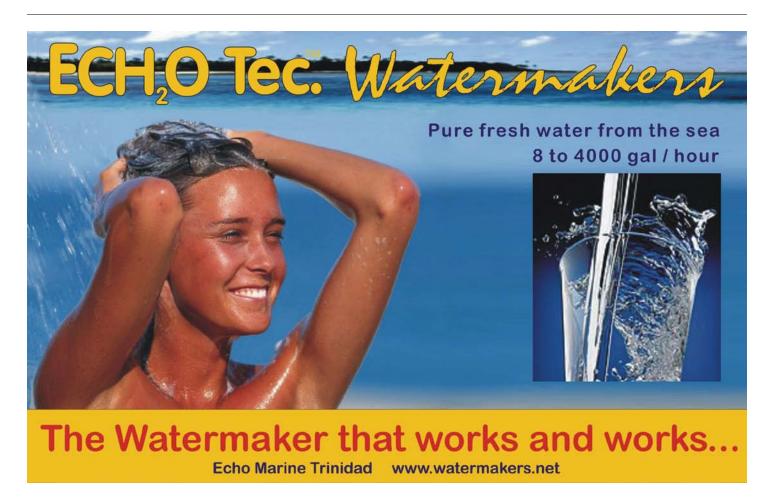
trim position, pushing through my toes and down as opposed to lifting. Staying inboard and not on a rail is just one fundamental difference with wind foiling.

I quickly learned that your harness isn't needed as much. In fact, once up and foiling you can unhook, flying effortlessly above the water with no excessive sail force. In standard windsurfing mode this simply wouldn't be possible - not full power planing at least.

Flying is a highly addictive sensation. As you rise up and release all drag disappears, silence takes over and chop/flotsam becomes a thing of the past. No more bouncing along and being jerked around as you buck over bumps.

Gybing on the foil is tricky (at time of writing I haven't mastered this yet). It's also worth mentioning that the more a foil lifts the faster you go. Stopping can be sketchy as you can't easily come to land. And the golden rule is: don't let go of your boom. This way you shouldn't come into contact with the foil during a crash. If in doubt wear a helmet ...

Rather than a conclusive foiling 'how to', this article is more about my experiences to date. I'm constantly im-





proving with each session. One thing's for sure: we are only scratching the surface in terms of where windsurf foiling will go. After years of playing second fiddle to other disciplines like kitesurfing, windsurfing, albeit in foiling mode, is back on the agenda. There's a sense of revolution – much like those early windsurfers and stand up paddle boarders experienced. Sub-20 knot windsurfing is now more appealing and the need for big cumbersome rigs is no longer a thing. By using the same sail you would use for windsurfing in higher winds, foiling becomes more accessible and cost effective.

In the short term we'll agree that cash outlay is significant – foils aren't cheap. Although the industry moves quick and we're seeing lower priced kits coming to market. You don't need a brand spanking new board either. As long as a deep tuttle fin box is in place then a decent secondhand sled will do.

If you're looking to re-invigorate your windsurfing and/or looking for more performance in lighter winds then I can't recommend wind foiling enough. Try it, you might like it!

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







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ver 90% of the Caribbean's one million-plus square miles is water. It's no wonder that boats, everything from pleasure craft and professional yachts to workboats like barges, ferries and cargo ships, are essential to the region's way of life. Boatyards, especially those that offer a soup-to-nuts of services, are what keep the craft on the Caribbean's marine highways up and running. Here is a round-up of what's new at some of the yards in the region:

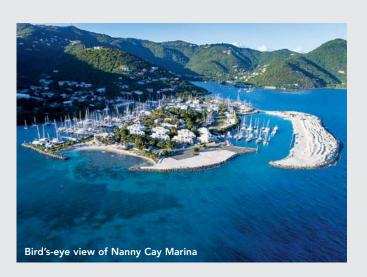
#### **DOMINICAN REPUBLIC**

The **IBC Shipyard** at Marina Casa de Campo is now the Caribbean dealer and service agent for Gianneschi-brand pumps and blowers. "We are also building a store on property for



#### **BRITISH VIRGIN ISLANDS**

The H Lavity Stoutt Community College and Nanny Cay Marina & Boatyard in Tortola have collaborated to offer a new marine certification program, according to Alastair Abrehart, owner of Broadsword Communications and Nanny Cay spokesperson. The first class of eight students graduated from the 15-week Introduction to the Marine Industry course in March. Three additional courses are offered as part of the City & Guilds Level 2 Certificate in Marine Construction, Systems Engineering & Maintenance course. These are: Marine Engineering Processes & Principals; Servicing & Maintenance of Marine Engines, and Principals of Marine Electronics. www.nannycay.com



spare parts and as of this year we are members of NMMA," says manager, Giacomo Moriconi. www.ibinautica.net

#### **PUERTO RICO**

A new, remote-controlled TM 40 transporter for power and sailing vessels up to 40 tons is one new feature at the Marina Puerto del Rey's boatyard. "It's the only one of its kind in the Caribbean and first one build with hydraulic 'arms'," says chief executive officer Carolina Corral. In addition, there's four remodeled apartments with full kitchens for clients to stay at while boats are in the yard, and a new building in the middle of the main dock set to open in late August 2017 with a fully-equipped gym, new bathrooms with showers and open lounge area. www.puertodelrey.com

#### ST. THOMAS, U.S. VIRGIN ISLANDS

There's an expanded inventory of aluminum and steel diamond tread plate at Subbase Drydock Inc., according to office manager Mary Kral. The new face in the office is Mary's daughter, Marie Blondeau, who is assuming her mother's role in managing the 35-year-old second-generation family-owned business. Similarly, Gene (Geno) Kral Jr., as well as Michael Conway, have assumed a good deal of the drydock duties, however Kral Sr. remains active in the business. www.subbasedrydock.com

#### ST. CROIX, U.S. VIRGIN ISLANDS

Name and ownership changes are new at the St. Croix Marine Center. Formerly St. Croix Marine, the property was purchased in March by Marina Operations, a group of companies led by Marina Management and Consulting N.V. in St. Maarten, which also owns the St. Maarten Shipyard, according to general manager Krisztina Phillips. stcroixmarinecenter.com

#### ST. MAARTEN

Last year, Island Water World Marina & Boatyard added six new lifts capable of holding boats up to 16,000 pounds, according to Julian Cheasley, service and marina manager. These are ideal for powerboats in the 35-foot range. www.islandwaterworld.com



#### **ANTIGUA & BARBUDA**

The long-term storage yard #2 at the Jolly Harbour Marina & Boatyard is now accessible as a working yard from Monday through Saturday, 8am to 6pm., according to Jo Lucas, general manager for Eastern Caribbean Marina & Boatyard, Ltd. "This makes it easier for customers to arrange for maintenance work during the summer season. With work complete upon arriving back to Antigua, vessels can be launched di-



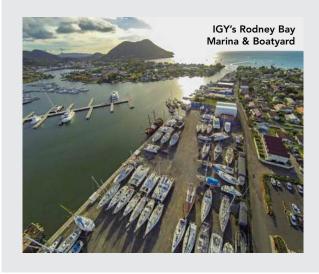
rectly from that yard eliminating the need to be relocated for work to be done. Toilet facilities are also now available in that yard." A yacht broker is now well-established at Jolly Harbour and Anything Wood Carpentry was recently welcomed to the yard. www.jolly-harbour-marina.com

#### **GRENADA**

Grenada Marine is restructuring its yard. "So far, we have added a 330-foot dock extension, which enables us to handle many jobs without hauling a yacht," says managing director Jason Fletcher. New too is an Engineering Building, housing the metal shop, systems and mechanical workshops. The administrative office, where customers can meet the technical supervisors, project management and back office team, is now in one building, thus allowing for a larger sail loft. New yard manager Dale Selvam is a multilingual New Zealander with 25 years of industry experience. At Clarkes Court Boatyard & Marina, business is booming. "We have been in operation two years now, 95% full the first and 105% the second," says Arlene Telesford, chief operations manager. www.grenadamarine.com www.clarkescourtmarina.com

#### ST. LUCIA

Last year, a convenience store was added in the fuel office at IGY's Rodney Bay Marina & Boatyard, according to marketing, sales and events manager Shane Macauldy. www.igy-rodneybay.com





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#### **TRINIDAD & TOBAGO**

At **IMS** (Industrial Marine Services) in Chaguaramas, Trinidad, Jo-Anne Emery says, "We wish to advise that the boatyard has been closed and we no longer provide docking services to vessels." *imsyacht.com* 

#### **PANAMA**

There's a five percent discount on use of the 60-ton Travelift during the month of September at **Bocas Yacht Services**, in Bocas del Toro. "We offer licensed electrical, mechanic, rigging, canvas, sailmaker, hydraulic, welding, fiberglass, painting services and more," says manager Luis 'Fabian' Fabiano. www.bocasboatyard.com

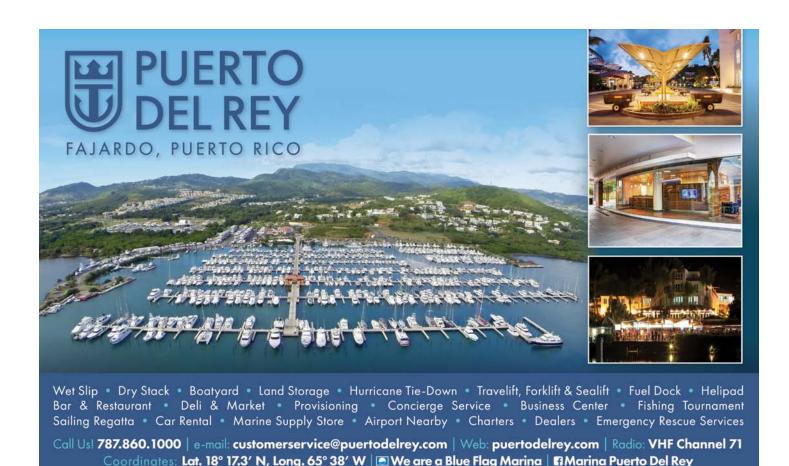
Carol M. Bareuther, RD, is a St. Thomas, U.S. Virgin Islands based marine writer and registered dietitian.





#### **CURAÇAO**

Marc Rooijakkers is the new managing director and Gereth Weber the new yard manager at Curacao Marine, which was recently sold. "The dynamic, young and experienced team believes that Curaçao has the potential to further develop into a key destination for sailors and yachtsmen in the Caribbean," says marketing manager Nicole van Beusekom. Several new features include a strategic partnership with Curaçao Handling & Commerce N.V., the experts on customs & immigration consultation on the island, and new sub-contractor, S.A.F.E., which specializes in safety and fire equipment for on-and off-yacht projects. It is also now possible to rent the company's professional, enclosed and climate controlled spray cabin at a very competitive price, not only for boats but also for all other large objects. Maintenance projects can be DIY or carried out by a third party. www.curacaomarine.com





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## USVI STARS & STRIPES

#### UNITED STATES VIRGIN ISLANDS BY CAROL M. BAREUTHER



t wasn't the size of the boat, but the luck of the draw that determined the winner of the fourth annual USVI Stars & Stripes Poker Run, held July 2 and hosted out of IGY's Yacht Haven Grande, on St. Thomas. In fact, it was one of the smallest of the entrants, a 16-foot Boston Whaler with a St. Thomas-based team creatively named Ice Mocha Fatty that won with a full house.

"I never had entered this event, but had heard about it and had always wanted to do the Poker Run in the BVI but never got a chance to," says Andrea Tromben, owner of the Whaler and captain of the team Ice Mocha Fatty, which also included Chloe Rosey, Kayla Halliday and Jonathan Turbe. "I've done other events over the years like raced on one of the class winning boats at the St. Thomas International Regatta, participated in the HIHO-BVI Windsurfing competition in the BVI and fished in the Bastille Day Kingfish Tournament here in St. Thomas. The Poker Run was a cool, different experience that really rounded out my marine lifestyle."

"Just as exciting as our hand was being on a small boat rafted up to much larger gorgeous Cigarette boats worth several thousand dollars. We were all together and it was fun to be part of the group"

The 40-boat fleet, up from 14 boats when the event started in 2014, welcomed some 400 powerboaters from the U.S. and British Virgin Islands. The fleet made five stops: Pizza Pi, a floating pizza parlor in Christmas Cove off Great St. James Island, Cruz Bay, St. John, which was amid its Carnival celebrations; then rounding St. Thomas counterclockwise with stops at Coki Point Beach; Brewer's Bay Beach and Limetree Bay Beach, before ending at Yacht Haven Grande. At each stop, teams on participating boats picked one card each.













"We had two threes and two sevens going into that last stop and focused all of our mental energy on wishing for another three or seven. Luckily, Jonathan's draw was a three. Just as exciting as our hand was being on a small boat rafted up to much larger gorgeous Cigarette boats worth several thousand dollars. We were all together and it was fun to be part of the group," says Tromben.

Team *Ice Mocha Fatty* won the Top Prize of \$4000, followed by the BVI's Team Gorilla on a 40ft Skater Cat in second with \$2000, and Maryanne Browne on a 350 Marlin Center Console in third with \$1000. Aaron Roach won the Best Restored Boat prize of \$500.

The 40-boat fleet, up from 14 boats when the event started in 2014, welcomed some 400 powerboaters from the U.S. and British Virgin Islands. The fleet made five stops ...

This was the first year that the USVI Stars & Stripes Poker Run was part of the Caribbean Triple Crown Poker Run, which includes the BVI's Leverick Bay Poker Run and St. Maarten Poker Run. Organizer Guilderoy Sprauve says the jury is still out on the impact to the USVI event as the Triple Crown brand concept is in its infancy. However, Sprauve says in 2018 the USVI event will see new boats in the fleet, more winner's categories and the addition of a teen/young adult poker run team.

"Every year the responses received from our participants touch us," says Sprauve. "This year our third-place winner told me that 'doing the poker run was on my bucket list'. Wow! For the Stars & Stripes Poker Run, this is what it's all about; building a strong marine community and creating experiences that will last for a lifetime."

The USVI Stars & Stripes Poker Run benefits the Ivanna Eudora Kean High School's Marine Vocational Program.

For more info, visit: pokerrunusvi.com



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





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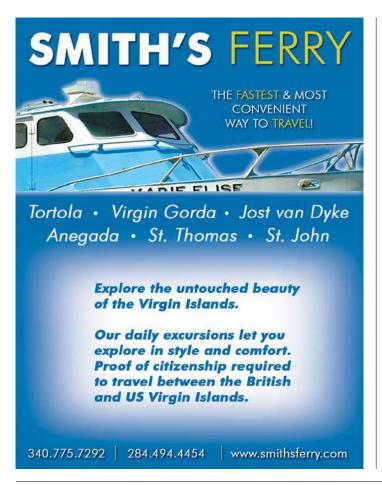


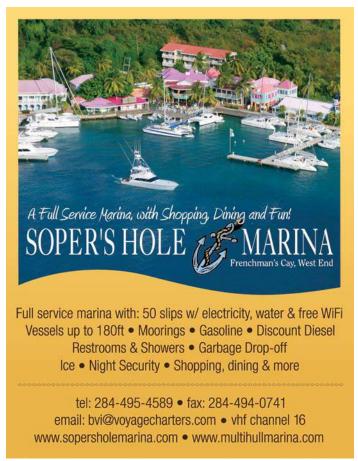
## PALM, PUNCH, AND PASSION

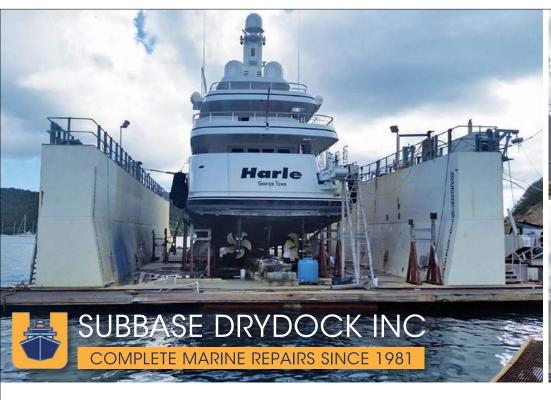
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Sailing grandparents and uncles introduced Mills to the island and the world of boats at the sweet age of sixteen. Several visits, each greater in length, set the course for a post highschool adventure. Crewing in Antigua led to a stateside passage and an Atlantic crossing, all followed by sailing courses in Toronto from dinghies up to instructor.

A delivery from Panama to Antigua with a favorite uncle taught crucial lessons. "The engine broke. We had to sail in and landed on Bolero's mooring," she said. The owner of the 73ft (22.2m) S & S yawl was so impressed, he insisted she sail with him during the Antigua Classic Yacht Regatta. "He wanted me to tell him how to drive," she exclaimed.

Chatting with Mills, it's easy to see that she's calm and unpretentious yet this petite sailor challenged the yachting scene while employed in some serious, big-boat positions. She served as first mate aboard Tivoli (24m) became the first female deckhand on Fleurtje (57m); was bosun on the gaff ketch, Irene (40m) and bowman on Pamina (37m) for the Jubilee Racing Circuit. Some of those jobs meant trips aloft.

One sky ride, she was asked to do leatherwork on Tivoli's spreaders. "I thought it would be easy," she laughed, "but I re-did it three times to get it right!" On Irene, there was more leatherwork plus making sheaths and wallets on the side.

After a delivery from Spain to California, her fascination with a palm and needle flared. During a summer of surfing, she found outlets for quality materials. "I bought quite nice leather and started making things on delivery."

No books, no courses, Mills is self-taught. "I always liked making things with my hands," she said, "a bit like my father, a farrier and blacksmith." After years of trial and error, methods of construction have changed. "I have my own way of doing things."

Returning to Antigua, she worked as an extra in Pirates of the Caribbean then made a total leap into the business of creating leather products. There were years working in spaces alongside other artists; a studio in a rented beach house; and later, a workshop on her own boat. The current shop, light, airy and in the middle of yacht central, is perfect.





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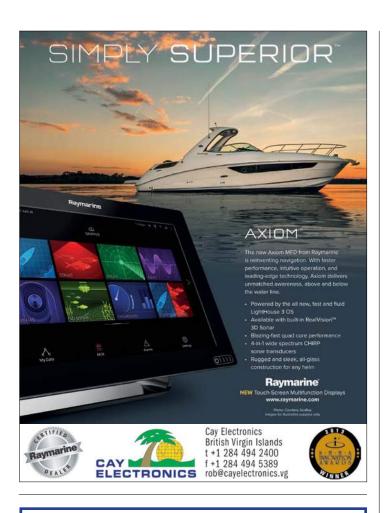
Anyone passing by will see Mills working at a bench covered with a rainbow of leather. On it is the labor-saving punch she uses, fabricated with help from her father. He also created a pneumatic punch, both upgrades from a hand-held rotary tool. But when asked to make repairs to old gear, Mills knows just what to do. "I use a palm and pliers."

Commissions come in all shapes and sizes. The trickiest requests involved covering enormous running backstay blocks and a massive shackle. When asked about the most unusual job, she held up a horse racing saddle, "Maybe this," she said smiling, "or the doggy life jacket I made." Her favorite projects involve a challenge. "An odd block or something – I cover it, make it look beautiful again."

Looking around the studio, it's clear what catches the eye of customers - gorgeous bags of assorted size and color; belts; wallets and tassels. "I love every single thing about this," she proclaimed. "I love that at the end of the day, I've made something with my hands." And anyone lucky enough to own one of her creations loves it, too.

For more information, visit: www.annaleamils.com - Instagram: annaleamillsleatherwork

Writer, photographer, sailor, Jan Hein calls the Caribbean home when she's not on a boat in Washington State. janjhein@gmail.com





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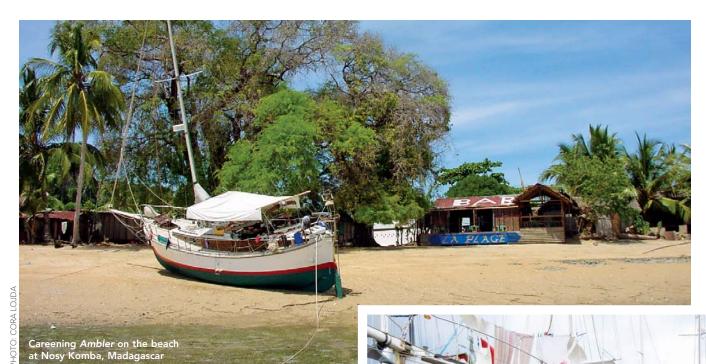
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# STAN & CORA LOJDA: ROOGIEING

GRENADA BY ROSIE BURR



f you have visited the Caribbean and love music then you may have come across Stan and Cora Lojda of Ruffanuff (their band name not their boat name). The Lodjas are a quirky Czech/German couple with husky voices, however, their amazing story is not just about their music but an epic 40-year circumnavigation aboard their floating home, a 1928 British, ex Royal National Lifeboat Institution (RNLI) lifeboat formerly known as the Thomas Markby.

When the Thomas Markby retired from service in the late 1940s, she was converted into a cruising boat by Saunders boatyard in Cowes on the Isle of Wight. Stan bought the boat, now renamed Ambler, and sailed her to the Mediterranean on what would be the start of an incredible voyage. From the Med, the Lojdas went on to circumnavigate via the three southern capes taking their music with them. Stan plays piano and accordion and Cora the sax. Together, and sometimes with friends, they have played boogie-woogie and bluesy-jazz to audiences around the world.

Stan and Cora alongside Ambler in Spice Island Marine, Grenada

When they set off they had no idea where their journey would take them. With little in terms of cruising guides other than Admiralty pilot books, and lacking experience, they had to learn by reading and talking to the people they met along the way. They shared their duties and learned together.



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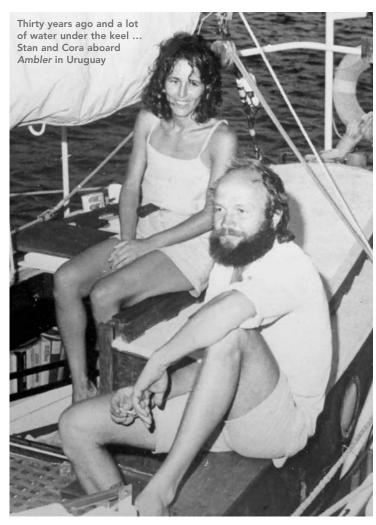
# **ALL AT SEA**

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"It's amazing how we lived for decades without chandleries -you just worked with what was available," says Cora.

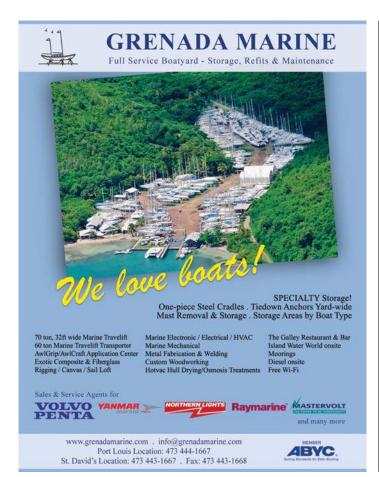
Stan learned to read the skies for weather and would decide when they should leave. In 1979, they narrowly missed the infamous Fastnet storm, having found shelter in Falmouth harbour on Britain's south coast. On their first Atlantic crossing they ran out of fuel and were grateful to a Russian tanker for coming to their aid - it was to be their longest passage, taking 39 days from the Canary Islands to Brazil.

When they finally arrived they spent two years absorbing the Brazilian culture. Not one to follow the crowd, Cora had already decided to take the path less travelled.

"Cora is the driving force" says Stan in his raspy voice. "If it were left to me I'd probably still be in Greece".

They sailed southwards and spent two years in Argentina, mostly in Patagonia finding odd jobs and living on a shoestring budget. Eventually they continued further south, passing the Magellan Straights and on to Cape Horn. They rounded the notorious cape receiving a certificate for their accomplishment from the Chilean Navy along the way.

By 1989 they were crossing the far reaches of the Pacific. In Tonga they liked what they found and fell into a small friendly community. With a fish trap under the boat to provide food, they would often wait months for the supply ship to arrive. Stan with his accordion and keyboard started playing at a beach bar owned by a Spanish couple who made paellas in a clay oven. Cora deciding Stan was having too much fun, walked into a music shop on a trip to New Zealand and asked for "any loud instrument!" She walked out with a saxophone. With perseverance Cora learnt to play and soon enough they were playing together. Their music was influenced by the likes of Muddy Waters, Doctor John and Fats Domino, The Crown Prince of Tonga, also a Fats Domino fan, saw them play and a friendship was formed. He would fly them to hotels to play and



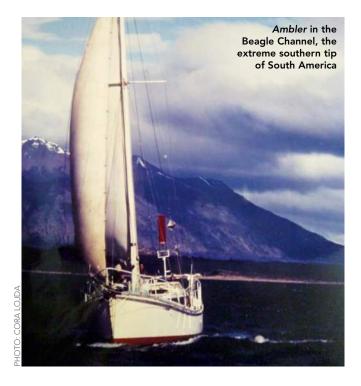




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invited them to his palace for dinner. Tonga was probably their best time; a pivotal spot to which they kept returning and where they started to make a living from music. They spent six years in and around this region with occasional hops to New Zealand, Australia and Vanuatu. In Sydney they were even invited to tie *Ambler* alongside the maritime museum.

When it was time to move on, Cora, still not following the crowd, decided they would go through the Bass Straits along Australia's south coast and around Cape Leeuwin. They left Australia for good in 2001 sailing 3300nm, briefly stopping in Mauritius before moving on to Reunion Island, where they stayed a year playing four gigs a week on this friendly, French volcanic island. When they set sail again in 2002 they spent the next few years happily sailing a triangle between Mayotte – a French island in the Indian Ocean, Madagascar and Mozambique performing wherever they went. They dubbed this period 'The three Magic Ms' – they enjoyed it so much.

By 2005 they were in Richards Bay, South Africa; this was to be Amblers third cape – the Cape of Good Hope. They spent some time touring Namibia but the crowds didn't take to their music. Disheartened they took off across the Atlantic once again, this time stopping in St Helena, somehow managing to get their equipment safely ashore in the enormous swells, joining the ranks of the few to have played live music on this remote island.

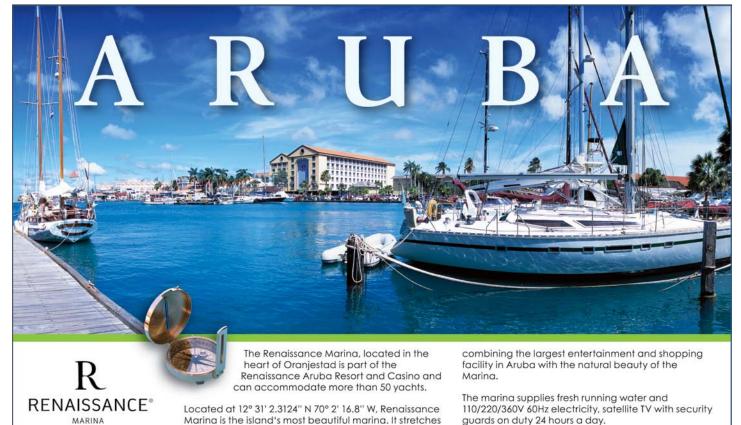
After nearly 30 years they completed their circumnavigation arriving back in Brazil. Nervous their music wouldn't be well received, they need not have worried, as audiences loved them. This time they headed north along the coast of South America and on to Martinique. Since then they have played all over the Caribbean including Cuba & Guatemala.

Recently, they found a new boat, a new challenge – a hard decision especially for Stan after all these years. *Ambler* is now for sale but Stan and Cora continue to woo the crowds with their upbeat boogie-woogie.

For more info, visit: https://www.facebook.com/cora.ruf fanuff.7

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





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Aruba Renaissance Marina Aruba 297-588-0260 13′ 200′ 50 • 110/220 • • • • • • • • • • • • • • • • • •	• •	16/69	
Aruba         Varadero Caribe www.varaderoaruba.com         297-588-3850         8'         120'         75         50/30 amp         •         •           Curação         Barbara Beach Marina         5999-840-0080         15'         130'         6         380V 250A         •	+	10,01	
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St. Maarten	Bobby's Marina www.bobbysmarina.com	721-542-2366	12′	130′	80	•	110/220V		•	•	•		•	•	•	16/69	•
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St. Martin	Captain Oliver's	590-590-87- 33-47	10′	150′	160	•	110/240		•	•	•	•	•	•	•	16/67	
St. Thomas	American Yacht Harbor www.igy-americanyacht harbor.com	340-775-6454	10′	110′	134	•	120/208Y/240 VAC 30 to 100 amps, 60 Hz	Cable	•	•	•	•	•	•	•	16/6	FREE
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Colombia	Marina Santa Marta www.marinasantamarta.com an IGY destination	+574363601	11.5′	132′	256	•	110/220V, 60hz		•	•	•	•	•	•	•	16/72	FREE

# **OUTSIDE OF CARIBBEAN:**

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

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# CARIBBEAN BOATYARDS

All At Sea's Caribbean Boatyards Guide

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Antigua	Jolly Harbour Marina / Boat Yard	17 04 46.4 N	61 54 37.0 W	(268) 462- 6041	15′	80′	18′	no limit	110/220	8am- 5pm	70	•		•	•	•	•	•
Antigua	North Sound Marine	17.1167	-61. 7500	(268) 562- 3499 \ (268) 764-2599	15′	no limit	31′	no limit	Anything	24x7	150	•		•	•	•	•	•
Aruba	Varadero Caribe	12 32 N	70 02 W	297-588- 3850	8′	120′	45′	no limit	50/30 amp	8am- 5pm	60	•		•	•		•	•
Tortola, BVI	Nanny Cay Hotel & Marina	18 25 0 N	64 37 0 W	(284) 494- 2512	11′	160′	45′	no limit	110v 30amp/220v 50amp/ 3phase 100 amp	7am- 6pm	70	•	•	•	•	•	•	•
Tortola, BVI	Soper's Hole	18°23″ 46′	-64° 41″ 53′	(284) 495- 3349	7′	65'	18' and 40'	no limit	110/220	8-5, Mon- Sat	45	•	•	•	•	•	•	•
Tortola, BVI	Tortola Yacht Services	18 25 N	64 37 W	(284)-494- 2124	10′	68'	20′	no limit	220V, 50A, 110V, 30A	7-4, 7days	70	•	•	•	•	•	•	•
Virgin Gorda, BVI	Virgin Gorda Yacht Harbour	18. 45222	-64. 43750	284-495- 5318	10	150	34	no limit	110/120	7am- 6pm	70	•		•	•	•	•	•
Curaçao	Curacao Marine	12' N	68' W	599 9 562- 8000	9′	120′	33′	193	110/220 380	8am- 5pm	60	•		•	•	•	•	•
Boca Chica, D.R.	Marina ZarPar	18 26.4 N	69 37.23 W	(809) 523- 5858	7.5′	65′	28′	no limit	110/220 380	9am- 5pm	70	•		•	•	•	•	•
La Romana, D.R.	IBC Shipyard	18° 23′ 55″ N	68° 53′ 55″ W	+809 449 3321/3323	12′	110′	26′	no limit	110/220 3 phase 100/50/30 amp	8-5 M-F	120	•	•	•	•	•	•	•
Grenada	Clarkes Court Boat- yard & Marina	12° 00.6′ N	061° 44.0′ W	473-439- 3939	11′	150′	37′	0	110/220; 50Hz	7:30am- 4:30pm	242	•	•	•	•		•	•
Grenada	Grenada Marine	12° 01:20	61° 40:42	00-1-473- 443-1667	12′	75′	31.5′	0	110/220	8-5, M-F; 8-12, Sat	70	•	•	•	•	•	•	•
Grenada	Spice Island Marine Services	12.041 N	61.45 W	473-444- 4257	12′	70′	25.4′	0	110/220	8-4 M-F	70	•	•	•	•	•	•	•
Panama	Bocas Yacht Services	09° 17.3′N	082° 23.06W	507- 6619-5601	10′	65′	20′	no limit	120/220	7:30- 3:30pm	60	•		•	•		•	
Puerto Rico	Varadero @ Palmas	18 04′ 37″N	65 47' 57"W	787-656- 9211	11′	110′	26′	no limit	50/30 amp	8-5, 7days	110	•	•	•	•	•	•	•
Puerto Rico	Puerto Del Rey Marina	18° 17.3 N	65° 38 W	787-860- 1000	15′	150′	33	no limit	120/208V single & 3 phase; 30, 50,100 & 200 amps; 60 Hz	8am- 5pm	155	•	•	•	•	•	•	•
Sint Maarten	Megayard	18°02′ 13.24 N	63°05′ 08.52 W	1-721-5444- 060	12′	200′	33′	12′	110/220	8-5 M-F	150	•	•	•	•	•	•	•
St. Lucia	Rodney Bay Marina an IGY destination	14°04 '32. 72" N	60°56 '55. 63" W	758- 572- 7200	11′	75′	28′	no limit	120V- 480V, 30/50/ 100/125/200 amps at 60 Hz, 240V- 440V, 32/63/125 & 200 amps at 50Hz	8am- 5pm	75	•	•	•	•	•	•	•
St. Croix, USVI	St. Croix Marine	17° - 45′ N	64° - 42′ W	340 773- 0289	11′	68′	13'-8"	no limit	110v 30amp; 220v 50amp; 3 phase 100amp	8-5, Mon- Sat	60	•	•	•	•	•	•	•
St. Kitts	St. Kitts Marine Works	17° - 20.3′N	62° - 50.1′W	1-869-662- 8930	12′	120′	35′	no limit	110/220/3 phase 100amp	7-4 M-F	150			•	•		•	•
St.Thomas, USVI	Subbase Drydock	18 N	65 W	340-776- 2078	16.5′	190′	50′	no limit	440 three phase/220/110	8-5, Mon- Sat	1000			•		•	•	•
Turks & Caicos	Caicos Marina & Shipyard	21.45. 57N	72.10. 47W	649-946- 5600	9	150			30/50/110 amp	24x7	75	•		•	•	•	•	•

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

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Washington D.C. / MD	VA MD	National Harbor Marina www.igy-nationalharbor.com	301-749-1582	Call	160′		•	30/50/100 single and 3 phase	•	•	•	•	•	•	•	•	71/16	•
Morehead City	NC	Morehead City Yacht Basin	252-726-6862	8′-10′	200′	88	•	30/50/100 Amp	•	•	•	•	•		•		16	FREE
Beaufort	NC	Jarrett Bay Boatworks	252-728-7100	10′	135′	30	•	30/50/100 Amp		•	•	•				•	16	FREE
St Petersburg	FL	Maximo Marina & Boatyard www.igy-maximomarina.com	727-867-1102	8′	110′	300	•	30/50/100 single phase	•	•	•	•	•		•	•	6/16	FREE
Miami Beach	FL	One Island Park www.igy-miami.com an GY destination**	754-701-4020	40′	150- 800'	8	•	100 single & 3 phase/ 200/480/600 Amp		•	•		•	•		•	11/16	FREE
Fort Pierce	FL	Fort Pierce City Marina	772-464-1245	7′	150′	240	•	30/50/100 Amp		•	•	•	•	•	•	•	16/78	FREE
Clear Lake Shores	TX	Legend Point Condominiums & Marina www.legendpointmarina.com	281-334-3811	7′	48′	254	•	30/50/100 Amp	•			•	•					

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		s Southeast U.S s Guide	).	Maximum Oraffinum	Maximum Lengtinum	Maximum Beammum	Neximum Air Oraçum	ower.	Arrival Hours	Lit Tool Coacie	DIVE	Elect.	Carpo Shor	Elect. Sho	Prop. Shop	Paint Shop	Onsite O
Washington	NC	Washington Yacht Service	252-975-2000	7′	70′	21′	no limit	30/50 Amp	24x7	50 ton travelift	•	•	•	•		•	
Beaufort	NC	Jarrett Bay Boatworks	252-728-2690	10′	130′	30′	no limit	30/50/100 Amp	24x7	50/75/ 200 ton travelift	•	•	•	•	•	•	
Beaufort	NC	Beaufort Marine Center	252-728-7358	10′	130′	30′	no limit	30/50/100 Amp	8-4:30 M-F	50/75/ 200 ton travelift	•	•	•	•	•	•	•
Beaufort	NC	Moores Marine Yacht Center	252-504-7060	10′	130′	30′	no limit	30/50/100 Amp	8-4 M-F	50/75/ 200 ton travelift		•	•	•	•	•	•
Beaufort	NC	True World Marine	252-728-2541	6′	100′	20′	no limit	30/50 Amp	8-5 M-F	75 tons	•	•	•	•	•	•	•
Thunderbolt	GA	Thunderbolt Marine Inc.	912-352-4931	14′	180′	36′	no limit	30/50/100 single and 3 phase	24x7	150 ton travelift/ 1150 ton Syncrolift	•	•	•	•	•	•	•
Jacksonville	FL	Huckins Yacht Corp. www.waterwayguide.com/featured- marina/huckins-yacht-corp	904-389-1125	6′	80′	21′		30/50 Amp	7am-4pm	44 ton/ 77 ton		•	•	•	•	•	
Fort Lauderdale	FL	Cable Marine (1517 SE 16 St Location)	954-462-2822	6′	60′	16.5	25′	110/240	8-4:30	40 ton			•	•		•	
Fort Lauderdale	FL	Cable Marine (2491 W State Rd 84 Location)	954-587-4000	9′	120′	22	no limit	120/50/100 Amp	24/7	100 straddle crane			•	•		•	
St. Petersburg	FL	Progressive Marine Service/Boat Yard	727-822-2886	10′	100′	26′	no limit	50 Amp	8-4:30 M-F; Sa-Su by app't.	40/94 ton trav- elift		•	•	•	•	•	•
St. Petersburg	FL	Maximo Marina & Boatyard www.igy-maximomarina.com/boatyard an GY destination	727-867-1102	8′	62'	18′	no limit	Outboard, I/O, Inboard	8am M-F	50 ton travelift		•	•	•	•	•	•
Gulf Shores	AL	Saunders Yachtworks	251-981-3700	10′	130′	28′	74′	30/50/100 Amp 3 phase	24x7	165 ton travelift		•	•	•	•	•	
Mobile	AL	Dog River Marina	251-471-5449	8′	85′	22.5′	75′	30/50/100 Amp 3 phase	24x7	70 ton travelift		•	•	•	•	•	
Orange Beach	AL	Saunders Yachtworks	251-981-3700	6′	85′	21.5′	no limit	30/50 Amp	7-5 M-F/ Sa-Su by app't.	60 ton travelift		•	•	•	•	•	

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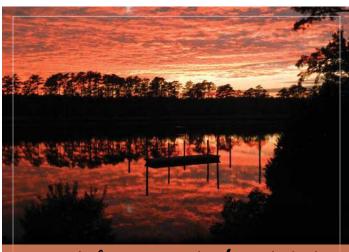
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ST THOMAS, USVI. Villa Serena is a spectacular beachfront home on World Famous Magens Bay. Combined acreage over 1.6 acres, with space to build another home. Five bedrooms masterfully combines the indoors and outdoors, making this a Caribbean dream, with the finest of finishes, pool, solar, generator, and the best location you can ask for. Price: US \$3,998,000

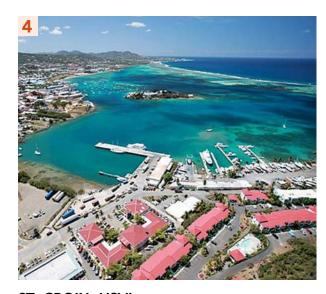
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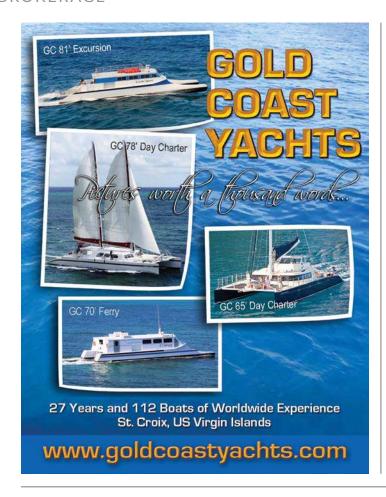


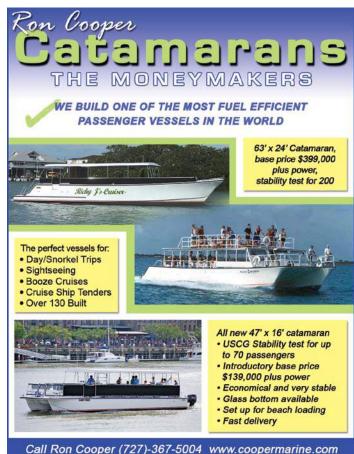
1992 Fountaine Pajot 56 Ex crewed charter Bargain. OFFERS!



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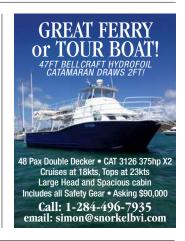
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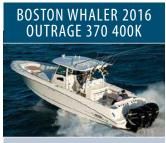
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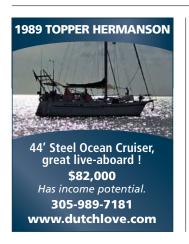
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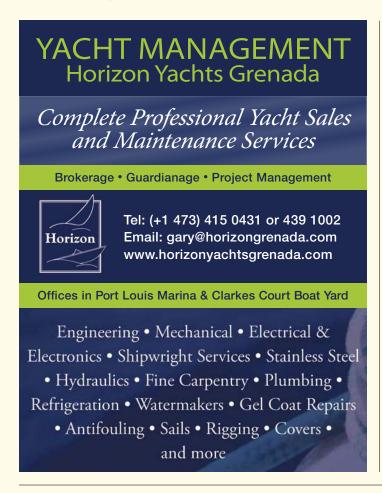




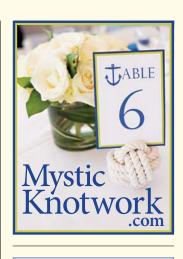














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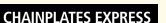
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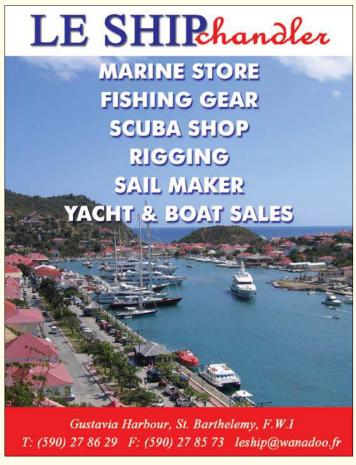
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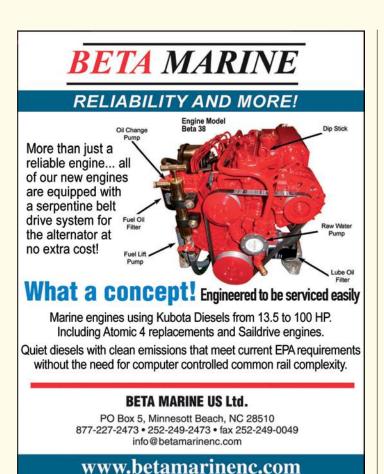


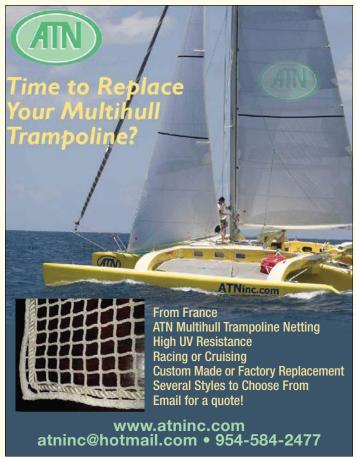
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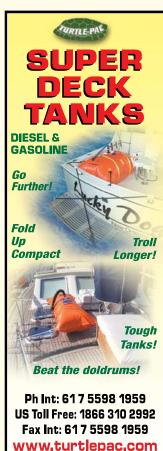
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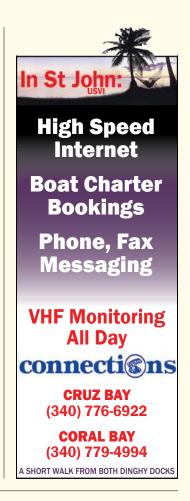
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# SOMETHING FISHY

THE DISH BY CAP'N JAN ROBINSON

n a recent trip to London, I teamed up with my godson and his mum and dad and they invited me to go with them to Stonehenge in a limo on a private tour, which I happily accepted. On our return to London, our tour guide suggested we stop at a beautiful little restaurant called The Mayfly, on the banks of the River Test near Stockbridge, Hampshire. The pub offered delicious food and I chose the Grilled Asparagus & Quinoa Salad along with Smoked Haddock and Spring Onion Fish Cakes. I can't share the food, but I can share the recipe.

### **GRILLED ASPARAGUS AND QUINOA SALAD**

Prep time: 15 minutes. Serves: As many as you like

Lamb's lettuce, torn Parsley

Cooked quinoa Grilled asparagus
Kalamata olives Red Wine Vinaigrette
Sundried tomato (recipe below)

Pine nuts

Place all the ingredients in a large bowl, lightly toss with red wine vinaigrette.

### **RED WINE VINAIGRETTE**

Prep time: 5 minutes

¼ cup red-wine vinegarSalt and pepper to taste1 tbsp Dijon mustard½ cup extra-virgin olive oil

1 tsp sugar

Whisk the vinegar, mustard, sugar, salt and pepper together in a small bowl. Whisking constantly, add the oil in a slow, steady stream and continue whisking until thickened.

# SMOKED HADDOCK AND SPRING ONION FISH CAKES

Prep time: 15 minutes. Cooking time: 15 minutes. Makes: 8 cakes

12 oz/340g Smoked Haddock, cooked in milk 1-1/2 lb/675g potatoes, mashed with a little butter 3 spring onions, finely chopped 3 oz/85g grated cheddar cheese ¼ tsp mustard powder Freshly ground black pepper, to taste 1/4 tsp turmeric powder
Sea salt to taste
1 egg mixed with
1 tbsp milk
1 cup of breadcrumbs,
mixed with 2 tbsp
finely chopped parsley
Flour
Black pepper

Heat the oven to 375°F/190C. In a bowl, flake the fish and mix it with the mashed potatoes, spring onions, grated cheese, mustard powder, turmeric, salt and pepper. Form into 8 cakes, dip-



ping each in the beaten egg and then the parsley breadcrumbs so they are well coated. Place on a piece of non-stick baking parchment and bake for 15 minutes, until brown.

Serve with above with the Grilled Asparagus and Quinoa salad

# **GREEN PEA PESTO CROSTINI WITH PROSCIUTTO**

Prep time: 15 minutes. Makes: 12

1 (8 oz) bag frozen green peas, thawed

1 cup fresh basil leaves

2 tbsp extra virgin olive oil

12 (1/4 inch thick) slices French bread baguette, toasted

1/4 cup ricotta cheese

½ oz very thinly sliced prosciutto, torn into 12 equal pieces

1/4 tsp freshly ground black pepper

Combine green peas, basil, and olive oil in the bowl of a food processor; pulse 8 to 10 times or until the mixture is almost smooth. Spread pea mixture evenly over toasted baguette slices. Top each slice with 1 tsp ricotta cheese and 1 piece of prosciutto. Sprinkle evenly with black pepper.

Note: Best eaten within 45 minutes of making

### **BAKED PEARS**

Prep time: 10 minutes. Cooking time: 25 minutes. Serves: 4

2 or 3 fresh Bartlett pears 1/4 tsp arrowroot (or other ripe, but firm pear) 1/8 tsp allspice 3/4 cup orange juice 1/4 tsp cinnamon

2 tbsp raisins GARNISH: Fresh mint leaves

½ tsp. lemon zest

Preheat oven to 350F. Peel, halve and core pears. Place in baking dish. Pierce the pears inside with a fork. In a small saucepan place orange juice, raisins, lemon zest, arrowroot, allspice, and cinnamon and cook for about 4 to 6 minutes. Distribute sauce evenly over cut side of pears and bake 20 minutes. Basting once or twice. Garnish with fresh mint leaves.

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