

ALL AT SEA CARIBBEAN

DECEMBER 2017

FREE

A man dressed as Santa Claus is sitting on the deck of a boat, playing a guitar. The guitar has several stickers on it, including one that says "FB". To his right is a blue bucket with a "Carib" logo containing several bottles. The background shows the boat's interior and a glimpse of the sea.

Inside: Family Cruising – The Joys of Choosing Crew

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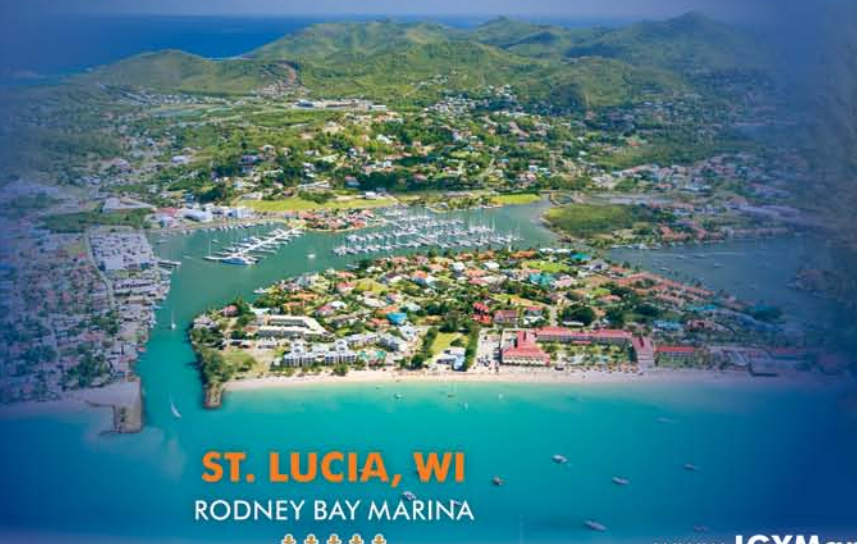
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CARIBBEAN FESTIVE SPECTACLES

The festive season is here and after the difficulties of the last few months, courtesy of hurricanes Irma and Maria, you can be sure the islands are ready to party in true Caribbean style. When our senior writer Carol Bareuther was compiling her annual list of Holiday Happenings, contacting the various islands for details of Christmas and New Year festivities, the response she received was outstanding, it seems the islands are ready to rock. December is a wonderful time to be in the Caribbean, the heat of previous months has drained away, the cooling trade winds push cotton wool clouds around a sky of deep blue and the sea embraces like warm bath water. The islands have something for everyone. Party animals can revel in nonstop action, while romantics can enjoy intimate, beach-side dinners under a million stars. Anchorages offer solitude for those seeking to escape the hustle and bustle of the 21st century, while the more sociable can join a lively community of like-minded cruisers to share potluck dinners and join in activities such as island tours, hiking and happy hour. The festive season adds to all that's on offer, turn to page 48 for our guide to this year's Holiday Happenings and prepare to lime Caribbean style.

Every month, *All At Sea* brings you stories and features from the Caribbean, and what we refer to as the Caribbean covers a huge area from the Bahamas in the north, the Turks and Caicos, the Islands of the Lesser Antilles, north coast of South America, and the western Caribbean including Panama. Although we focus on these areas, occasionally a feature from beyond the Caribbean finds its way onto the page, as is the case this month. The story is by Birgit Hackl and her partner who sailed extensively in the Caribbean before pushing on into the Pacific. Birgit often writes technical or 'how to' articles for the magazine so when she pitched a story about how a cruising couple are helping thousands of South Sea islanders by providing them with free eye glasses my first thought was to turn it down. Then along came the hurricanes of September and I changed my mind. You already know the outcome of the hurricanes in terms of damage, but what you probably don't know is just how many cruising and sailing

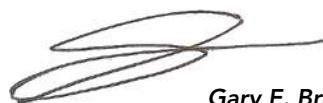
organizations from around the world, private yachts, mega yacht crews and concerned individuals offered to help those who lost so much in the storms. Many offered cash, others offered food and clothing, while others wanted to donate but simply didn't know how. And that's why I decided to run the story about cruisers collecting glasses for those in need. I'm not suggesting everyone dash to the Caribbean with tons of used eyeglasses, I want the article to stimulate ideas, help us think outside the box and recognize that when disaster strikes there is more to aid than donations that might go unused or even unwanted.

Looking at the bowl on the Racor filter told me what the problem was. When I removed the bowl, the diesel it contained was like mulligatawny soup.

One of the most disheartening sounds on a boat is the whirr of a starter motor and an engine that cranks but refuses to start. Perhaps even worse is an engine that starts and then shudders to a stop. On a motorboat, you are dead in the water. On a sailboat, you are about to hone your sailing skills or join the motorboat in calling for a tow. Many such problems can be avoided by making sure your diesel fuel, the engine's lifeblood, is clean. This lesson was brought home to me with a vengeance when my engine died as I entered a narrow cut. Looking at the bowl on the Racor filter told me what the problem was. When I removed the bowl, the diesel it contained was like mulligatawny soup. On page 48, Captain/Engineer Jeff Werner looks at fuel maintenance and how to install a fuel system that will keep your engine running sweetly.

The team at *All At Sea* wishes everyone a Happy Holiday season. See you in 2018.

See you on the water!



Gary E. Brown,
Editor



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DECEMBER 2017

The Caribbean's Waterfront Magazine



PHOTOS BY LORRAINE ESCHER

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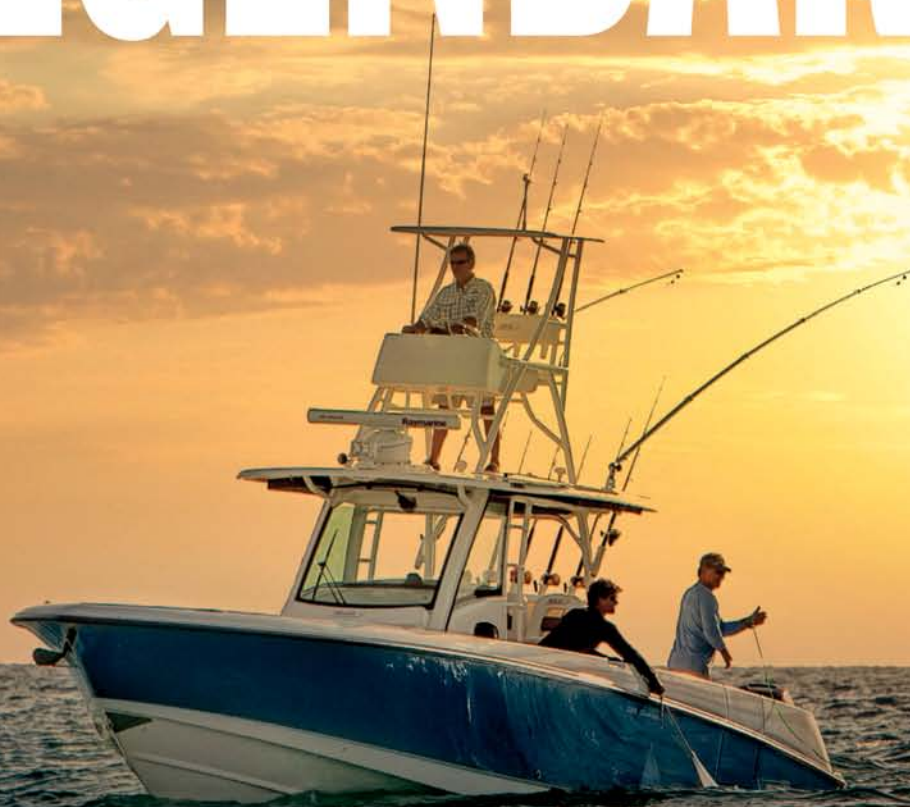
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Wassail ... It Must Be Christmas

COVER SHOT: Legendry calypsonian Foxy Callwood plays Santa aboard the Tortola Sloop, *Endeavour II*

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PHOTO LORRAINE ESCHER

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Guide to Caribbean Spring Regattas

ALL AT SEA CARIBBEAN

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Miami, Florida 33179-3899

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The views and opinions of the contributors to this publication are not necessarily those of the publishers or editors. Accordingly, the publishers and editors disclaim all responsibility for such views and opinions.

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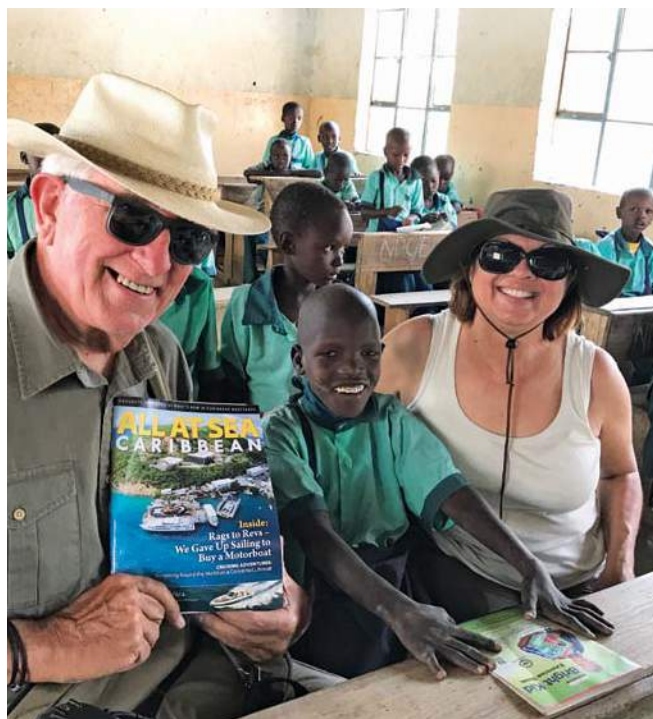


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WHERE IN THE WORLD?

Congratulations Joe and Lucy and thanks for reading *ALL AT SEA*!



Joe and Lucy Chada, from Ft. Lauderdale, Florida, recently visited Tanzania where they went on safari. While there, they stopped to visit a school where they shared the Caribbean's famous nautical publication, *All At Sea*, with a class of Maasai school children.

Tanzania (officially the United Republic of Tanzania) is home to Mount Kilimanjaro. Over 100 different languages are spoken in Tanzania, making it the most linguistically diverse country in East Africa.

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



ISLAND EVENTS & INTERESTS

ALL AT SEA'S
Caribbean Coverage



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Cruise and Booze:
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The Revival of
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CARIBBEAN NEWS



View from the marina office,
Golfito Village Marina, Costa Rica

IGY EXPANSION CONTINUES WITH TWO NEW ADDITIONS TO ITS PORTFOLIO

Island Global Yachting Marinas have expanded their presence in Latin America with the addition of Golfito Marina Village – Costa Rica. The 50-slip facility, owned by Hacienda El Dorado S.A., marks the fourth marina to join IGY's lineup in this region, following Marina Cabo San Lucas, Mexico; Red Frog Beach Island Marina, Panama, and Marina Santa Marta, Colombia.

"IGY Marinas has seen travelers become more selective in their yachting itineraries to Central America, making Golfito Marina Village a welcome addition to our portfolio," said Tom Mukamal, CEO of IGY Marinas. "Our network of clientele has come to know and appreciate our award-winning customer service, desired amenities, and internationally trained staff that is well-versed in many foreign policies. We look forward to welcoming our guests to our newest destination in Costa Rica."

Golfito Marina Village is situated on the Pacific Ocean and outside of the hurricane zone, making it a safe harbor for

guests. It is also the only approved drop-off and pick-up zone for yacht transport ships on the west coast of Central and South America. Golfito Marina Village operates as one of the only private, natural deep-water marinas in the world that can accommodate vessels up to 500 feet (152 meters).

The facility's eco-friendly design maximizes the preservation of its surrounding natural setting – one marked by unobstructed bay views along with government-protected rainforests and beaches. Located in the historic Pacific Town of Golfito, the marina is the ideal destination for guests looking to fully immerse themselves in Costa Rica's 'Pura Vida' lifestyle, with world-class sport fishing, whale watching, canopy tours, hiking, beachside horseback riding, paddle boarding, windsurfing, shopping and more.

Overseeing all marina management and operations will be Andy Caballero, the facility's newly appointed general manager. An industry veteran, Caballero began his career as director of the Marine Protected Areas on St. Maarten. He holds a degree in



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ST. THOMAS INTERNATIONAL REGATTA SET FOR MARCH 23RD-25TH 2018



PHOTO: DEAN BARNES/STIR

St. Thomas International Regatta -
Bring your own boat or charter!

Organizers of the St. Thomas International Regatta (STIR) say that 2018 event, set for March 23rd to 25th, will take place as scheduled despite damage to the island from Hurricane's Irma and Maria.

The host, St. Thomas Yacht Club, suffered some damage and the fleet took more than a few dents, but the venue for fantastic round the island races is still very much here. The resilience of regatta organizers, sponsors, volunteers, and club members as well as the U.S. Virgin Islands' business community, hotel and tourism sectors is strong.

"Never in the 45-year history of STIR has a fall storm, even a major one, interrupted the running of the 'Crown Jewel of Caribbean Yacht Racing', and it will not in 2018," the Club said.

Show your support and be part of our island's recovery and future by registering now for the Round the Rocks Regatta, March 22nd and St. Thomas International Regatta. For more info or to register online, visit : www.stthomasinternationalregatta.com

Marine Sciences from Barry University in Miami, Florida.

Meanwhile, in the **Mediterranean**, IGY Marinas and P&O Marinas, a subsidiary of DP World, have announced a new-build superyacht marina project in Sète, France, with construction to start at the end of the year.

Once open, it will offer 12 dedicated superyacht berths for the world's largest vessels of up to 328 feet (100 meters) with a maximum draft of 23 feet (7 meters). Other features include electrical facilities; fuel service arrangements; in-slip grey and black water pump-out; high level security; and Wi-Fi. Marina guests will also have access to the world's leading and largest vessel support network – the IGY Anchor Club Strategic Partners, which offers a range of services from provisioning, crew training and full range insurance to emergency health services, maritime travel and satellite communications.

The site of the marina will be in the heart of Sète, which is known as the 'Little Venice' of France; it is an official Port of Entry and fully ISPS compliant.

For the latest information on all IGY Marinas, visit: www.IGYMarinas.com

ONLY SURVIVING TORTOLA SLOOP BATTERED NOT BROKEN

There was good news out of the BVI following Hurricanes Irma and Maria. What is thought to be the only surviving Tortola Sloop, *Endeavour II*, came through the storms battered but not broken. *Endeavor II* was built in the backyard of Foxy's Bar on Jost Van Dyke by the Jost Van Dyke (BVI) Preservation Society. The project was part of a maritime heritage revival program to rekindle sailing traditions. The boat rode out the two storms in her hurricane slip at Village Cay Marina, Tortola. To learn more about Endeavour visit www.jvdps.org or contact susan@jvdps.org for details.

SAINT CROIX YACHT CLUB INTERNATIONAL REGATTA POSTPONED UNTIL MARCH

In recovery from Hurricane Maria, St. Croix Yacht Club has rescheduled its 25th International Regatta, says Club Commodore, Karen Stanton. The regatta, originally set for November 10th–12th, is now slated for March 9th–11th 2018.

EVENT CALENDAR

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

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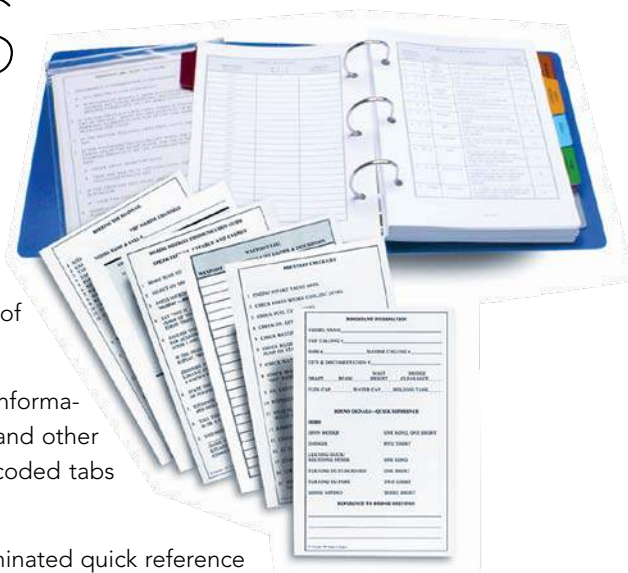
Despite the proliferation of electronics on board today's average boat, know that manual alternatives are needed should systems fail. Log books are a time-tested means of keeping essential information in a central location. Bernard Engraving offers the comprehensive Power Boat Manager and Sailboat Manager onboard reference logs as an ongoing repository of valuable data. They make excellent gifts for holidays or special occasions.

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The Powerboat Manager and Sailboat Manager also contain portable, laminated quick reference cards. They cover basic safety guidelines such as proper sound signals, distress communication, and emergency procedures for fire, leaks and man overboard situations.

Both log books are formatted as 3-ring binders with 6" x 9" loose leaf pages. When opened, the 8-1/4" x 9-3/4" rugged poly cover provides a hard writing surface.

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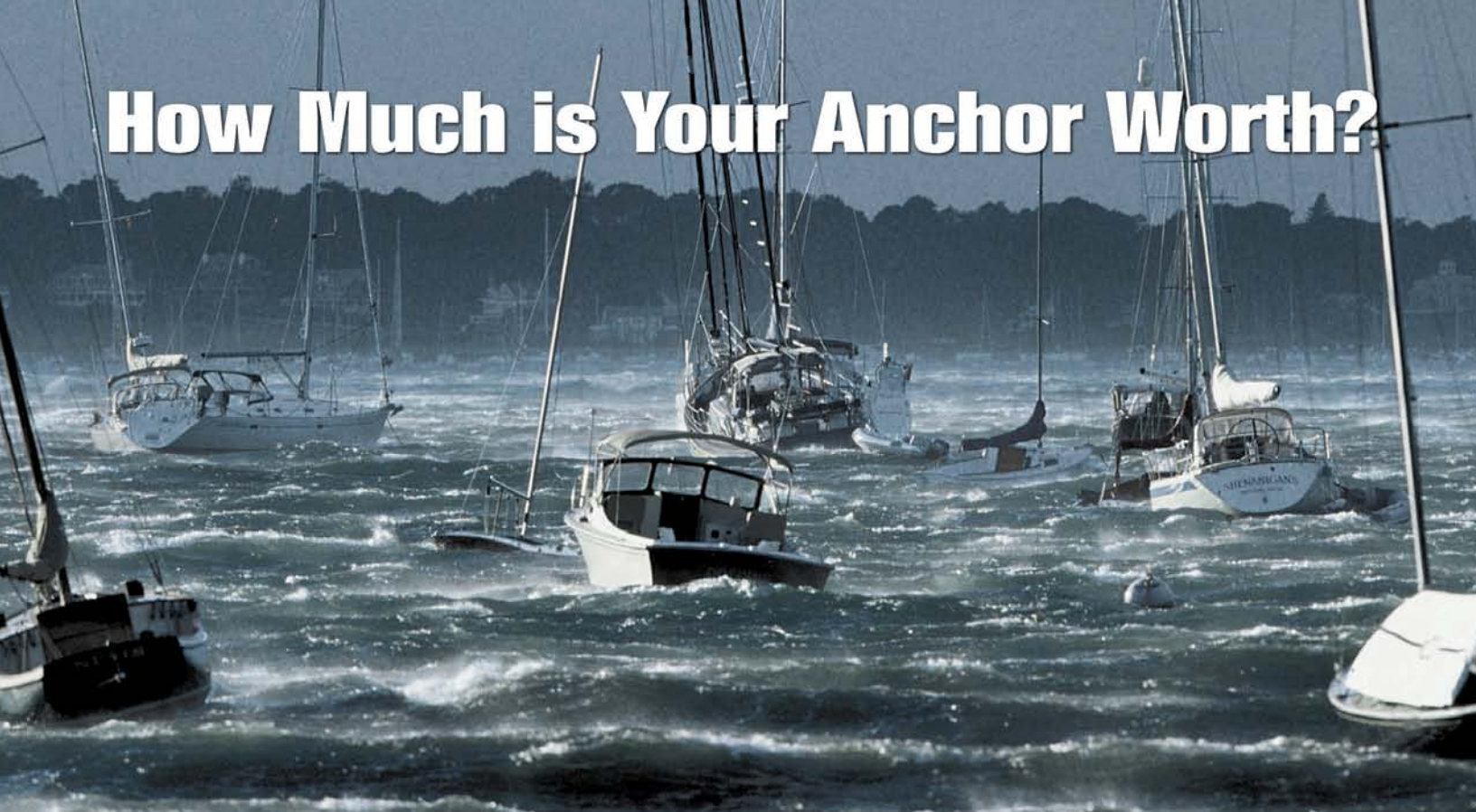
A completely new modular system concept, the BlueCool A-Series is flexible to a wide range of installation demands and highly customizable. The standard Compact model has overall minimized volume, the horizontal Low Profile has reduced height and the Slimline is the vertical version with less depth. Cooling capacities range from 4-36 kBTU/h. A video demonstration can be found at: bit.ly/2kSmDtd

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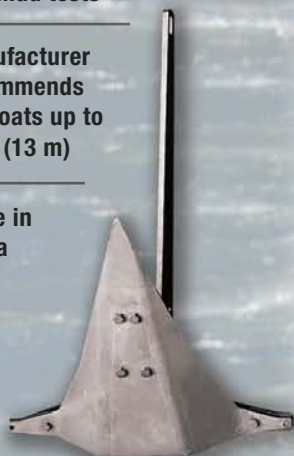
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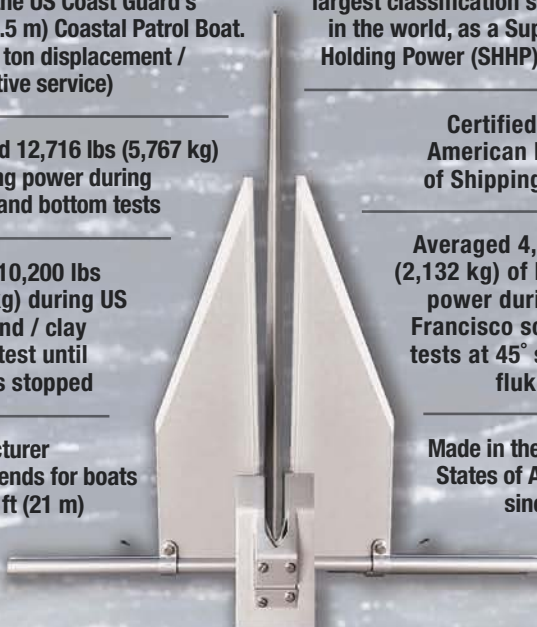
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JOHN AND JANE

SAILING HUMOR BY CAP'N FATTY GOODLANDER



John and Jane

Jane was a bored shrink in London who felt there should be more to life than riding the Tube into work, listening to a person-with-too-much-money complain, and then riding the Tube home again. She felt life was passing her by. This is common. The case could even be made that this life-stage is just a natural part of growing up. But Jane herself was not common. She was not merely a dreamer,

but a doer as well. A few days later she noticed an ad in the paper looking for a nurse. She'd had some medical training, but what intrigued her was *not* the job but rather the venue. It was aboard a sailing ship about to set off on an around the world cruise. She applied. She got the job.

It was almost as if she'd been let out of jail. London faded.

The Pacific was now her backyard. The lofty isles of the Marquesas flew by, the drowned isles of the low-lying Tuamotus had to be carefully avoided, and Les îles de la Société beckoned.

She was young. The Polynesian men were like muscular gods. The air invigorated and the palm fronds seemed to wave welcome. Jane felt very alive, very lit up, very willing to taste the lushness around her.

A year passed. Or was it two? It didn't matter. She was tanned. She swam everyday. She ate well, slept well, and laughed easily.

Now here you have two sailors from the same small island nation and yet totally different backgrounds—of whom must sail away the following weekend. So it was only five days. Five short days. Five sleepless days of love and seduction and passion.

Her life was a tire swing.

She couldn't wait to wake up in the morning to see what the new day would bring. And she could no longer remember the timid lass who'd ridden the Tube into the City everyday, while kind of existing and yet never really living.

"Whale!" a passenger said as her ship was steaming into Hong Kong. Everyone ran to the port side and looked into the water.

"There!" shouted another.

Jane looked too. At first, she, too, thought it was a whale. But then she realized her mistake as the British submarine surfaced beside her sailing ship. Its hatch slowly opened. The formally-dressed crew filed out at attention to ring the ship. Then the skipper came out in his dress-whites and stood proudly atop the conning tower.

He wasn't a big man, but there was something about him; something British and sterling about the set of his chiseled jaw, his piercing eyes. And he had a dark bushy beard. And he made Jane suck in her breath and think; this is the most handsome man I've ever seen.

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The two vessels soon drifted apart—but that magnificent vision never left Jane. It is in her heart to this day.

Her own ship was soon full of hustle and bustle as the previous passengers left and the new ones arrived. There were fresh medicines to be inventoried and bills of lading to be signed. And that is why she was on deck when a member of the British embassy staff came up the gangplank to inquire if there were any British citizens aboard who would like to attend a party.

"There's a least one," said Jane brightly.

The party, as it turned out, was for the crew of the British submarine and within moments of the skipper making his grand entrance into the room, Jane was shamelessly flirting with him.

One day, while re-bolting the valve assembly on my Perkins M30 diesel in Mayotte with John's able help, he told me the story of his romantic courtship of Jane. And across the harbor in a small French café, Jane related the same fairy-tale episode to my wife Carolyn ...

Now here you have two sailors from the same small island nation and yet totally different backgrounds—both of whom must sail away the following weekend. So it was only five days. Five *short* days. Five *sleepless* days of love and seduction and passion.

And, to this day, Jane blushes.

"We were ... he was ... I was... we were, er, *insatiable*," she says. "We made every second count—every look, every gesture; each breath!"

Then Jane sailed off in one direction and *John* (for that was his name: John, but to Jane it seemed as if she'd never really heard that name before) sailed off in another.

And that was that. Except that John couldn't concentrate. And Jane spent a lot of time at the end of the bowsprit, staring sadly out to sea.

Now John's submarine was, as mentioned, British. It had

been lent to Australia, but Australia had never fully understood that it had complete control of the sub. This worked to John's advantage when back at the base, the subject came up of random *pings* that submarines were hearing while transiting the southern Indian Ocean.

An Australian fellow in a fancy uniform was chatting to John about them when John suddenly jumped up, hastily gathered his charts together, and dashed out of the room muttering, "Well, *Sir*, I'll find out straightaway, *Sir*!"

How odd, thought the Aussie.

And so it came to pass a few months later, Jane was holding onto the forestay while standing on the bowsprit of her tall ship, when, "WHALE!"

But it wasn't a whale this time either—it was a sub, the *same* sub. And this time John came on deck all alone in his dress whites, stood on the wet, glistening deck, took off his officer's hat, bent on one knee, and shouted to the other ship, "Marry me, Jane!"


It was like a dream to Jane—like she was hallucinating.

She couldn't find her voice and she felt faint—was scared she'd slip down to the deck.

"I can't," she shouted back. "You're married to the Navy!"

"Screw the Navy," John said, "You're my life now."

And so for the next 29 years—until John's step was infirm and Jane's hair was solid grey—they sailed the world together aboard a modest Rival 32 sloop.

One day, while re-bolting the valve assembly on my Perkins M30 diesel in Mayotte with John's able help, he told me the story of his romantic courtship of Jane. And across the harbor in a small French café, Jane related the same fairy-tale episode to my wife Carolyn—billing it lustfully, girl-to-girl, as *The Day I Married the Most Handsome Man in the World*. 

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: fatty-goodlander.com



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SAILING WITH CHARLIE: TIME TO RAISE A GLASS ... AND UP YOUR PREMIUMS

SAILING HUMOR BY JULIAN PUTLEY
GRAPHICS BY ANOUK SYLVESTRE



What a year it's been. 2017 is now having its last gasp and all of us who survived the devastating storms, floods and related deprivations will be glad it's gone. We didn't have any crippling wild fires, volcanic eruptions or earthquakes so perhaps we were luckier than some. In the BVI only four souls lost their lives; it could have been so many more!

Now, the wet season is behind us. As our neighbors to the

north are bracing for winter we can look forward to warm and brisk trade wind breezes and clear sunny days. Many of us will spend time at the beach or be out on the water. Cold beer will taste the same as will Painkillers and Bushwackers. Insurance companies are paying out and restoration is speeding up. These are winds of change – for the better.

Talking about winds of change; Charlie had a colonoscopy a couple of days before Irma. Horror of horrors – they found a

polyp. It was sent to PR for analysis but then Maria came to visit. No word received on results but the wisdom on the street is ... Charlie will suffer bouts of wind from now to eternity!

Insurance – for Charlie, is a dirty word – Why? Well, firstly the premiums are horrendous – carefully and systematically calculated to make a nice profit for fat people sitting in offices with statistics and calculators. It's rather like gambling – in the end the house always wins. A large percentage of the premiums goes to advertising media to try to convince you to get *even greater and more expensive* coverage. And as the yearly premium due date rolls around, we ask – Am I getting value for money here?

Fellow writer and cruising yachtsman, Fatty Goodlander, says he'd rather insure himself by buying better ground tackle, communication equipment and being vigilant on all aspects of seaworthiness of his vessel. Charlie agrees. If your mast falls down in the middle of the ocean don't expect an insurance adjuster to fly over and drop a wad of money on deck – and even if he did, what good would that do.

Look at the system of healthcare in the U.S., Insurance companies can pile on the premiums because they know you have little choice – it's either buy it or die! Same with the big pharmaceutical companies. It's the lobbyists for the insurance companies that buy the politicians to deny the citizens a National Health program. Insurance has become a racket!

Now comes the good part: It's Christmas month. If you insured your ten year old catamaran with all the bells and whistles for twice its value, even if the insurance company pays out as little as possible you are likely to come out a winner; you could buy a new boat. In fact, many boaters have already ordered new boats in anticipation of a good pay day. Charter companies, who are both agents and brokers, are rubbing their hands with glee at the handsome commissions. Every cloud has a silver lining!

Looking to the future there can be little doubt that premiums will sky rocket. Boaters will have to think seriously about moving their vessels out of the path of hurricanes. The Caribbean's Curaçao is south of the dangerous latitudes and has large safe inland lagoons – perfect for summer refuge. Trinidad is another possibility. Although these are considered safe, nothing is fool-proof, but the chances of a hit are minimal ... and Charlie will happily take your boat there for a modest fee.

Merry Christmas and a Solid Roof to All ...



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

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RORC TRANSATLANTIC RACE

RACING CIRCUIT BY CAROL M. BAREUTHER

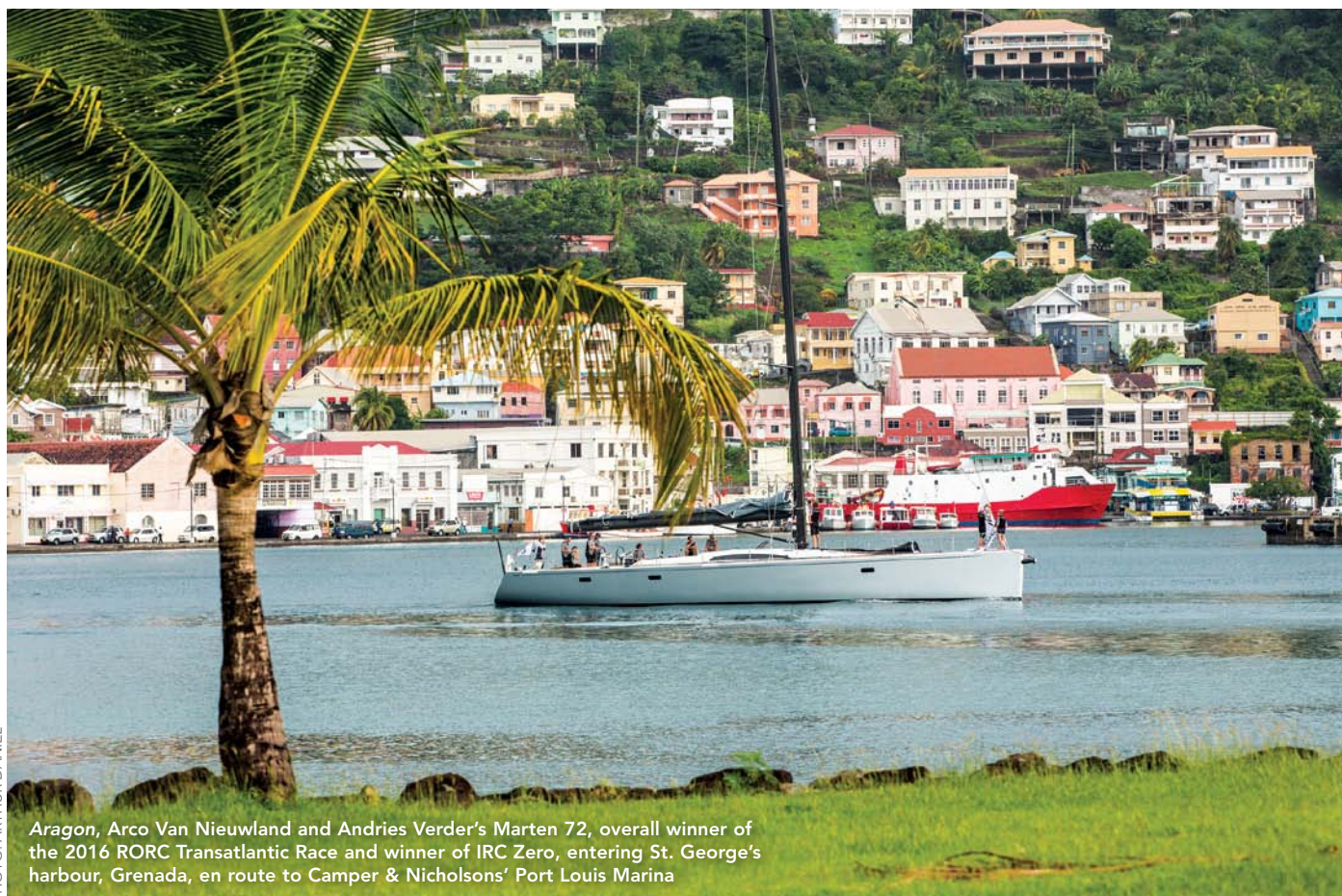


PHOTO: ARTHUR DANIEL

Aragon, Arco Van Nieuwland and Andries Verder's *Marten 72*, overall winner of the 2016 RORC Transatlantic Race and winner of IRC Zero, entering St. George's harbour, Grenada, en route to Camper & Nicholsons' Port Louis Marina

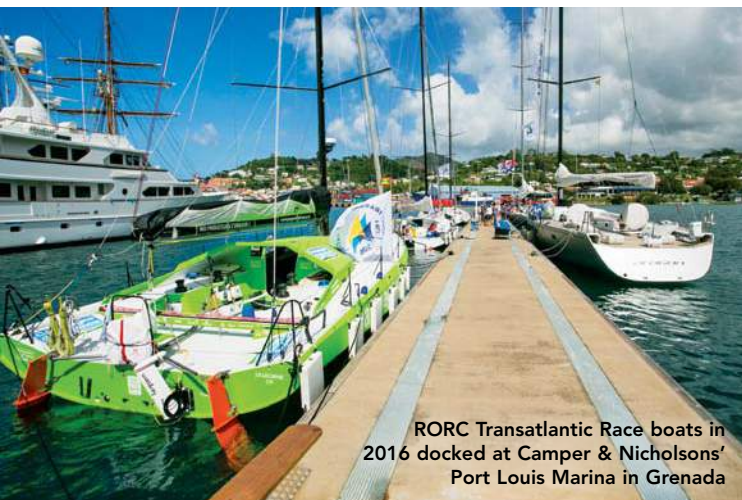
What do the canting keel *Ker 56*, *Varuna*; swift-sailing *Swan 60*, *Emma*; and super maxi, *CQS*, have in common? These high-powered yachts are among the near record 30 teams expected to compete in the 4th RORC (Royal Ocean Racing Club) Transatlantic Race, which finishes this month at Camper & Nicholsons' Port Louis Marina, in Grenada, after a 3000-mile race departing in late November from Marina Lanzarote, in the Canary Islands. This fleet includes transatlantic veterans and some of the world's top offshore professional sailors, as well as regular RORC racers and individuals notching up their sea miles with a highly qualified skipper on a race charter boat. Even better, most, if not all, will be staying in the Caribbean and participating in the region's late winter and spring regattas.

"The Transatlantic Race is the lengthiest in the RORC's offshore calendar," explains spokesperson Trish Jenkins. "It orig-

inally started as a feeder race to get RORC members, serious race boats and teams who wanted to race across the Atlantic to the Caribbean to compete in the RORC Caribbean 600, which celebrates its 10th anniversary in February in Antigua."

Just for this year, the RORC Transatlantic Race is part of the Atlantic Anniversary Regatta (AAR). The AAR celebrates the Hamburg, Germany-based Norddeutscher Regatta Verein's (NRV) 150th anniversary in 2018 and features two transatlantic sails in one year: the RORC Transatlantic Race leg and a return sail from Bermuda to Hamburg, starting July 8th 2018. It's the added German entries in the AAR, plus competitors from nearly ten countries and crews from many more, who will arrive in Grenada.

Two entrants in both the AAR and RORC Transatlantic Race are Germany's Jens Kellinghusen, aboard *Varuna* and France's



RORC Transatlantic Race boats in 2016 docked at Camper & Nicholson's Port Louis Marina in Grenada

PHOTO: ARTHUR DANIEL



UK's Mike Slade (left) celebrates after his maxi, *Leopard 3*, crossed the finish line on the tenth day of the race to take Monohull Line Honors and win the International Maxi Association (IMA) Trophy for the 2016 RORC Transatlantic Race

PHOTO: ARTHUR DANIEL

Eric de Turckheim, sailing his Nivelt-Muratet 54, *Teasing Machine*. Both yachts are relatively the same size, new to the racing circuit and favorites to win under the IRC handicap rule. However, there are important differences between the two.

"Varuna has a canting keel and a powerful hull shape," says *Teasing Machine*'s tactician Laurent Pages, winner of the 2011-2012 Volvo Ocean Race as tactician and alternate helmsman aboard *Groupama 4*. "*Teasing Machine* is a fixed keel. I have no doubt that *Varuna* will be quicker in strong reaching conditions, but racing across the Atlantic is not a straight forward sprint; there are local effects and you need to always be looking forward to getting your strategy right. *Varuna* should be ahead of us for the race. However, after time correction, *Teasing Machine* has the ability to change that."

Germany's Johann Killinger and co-owner of the Swan 60,

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The team of Phaedo3 took Multihull Line Honours in the 2016 RORC Transatlantic Race. Nikoyan Roberts (far right) manager of nautical development for the Grenada Tourism Authority presents the team with a basket of Grenadian goodies

PHOTO: ARTHUR DANIEL

Emma, Alfred Paulsen, will sail their first Atlantic race, with Paulsen at the helm. *Emma* is registered in both the AAR and RORC Transatlantic Race.

This "is a dream for him, (Paulsen)," says *Emma*'s captain, Sven Hadler. "*Emma*'s crew are all from Germany and very experienced. We started an Atlantic race in 2012 with *Emma* and had to retire due to an injury on board, so this is unfinished business. Our first goal is to finish, to be safe and to try our best. When racing you are always serious, but we will also have fun. We have heard that this race has a great atmosphere, and we are looking forward to meeting other competitors and making new friends."

One of the largest and most high-profile boats this year is *CQS*, Finland's Ludde Ingvall's 100ft high-performance super maxi racing yacht. Originally slated to compete in this year's Rolex Sydney Hobart Yacht Race, Ludde and sponsor Sir Michael Hintze had to withdraw from the Australian race due to a shipping schedule change that meant the boat could not return Down Under in time to properly prepare.

"The up-side of this schedule change is that we will have the chance to help support the Caribbean communities devastated by the recent hurricane by entering some of the events

on their circuit," says Ingvall.

The first finishers are expected in Grenada between December 2nd to 5th, with the bulk of the fleet arriving December 6th to 8th, and the late finishers December 9th to 14th.

Once in Grenada, the fleet will enjoy a warm welcome.

"We are thrilled to welcome the 100-plus visiting sailors taking part in the 2017 RORC Transatlantic Race to Grenada and provide them with baskets containing some of our finest rums and chocolates flavored with our island-grown spices," says Nikoyan Roberts, manager of nautical development for the Grenada Tourism Authority. "Sailors will have the opportunity to relax on our white sand beaches and visit amazing waterfalls and historic forts. The prize-giving festivities will take place December 12th."

For more information and to track the fleet, visit: <http://rorc-transatlantic.rorc.org>

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



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The Escher kids Paul (9), Henry (6), Betty (11), and Karen (6) forgo a trampoline in the back yard for a trampoline on an ocean-going catamaran

THE JOYS OF CHOOSING CREW

FAMILY CRUISING STORY AND PHOTOS BY LORRAINE ESCHER

I live on a St Francis 50 catamaran, called *Aphrodite*, with my husband, Rick. We have four children, ranging in age from six to 11 years old. This past summer, our family anchored for hurricane season in Woburn Bay, Grenada. From Nimrod's Rum Shop, we could take a bus into town. But, geographically, Woburn Bay placed us on the fringe edge of sociability.

In Grenada our friends from other bays would often ask, "What are your plans today? Do you have time to meet?" Or, "We're planning a barbeque on Wednesday night at Hog Island beach. Are you interested?" And, we often had to decline. We remained anchored in Woburn Bay for almost three months. We swam off our transom, and occasionally ventured out to buy groceries.

What happened to our loftier aims as a cruising family? Why had we become such social hermits? This summer, my sense



Rick and Lorraine Escher

of motherhood guilt loomed large. And, I wondered dreadful, unspeakable things - like, will my kids recall playing Minecraft inside on a sunny day?

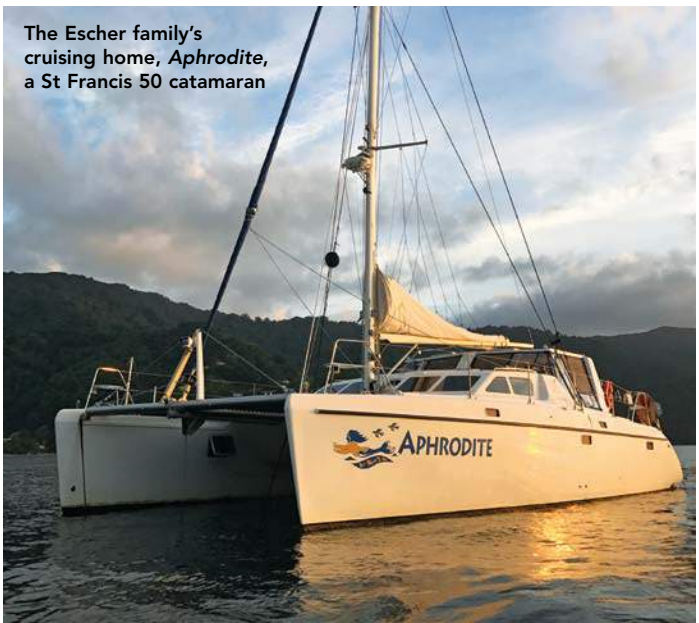
My husband and I spent our time in Grenada homeschooling, hovering over planning spreadsheets, and talking to and emailing other cruisers who have crossed the Pacific Ocean.

Our family is planning to transit the Panama Canal in early 2018. I am shocked that a Pacific crossing involves so much soul searching, preparation and research. We want to visit the Galapagos Islands, Easter Island, Pitcairn, Gambier Islands and French Polynesia. All told, the passage will take about 90 days.


Currently, our focus is on self-reliance and safety. To that end, we are hauling out our boat in Trinidad. We are unstepping the mast to examine the wires and rigging. We expect to receive some spares relating to critical systems, safety and weather. But, we know that it's the human factors that can make or break our trip, including things like fatigue, morale, and health, to name a few.

Initially, I wanted to sail the Pacific without extra crew. But, there is no need to test our physical limits. This is a 5,500 nautical mile passage. Safety is something we have to take seriously.

To help share watch-keeping duties, we are fortunate to have an experienced sailor-friend joining us. We spent hurricane season with him in 2016 in Luperon, Dominican Republic. He is a single hander, and a retired FedEx executive. Unlike Tom Hank's character in the movie, Cast Away, we have every rea-




The Escher family's cruising home, *Aphrodite*, a St Francis 50 catamaran




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MANKIEWICZ 



Raising the mainsail with guests and extended family in Antigua (from left): Braden, Findlay and Jorja Armstrong, Paul and Henry Escher and Rick Armstrong

son to believe that he will not cause us to end up talking to a volleyball on a deserted beach.

However, we'd like to add more people, preferably a crew couple. We have a queen-sized berth available and we'd like to maximize the number of people available to keep watch. With a couple joining us as crew, plus our friend, we would have five adults available for watch.

Interviewing crew has been tricky and, at times, comical. I consider one interview to be 20 minutes of my life that I cannot get back. I was talking to a newly-smitten couple. They happily finished each other's sentences, and asked virtually no questions about safety or sailing. Instead they asked delicate questions regarding accommodations and heads. I should have just told them, "The walls are thin," and that would have served the happy, dual purpose of answering their question and ending our discussion.

Anyway, the kicker for many people is that we are not offering payment. Instead, we are asking people to cover their costs. This seems to offend people who want to travel the world on a shoestring while sailing on a blue water boat.

Through online websites we have met some amazing people who we'd love to have on our boat, but we have also heard from some people that would not be suitable to join us. My favourite crew inquiry came from a man who said that he liked to work hard and enjoyed sunbathing. He listed his nationality as 'Sol' and asked not to handle diesel or chemicals. We had another man ask if we could pick him up in eastern Canada.

One young woman inquired on Facebook if we were swingers, since our crew posting sought crew-couples. Then an older man suggested that he could bunk with her if we were willing to take them as a couple. I like his spirited optimism.

We want amazing crew, and we want them to have a fantastic experience. I am excited beyond words to visit remote places, to meet new people, and to see interesting wildlife and scenery. We might have been social hermits in Grenada, but that's about to change.

Lorraine Escher is a writer from Ottawa, Canada. Her blog is at www.aphrodite.cat



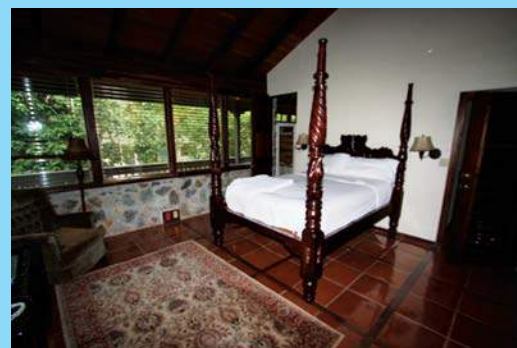
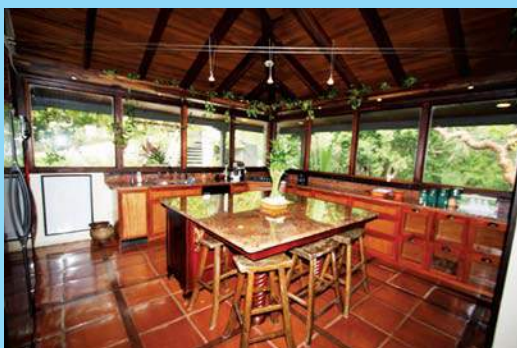
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This is a beautifully remodeled and pristine family home, on the desirable East End of St. Thomas.

The home is within walking distance to both the town of Red Hook and peaceful Vessup Beach, and just steps from the VI Montessori School / Peter Gruber Academy. It has a total of 6700 square feet of indoor space, and an additional 2000 square feet of outside decks.

There are a total of eight bedrooms with ensuite bathrooms, making this a perfect candidate as a vacation rental for AirBnB or VRBO/Homeaway. And with a second full kitchen on the lower level, you also have the flexibility to lease both floors separately, or live on one level and lease the other to help pay the mortgage.

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GLASSES FOR THE SOLOMON ISLANDS

INTERNATIONAL
WORDS AND PHOTOS BIRGIT HACKL



Paul and Frances
on *Monkey Fist*

Travelling and seeing the world didn't seem enough to Frances and Paul. They wanted to give something back to the friendly locals they met on their journeys and now they are cruising with a cabin full of eye glasses.

Travelling is fun and broadens your horizons, and those who dare venture outside the usual tourist areas often get an insight into the lives of locals beyond the clichés of sun, beaches and the glittering sea. Unfortunately this glimpse behind the facade often shows unattractive truths, as many of the popular tourist destinations are located in developing countries. Many travelers think something should be done, but it seems impossible to actively intervene in the problems of a foreign country, so it's easier to look away and hope that somebody else will deal with it.

Paul and Frances Tudor-Stack decided not to look away, but to contribute their part to improve the lives of people in the coun-

tries they visit. In remote regions they had noticed how many people stumble through their lives without eyeglasses. When they started cruising, in 2008, they didn't just stock up the boat with provisions, but also with second-hand eyeglasses. Visiting an ophthalmologist is routine for people in the first world, but many people in remote places have no access to medical help and spectacles are either not available, or unaffordable.

Since the beginning of their journey the Australian couple have distributed 7000 spectacles in 12 countries throughout Asia, Oceania and Central America. After dropping the hook of their boat *Monkey Fist* they usually contact the mayor, chief or whoever seems in charge, ask for permission and a room to set up their equipment and soon after people start flocking in to have their eyesight tested and to receive free glasses.

We met the two Australians in Tahiti, where they set up their 'office' at the back of the Tahiti Yacht Club and spent a week developing a homepage for their next project. Until 2018,



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they plan to collect ten thousand spectacles in cooperation with the Lions Club Recycle For Sight Program and get funding for a journey to the Solomon islands.

WHY THE SOLOMON ISLANDS?

The tropical island state northeast of Australia is one of the poorest countries in Oceania. Even though it features many attractions like sandy beaches, coral reefs, forested mountains, waterfalls and an interesting culture, hardly any tourists dare to visit after ethnical conflicts in the late 1990s. While foreign companies deforest the country and mine for natural resources, most locals live as subsistence farmers and fishermen.

The infrastructure was affected during the ethnic violence and further damaged by two earthquakes and ensuing tsunamis in 2007 and 2013. Transport is complicated by the fact that the island chain extends out over 900 miles.

WHY A SAILBOAT?

Transporting ten thousand spectacles and charts by plane would be costly, inter-island flights and accommodation (if available) would add to the expense. A sailboat is the perfect means of transport to reach remote areas and to spend time there, while the news spreads and people arrive to have their eyesight checked. Additionally, Frances and Paul are planning to travel inland to even more remote villages. Their 43-foot Jeanneau offers space enough to store the eye glasses and additional equipment.

WHY GLASSES?

Fitting people with glasses is relatively simple compared to other medical services and can be done by an amateur. Of course, the result may not be as perfect as when determined by an ophthal-

mologist or an optician, but every improvement to one's vision enhances the quality of life for a very shortsighted or farsighted person. Glasses not only make it easier for people to read they help in hundreds of other daily activities like sewing, mending nets, carving, knitting, etc., all jobs requiring keen eyesight.

We asked Frances and Paul about their experiences around the Pacific and were fascinated. While other yachts might be viewed suspiciously or as possible sources of income, *Monkey Fist* is made welcome wherever they sail. The people appreciate the help they get, the cruising couple are integrated into village life and made guests of honor at festivities.

"It's a win-win situation," Frances explained. "The people who have donated their old spectacles, the volunteers who recycle the glasses, the people who receive them, and us when we see the smile on their faces. We are all winners."

Paul added, "We have fitted glasses to elderly people who haven't been able to read for 20 years and to young people who have dropped out of school because they can no longer see the blackboard or read a text book, a situation that we who live in the western world cannot envisage."

For more info and the chance to donate, please visit: www.eyeglassassist.org

Birgit Hackl, Christian Feldbauer and their ship's cat Leeloo set sail towards the horizon in June 2011 on their yacht Pitufa. Visit their blog: www.pitufa.at

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SAILING AT NIGHT PART II: DON'T BE AFRAID OF THE DARK

CAPTAINS & CREW BY ROGER MARSHALL



PHOTO: GEB/OCEANMEDIA

When sailing at night you get a unique perspective on the world. The stars seem more luminous and much nearer, the wind seems stronger and you feel as if you are cocooned in your own little world. It is easy to believe in ancient gods and transient beings when you are alone on the deep ocean. But it can be wonderful as well. One night about a thousand miles from land we had fourteen porpoises swimming at the bow in phosphorescence that trailed miles behind us. It was truly magnificent.

BE PREPARED

Prepare for night sailing long before darkness falls. You should try to get as many jobs as possible completed before dusk. For example, on a sailboat, make sure that the halyards are not tangled and that sails are organized below deck. If the wind is expected to strengthen, you might have a heavier or

smaller sail at the top of your sail inventory. If you are cruising and want to change to a smaller sail, do so before twilight vanishes. Check while it is still light to see that you have adequate battery power to last the night. If you are low on power, recharge the batteries. You don't want the on-watch to run the engine in the middle of the night and wake the off-watch. You might be the off-watch!

Before it gets dark make sure you know where the spare batteries, harnesses, lifejackets, and flashlights are. Also make sure that you have a good fix on nearby boats, that you have your lights on, and that you are proceeding at a prudent speed. Learn to recognize what lights other ships will be carrying. It's not much use calling down the hatch to the off-watch to ask what a red and green light on each side of two vertical white lights, means. (It means that a ship over 150 feet

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PHOTO: GEB/OCEANMEDIA

long is heading directly at you!) If you are unsure, buy a book showing lights carried by shipping at night.

Make sure the VHF's are working properly and the VHF is handy to hail any shipping that seems to be getting too close. Have a spotlight handy, in case a large ship comes really close. As soon as twilight falls, turn on your navigation lights. Often the bow lights get immersed in spray or solid water and fail. Only by checking can you tell if they are working properly.

Before it is completely dark, take a walk around the boat and check that all the lights are working properly and that the AIS, radar detector (if you have one) and the radar are turned on. You might also want to make up a flask of soup or coffee, and put some cookies, candies, or sandwiches handy so that the on-watch don't trash the galley looking for food when they get bored.

LIGHTS CAN BE CONFUSING

If you are out at sea, looking toward the land can be very confusing. There are street lights, vehicle lights, navigation aid lights, store lights, and all manner of other distractions. Spotting a navigation light amid all the landside clutter is very difficult, but there are a few tricks that can help you.

First, have a good idea where you are and where the nav-aid is expected to be. If you cannot see it flashing against all the

lights behind it, look to one side of the light. Quite often your peripheral vision will pick up the flash before you can actually see the light when looking directly at it. Another trick is to get higher than the nav-aid. If you are looking for a buoy, quite often you can isolate it against the dark ocean by being on the highest part of your boat looking down toward the sea surface. Once you have located the nav-aid, time its flashes carefully using a stopwatch. Don't try to count the flashes; you will usually get them wrong. On one trip the navigator came on deck and saw what he thought was the correct light. He timed it by counting, one, one thousand, two, one thousand, etc. We turned to head for the light, which seemed well below our course. The navigator went below. A few minutes later he yelled to come back on course. It would have been very difficult for us to get around the lighthouse that was several hundred yards inshore!

At night, always double-check your navigation. It seems to be much easier to screw up during the hours of darkness than during daylight. This is especially true when closing a shoreline.

EDITOR'S NOTE: Part 1 of Sailing at Night can be found on our website: www.allatsea.net



Roger Marshall has written 14 boating related books including his latest, Fiberglass Repair Illustrated.

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DIALYSIS FOR YOUR DIESEL

TECHNICAL TIPS BY CAPT. JEFF WERNER



The boats cruisers use to follow their dreams, whether sail or power, usually rely on diesel fuel. It is the lifeblood of engines and generators, and often the one component that receives the least amount of care.

Microbial contamination of diesel fuel is a fact of life. It is not a matter of 'if', it is just a matter of 'when'. As a general rule, whenever diesel and water come into contact in a fuel tank, microbes will start to grow. Moisture entering through the fuel tank vent and condensation inside the tank are contributors to this problem. Water is heavier than diesel fuel, and therefore accumulates at the bottom of a tank.

The water at the bottom of the tank serves as a perfect medium for microorganisms to live in. And the hydrocarbons in the fuel are a tasty food source for many species of microbes. The result is a proliferation of bacteria and fungi feeding at

the fuel/water interface. In addition, microbes can adhere to the tank walls and can grow fast enough to quickly coat those walls with a slime of organisms. Whether it is bacteria, mold or other fungi, unless this growth is held in check the result will be clogged filters, tank sludge and injector failure.

Inorganic debris such as rust, dust, sand and other particulates usually find their way into the fuel during the transportation and delivery process from the refinery to the fuel pump. This dirt is abrasive and causes excessive wear and tear on engine parts.

Naval architects understand this problem. Therefore, they design fuel tanks with pick up tubes many inches above the bottom of the tank. This keeps the sludge, water and particulate matter that settle to the bottom from being sucked up into the fuel supply line. Eventually the height of the contaminants will rise to a point above the pick up tube and get pumped

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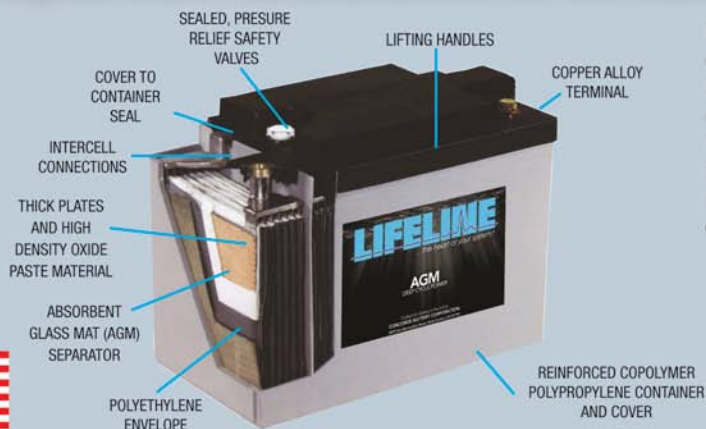


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through the fuel system and into engines or generators. The immediate result is that the primary and secondary fuel filters get plugged and engine performance drops since the engine is being starved of fuel.

The remedy is a diesel fuel maintenance program, and its cornerstone the installation of an onboard system that will polish the fuel and clean the tanks. Fuel polishing systems can be powered by direct current or alternating current, depending on the available electrical supply aboard the boat.

The best tank cleaning systems are multi-stage systems that use a variety of inline fuel conditioning and filtration technologies and don't rely on just one process, such as a centrifuge.

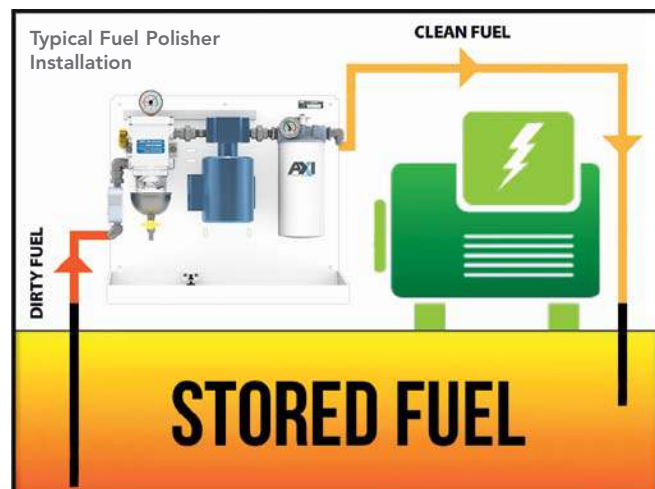
The first phase of fuel polishing is to pass the fuel through a magnetic conditioner. The permanent magnets generate a very weak electrical field that separates the molecular bonds holding together the large clusters of hydrocarbon contaminants and disperses them. The next phase is a water separator and particulate filter, which removes free water, sludge, organic and inorganic matter greater than 30 microns in size.

The final step is a multi-pass filtration process which agitates the fuel and removes the organic and inorganic debris floating in the fuel, as well as any emulsified water. This extensive filtration process, also called dialysis, removes particles down to a diameter of three microns or less. To put this in perspective, a human hair has a diameter of 80 microns and particles between five and ten microns in diameter can cause problems in fuel systems.

During the fuel polishing process an additive is used to dissolve the sludge and slime that accumulates on the walls and baffles of tanks. This procedure assures that mold and bacteria are removed from all tank surfaces. Once the tank is cleaned and the fuel is polished, an additional dose of fuel additive is mixed into the tank to help guard against future microbial contamination. Use of a full spectrum additive during this step will also add lubricity to the diesel fuel, prevent corrosion, reduce carbon build up and stabilize the fuel. Each time the fuel is topped off a new dose of additive is mixed with the fuel to control any contaminants in the fresh fuel.

At a minimum, fuel should be polished every six months. Ideally, fuel polishing should be completed every time new fuel is bunkered. Vigilance is the watchword to combat fuel contamination, and trouble-free diesel engine operation is the reward.

Capt. Jeff Werner has been part of the yachting industry for over 25 years. In addition to working as a captain on private and charter yachts, both sail and power, he is a certified instructor for the RYA, MCA, USCG and US Sailing. He also owns Diesel Doctor (MyDieselDoctor.com)



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CARIBBEAN-STYLE NAUTICAL HOLIDAY HAPPENINGS



PHOTO COURTESY OF ERIK ACKERSON

St. Thomas Lighted Boat Parade

Clouds shaped like Santa's beard are a festive reminder of the winter holidays in a region where palms outnumber Christmas pines, beach sand replaces snow and the weather is more favorable for swimming than ice skating. Yet the Caribbean is a one of the best places on the planet to celebrate this time of year. Check out this sampling of nautical holiday activities.

LIGHTED BOAT PARADES

Deck the rigging with lights, ornaments and even inflatable reindeer! On December 9th, Club Nautico de San Juan, in **Puerto Rico**, will hold its 9th San Juan Christmas Boat Parade. "This year, the parade will be part of the 64th edition of the International Billfish Tournament, as we had to push the dates of the fishing event back from September," says Club spokesperson



Club Nautico de San Juan's
Christmas Boat Parade



Carols on the
Boardwalk at Rodney
Bay Marina, St. Lucia



Yacht Haven Grande, St. Thomas,
Christmas Tree Lighting celebration

Virginia de los Reyes. In neighboring **St. Thomas, U.S. Virgin Islands**, the Lighted Boat Parade takes place December 8th, starting at 7pm, as part of Miracle on Main Street, a holiday shopping extravaganza in downtown Charlotte Amalie. The perennial lead vessel, the 50ft Grand Banks *Friendship*, was lost during the storms yet many others had less damage and are looking forward to participating," says organizer Erik Ackerson.

CAROLING & CONCERTS

Carols Afloat, **St. Lucia's** version of a lighted boat parade moves shoreside this season and is renamed Carols on the Boardwalk at IGY's Rodney Bay Marina, on December 17th. "We invite sailors to decorate their vessels," says Shane Macauldy, marketing, sales and events manager. Dock at Marina Casa de Campo in the **Dominican Republic** in time for the

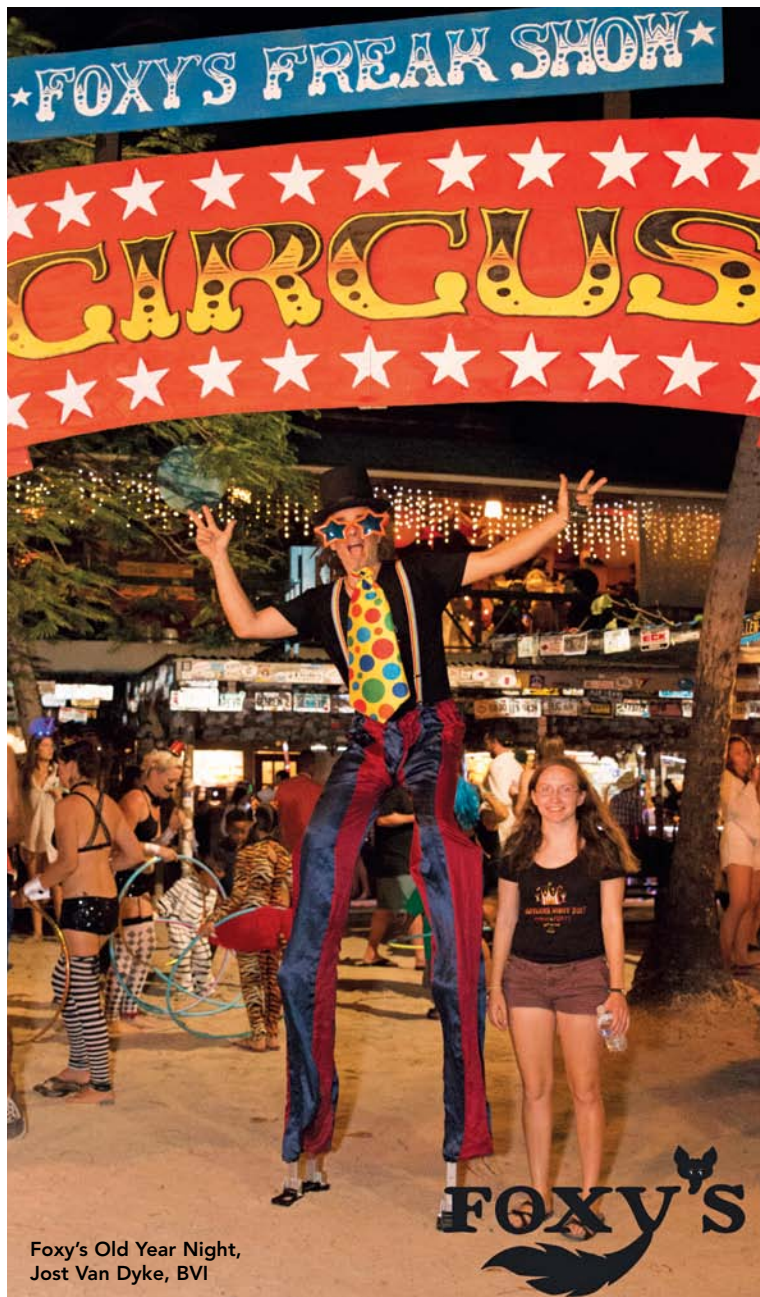


PHOTO COURTESY OF BEQUIA NYE CELEBRATION

Christmas Concert in Plaza Portofino on December 22nd. This same venue is the site of a New Year's Eve Concert on December 31st. Five restaurants surround the plaza and make a great place to eat and listen to the music. South, in **Grenada**, Le Phare Bleu Boutique Hotel & Marina, in Petite Calivigny Bay, will host its dinghy concert in late December or early January. The stage is an old tug boat and sailors sit, clap and toe-tap from their dinghies.

HOLIDAY PARTIES & FESTIVITIES

Revel in the annual Christmas Tree Lighting at IGY's Yacht Haven Grande, in **St. Thomas, U.S. Virgin Islands**, in early

"This year, we have an 'Angel Tree' for people to donate presents that will be distributed among local orphanages ..."

– St. Maarten Yacht Club

December. On the sister island of **St. Croix**, visit the Christmas Spoken Here event at the St. George Village Botanical Garden on December 3rd, from 11am to 4pm. Festivities

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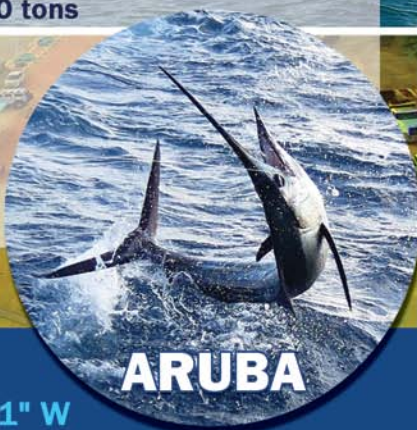
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Mega yachts form a fitting backdrop for New Year celebrations in Nelson Dockyard, Antigua



include local crafts and food vendors, music and a visit from Santa. In **St. Lucia**, the seasonal spirit comes alive at IGY's Rodney Bay Marina from December 1st to 16th, when the ARC (Atlantic Rally for Cruisers) Village opens to ralliers and the public alike. Live bands on the boardwalk start at 10pm on December 2nd and 12th and feature Christmas-themed reggae, zouk and soca. There's also a daily craft market perfect for last-minute gift-buying. On December 8th, the **St. Maarten** Yacht Club hosts its annual Christmas Party. The event is open to members (\$15 pp) and non-members (\$20 pp), and starts with hot chocolate, eggnog and a visit from Santa. "This year, we have an 'Angel Tree' for people to donate presents that will be distributed among local orphanages," says general manager Michele

Korteweg. Shop for presents at the True Blue Bay Resort and Marina in **Grenada** on December 10th from 10am to 5pm. Find everything from crafts to jewelry, candles, swimwear, toys, wood carvings, baked goods and fresh produce. True Blue's 12 Days of Christmas follows and features themed events like holiday cooking classes. Check out one of the many Christmas fairs on **Curaçao**. "The most popular is the annual fair in Pietermaai, but there's a new player in town. Hello Skalo is the place to go December 20th to 23rd and its right around the corner from Curaçao Marine," invites Nicole van Beusekom, the marina's marketing and social media manager. Located in the art district of Skalo, in Willemstad, festivities include lights, food, music, parades and entertainment. In the Western Caribbean, IGY's



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In St. Thomas, Live musical performances are a big draw at Yacht Haven Grande's New Year's Eve celebration.

Red Frog Beach Island Marina in Bocas del Toro, **Panama**, hosts holiday parties and pot lucks for Christmas and New Year's holidays.

OLD YEAR'S NIGHT & FIREWORKS

Globally-known as one of the top places to ring out the Old Year on December 31st, Foxy's Tamarind Bar on **Jost Van Dyke**, in the **British Virgin Islands**, will host thousands of revelers who arrive by boat for the big party each year. "This year's theme is Phoenix Rising," says Susan Zaluski, director of the non-profit Jost Van Dyke Preservation Society started by calypsonian Callwood. East in the **BVI's Beef Islands' Trellis Bay**, the family-friendly New Year's party kicks off with artist Aragorn Dick-Read setting alight one of his brilliant Fire Ball Sculptures. Fireworks are a highly-anticipated part of the New Year's celebrations on several islands. In **Bequia**, watch the show from the anchorage in Port Elizabeth or from one of the many restaurants ashore. To the north, set sail in the

Nelson's Pursuit Race hosted by **Antigua** Yacht Club on December 31st. Prize-giving happens in the Dockyard, followed by fireworks. There is a great firework display too on December 31st over IGY's Yacht Club at Isle de Sol and the Simpson Bay Marina in **St. Maarten**, as well as a themed Crew New Year Party on January 6th. Finally, down south in **Trinidad**, there's the SSCA (Seven Seas Cruising Association) Potluck GAM on January 1st, from Noon to 4pm at the Trinidad & Tobago Sailing Association in Chaguaramas. Host, SSCA cruising station host and owner of 'Members Only' Maxi Taxi service, Jesse James, provides the BBQ chicken entrée and invites cruisers to bring side dishes. "This is the first GAM or get-together of the New Year worldwide," says James. 🌐

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

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TEN TOP PLACES TO KAYAK IN THE CARIBBEAN

BY CAROL M. BAREUTHER

PHOTO COURTESY OF CAYMAN ISLANDS DEPARTMENT OF TOURISM

Bioluminescent Bay, Grand Cayman ... by daylight

Kayaking is a great way to see the Caribbean's awesome marine life right at sea level. Calm bays, mangrove lagoons and rugged coastlines are some of the settings throughout the region where guided kayak tours take place.

Here is a sampling of ten to try when you're in port:

BIOLUMINESCENT BAY, GRAND CAYMAN

Paddling through water that looks like it's sprinkled with illuminated pixie 'dust' is the best way to describe the one-and-a-half to two-hour nighttime tours offered by Cayman Kayaks from the Rum Point Beach Club to this bay near Seven

It's magic – Kayaking on Puerto Rico's Bio Bay

PHOTO COURTESY OF PUERTO RICO TOURIST BOARD

Mile Beach. The 'dust' is actually tiny single-celled organisms called dinoflagellates that emit light when the water moves. Book during a New Moon when the night sky is darkest and the bioluminescent brightest. www.caymankayaks.com

GRAND TURK, TURKS & CAICOS

Clear-bottomed two-person kayaks are the best way to explore the coast to Materson's Point on this eco-tour with Oasis Divers. The underwater vista is especially incredible where the water is calm and shallow. Once at the point, there's a guided hike ashore, where there are many seabirds. www.oasisdivers.com

PHOTO COURTESY OF TURKS AND CAICOS TOURIST BOARD



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FAJARDO BIO BAY, PUERTO RICO

Watch the water at night light up when taking this two-hour tour through the bioluminescent bay at Las Croabas, Fajardo, with Kayaking Puerto Rico. Guides point out not only

marine life but the constellations above too. www.kayakingpuertorico.com



Kayaking Bio Bay – Puerto Rico

PHOTO © PUERTO RICO TOURISM COMPANY UK

MANGROVE LAGOON MARINE RESERVE, ST. THOMAS, U.S. VIRGIN ISLANDS

Paddle through some of the 680 acres that makes up this protected area with VI Ecotours. The outfit's most popular trip is a three-hour combination kayak, hike and snorkel adventure. Shallow water is almost aquarium-like for viewing fish. The hike portion takes place on the protected Cas Key, where guides lead paddlers to a rare geological blowhole. The company offers a night version of this tour complete with spooky ghost stories and pirate tales. Be sure to book this latter trip when there's a full moon. viectours.com

SIMPSON BAY LAGOON, ST. MAARTEN

Megayachts and mangroves are sights to see on this easy two-hour guided paddle with Tri-Sport Tours & Rentals. Start with an orientation briefing at Kim Sha Beach in Simpson Bay. Then, pass under the bridge into the Simpson Bay Lagoon, the largest saltwater lagoon in the Antilles, and right

BONEFISH POND NATIONAL PARK, NASSAU, BAHAMAS

Take a two-hour guided tour of a portion of this 1280-acre marine park with Ultimate Tours Bahamas. On any given day, it's possible to see lots of juvenile fish, sea cucumbers, sea stars and on a lucky day, a shark, stingray or turtle. This vast ecosystem also serves as a seasonal nesting site for shore birds, including herons, egrets, plovers, killdeer, Antillean night hawks and lots more. What makes this tour extra special is the Bahamian conch fritter making lesson at the end. ultimatetoursbahamas.com/nassau-tours.html



Bonefish Pond National Park, Nassau, Bahamas

PHOTO COURTESY OF BAHAMAS TOURIST BOARD

by big beautiful yachts en-route as you paddle towards a vibrant mangrove ecosystem. Along the way, cross the invisible aqueous boundary line that separates Dutch St. Maarten and French St. Martin. Kim Sha Beach is the finish point where an ocean dip and complimentary sip await. www.trisportsxm.com

Eco tours with Tri-Sports in Simpson Bay Lagoon



MULLINS BEACH, BARBADOS

This popular west coast beach is the perfect place to rent a kayak. The clear turquoise water is shallow and calm most of the year, making it a great spot to kayak for kids and families. It's often possible to see sea turtles in the water, especially on guided tours.

Go kayaking in Barbados – Boats on Mullins Beach



PHOTO COURTESY OF BARBADOS TOURISM MARKETING INC

LAC BAY, BONAIRE

Explore Lac Bay, the Dutch Caribbean's largest inland bay and one of the Caribbean's best-preserved mangrove forests, out of the Mangrove Information Center. Here, trained guides point out sights such as three species of mangrove; sea grass beds, where reef fish, queen conch and juvenile green turtles hide; and numerous birds that nest in mangrove branches.

MARIGOT BAY & ROSEAU RIVER, ST. LUCIA

Start from the sheltered palm tree-lined bay that famous author James Michener once called the 'most beautiful bay in the Caribbean'. Then paddle into the Roseau River where a canopy of mangroves provides sunshade and sights like seabirds on this narrated tour with DFH Kayaking. It's often possible to stop and snorkel along the way. www.dfhkayaking.com

Kayaking in beautiful St. Lucia



PHOTO COURTESY OF ST. LUCIA TOURIST BOARD

One- and two-hour tours are offered on single or double 'sit-on-top' kayaks. www.mangrovecenter.com

MIKE'S REEF, ARUBA

Pedal kayaks are a fun twist on the traditional arm-paddled craft and are offered at Aruba Offshore Adventures. The outfit's four-hour tour starts in Spanish Lagoon, goes to Mangel Halto Beach and finally to a little island at Mike's Reef. Here, there is a snorkel stop to view the beautiful fish and coral. The pedal kayaks are easy to use, fun and very maneuverable. www.facebook.com/arubaoutdooradventures

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

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CRUISE AND BOOZE: A GUIDE TO THE 'MUST TRY' BARS OF GRENADA

GRENADA WORDS AND PHOTOS BY ROSIE BURR



Rogers Barefoot Beach Bar
on a Sunday afternoon

Grenada isn't particularly known for its nightlife. But that doesn't mean there aren't many fine watering holes. While they may not resemble traditional tourist traps there are more than a few 'must try' notable and quirky bars in Grenada. All the marinas in and around the southern bays have excellent bars and restaurants attached but here are a few examples of bars beyond the marina gates.

ROGER'S BARE FOOT BEACH BAR, HOG ISLAND

Roger's is a cool bamboo bar in a wooden shack right on the beach at Hog Island. At the weekend, especially on Sundays when there is not a lot going on in the rest of Grenada, people gather at the bar on the north side of Hog Island to lime

the afternoon away with cheap beer and rum. Accessible only by sea or by locked bridge, there is no running water, no electricity and no toilets. Locals, cruisers and students mingle on the beach under the shady foliage or cool off in the sea. Lobsters are grilled on the barbeque, people laze in hammocks and children swing on tires hung between trees. For 28 years Roger has made the short journey from Woburn to Hog Island in his wooden boat laden down with ice and beer. As the sun drops behind the hilly horizon the party steps up a notch then slowly comes to end and the tiny island becomes uninhabited once more.

NIMRODS, LOWER WOBURN

Nimrods is a small rum shack in Lower Woburn, on the north-east side of Clarks Court Bay, that is rustic and low key. It also



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Nimrods - modest by day, bustling at night ... A rum shop, grocery store and bus stop all in one

serves as a bus stop, but that isn't particularly unusual. The beer is cheap and spirits high ... and served in eighth and quart sized recycled bottles. You can sit inside where the pale green walls have been indelibly inscribed by the good times of previous patrons, you can sit in the corner and chew the fat with the regulars, or you can sit outside on the benches or on the curb when it's busy. As the sun sets and darkness falls this little spot is a hive of activity for the good, the bad and the ugly. It's a place you can go and everyone will know your name. Just beside the bar another small hut built around a huge breadfruit tree serves as the kitchen. A few picnic tables sit outside with a view of the small stage. The Thursday night barbeque is popular with cruisers. Not to be missed are the rotis served on Tuesday and Thursday lunch times – the best on the island.

ESTHERS, GRAND ANSE BEACH

Esther's is one of a small handful of stalls selling an assortment of items from drinks and cocktails to beach sarongs and handcrafted jewellery. Located in the 'Craft & Spice Market' on Grand Anse Beach, the stalls surround a square filled with colourfully painted picnic tables. This laidback family run establishment has become an institution over the years and is as much a place for locals and expats as it is for tourists. Esther is warm and friendly and has been running this bar for 25 years, originally in St Georges, then right on the beach before she got a stall in the Vendors market. Known for her very reason-



ably priced cocktails, Esther serves up the best Mojitos on the island, with locally sourced fresh mint.

UMBRELLA'S, GRAND ANSE BEACH

Umbrella's is a colourful up-beat beach bar on the fabulous Grand Anse Beach with breathtaking views out across the bay. The two mile white sand beach, arguably the best in Grenada, gently curves around to the historic capital of St George's Harbour. Initially set up to promote Westerhall Rum, the bar is now a tourist hotspot and claims to be the ultimate beach



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THE BREWERY, LANCE AUX EPINES

The Brewery, The West Indies Beer Company's own pub in Lance Aux Epines is the place to be if you like real ale on tap. The microbrewery has become hugely popular since it opened in 2014 offering a range of handcrafted beers with quirky names like Rogue Pirate 4.4% and Drunken Goat 5.5%, or Black Rock at 8%, (if you fancy something stronger). If real ales are not your thing, they also serve a great selection of flavoured ciders. The bar is a lively spot especially on music nights and at the weekend. Behind the bar the shiny steel vats gleam in the low blue lighting as the drinks are served in frosty mason jars to booming music. As their slogan says: Island Life ... just got better. 



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

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BONAIRE CELEBRATES 50 YEARS OF INTERNATIONAL SAILING REGATTAS

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Overall winner *Curacao Marine*, followed by *Vuja De*, *Dash* and *Kosa Loka* in front of Kralendijk's waterfront

This year's Golden Anniversary of the International Bonaire Regatta, sailed October 11th-14th, was all about the revival of the traditional fishing boats, of which the history dates back to and beyond the very first race. On September 8th 1968 the Bonaire-built fishing boats *Sislin*, captained by Don Stewart, and Hubert 'lbo' Domacasse's *Velia* raced clockwise around the island of Klein Bonaire. At stake were 27 cases of beer, the result of an ever increasing bet.

Nearly half a century later, 114 boats sailed in the wake of these local heroes during three exciting days of serious competition in full view of thousands of spectators. They were gathered on the Malecón, the sea promenade in front of the recently renovated sailing center Kas di Regatta in the heart of Playa Pabou, a part of Bonaire's quaint capital of Kralendijk. Many passengers and crew from the cruise ship *Equinox* were also in for a real treat.

The All Nations Parade prior to the official opening on the grand stage in Kralendijk



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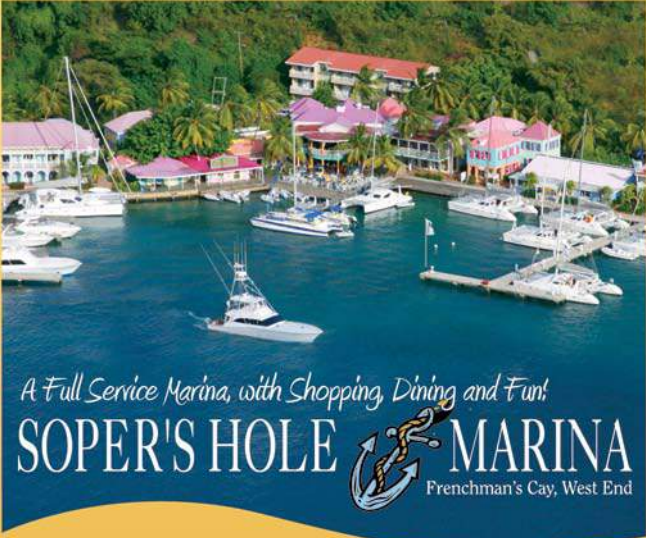
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*Burfish, from the
 Netherland, won all
 nine races in its class*

Because the original regatta week has been shortened to three days, there was a lot of activity on the water at the same time: children aboard Optimist prams tacked back and forth along the promenade, yachts, spinnakers drawing, raced between the shore and Klein Bonaire, and Sunfishes, Lasers, Polyvalks, Beach Cats and kite surfers filled the gaps. In shallow water one hundred meters from Regatta House, 18 micro boats from Aruba, along with twenty-three boats from Bonaire, ran their own exciting four-class competition helped along by the wind and the shouts of their owner/captains.

The Regatta officially began following the All Nations Parade. People from more than 55 countries call Bonaire home and many marched bearing the flags of their home countries. The parade was followed by the zouk band, Kassav, from Guadeloupe, who wowed the large audience.

Over the next three days, all kinds of colorful sails were seen in fierce competition during nine races for each class. Light winds at the start followed by good sailing winds of about 18 knots and a few gusts were the hallmark for this significant edition of the regatta.

From the start the races were easy for spectators to follow, and the finish line was just off the beach, offering a great view. Evert Bongers, from Aruba, broadcast a running commentary during the racing and also emceed the prize giving ceremony on the main stage.

Organizer, Hype Events, coordinating the Regatta for the third time, put the focus on the entertainment festival and left the sailing events to the experts. The entertainment was in down-



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Dolce Vita, Kosa Loka and Marlin follow Chamba II and Veja De in the race to the west side of Klein Bonaire

town Wilhelmina Park and spread along the Kralendijk waterfront. It featured four stages with state-of-the-art lighting and sound, countless food stands, small kiosks, kiddie rides, parades, and fabulous evening entertainment. Companion events like a walk, a swim, soccer and softball tournaments, dominos and jeux de boules games were all part of the regatta, too.

Skipper Mark Rooyackers and his team on *Curacao Marine*, competing in Racing Class 1, obtained the highest honors being named the regatta overall winner. He was followed by Henry Hernandez sailing *Chamba II* and Klaus Schneider's *Merlin*. Schneider also topped the highly competitive Racing Class 2. The team on *Venus Calippyge* was victorious in Cruising Class, while *Burfish*, from the Netherlands, topped the Open Class with a remarkable nine bullets out of nine races.

Among the fishing boats, *Papagayo*, in Class B, and *Arantisa*, in Class C returned to the podium this year, supporting a fifty-year tradition that will be maintained into the future as an enthusiastic team, headed by Lara Chirino and Budget Marine's manager Pam Teitel, has serious plans to continue the restoration project of the historic fishing boats and extend it to Bonaire's sister islands. (See page 70.)

For full results, visit: regattabonaire.com



Els Kroon is a Dutch former teacher who now lives and works as an award winning freelance photojournalist in Curaçao and Kissimmee, Florida

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BONAIRE STORY AND PHOTOS BY ELS KROON



Look at her now! *Arantsa* in all her glory during the 50th anniversary of the Bonaire Regatta

he traditional sailing fishing boats have returned to the International Bonaire Regatta.

Bonaire has a renowned marine heritage in ship building, navigation and fishing. Ship building was commonplace and before engines became the norm, the fishermen put to sea in sailing boats both large and small. The *boto di piskado* (traditional fishing boats) were beautiful sail boats that would take a week off fishing to join the races of the regatta. Cash prizes would be granted to compensate the loss of a week's income.



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Papagayo, one day to go
before the races start

*The development of necessary
infrastructure, maintenance
programs and educational programs
are vital to the sustainability.*

As sails were replaced by motors, this cultural icon began to fade. With only one yearly regatta in which to race, the upkeep became too much and one by one the boats stopped competing. The last participants sailed in 2012.

In the run-up to the 50th anniversary regatta many in the community had the desire to bring the boats back, before they rotted away but, without help, it seemed impossible. Then, just two months before the start of the regatta, a group of passionate, dedicated and committed volunteers began investing time, labor and finances to bring this extreme 'boto di piskado' sport, back to life.

The groundwork for the project began during the Budget Marine Sail & Triathlon last December when sail enthusiast Lara Chirino, boat owner Andy Domacasse, and Budget Marine's manager Pam Teitel realized that the traditional fishing boats were disappearing. With a commitment from government and the support of boat builders, owners, sailors and sponsors, the movement gathered momentum and the visionary project to not only restore the fishing boats but also to maintain this important aspect of Bonaire culture and proud traditions came to pass. Furthermore, they want to safeguard this extreme sport and the unusual skills required to sail the boats.

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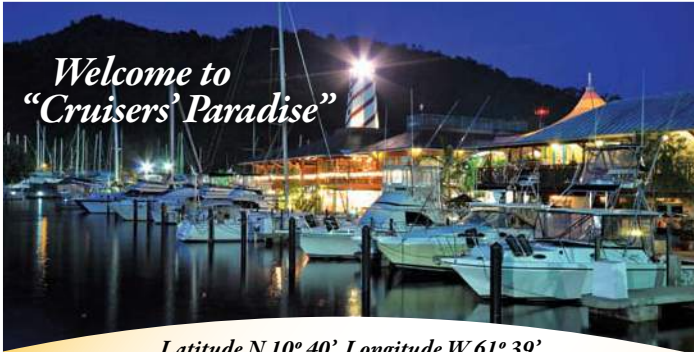

The restored Papagayo
in full flight rounding the
Playa Abou buoy

In order to succeed, they had to locate the remaining boats, negotiate, mobilize and restore the hulls, masts, rigging, ballast and sails.

Having officially established the Historic Sailing Boat Project under the auspices of the Bonaire Sailing School Association, the group plan to promote sailing and teach the local community, young and old, about design, restoration, construction, maintenance, navigation and racing. The improvement of infrastructure for storing and launching the boats is also on their list.

The first stages started in a flurry of collecting and restoration. A strong "yes, I can" and "yes, I do" attitude led them to the start line of the 50th Bonaire Regatta with four restored vessels. To guarantee sustainability, the next race is scheduled for December 17th, where the next group of restored boats will debut. In following years, quarterly races are planned in order to maintain momentum. The development of necessary infrastructure, maintenance programs and educational programs are vital to the sustainability. Beyond the initial goals, the project would like to engage with their regional neighbors in the hopes that they will also rebuild and sail their own boto di piskado.

A project of such historical magnitude has many aspects which require the financial, material and service support of passionately driven citizens, friends and corporate Bonaire. To facilitate repairs to six of the traditional fishing boats, Budget Marine's Pam Teitel advanced money to boat owners, funds that she hopes will be covered by donations. At Teitel's request Denis Laesker,




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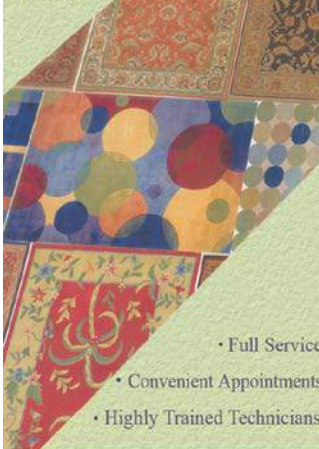
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Morgen Ster, Arantsa and Laurita sailing in the 2005 Regatta

With a new generation involved the boto di piskado will have a future and the legacy of the Velia and the Sislin, participants in the first Bonaire Regatta, will live on.

sales manager for Sea Hawk products made a grand gesture by sponsoring a large amount of epoxy, slow and fast hardeners, fillers and pumps, giving the team a much needed flying start.

A big boost is the involvement of Juvannie Agostien, a young and successful local windsurfer who had the chance to sail as a team member in the restored Arantsa during the 50th Regatta and lost his heart to the classic boats, making plans to build his own. With a new generation involved the boto di piskado will have a future and the legacy of the Velia and the Sislin, participants in the first Bonaire Regatta, will live on.

The project is branded through social media and followed by a documentary maker, giving wide and long-term exposure to owners and sponsors. For more about the project, visit: <https://vimeo.com/234765553>

Els Kroon is a Dutch former teacher who now lives and works as an award winning freelance photojournalist in Curaçao and Kissimmee, Florida



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CRUISERS GATHER AT DAWN: MARKET DAY IN PORT OF SPAIN, TRINIDAD

TRINIDAD STORY AND PHOTOS BY LORRAINE ESCHER



Ready for off ... Smiling faces at 6am on a Saturday morning

There is excitement in the air. In the half-light of dawn, cruisers begin to congregate outside the gates of Power Boats boatyard in Trinidad. We are eager to visit the market in Port of Spain, get our shopping done, and enjoy the company of other cruisers. It's a ritual, every Saturday morning.



Going bananas

The market trips take us to a world beyond the boatyard. And, we partake in the vibrancy of Trinidad. The central market is about 20 minutes from Chaguaramas.

We ride in a max-taxi passenger van, which holds about 12 people and the driver. I am struck by the enormous amount of sailing and life experience within our maxi-taxi. I feel fortunate to meet such exceptional and interesting people. Our driver is a character unto himself. He let me take his picture but asked me to wait as he assembled his long braids about his shoulders.

The van weaves along coastal enclaves. The chatter never stops. We pass emerging developments and coastal villages with vendors and tin roofs. Soon the dusty asphalt gives way to busy motorways with overpasses and fly-bridge walkways. We pass the cricket stadium and hotels with fountains that rise up like glassy cathedrals of modernity.

And then we reach the market. The market is from another time. Frankly, it feels like something out of a Dickens novel, but with greater flourish and color.

Now, I'm not much of a sporting person, but I'd reckon that the market stretches about the length of two football fields. It sells every fruit and vegetable imaginable, and more than a few that I have never seen before, or have only heard about in recipe books. Here, old people shop – shuffling about holding one flimsy grocery bag. Cars and trucks drive through the crowds.

Around the fish market, a few men stretch out and lime (which is a nice way of saying loiter, but here, they aren't bothering anybody). Occasionally, they stretch up their heads to survey their surroundings. Their clothes blend into the concrete beneath them.



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The meat market is enclosed in a long building surrounded by concrete. It provides my North American brain with everything I need to know about meat without visiting an abattoir. I will admit that a carcass of beef with the kidneys intact came as a shock to me. It looked so vascular. I haven't yet ventured to see the pork and chicken areas though I've heard the chicken is excellent. Fish vendors whack fish with gusto and remove the scales, working with a fury. Fish scales scatter in all directions, pelting shoppers who are standing within range of the activity.

As I take in the counters of red snapper, small sharks, and groupers, a fellow Canadian cruiser catches up to me.

"Buy the medium shrimp, and always buy it first before it sells out. That shrimp is the best in the Caribbean," she says.


Shrimp? I think. Heck, I'm on a budget. Yet, a moment later, I buy the shrimp. It is weighed, wrapped in newspaper, and put into a plastic bag.

The produce is outside, and forms the bulk of the market. The smell of incense floats through the air, mixing with lush green vegetables. The cabbages are so fresh that they bead with moisture when they are freshly cut. The onions are like apples. The pumpkin is orange and fleshy, cut into segments. The herbs and spice mixtures are new to me.

"What you lookin' for, darlin'?" is a familiar refrain from shopkeepers, and I want to tell them I'm looking at everything.

I'm looking at a man selling goldfish and koi. I'm watching a man sell pig tails in large containers, and 'cheese for pie'. I'm watching children sell pineapples from the back of a flat-bed truck. And, I'm meeting vendors, like my favorite green bean seller who tells me to hold onto my money - "people will part with it faster than you can, if you get my meaning." The beans I buy are about two feet long, and I buy plenty. A banana vendor stuffs my bag with extra bananas, and flashes me a smile. I play the game. I ask for prices before I commit to buying. I haggle a bit. Sometimes I walk away. It's all part of the fantastic experience of being at the market in Port of Spain.

For a moment I am a local. I eat local foods. I speak to local people. I share a laugh with someone new.

Then I get back on the bus, and compare notes with the other cruisers. Someone always stumbles upon a really good find. And, before we know it we are back in the boatyard, saying our goodbyes, disappearing with our bags of produce, until we meet again the following Saturday. 

Lorraine Escher is a cruiser and writer from Ottawa, Canada. Lorraine's blog is at www.aphrodite.cat

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Grenada	Prickly Bay Marina	473-439-5265	17'	200'	10	●	110/220/308		●	●	●	●	●	●	16	●
Guadeloupe	Marina Bas-du-Fort	590 590 936 620	15.5'	210'	1,100	●	110/220/380		●	●	●	●	●	●	9	FREE
Jamaica	Errol Flynn Marina & Shipyard	876-715-6044	32'	600'	33	●	110/220/480 1&3PH 50/60HZ	Cable	●	●	●	●	●	●	16/9	FREE
Jost Van Dyke	North Latitude Marina	284-440-4322 284-495-9930	12'	50'	N/A	●	N/A		●	●			●		16	
Panama	Bocas Marina www.bocasmarina.com	507-757-9800	20'	150'	83	●	110 -220v		●		●	●	●	●	68	FREE
Panama	Red Frog Beach Marina redfrogbeach.com an  IGY destination™	+507 6726-4500	20'	300'	84	●	50 Amp 110/220V 60 Hz, 100 Amp 220V 60 Hz, 200 Amp 480V 60 Hz 3-phase		●	●	●	●	●	●	68	●
Puerto Rico	Club Nautico de San Juan	787-722-0177	31'	250'	121	●	120/240		●	●	●	●		●	16/10 68	●
Puerto Rico	Marina Pescaderia	787-717-3638	8'	65'	97	●	110/220		●	●	●	●	●	●	16/68	●
Puerto Rico	Ponce Yacht & Fishing Club	787-842-9003	20'	150'	169	●	110/220V, 30A, 50A and 100A		●	●	●	●		●	68	FREE</

			Maximum Draft	Maximum Length	# of Slips	Fresh Water	Electrical Supply	Cable / Satellite TV	Diesel	Gas	Shower / WC	Laundry	Provisioning	Bar / Restaurant	Security	VHF Channel	Wireless Internet
St. Lucia	Rodney Bay Marina www.igy-rodneymarina.com an IGY destination™	758-572-7200	14'	285'	253	•	120V- 480V, 30/50/100/ 125/200 amps at 60 Hz, 240V- 440V, 32/63/125 & 200 amps at 50Hz	•	•	•	•	•	•	•	•	16	FREE
St. Lucia	The Marina at Marigot Bay	758-451-4275	16'	250'	40	•	110/220/380, 50/60 Hz	Cable	•	•	•	•	•	•	•	16/12	•
St. Maarten	Bobby's Marina www.bobbysmarina.com	721-542-2366	12'	130'	80	•	110/220V		•	•	•		•	•	•	16/69	•
St. Maarten	Island Water World Marina	599-544-5310	8'	90'	54	•	Available	Cable	•	•	•				•	74	FREE
St. Maarten	Lagoon Marina Cole Bay Waterfront	599-544-2611	9'	100'	45	•	110/220	•			•	•	•	•	•	16	FREE
St. Maarten	Simpson Bay Marina www.igy-simpsonbay.com an IGY destination™	721-544-2309	13'	196'	114	•	480V 3-phase 100 amps/ leg; 220V 3-phase 100 amps/leg; 220V 50 amps; 110V 30 amps 60hz	•	•	•	•	•	•	•	•	16/ 79A	FREE
St. Maarten	The Yacht Club at Isle de Sol www.igy-isledesol.com an IGY destination™	721 544 2408	18'	320'	45		480V 3-phase 100 amps/ leg; 220V 3- & single- phase; 100 amps/leg; 220V 50 amps 60hz	•	•	•	•	•	•	•	•	16/ 78A	FREE
St. Martin	Captain Oliver's	590-590-87- 33-47	10'	150'	160	•	110/240		•	•	•	•	•	•	•	16/67	
St. Thomas	American Yacht Harbor www.igy-americanyacht harbor.com an IGY destination™	340-775-6454	10'	110'	134	•	120/208Y/240 VAC 30 to 100 amps, 60 Hz	Cable	•	•	•	•	•	•	•	16/6	FREE
St. Thomas	Crown Bay Marina www.crownbay.com	340-774-2255	24'	200'	99	•	30, 50, 100amp 120v, 208v, 220v, 480v	Cable	•	•	•	•	•	•	•	11	FREE
St. Thomas	Yacht Haven Grande www.igy-yachthaven grande.com an IGY destination™	340-774-9500	18'	656'	48	•	120/208Y/240/480Y VAC 50 to 600 amps, 60 Hz Ability to hard wire	Cable	•	•	•	•	•	•	•	16/10	FREE
Tortola, BVI	Nanny Cay Marina	284-494-2512	12'	125'	200	•	110/220		•	•	•	•	•	•	•	16	•
Tortola, BVI	Soper's Hole	284-495-4589	25'	170'	50	•	110/240	Cable	•	•	•	•	•	•	•	16	Cafe
Tortola, BVI	Village Cay Marina	284-494-2771	12'	200'	106	•	110/220/308	Cable	•	•	•	•	•	•	•	16/71	FREE
Trinidad	Power Boats Ltd	868-634-4346	13'	65'	40	•	115/220		•	•	•	•	•	•	•	72	•
Turks & Caicos	Blue Haven Marina & Resort www.bluehaventci.com an IGY destination™	+649-946-9910	8.5'	220'	78	•	30/50/100 amp, 3 phase, up to 480V	Cable	•	•	•	•	•	•	•	16	FREE
Turks & Caicos	Caicos Marina & Shipyard www.caicosmarina.com	649-946-5600 649-232-1905	9'	150'	100+	•	30/50/100 amp		•	•	•	•			•	16	FREE
Virgin Gorda	Virgin Gorda Yacht Harbour	284-495-5500	10'	180'	94	•	110/220		•	•	•	•	•	•	•	16/11	•
Colombia	Marina Santa Marta www.marinasantamarta.com an IGY destination™	+574363601	11.5'	132'	256	•	110/220V, 60hz		•	•	•	•	•	•	•	16/72	FREE











OUTSIDE OF CARIBBEAN:

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

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CARIBBEAN BOATYARDS

All At Sea's Caribbean Boatyards Guide

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

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SOUTHEAST U.S. MARINAS

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

					Maximum Draft	Maximum Length	# of Slips	Fresh Water	Electrical Supply	Cable / Satellite TV	Diesel	Gas	Shower / WC	Laundry	Provisioning	Bar / Restaurant	Security	VHF	Channel	Wireless Internet
Washington D.C. / MD	VA MD	National Harbor Marina www.igy-nationalharbor.com an IGY destination™	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 an IGY destination™	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 IGY 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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SOUTHEAST U.S. BOATYARDS

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

					Maximum Draft	Maximum Length	Maximum Beam	Maximum Air Draft	Power	Arrival Hours	Lift Type/ Capacity	DIY Friendly	Electronic Shop	Carpentry Shop	Electrical Shop	Prop Shop	Paint Shop	Onsite Crew Facility
Washington	NC	Washington Yacht Service	252-975-2000	7'	70'	21'		no limit	30/50 Amp	24x7	50 ton travelift	•	•	•	•	•	•	
Beaufort	NC	Jarrett Bay Boatworks	252-728-2690	10'	130'	30'		no limit	30/50/100 Amp	24x7	50/75/200 ton travelift	•	•	•	•	•	•	
Beaufort	NC	Beaufort Marine Center	252-728-7358	10'	130'	30'		no limit	30/50/100 Amp	8-4:30 M-F	50/75/200 ton travelift	•	•	•	•	•	•	
Beaufort	NC	Moore's Marine Yacht Center	252-504-7060	10'	130'	30'		no limit	30/50/100 Amp	8-4 M-F	50/75/200 ton travelift	•	•	•	•	•	•	
Beaufort	NC	True World Marine	252-728-2541	6'	100'	20'		no limit	30/50 Amp	8-5 M-F	75 tons	•	•	•	•	•	•	
Thunderbolt	GA	Thunderbolt Marine Inc.	912-352-4931	14'	180'	36'		no limit	30/50/100 single and 3 phase	24x7	150 ton travelift/ 1150 ton Syncrolift	•	•	•	•	•	•	
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 travelift	•	•	•	•	•	•	
St. Petersburg	FL	Maximo Marina & Boatyard www.igy-maximomarina.com/boatyard an IGY 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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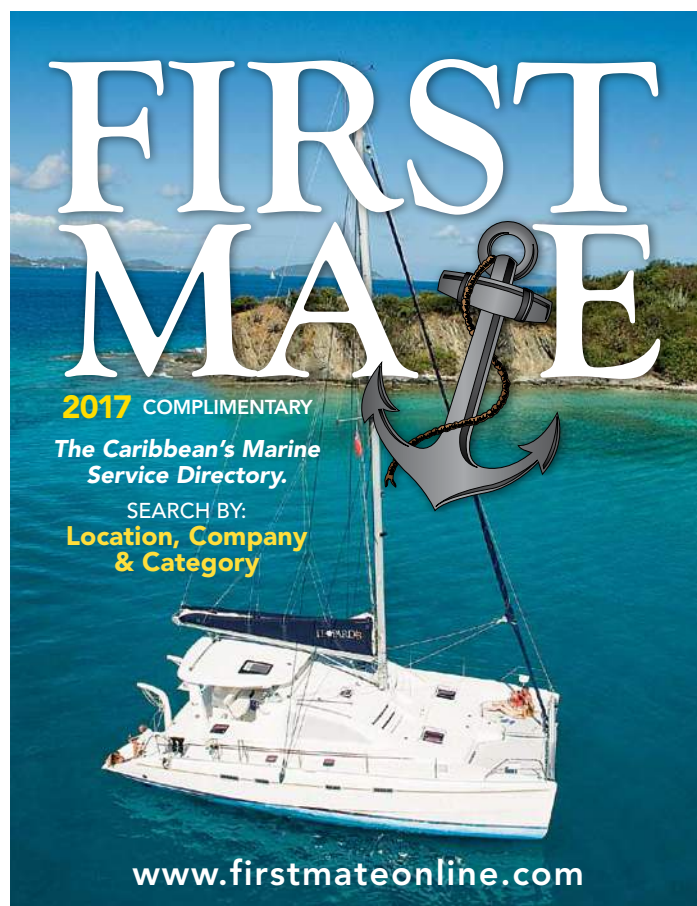
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6



WOODLANDS, MONTSERRAT. Beautifully maintained 2 BR/2BA furnished villa with landscaped gardens and fabulous ocean views. An additional ½ acre plot is alongside, fronted by a ficus privacy hedge, making the property a total of 1-acre. Outside is a lovely tiled swimming pool with wraparound deck. Downstairs storage and laundry area. Located in a quiet residential area. Five-minute drive to beach and shopping. Price: US \$369,900

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tradewindsmontserrat@gmail.com

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7



CHERRY HILL, CARRIACOU. Dandakaio is a beautiful 3BR villa located in a quiet residential area. It is modern yet feels like a traditional West Indian home with wooden louvered windows and wide spacious verandas enabling you to make the most of the indoor/outdoor tropical living. Views overlook Hillsborough Bay and the outlying islands. Price: US \$1,200,000

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SABADECO, BONAIRE. Castillo Quillermo is one of the largest villas on island, consisting of luxurious rooms and surrounded by palm trees and tropical vegetation that provide lots of privacy. Ocean views from the huge covered porch are breathtaking. Ocean access is the 'Sabadeco dock', which is accessible by car or foot, only a few minutes away. Price: US \$1,450,000

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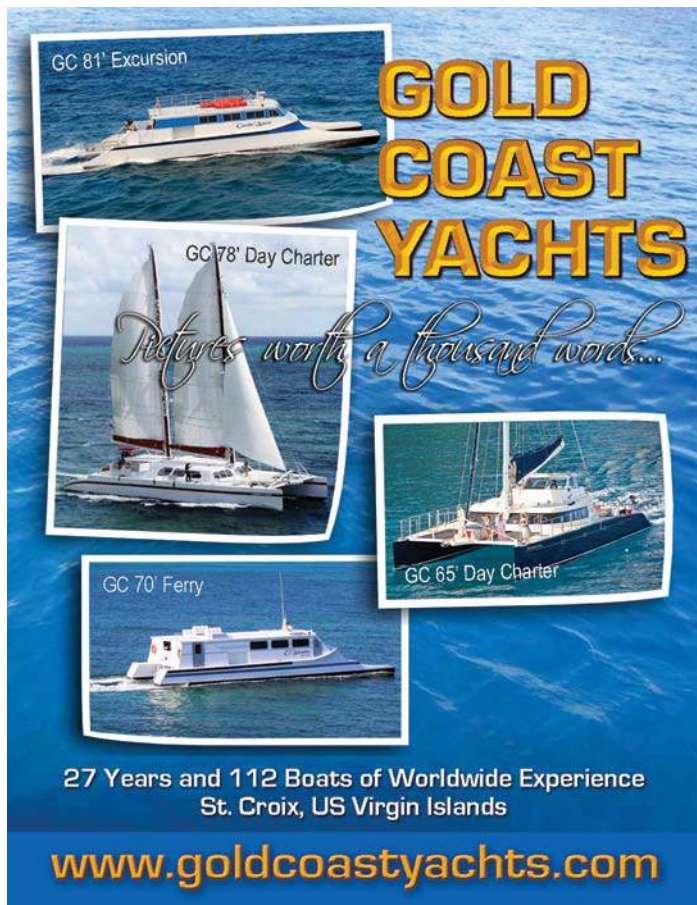
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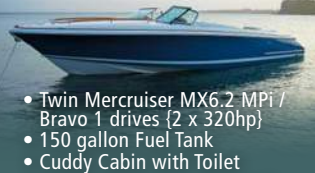
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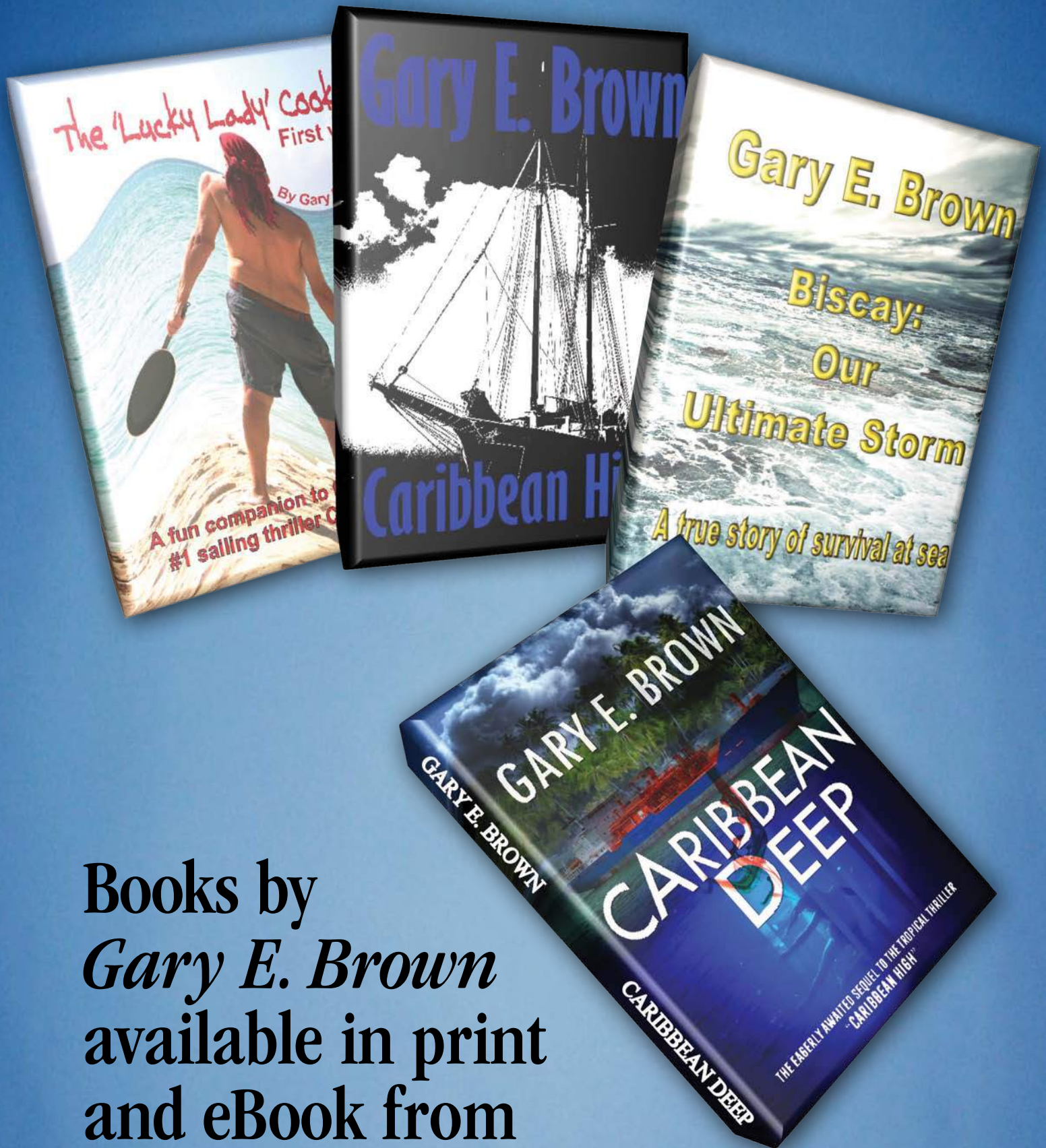
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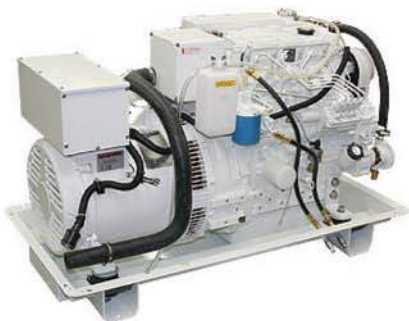
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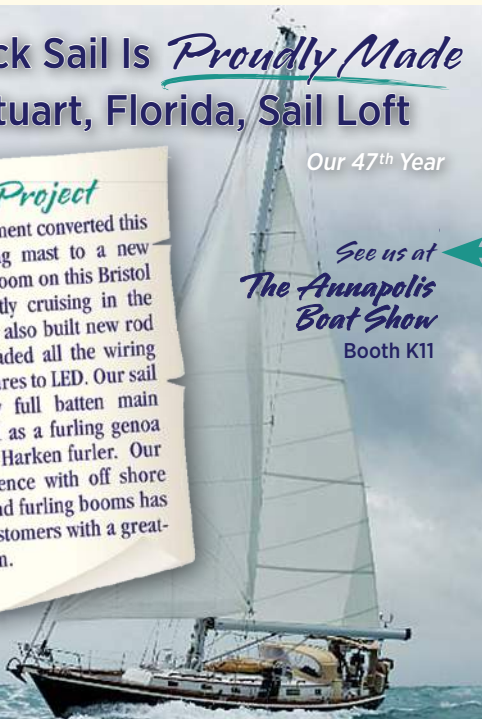


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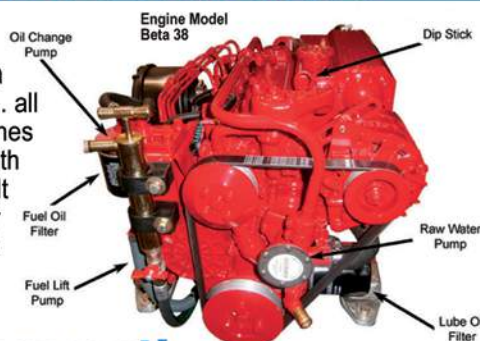


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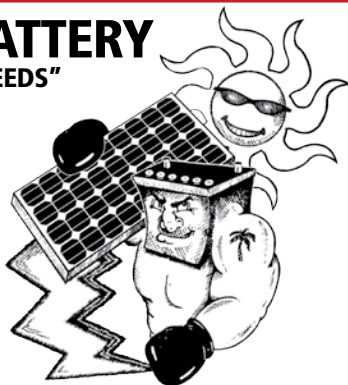
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WASSAIL ... IT MUST BE CHRISTMAS

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Christmas is soon here, so let's start celebrating. As we continue to recover from the devastating effects of the hurricanes, I am thinking of you and wish you all positive thoughts and the best to each and every one of you. Merry Christmas!



PIMM'S CUP COCKTAIL

Prep time: 5 minutes.

Serves: 1

2oz Pimm's No 1
(gin based liqueur)

1 cup of ice
3oz ginger-ale

GARNISH:

1 lemon slice
1 cucumber slice
1 raspberry
1 strawberry
1 stalk of mint

Pour Pimm's into glass, fill with ice. Top with ginger-ale. Garnish with lemon, cucumber, raspberry, strawberry, and mint.

NOTE: Pimm's No. 1 liqueur is the key to this refreshing cocktail with British origins. It is the unofficial drink of the Wimbledon tennis tournament!

ROAST PUMPKIN, LENTILS, AND RICOTTA OPEN PIES

Prep time: 15 minutes. Cooking time: 40 minutes. Serves: 4

1 butternut pumpkin (about 1-1/4lb), peeled, seeded, diced
1 medium red bell pepper, seeded, diced
1 medium red onion, peeled, cut into thin slices
1 tsp Moroccan seasoning (See below)

Olive oil spray

1 cup (or 8oz) of grape tomatoes, halved
1 (16oz) can no added salt lentils, rinsed, drained
1/2 cup reduced fat ricotta
2 tbsp chopped flat-leaf parsley
4 reduced fat short crust pastry sheets, just thawed
1 egg white, lightly beaten

Preheat oven to 400°F. Place pumpkin, red peppers and onion on the oven tray. Spray with olive oil and sprinkle with Moroccan seasoning. Place in oven and bake for 25 minutes, or until tender; set aside to slightly cool.

When cooled, place roasted vegetables in a large bowl. Add to-

mato, lentils, ricotta and parsley; stir gently to combine. Season with cracked black pepper.

Cut eight circles, about 3-inches in diameter from pastry sheets. Brush pastry rounds with egg white. Place one-quarter of the filling in the center of each round, leaving a 1-inch border. Fold up each pastry border to enclose filling, leaving pie tops open. Place pies on a baking tray. Bake 15 minutes or until pastry is crisp and golden.

MOROCCAN SEASONING

Prep time: 5 minutes. Serves: 8. Makes: 8 Tablespoons

5 tsp ground nutmeg	5 tsp ground coriander
1-1/4 tsp cayenne pepper	2-1/2 tsp allspice
1-1/2 tsp cinnamon	2-1/2 tsp ground ginger
5 tsp ground cumin	

Mix all together.

BANANA AND SWEET POTATO BREAD


Prep time: 15 minutes. Cooking time: 55 minutes. Serves: about 16

Cooling time: 20 minutes and overnight. Makes: One loaf

Cooking spray, nonstick	1 (16oz) container plain
1-1/2 cups all-purpose flour	non fat Greek yogurt
1 tsp baking soda	1/2 cup packed brown sugar
1 tsp ground cinnamon	1/2 cup refrigerated or
1/4 tsp salt	frozen egg product,
1/8 tsp ground cloves	thawed
1 cup shredded sweet potato	1/3 cup canola oil
2 ripe bananas, peeled	1/4 cup chopped pecans,
and mashed	toasted

Preheat oven to 350°F. Spray bottom and sides of a 9 x 5 x 3-inch loaf pan with cooking spray; set aside. In a large bowl combine flour, baking soda, cinnamon, salt, and cloves. Make a well in the center of the flour mixture; set aside.

In a medium bowl stir together sweet potato, bananas, yogurt, brown sugar, eggs, and oil. Add egg mixture all at once to flour mixture; stir until evenly moistened. Fold in pecans. Spoon batter into prepared pan.

Bake 50 to 55 minutes or until a wooden toothpick inserted near the center comes out clean. If necessary to prevent overbrowning, cover loosely with foil for the last 15 minutes of baking. Cool in pan on a wire rack 10 minutes. Remove from pan; cool completely on wire rack. Wrap in plastic wrap or foil; store overnight before slicing. TIP: It is not recommend using a sugar substitute for this recipe. 

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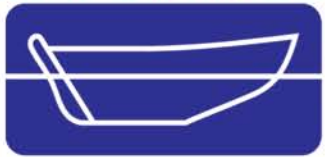
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