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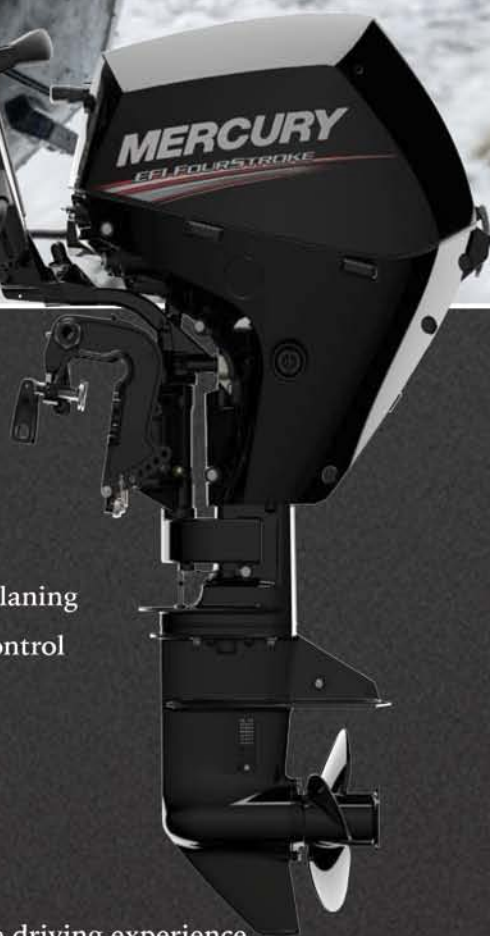
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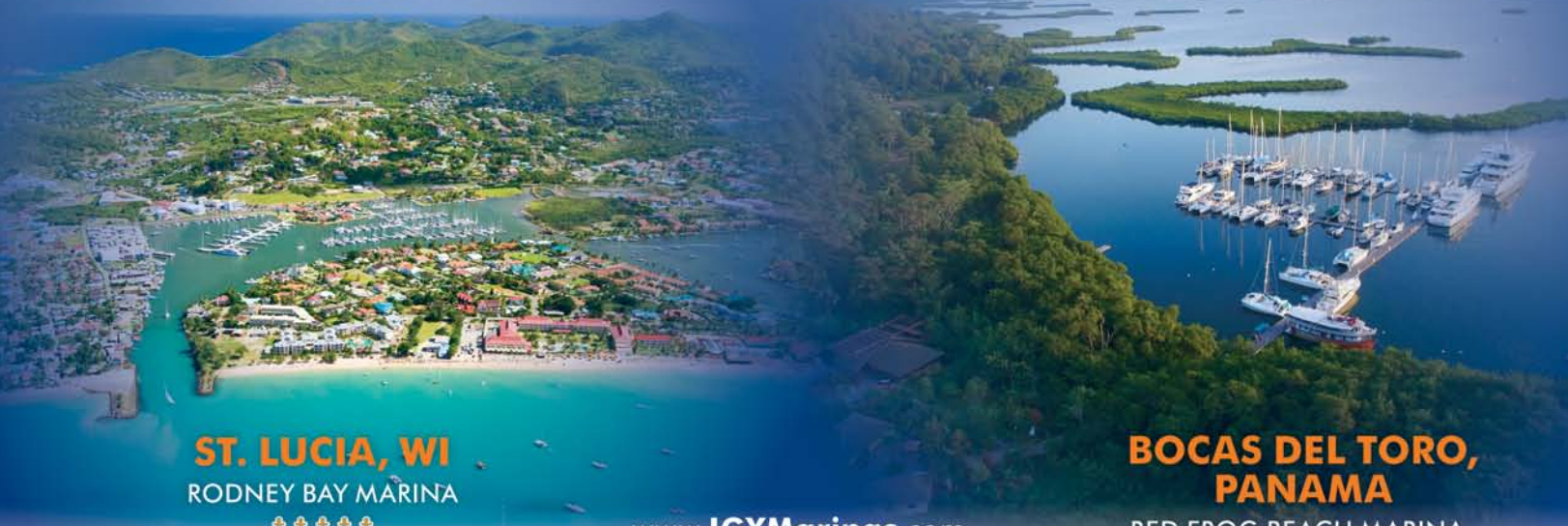
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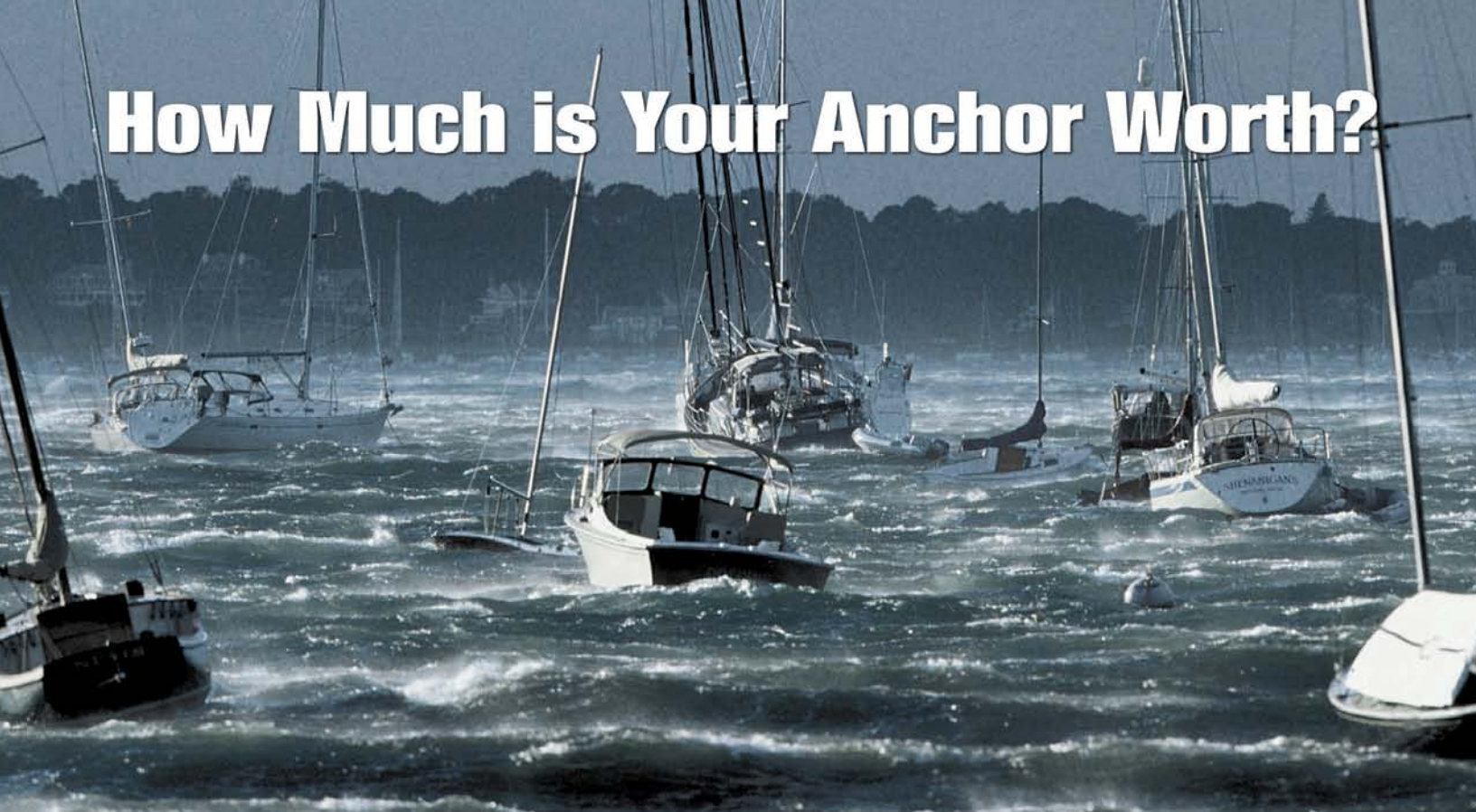
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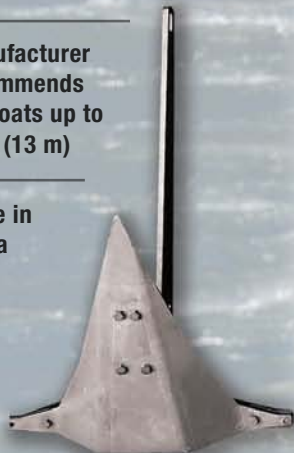
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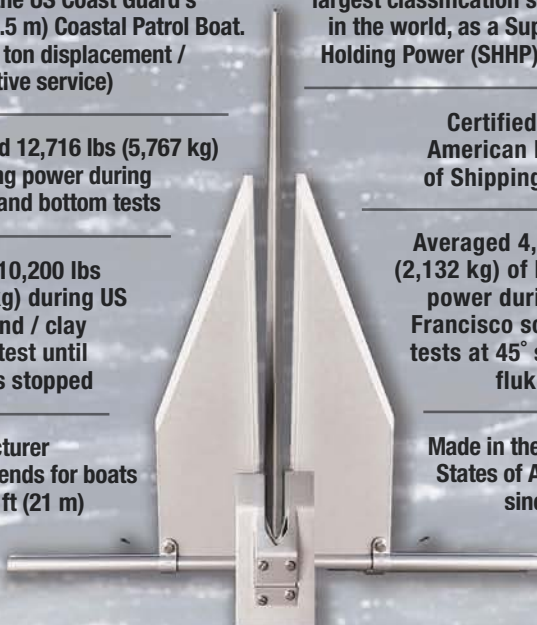
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CLANG THE BELLS FOR 2018

My wife and I live and sail in the islands. Anguilla is on our doorstep and an overnight cruise brings us to the Virgin Islands or, if we sail the other way, Antigua via St. Barth. To the south, we can see Saba, Statia, Nevis and, on a clear day, if I stand on tiptoe, St. Kitts. We are blessed to live in such a stunning part of the world. What keeps this beautiful area ticking is tourism and most islands have no other product. This is why Destination Caribbean is at the top of its game when it comes to hosting yachts, motor and sail, of all shapes and sizes and why the islands are so good at putting on world-class regattas. After the damage caused by hurricanes in 2017, I thought many of the northern islands would put their regattas on hold for a year. Happily, I was proved wrong. Just a few weeks after hurricanes Irma and Maria fled the scene emails began arriving from various regatta organizations announcing the show would go on, and not only go on but would do so with added gusto. Having seen firsthand what it takes to put on a regatta, especially a large one, I am full of admiration for the yacht clubs who refused to let the events of September disrupt the sailing. Such dedication takes guts and so it is with pride that this month we publish our annual Winter/Spring Regatta Preview, listing where events are happening and what's new in the fabulous world of Caribbean yacht racing. Tack over to p56 for details.

and slapped on the plate only added to the flavor. I do bake at sea because nothing, absolutely nothing beats the aroma of fresh bread while hundreds of miles offshore. Canned food comes into its own when at sea and some remarkable concoctions have been served on passage. I even know one skipper who still serves up Bergoo! Like everything to do with yachting, onboard cooking has evolved, certainly when it comes to the charter industry where exotic is the norm and competition for guests is fierce. Today's charter boat chefs are sophisticated and on a par with top chefs ashore. What makes boat chefs even more special is that their kitchen not only moves

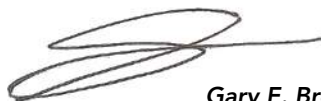
My wife always cooks when we are sailing and she's good at it. The fact that dinner had to be scraped off the galley floor a few times and slapped on the plate only added to the flavor.

from place to place, making provisioning difficult, it also rolls from side to side and heaves and pitches up and down. To see some of the superb creations put together in St. Thomas by this year's winning chefs, turn to p66. As an added bonus, you can find the winning recipes on our website: www.allatsea.net

Would you like to write for *All At Sea*, the Caribbean's premier waterfront magazine? *All At Sea* welcomes submissions on a wide range of nautical topics. If you would like to join our talented team of freelance writers, then email: editor@allatsea.net and request our submittal guidelines.

The team at *All At Sea* wish everyone Champagne sailing and Happy New Year.

See you on the water!



Gary E. Brown,
Editor



Charter boat chefs have been strutting their stuff in St. Thomas, where alimentary experts taking part in the annual USVI Boat Show Culinary Competition amazed the world with their creativity and gastronomic wonders. From Cape Horn sailing ships and the tramp steamers of yore, onwards to the magnificent yachts, power and sail, of today, cooking on board has always enthralled. Sailing singlehanded means you have to cook or starve unless it's a short voyage where a pre-made sandwich and a flask of coffee will do. With cruising couples it usually falls to the woman to cook. And before you say I'm sexist, ask around and you will find that in the main this is true. My wife always cooks when we are sailing and she's good at it. The fact that dinner had to be scraped off the galley floor a few times



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JANUARY 2018

The Caribbean's Waterfront Magazine



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COVER SHOT: The motor yacht *Illusion V* approaches St. Maarten's Simpson Bay bridge on her way to sea. | **Photo: OceanMedia**

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PHOTOS BY ROSIE BURR

NEXT MONTH IN ALL AT SEA:
Powerboats – a growing trend

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WHERE IN THE WORLD?

Congratulations Andrew and thanks for reading *ALL AT SEA*!



ALL AT SEA FLIES HIGHER

Pilot and marine electronics expert Andrew Rapley sent us this photo of himself soaring above the clouds on a flight from St. Maarten to Dominica in his Cessna Skylane. Flying at an altitude 7500ft and cruising along at 125 knots, Andrew picked the perfect time to kick back and relax, watch the trade wind clouds go by, and read the Caribbean's number one nautical publication *All At Sea*.

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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Southern Caribbean
Charter Base Owners
Share Their Views



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Anguilla

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St. Barthelemy

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Islands
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Martinique

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The Grenadines

Bequia

Carriacou

Grenada

Tobago

Trinidad

Caribbean Sea

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November Races
in Curaçao Boast
a Long History



Curaçao

Bonaire

Venezuela

CARIBBEAN NEWS

BY CAROL M. BAREUTHER



PHOTO: KEMOIR MARTIN

ABMA members listen to an update on the yachting season ahead

ANTIGUA & BARBUDA MARINE UPDATE

The Leeward island nation of Antigua & Barbuda is preparing for a busier yachting season in the wake of two Category 5 hurricanes that left popular destinations to the north, namely St. Maarten/St. Martin, the U.S. and British Virgin Islands, damaged. To prepare, the Antigua and Barbuda Marine Association (ABMA) met at Jolly Harbour in October for a 'State of the Industry' meeting.

"Among the key points for yachting visitors this season is that those wishing to get dock space should plan ahead. We perceive now through February will be busier than usual," said Alison Sly-Adams, ABMA marketing chair and vice president of the Caribbean Sailing Association. "For one, the Salty Dawg Rally ended in Antigua in November instead of the BVI. In addition, some of the charter fleets from up north have moved to Antigua. Antigua is a very different cruise charter destination to, for example, the BVIs, because here it's more about anchorages around the island as opposed to anchoring at other islands. Although Barbuda is most definitely open to cruisers as are Green Island, Great Bird Island and many other beautiful anchorages such as Five Islands and Nonsuch Bay. Just make sure you don't rely on charts and chart plotters and do visual checks on reefs, of which we have many."

For race charters, there appears to be more than usual com-

ing to the region. For example, there are nearly 30 yachts for charter by the yacht or crew slot and nine charter companies, including sponsor Dream Yacht Charters, listed on the Antigua Sailing Week (ASW) website. ASW is set for April 28th to May 4th 2018. This year, Sly-Adams says ASW will offer a second fun sail class for less serious racers. This class will have one race per day. Rating is a correction factor with the aim of leveling the playing field each day.

Even before ASW, the ABMA website lists six regattas in January and February: Antigua Yacht Club's Round the Island Race (January 20), the Super Yacht Challenge (February 1-4), Wobly Club 'Build Your Own Boat' Race to benefit Antigua & Barbuda Search and Rescue (February 2), Round Redonda Race (February 13), the Jolly Harbour Valentine Regatta (February 14) and RORC Caribbean 600 (February 19).

"Anyone wanting to brush up on or formalize skills can do so through companies here such as Ondeck, the National Sailing Academy and Antigua Yacht Club as well as Miramar Sailing, which has a specific women's focus," says Sly-Adams. "Then again, many of the regattas love cruiser volunteers or cruisers just to visit and be part of the shore side fun."

Lastly, the ABMA meeting ended with information that the Antigua and Barbuda Yacht Workers Association is back in opera-

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.

BOAT SHOW:



MIAMI, FL

FEBRUARY 15 – 19

Miami Yacht Show

www.showmanagement.com

FEBRUARY 15 – 19

Miami International Boat Show

www.miamiboatshow.com

FISHING TOURNAMENT:



BONAIRE

JANUARY 18 – 20

Bonaire International & Local Fishing Tournament

www.bonairefishingtournaments.com

Bonaire@budgetmarine.com



GRENADA

JANUARY 24 – 28

Budget Marine Spice Island Billfish Tournament

www.sibt.gd

franciskira@gmail.com

473-440-3753

SAILING REGATTA:



ANTIGUA

JAN 31 – FEB 4

The Superyacht Challenge

www.thesuperyachtchallenge.com

ptdeeth@aol.com

268-464-7081

FEBRUARY 9 – 13

Jolly Harbour

Valentine's Regatta

www.jhycantigua.com

nickwhite55@hotmail.com

FEBRUARY 19 – 23

RORC Caribbean 600

www.caribbean600.rorc.org

racing@rorc.org.uk

+44 (0) 207 518 3131



BARBADOS

JANUARY 16 – 24

The Mount Gay Rum Round Barbados Race

www.mountgayrumroundbarbadosrace.com

info@mountgayrumroundbarbadosrace.com

246-426-4434



GRENADA

JAN 29 – FEB 3

Island Water World Grenada Sailing Week

www.grenadasailingweek.com

info@grenadasailingweek.com



MARTINIQUE

FEBRUARY 6 – 10

Round Martinique Regatta

www.theroundmartinique.com



PUERTO RICO

FEBRUARY 2 – 4

Club Nautico de San Juan International Dinghy Regatta

www.academiadevela.com/en/regattas/

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tion. Vetted day workers carry an ID card, which also highlights their skill. Currently, the association's members are operational in Falmouth and English Harbours. The ABMA is looking at extending these services to other marinas around the island.

For more information, visit: <http://abma.ag/> or www.abmya.com

NEW PRODUCTS



WALKER BAY LAUNCHES THE GENERATION LIGHT 11-FOOT RIB

Walker Bay Boats have unveiled their the new Generation Light RIB (Generation LTE).

"As the name suggests this new line is lighter weight than the Generation DLX boats and is designed for customers who want all the luxurious style and performance of a Generation but can only accommodate a lighter tender," said Michael Carroll, Director of Sales and Marketing for Walker Bay Boats.

The light weight and hull design means this boat only requires 20 HP to hop up onto a plane, so the price is more affordable. The boat is rated for maximum 30hp.

There are two versions of the boat available, the Base standard version and a Deluxe (DL) version that includes more classic features from the Generation series. The main difference between these two versions is that the DL has an integrated fuel system, deluxe bow step with backrest cushion, navigation lights and heavy duty stainless steel towing rings, davit lifting eyes and pop-up cleats.

Both versions have the option of different seating configurations with deluxe cushions. The three-seat option has a pedestal con-

sole base and open layout to give more leg room or if you prefer more space in the boat to move around. The four-seat seat option, which includes two cup holders and a cooler box in the seat beside the console, gives more seating and comfort. There are two large dry storage areas for gear, one in the bow and one under the driver seat. Both boats are available in either ORCA CSM® or German Made Heytex® PVC. www.walkerbay.com

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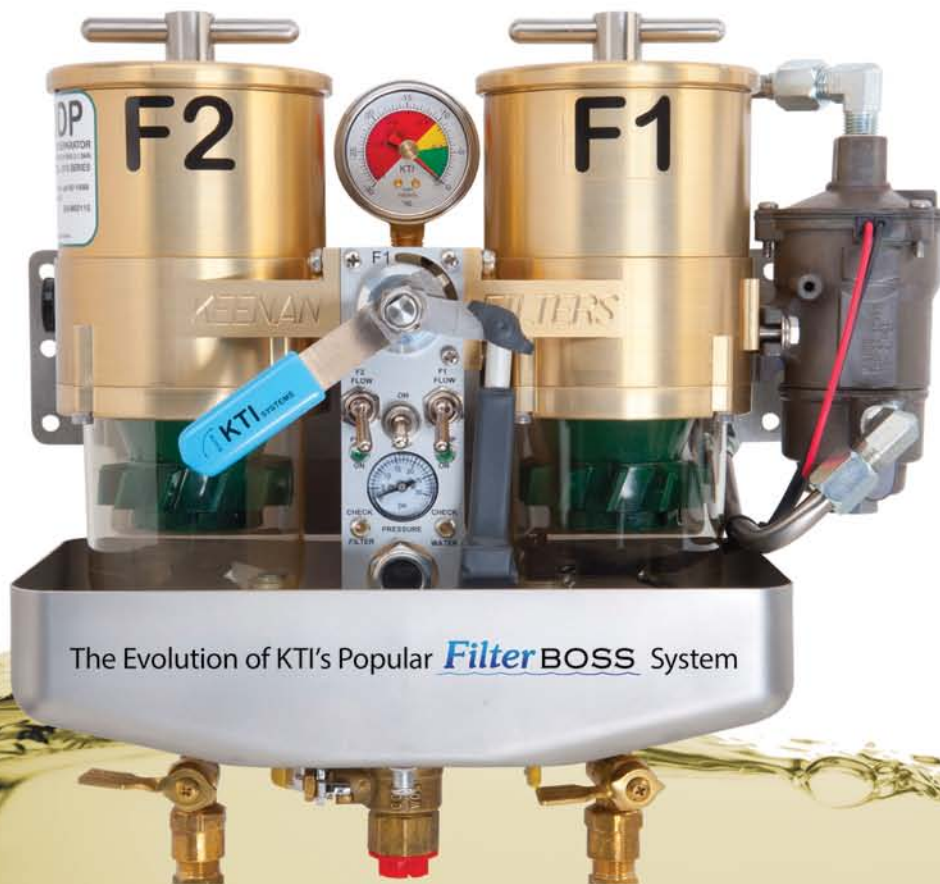
NEW PHONE/TV/DATA INLET FROM SMARTPLUG

Staying in touch with the outside world when in a marina can be a problem. How do you get all those cables connected to the boat? SmartPlug Systems, manufacturer of safer and smarter shore power connections, offers the BDCOAX, a new inlet that accommodates telephone, television and Internet cables.

Built from the same durable, marine grade 316 stainless steel as SmartPlug's shore power inlet, the BDCOAX duplicates its unique asymmetrical design for a matched look. Its plastic interior is easily modified to accommodate a telephone jack, or TV/data coax cable. Its cut-out size and mounting holes match industry standards, so installation is easy using common household tools.

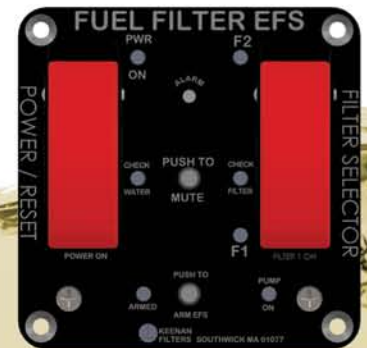
SmartPlug Systems revolutionized the marine shore power world with its SmartPlug. It replaces outdated and troublesome twist-type inlets and connectors. Double-side locking clips and a sleeved inlet design provide a rock-solid connection. With more metal-to-metal contact, it provides greater protection against the leading causes of power failure and fires, resistance and overheating. www.smartplug.com

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OF HEROES AND FOOLS

SAILING HUMOR BY CAP'N FATTY GOODLANDER



Fatty and Carolyn sailing without Morgan Freeman

I'd just finished my first circumnavigation in 2004—and, admittedly, I was feeling pretty good. Perhaps I was feeling too good, too smug. I'd had a couple of drinks and was wandering around seeing old friends or bragging, depending on viewpoint. I was strolling the docks of American Yacht Harbor—studying a well-found 43-foot Shannon sloop in particular. I have many friends in the Virgins and everywhere I went people hugged me. And I hugged back. I was particularly impressed and grateful how many West Indians remembered me. Quite a few times, a taxi mon leaned out of his vehicle and said, “Hi, Cap!” as he drove by me on the St. Thomas waterfront or “Welcome home!” as I strolled the streets of Love City on St. John.

Yes, it was true. I was home. I was surrounded by dear friends. And I was totally blissed out.

In the West Indies, brotherhood isn't merely rhetoric, it is often our daily reality. I feel honored to call the USVI my home.

And, way back in the 1970s, I'd decided to become a marine journalist here in the Caribbean—and my entire life plan has worked out pretty damn well.

So, yeah, perhaps I was a bit full of myself.

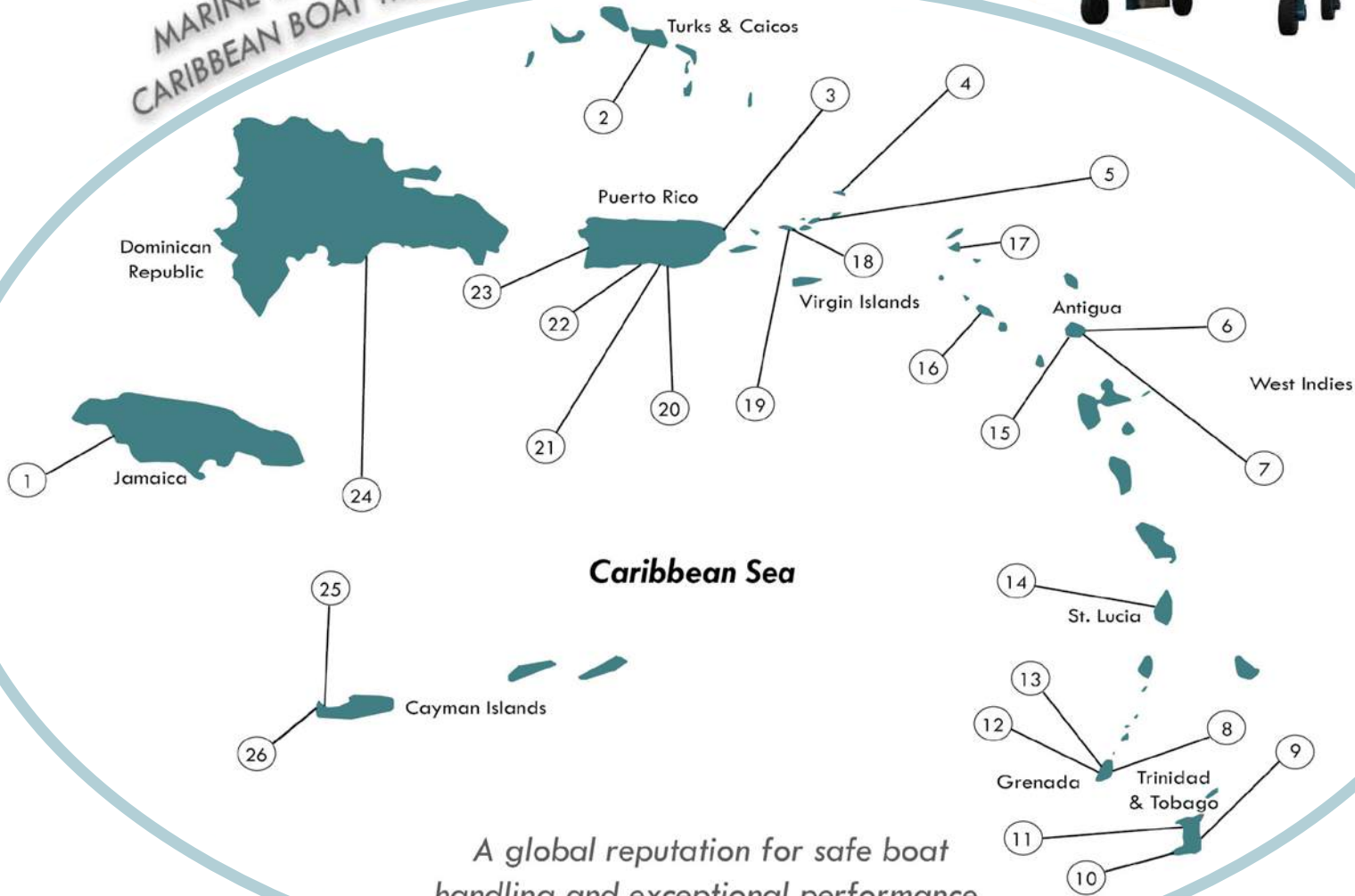
Now, back in the day, in order to become the marine expert I became, I went to every VIMI (VI Marine Industry) meeting for years.

One of the presidents of VIMI was a smooth talking fellow named Vernon. He was always nice to me—a fine fellow—but I didn't think it was right that Vernon was president of the VIMI because his tourism business wasn't directly related to our marine industry. Basically, I felt that a bunch of white guys had elected Vernon because he was black and, thus, it would help our VIMI relationship with the local St. Thomian government.

So, although we liked each other and got along well, there was always a bit of tension.



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| ② Caicos Marina & Shipyard: 75 BFMII, Pending, 10/18/16 | ⑯ St Kitts Marine Works Ltd: 150 AMO, Pending |
| ③ Puerto Del Rey: Ranging from 35-150 Metric Ton, Approved, 1/9/17 | ⑰ Bobby's Marina: 75 BFMII, Approved, 7/20/17 |
| ④ Virgin Gorda Yacht Services: 70 BFM, Pending, 3/20/17 | ⑱ Independent Boat Yard: 50 BFM, Pending |
| ⑤ Tortola Yacht Services Ltd: 70/75 BFM, Pending, 6/27/16 | ⑲ Nanny Cay Marina: 70 BFM, Approved, 3/19/17 |
| ⑥ Jolly Harbour Marina: 75 BFMII, Approved, 7/23/17 | ⑳ Plaza Del Varadero Shipyard: 100 BFMII, Pending, 9/10/15 |
| ⑦ Stanford Development: 150 C, Pending, 7/24/16 | ㉑ San Juan Bay Marina: 60 BFM, Pending |
| ⑧ Grenada Marine: 60-70 BFM, Approved, 7/22/16 | ㉒ Ponce Yacht Club: 70 BFM, Pending, 12/23/15 |
| ⑨ Caribbean Yacht Works Ltd: 200 BFM, Approved, 7/19/16 | ㉓ Villa Marina Yacht Harbour: 70 BFM, Pending |
| ⑩ Industrial Marine Services: 70 BFM, Approved, 7/20/16 | ㉔ Club Nautico De Santo Domingo Inc: 70 BFM, Pending, 10/1/15 |
| ⑪ Peake Marine Ltd: 150 AMO, Pending, 1/20/16 | ㉕ The Barcadere: 100 BFM, Pending, 4/46/17 |
| ⑫ Spice Island Marine Service: 70 BFM, Approved, 7/24/17 | ㉖ Harbour House Marina: 70 BFM/150 AMO, Pending, 4/27/16 |
| ⑬ Carriacou Development Corp: 150 AMO, Pending | ㉗ Bobby's Megayard: 150 C, Approved, 7/21/17; 75BFMII, Pending |
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**Date provided represents the last time machine was inspected*

I thought Vernon was a bit of a glad-hander—no big deal.

And on this particularly day I was walking through Molly Malone's restaurant in Red Hook on St. Thomas—and there was Vernon sitting at a table, talking earnestly with a wealthy-looking white guy.

I was somewhat amazed how handsome Vernon looked. I remembered him as a handsome and kind black man—but he sort of glowed with ... with kindness. Wow. Maybe Vernon had changed? Found God? Married the woman of his dreams?

Did I mention I'd had few drinks?

Anyway, I decided to say hello. I walked over to his table and stood there, grinning. He looked at me—and raised an eyebrow. It was obvious that he sort-of recognized me—but didn't know who I was.

Okay, so we all look alike.

"Remember me?" I said.

"You do look familiar," he said. "Where do I know you from?"

Wow! Vernon had matured or something! His voice was poetry! I was shocked. I remembered his voice as pleasant and smooth—but now the reality was far better than I remembered.

"VIMI," I said, and grinned. "Back in the day. You and me. And VIMI."

"VIMI," he said, and pretended to not understand. "What is VIMI?"

I was puzzled. I could certainly believe that Vernon didn't remember my face after five or six years—but to pretend not to remember VIMI, a trade organization he had headed up for a number of years? Weird. I looked at the white guy—and pegged him for a lawyer or professor. Was Vernon in the midst of some scam or something? Perhaps I should just butt-out.

On the other hand, all he had to do was say, "... Hi, Fatty," and I'd have been satisfied. Instead, he pretended I was a nobody.

"VIMI," I said. "You remember. I was the fat guy with a pen—and you were the dude stringing pearls of wisdom into a necklace of knowledge?"

... okay, maybe I'd had three drinks.

"I know your face, Vernon said, struggling and on the verge of remembering. "I do. But I can't quite place you. In any event, it is nice to see you and have a good day."

"Flabbo," I said, grinning even wider. "Admiral Obese. Ring any bells?"

Vernon shook his head. He seemed genuinely puzzled.

The white guy, however, was openly frowning at me in disgust—like he was going to call security.

Vernon noticed the white guy bristling. "It's okay," Vernon said with a smile.

God, I love that voice! It was so deep and caring and compassionate—it was like Father or God or ... Morgan Freeman.

I was bothering Morgan Freeman! Hassling him! Ruining his lunch. And he was a genuine hero of mine. I loved him as an actor, admired him as a man, and respected him as a sailor ... Oh, dear! I was drunk and making a fool of myself and the whole restaurant was staring at me ... and shaking their head with revulsion.

"What is your name, young man," asked Morgan Freeman.

I have never been so embarrassed in my life. I was mortified, utterly embarrassed!

"Cap'n Idiot," I said as I lurched away in horror. "Sea fool! Sorry—I've been hit by a rum-squall. I am trapped in a stationary drunk front. I am soooooo sorry, sir!"

Both Morgan Freeman and his lunch companion looked at me with puzzlement as I bumped into tables, stepped on feet, and generally acted pathetic as I fled the presence of the Caribbean sailor I most longed to become friends with.

And that is my Morgan Freeman story. You, dear reader, are the first to hear it—because I was too ashamed and regretful of my conduct to even tell my wife.

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: HAPPY NEW YEAR TO ALL!

SAILING HUMOR BY JULIAN PUTLEY

GRAPHICS BY ANOUK SYLVESTRE



P hew ... Thank heavens 2017 is now behind us. What a year of devastation it was: fires, floods, hurricanes, earthquakes – all of biblical proportions.

As a cruising sailor for over twenty years Charlie often said that life was best on board a boat but when children came along he changed his mind and moved ashore. He has often questioned his decision – now more than at any other time. When his beautiful steel cutter was finally sold in the BVI he knew he would rue his decision. Horror of horrors ... moving into a square box that couldn't move anywhere ... with neighbors, a necessary vehicle (or two), schooling, reliance on others for electricity, Wi-Fi, phone etc., and the expense of it all! You have to borrow money, right?

And it's then that they have you by the short and curlies. Gotta keep working – harder and harder and harder. Worrisome notes keep arriving in the mail – things like 'derelict on repayment of loan', and 'impounding of assets'. The rat race is upon you!

There are aspects of a severe hurricane that many don't realize until they affect you. There are people wandering around the islands wide-eyed with PTSD (Post Traumatic Stress Disorder) - I mean even more than usual. Looting becomes rampant. Unplanned for events like epidemics of flies and rodents, increased accidents requiring medical attention, garbage and soggy detritus that is unable to be collected. People become unemployed and many suffer poverty almost immediately, unable to buy ba-

sic foodstuff. Charlie even recovered some cheap gin he had put in his paint locker for stripper – it's now back in the bar!

To counter balance the awful, there is the heart-warming wonderful: generous donations, free meals, free accommodations, donations of sundry essentials etc., etc. An individual's true character bubbles to the surface in such times.

The sensible cruisers, or those with no immediate ties to land, watched the encroaching storm, Irma, and made the decision to sail south away from the danger area. There can be no doubt that this will be an increasing trend in the future. In the storms and floods of 2017, the Northern Leewards including the Virgins, Puerto Rico and Turks and Caicos were worst affected. The damage can only be described as devastating and catastrophic.

But hey! It's 2018! A time for new beginnings. The sea and sun, the islands and reefs, the trade wind breezes – they are all still here ...

In the future there will be a huge increase in insurance premiums and stipulations like better ways to store yachts and rigs. There will likely be a huge exodus of yachts, further affecting Caribbean economies.

But hey! It's 2018! A time for new beginnings. The sea and sun, the islands and reefs, the trade wind breezes – they are all still here. As a Caribbean visitor you will taxi your way through island villages very much on the mend and when you depart the dock on your sailing adventure a tranquility not seen since the 1970s will enchant you. Anchorages will be pristine and beautiful with NO CROWDS. You have left the cold and snow behind. The traffic jams are history and the Caribbean is your oyster. Sail to any one of dozens of beautiful anchorages and down a painkiller or two and prepare for that sumptuous lobster, fresh fish or seafood dinner. The reggae music will keep your feet tapping and miles of smiles will greet you at every turn.

Every cloud has a silver lining they say. So the recent very dark cloud must be followed by a bright future.

AGAIN ... Happy New Year!



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

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PASCHALIDIS & TRIGKONIS TAKE TOP HONORS IN ST. BARTH CATA-CUP

RACING CIRCUIT BY ELLEN LAMPERT-GRÉAUX



PHOTO: PIERRE CONTIN / SAINT - BARTH CATA CUP

Top Team Paschalidis and Trigkonis in action



PHOTO: ROSEMOND GRÉAUX

The sign says it all!

It was touch and go for a few weeks after hurricane Irma hit the island of St Barthélemy... would the island's infrastructure be ready for an event such as the St Barth Cata-Cup, and where would the 90+ sailors stay? In the end, the organizers decided to take the plunge and announced that the

race would be held as planned on the weekend of November 16-19, with 47 teams of two on the start line. It proved to be a glorious event and a great boost for the spirit of the island.

A weekend of suspense, a weekend of surprises! For this

10th anniversary of the event, all of the former winners were there to defend their titles. Among them were French sailors Franck Cammas and Matthieu Vandame (*ODP 1*), winners of the 2013 Cata-Cup, who sailed brilliantly throughout the four days, almost winning again this year, only to see their victory go to the Greek duo, Lordanis Paschalidis and Konstantinos Trigkonis (*Relwen*), as their competitors made an error on the final day. Cammas and Vandame missed one of the race buoys and were disqualified by the committee after they crossed the finish line.

Other strong competitors included Argentineans Cruz Gonzales Smith and Mariano Heuser (*Eden Rock Villa Rental*) and Belgians Patrick Demesmaecker and Olivier Gagliani (*Les Perles de Saint-Barth*) who finished second and third respectively. Turenne Laplace, and his brother Patrick Laplace (*West Indies Sails*) were the first local team to cross the finish line and were 12th in the overall ratings.

For Paschalidis, victory in the Cata-Cup has eluded him until now. They finished fourth in 2012 and sixth in 2016.

"I had participated in St. Barth Cata-Cup twice with my friend Gustaf Dyrrsen and both times, we just missed the podium. This year, by coming with my regular F18 teammate, I definitely had an eye on first place. Today, we reached our goal. I am extremely happy. It was a great pleasure to come face-to-face with folks like Franck Cammas and Patrick Demesmaecker, both incredible vice world champions for the F18 class," Paschalidis said.

Penny Wyon and Jan Hedmann Jensen from Denmark (*Le Journal de Saint-Barth*) won first mixed team and placed 15th overall: "We are very happy. Yet it wasn't easy. We had a little bit of an issue the first days of the race as we had a hole in the boat. As a result, at the end of each race, we finished with ten liters of water in one of the floats. That was quite a handicap. Luckily, this morning we were able to fix the problem and naturally we did much better. We finished 12th in the tour around the island today. We had a great time. We had already raced in the St. Barth Cata-Cup twice before, and it was superb, but this time was really perfect. A perfect paradise!"

For additional information and all results, visit: stbarthcatacup.com

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

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CRUISING LIFE
STORY AND PHOTOS BY
BIRGIT HACKL



Preparing the pressure cooker

Eating fish is healthy and self-caught fish saves money on provisioning, so most cruisers try their luck. Some are real aficionados who fish in a competitive spirit, but most just routinely troll a line on passage.

We don't fish in anchorages because of the risk of ciguatera poisoning (a toxin that accumulates in reef fish and their predators and causes gastrointestinal and neurological poisoning

in humans and other mammals), and because we love lively reefs. Therefore, we take our chances whenever we're on passage and try to stock up on fresh fish and fish preserves for our times at anchor.

Many cruisers complain about losing lures and we had the same issue as newbies. We remedied this problem by using a simple yo-yo on a long bungee cord with an extra thick line

HOW TO CAN FISH

YOU NEED:

Boneless fish pieces

Glass jars (regular jam jars with a lid that goes 'click')

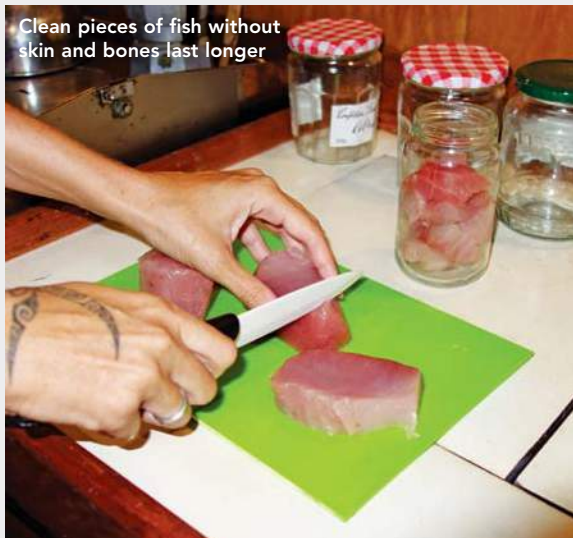
Soy sauce

A pressure cooker

Fill the jars with fish pieces, leaving some air on top. Fill up the jars with drinking water and some soy sauce. Clean the lids and the rims with alcohol and close the jars (tight, but not extra tight so that steam can escape).

Put a towel on the bottom of the pressure cooker (to avoid direct contact with the glass), put the jars in, fill up with the required minimum of water (about halfway up the jars). Put the pressure cooker on high until it builds up to pressure, then reduce heat (make sure it holds the pressure) and cook for 45 minutes. When the jars cool down afterwards you can hear clicking sounds when the vacuum forms inside. Check all lids, use jars that have not formed a vacuum first. Jars that have formed a vacuum last months without refrigeration.

Clean pieces of fish without skin and bones last longer



(200lb breaking strain) a metal leader with a tiny squid lure (we don't want to attract fish too big to handle) and a solid double hook. Despite the small lure we still catch decently sized tuna, dorado and wahoo. Another advantage of the thick line is that we don't need a gaff—we can simply haul the fish over the stern.

Fishermen claim you have to fish at dusk and dawn at a certain speed, but we've been lucky at all times of the day doing

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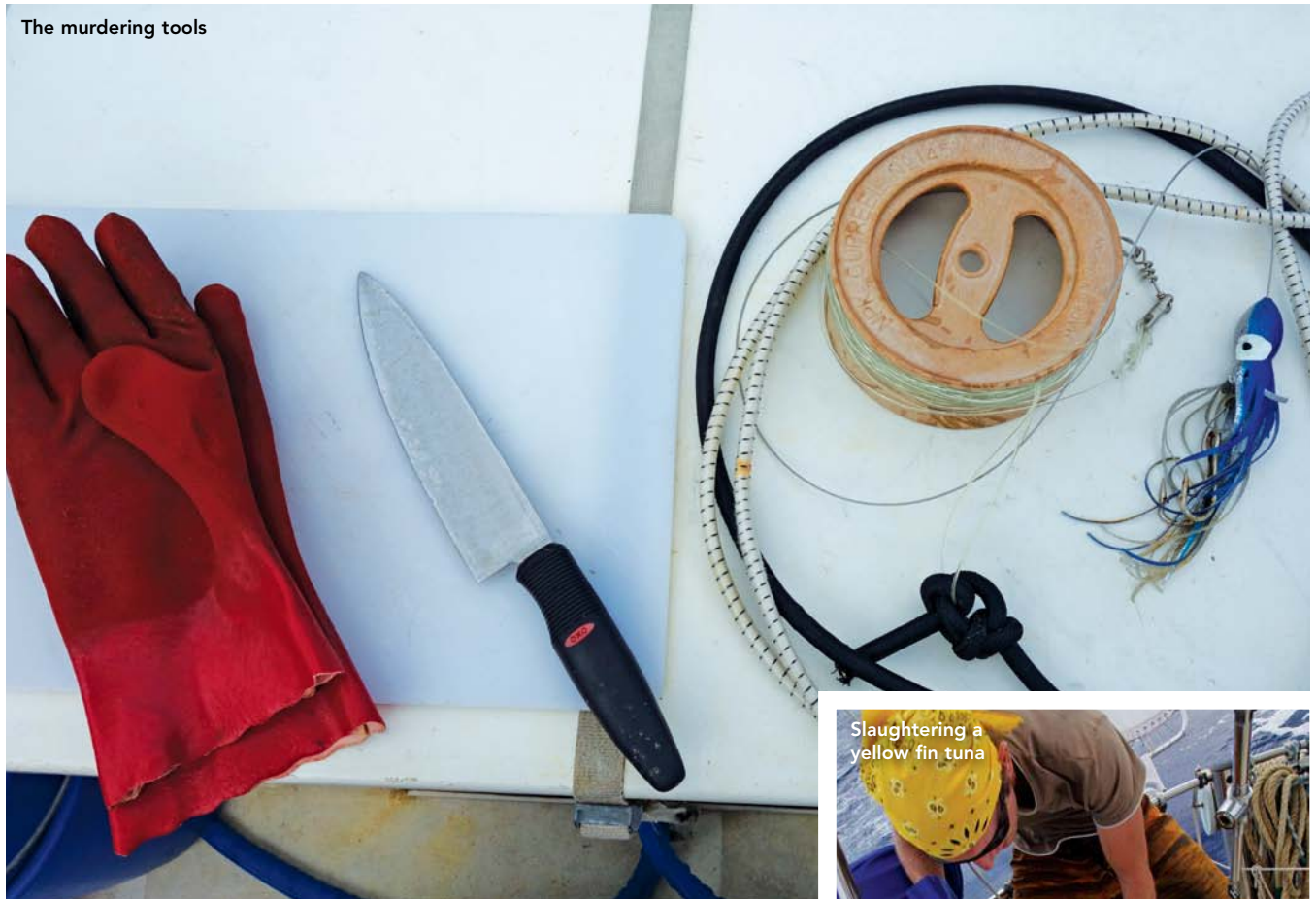


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Slaughtering a yellow fin tuna



HOW TO PICKLE FISH

Pickled fish still needs to be refrigerated, but it lasts longer and is a nice variation.

Cut the fish into thin slices and put them into a jar. Fill up the jar 50/50 with water and vinegar. Add sugar according to taste (we use one tablespoon for 250ml). Optionally, add chopped onions. Leave it in the fridge at least over night and serve on salads, on bread or in tortilla wraps. You can add mustard, dill or cream before serving—make up your own creative variations!

three to six knots—you just have to meet a curious and hungry specimen. As a general rule fish seem to bite whenever it's not convenient: during a squall, in the middle of sail changes or when we're just sitting down for lunch.

While my partner Christian brings in the catch, I go and get the tools for the imminent murder: solid gloves, a sharp knife, a cutting board and a big square bucket to limit the extent of the bloody mess. Some cruisers daze the fish with alcohol

in the gills, others let them bleed out; we try to kill them as quickly as possible with a stab between the eyes.

Christian cleans the fish on the aft deck, cuts it into two-inch steaks and then I further process it in the galley. At this point our cat is already howling desperately, so she gets the first sashimi. Then I cut away skin, bones and bloody bits. Some choice pieces are set aside for sashimi and *poisson cru* and as much as we can eat within six days goes



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straight into the fridge in plastic boxes covered with soy sauce to preserve them longer. We don't have a freezer, so we have to can the rest of the fish. Filling up jars and handling the pressure cooker in rough weather isn't exactly fun, but we're glad to have our own preserves in remote anchorages.

POISSON CRU A LA PITUFA

Cut the fish into small cubes and marinate in lemon juice (some hours or overnight). Drain and wash the fish and add veg/fruit according to taste or what's available (lettuce, tomatoes, peppers, leek, beans, green mangoes, papaya, apples—be creative). Add coconut milk, lemon juice, some Thai fish sauce, salt and pepper and ideally fresh herbs. Basil and cilantro work best, but parsley and sweet basil will do. Serve with warm rice or fresh bread.



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

Don't fill the jars to the top



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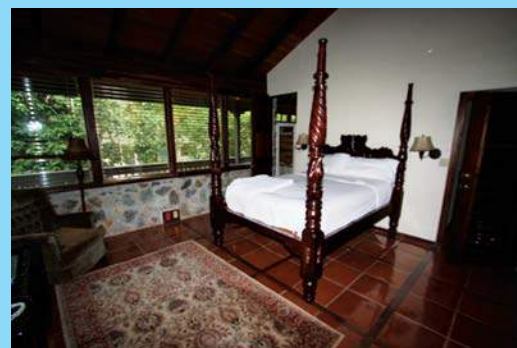
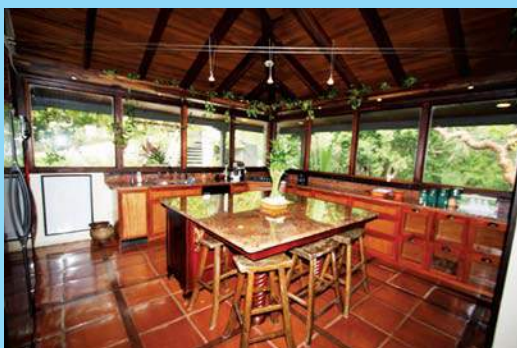
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There are a total of eight bedrooms with ensuite bathrooms, making this a perfect candidate as a vacation rental for AirBnB or VRBO/Homeaway. And with a second full kitchen on the lower level, you also have the flexibility to lease both floors separately,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

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This home offers great flexibility in usage, but the greatest asset may be the value. It is priced well below comparable properties per square foot, and is ideal for large families or rental income. **\$1,890,000**

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HIP HOP ON BOARD: AND I DON'T MEAN DANCING

CRUISING TALES STORY AND PHOTO BY CANDY COLLEY

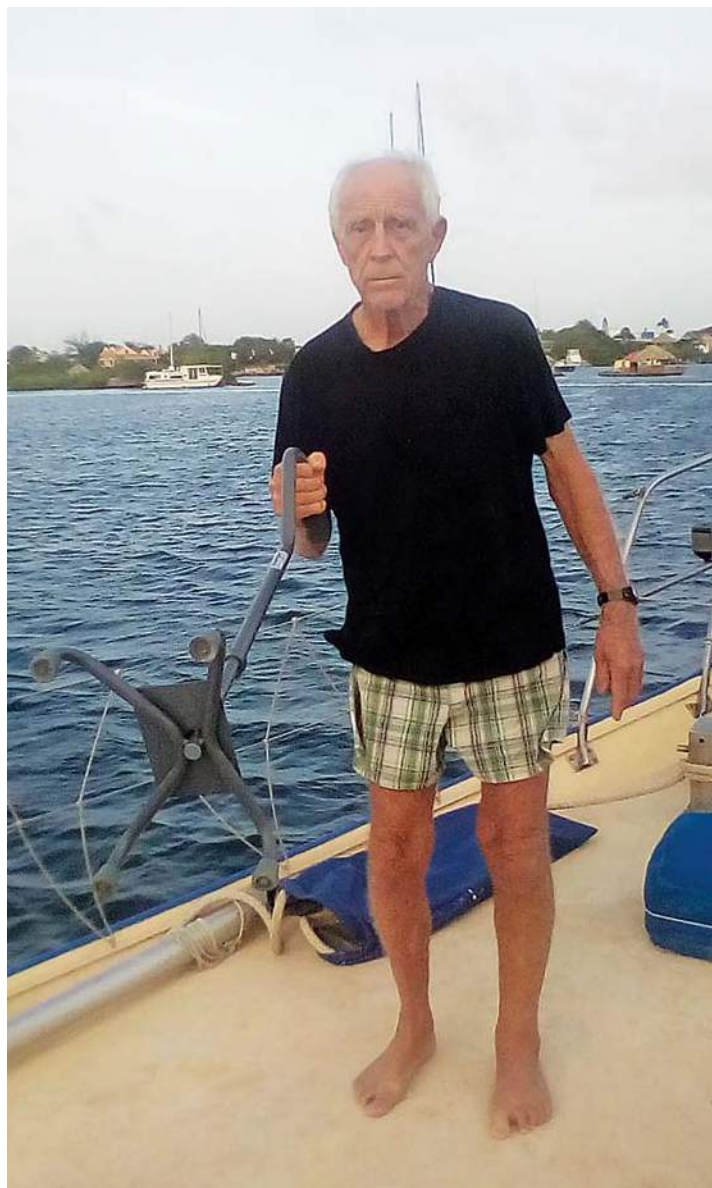
Earlier this year, my husband Barry went to Venezuela to have a titanium hip replacement at a highly recommended private clinic. Things did not go as expected and he arrived back in Curaçao with a displaced prosthesis and a cracked femur. Manipulation and an operation followed, the fracture was wired closed; we bought a walker and rented a place ashore for recuperation.

Instructions from the surgeon were to keep the full weight off the hip for six to eight weeks but get exercise and see a physiotherapist. After a month of doing all three we decided to go home. We were both homesick and a uneasy about our three year old cat Sirius being alone at night, he wasn't happy and running two homes was getting old. So, one sunny, windless day we headed for the boat.

HERE'S HOW IT WENT.

First, prepare for the return. A quiet day is preferable, a big, stable, dinghy is good as it's nearer to the deck and so less climbing for a shaky patient. A gateway, which you can drop, is helpful, if not, you have to drop the safety lines. And don't just let them sag, tie them out of the way so there's no possibility of foot entanglement. Tripping is not good. It's very important that the stanchions or whatever you use to haul yourself aboard are solid and don't move. Running fairly high lines bow to stern to hold onto isn't a bad idea and tighten them around a winch before cleating off if you can.

I hobbled it out from the point of arrival on deck to the saloon seat, trying different step lengths and handholds along the way, figuring out which was the easiest and safest. I followed up with a few handmade mobile steps to use should there be a change of plan: a beer crate, books tied together to make changeable heights if necessary, etc. Big drops are not good. Too jarring. If yours is a seaworthy boat it should have handholds just about everywhere, which helps. I had



People suggested a bosun's chair or a harness but we decided it was overkill. After all, my husband's got three other good appendages. Besides, yachties are used to moving in weird ways.

bought a quad cane, knowing that a walker was too wide for the boat, but somehow the handholds worked better. A quad may help on a big catamaran but not on a monohull, it snagged on things and didn't do steps. People suggested a bosun's chair or a harness but we decided it was overkill. After all, my husband's got three other good appendages. Besides, yachties are used to moving in weird ways.

Once we'd got him home and successfully deposited into the saloon, beers all round. I'd had a sleepless night 'what iffin', so Barry being inside the boat in one piece was good.


We mutually agreed to disrupt our normal sleeping habit and temporarily sleep in separate cabins. I sleep on the inside by the hull and neither of us wanted me leaning on Barry's leg at night by mistake as I sleepily climbed over him in need of the bathroom.

Day to day discipline of strengthening the muscles, ligaments and tendons began. Walking isn't what it is ashore for obvious reasons. Less space, cambered deck, wind, rocking boat.

Bed exercises next. Raise the leg above the heart with cushions (a bookshelf is also good) for the ankle and foot exer-

cises. Flexing the foot and toes and rotating the ankle is good for sending the fluid back up to the heart. Blood thinners are also important if you're going to be in bed a lot.

Swimming, of course, is a huge help and there is no shortage of water around a boat. Be sure the ladder goes down into the water by a few rungs, so stepping up is easy. We didn't get it right the first time and ended up with a rope under hubby's arms and me cranking. We hose-clamped noodle strips over our stainless steel rungs to make a thicker and softer step. Also, with a noodle you can feed a line through a long piece (they're hollowed out) and tie off on the boat, then you can Hip Hop away in safety.

Finally, we had the go ahead from the physio that the hip was good and it was OK for Barry to use the dinghy for walks ashore. This could be followed by a cooling swim and perhaps a little snorkeling. And then there's helping me clean the bottom of the boat ... Patience was a virtue. 

Candy Colley and her husband live aboard their Endurance 40. They are residents of Curaçao.

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HEAD FIRST WINS PORT ANTONIO INTERNATIONAL TOURNAMENT

FISHING BY ALL AT SEA FISHING CORRESPONDENT CAROL BAREUTHER



The winning team start their celebrations aboard *Head First* (from left): Jack Carvalho, Michael Grant, Allan Mattie (in fighting chair), Harry Janderson, Doug Cumberland and Captain Stanley Carvalho

They hail from the land-locked prairies of Alberta, Canada. However, Doug Cumberland and his team aboard the 47ft Bertram, *Head First*, certainly showed their prowess on the Caribbean Sea when it came to billfishing. The team aboard Cumberland's Negril, Jamaica-based boat caught and released three blue marlin to earn Top Boat in the 54th Port Antonio International Marlin Tournament (PAIMT), held October 25 to 29. To win, the self-named 'Alberta Marlin Fishing Team' followed the advice of a wise old Jamaican fisherman. That is, says Cumberland, "if you want to catch fish, you have to put the ass time in sitting and waiting." They did just that, never quitting, and it paid off in a total of five awards.

"The first day, after the official start, we went three to four miles east of Port Antonio, heading into heavy seas with six-to eight-foot swells. To add to the elements, we hit a rain-storm," explains Cumberland. "We turned west and before



long hooked up a 12- to 15lb barracuda. In the afternoon, we caught four mahi-mahi in the 15lb range. The tournament fishing day ended at 5pm, so we started in at four o'clock. Closer to port, with only 15 minutes left, our angler Alan Mattie hooked a blue marlin. It took him until 5:30 to successfully land it, tag it and release it. A great way to end the first day!"

Head First were one of four teams to score marlin on the first day of fishing. The team ended fourth of the scoreboard, be-

ing the last team to release its blue for the day.

Day two, *Head First* headed further offshore on calmer seas and was rewarded with a couple of mahi-mahi. By noon, Alan Mattie released a blue marlin, followed by yet another by mid-afternoon. This duo of billfish for the day, and trio over two days, put *Head First* in the Top Boat lead going into the final day of fishing.

"We headed out east again, caught a mahi-mahi, and then decided to run west," Cumberland explains. "Around noon we got a strike. The marlin actually hit two lures, but we didn't hook him. The tournament ended at three o'clock on the last day, so at that point all we could do was wait and see if someone had caught more than us. It was at the awards party that we finally found out we had won. It was a great feeling, and to have finally won on our 10th anniversary of attending this tournament, made it extra special."

The *Head First* team's Top Boat win earned them coveted entry into the Offshore World Championship, set for April 2018 in Quepos, Costa Rica. In addition, Mattie won trophies for being the Oldest Angler as well as Angler who caught the most marlin. Stanley Carvalho and his brother Jack were

awarded prizes for the captain and mate, respectively, who tagged and released the most marlin.

Seventeen boats competed in the PAIMT and caught and released 20 blue marlin in this year's new-format three-day tournament.

In addition, two other tournaments were held in Port Antonio during this same week. Desmond Gordon landed a 151lb marlin aboard *My Time* to win the one-day 33rd Port Antonio Local Canoe Tournament. Meanwhile, it was the team aboard *Gabby Milan* that released three marlin to top the inaugural three-day Superstars of Port Antonio Tournament. The Superstars tournament, along with the PAIMT and the Montego Bay International Marlin Tournament in September means Jamaica now has three events to qualify teams to compete in the Offshore World Championship. This, plus other qualifiers throughout the region, increases the odds of a Caribbean team winning this prestigious event fished by teams from all over the world. 🌐

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



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ANTIGUA'S BEST OF THE WEST TOURNAMENT

FISHING BY CAROL BAREUTHER

PHOTO: KIMBERLEY HALL

Team success is about everyone pulling their weight. This is one reason the five fishermen aboard the 32ft Carrera, *Sallywag*, won Champion Boat in the 26ft and over category with 227.6lb of fish in the Best of the West tournament, fished November 4 out of Antigua's Jolly Harbour Marina. There were notable individual achievements as well. For example, one of *Sallywag's* anglers earned awards for a whopper wahoo.

"It was still dark when we headed to an area known locally as The North West, which is a large offshore drop-off to the west of the island," explains Michael Hall, *Sallywag's* captain. "It has many great spots, but the usually most productive area was a bit murky due to northerly swells, so we went south."

Ten minutes later, there came the screaming sound of a trolling reel as a big wahoo peeled off a few hundred yards of line within seconds. *Sallywag's* 12-year-old junior angler, Cameron D'Ornellas, definitely had a beauty at the end of his 50-test line. D'Ornellas fought his first large wahoo and, all by himself, brought the 70.6-pounder to the boat. It was the largest fish of the day and largest wahoo as well.



Winning angler
Cameron D'Ornellas (12)
landed a 70.6-pounder

PHOTO: KIMBERLEY HALL

"I fought the fish for over 20 minutes", says D'Ornellas, whose father Brian was also a *Sallywag* team member. "I had to use both my hands in the end to reel it in. It was so hard, and I was so tired, that I went to sleep for two hours afterwards."

For his effort, D'Ornellas earned Largest Wahoo, Largest Fish by a Youth 13 years and under, and Largest Fish by a Male.

Soon after, the *Sallywag* team had a blue marlin; estimated at 400 to 500lb, hooked on the same lure D'Ornellas had caught his wahoo. However, because the Best of the West isn't a billfish tournament, the fishermen weren't disappointed when the line broke about 20ft from the leader. Yet the big fish did give the crew an amazing acrobatic aerial display before it swam away.

"Later in the day, we got into some more activity and boated five small mahi-mahi. Then, all hell broke loose when four lines simultaneously took off with wahoo. After a half-hour of tangled mess, we miraculously boated all four with the second biggest wahoo of the day, a 60-pounder," describes Hall."

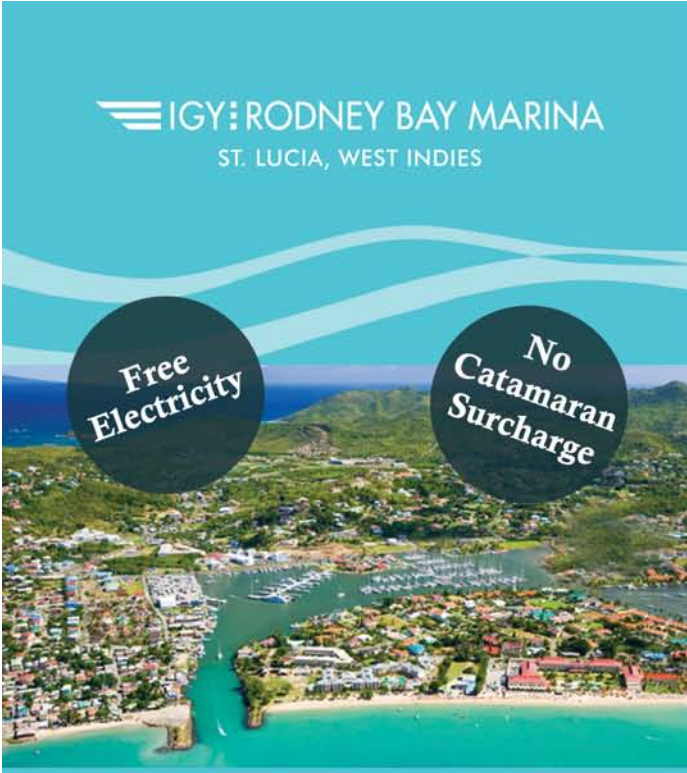
Twenty boats, many of whom have competed against each other for many years, fished this one-day tournament. Twelve teams weighed in fish, including 29 wahoo collectively weighing 1028.4lb. Afterwards, there was good food to enjoy and even better camaraderie.

In other awards, Giovannie Gomez on *Simply Nutz* caught the Largest Kingfish at 21.3lb. Michelle Thomas won Largest Fish by a Female with a 37.1-pounder caught off *Sea Rider*. Grand Slam earned Champion Boat 25ft and under with a total of 94.1lb of fish.

Now under new management, this exciting tournament saw a number of changes, which improved the competition among anglers. There was also a new and improved venue. The Jolly Harbour Marina and management team lent the use of one of the marina's newly built docks and adjacent open lawn, which provided enough space to accommodate the boats, vendors and spectators alike.

"The tournament has always been hosted on Antigua's west coast and we intend to keep it that way as long as the venue is available to us," says tournament director Robert Hall. "Wahoo caught in the western waters are usually very large this time of year, so this tournament was created to see just who really is the Best in the West. Some boats do travel east of the island to try their luck, however only boats that have fished in the west have won this tournament." 📍

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



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FISH IN THE BANK: MARINE PROTECTED AREAS

ENVIRONMENT
PHOTOS JANE BAUM

STORY DEVI SHARP



Snorkeling off your own boat is one of the perks of the cruising life

One of the joys of cruising in the Caribbean is taking a swim off the boat to get some exercise, watch fish and look at coral. Some areas are filled with life and others seem dead, so what's the deal?

The chances are good that the places with the most fish, coral and sponges are marine protected areas. In this article I will use the general term of marine protected area (MPA) to cover



Rock Beauty Angelfish feed primarily on sponges

a wide variety of areas that include marine reserves, marine management areas and National Parks. There are over 100 MPAs in the Eastern Caribbean and they range in size from a few square meters to hundreds of hectares.

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Invasive species such as lionfish are a serious threat to the reef ecosystem

The impetus to protect marine areas is often the recognition of declining fisheries that are unbalanced in size and age structure, deteriorating coral reefs, degradation of water quality due to terrestrial runoff and the loss of potential of tourist income.

Setting up an MPA is challenging. Ideally all of the stake-

holders are involved in the conceptual development and the regulations of the area. The planning process for protecting marine areas is complicated by conflicting uses of the marine resources. The protection offered in MPAs differs; some prohibit any resource extraction, while others have areas zoned for specific uses such as fishing or collection of conch, or activities to provide for tourism. These uses can conflict.

Scientists monitor the protected areas and non-protected areas to detect the benefits of protection. The results of monitoring have been a mixed bag. In some MPAs studies have shown that fish populations increase, the fish grow larger, produce more young and the entire marine ecosystem reaches greater abundance and diversity. The robust fish populations thrive in the protected areas and move out into other parts of the ocean and replenish weaker populations. This is called 'Spillover' and the larger the protected area, the greater the spillover effect. Within five years of creation of the Soufrière Marine Management Area (SMMA) in St. Lucia, fisherman within and outside the SMMA saw their catch increase between 46 and 90%, depending on the type of gear used. The health of branching coral also improved. The more robust ecosystem is also more resistant to natural disasters like hurricanes. Not all MPAs can report improved ecosystem health

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and this is probably due to outside stressors such as rising sea temperatures and ocean acidity, terrestrial runoff and pollution. Invasive species such as lionfish are a serious threat to the reef ecosystem. Most areas do not have adequate staff to enforce the regulations and monitor the area. Tourism can provide local economies a boost, but if not managed it can also have a negative effect on the protected area.

I would love, in this short article, to tell you that marine reserves work so well that they are the solution to declining global marine fisheries. Globally, just 2.8% of the oceans are protected by some sort of MPA, and less than half of this protected ocean area is closed completely to fishing. The pitfalls are many. Some protected areas are too small to provide adequate protection of habitat for fish and other resources. Natural disasters can be devastating. The record 2017 hurricane season has had a huge impact upon the marine ecosystems in the Eastern Caribbean and will provide the opportunity to monitor post hurricane impacts on MPAs

Protected areas that stand out in my mind are the Cousteau Reserve at Pigeon Island in Guadeloupe, the SMMA in St. Lucia, US Virgin Islands National Park in St. John, Scotts Head area in Dominica, and the Tobago Cays in St. Vincent and the Grenadines. Two new areas are worthy of note. In August 2014 the islands of Antigua and Barbuda took a bold step in marine conservation by establishing five marine sanctuaries, collectively protecting 33% of the coastal area of Barbuda.

Saint Kitts and Nevis has zoned all of the coastal areas within a two mile radius around both islands for some level of protection.

Visit the areas and pay the fees when appropriate, greet the rangers respectfully and thank them for protecting the resources, use your holding tank and do not discharge sewage in sensitive areas, enjoy yourself and follow the rules. Do not touch or remove coral. 

Devi Sharp is a retired wildlife biologist who spent eight years cruising the Caribbean with her husband, Hunter, on their sailboat, Arctic Tern. Devi and Hunter are now living on dirt in Western North Carolina.

Jane Baum and her husband Dick have lived aboard their sailboat Cheetah 2 since 2002. When they started their 'five year adventure' Jane did not know how to swim. The water called her and Jane became a scuba diver and underwater photographer.

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HANDHELD WONDERS

YACHTING & TECHNOLOGY ARTICLE AND PHOTOS GLENN HAYES

When handheld electronics are mentioned, first thoughts may be of simple devices that are appropriate for use on small boats and tenders but that do not have the capability of more sophisticated electronics onboard. That may have been the case in years past but today's technology has improved and miniaturized so much that there is now a wide variety of capable handheld devices that can improve your time on any size vessel. From fully capable and featured VHF handhelds to two-way satellite communicators and personal locator beacons, impressive technology that fits in your pocket is no longer relegated to just your smartphone.

ALL IN ONE VHF HANDHELDS

One of the latest truly useful offerings now available from major marine VHF manufacturers worth consideration is the inclusion of an integrated GPS in handheld models. Handhelds such as the Cobra MR HH600, the Icom M93D, Standard's HX870 and Uniden's MHS235 all offer a full-featured handheld VHF with the addition of an internal GPS. Apart from the obvious advantage of having a secondary or back-up GPS aboard, having a built-in GPS enables the handheld to have Digital Selective Calling (DSC) capability. As is found on any current model fixed-mount radio there is a button on the handheld that when depressed will send an automatic distress signal with your individual MMSI (Marine Mobile Service Identity) number along with position information in the form of GPS coordinates. In the past the ability of transmitting your position information along with a distress signal was only possible through a fixed mount radio either hardwired to a GPS or chart plotter or through a newer fixed-mount VHF with built-in GPS. Having this feature in a handheld VHF has obvious advantages, the main being you can take it with you anywhere, overboard, in a life raft or on a trip to shore. By doing so you also have a GPS that can aid in navigation and situational awareness and you can



Icom's M93D GPS VHF

even mark and store important waypoints while you are away from the mother ship or while in the tender. Key waypoints can also be preloaded in the radio and it can serve as a portable back-up should your main system go down. Features and ease of operation vary by manufacturer, so be sure to get a feel for which will be easier for you to operate on the water prior to purchase. Whichever is chosen boaters now have versatile and capable communication in the palm of their hand.

TEXTING WITHOUT A SMARTPHONE

Garmin now offers another interesting development in a handheld communicator. The Garmin inReach communicator gives its user global satellite connectivity in a small versatile handheld unit. With this device, users can send and receive text messages or text emails from anywhere in the world via the 100% global Iridium satellite network. The size of a small handheld GPS unit, it picks up with texting communication where your cell drops off out of range. It easily pairs up with your phone via an intuitive app that allows you to operate its messaging functions directly from your phone as you normally would. This feature-rich device can also be used to trigger an interactive SOS message. The signal is received by a professional global monitoring center (GEOS) that can then confirm receipt of the message and notify you that help is



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plorer+ which has all the features of the SE+ with the addition of preloaded DeLorme TOPO maps with onscreen GPS routing as well as a digital compass, barometric altimeter and an accelerometer. Having all this capability in a compact life saving device for under \$500 makes the inReach a good option for those venturing out of cell range.

MAN OVERBOARD

Ocean Signal, a British company that produces emergency rescue beacons, has developed a small device that can fit in the palm of your hand and is capable of providing a safe and speedy recovery should a crewmember go overboard. The MOB1 is the world's smallest personal locating AIS (Automatic Identifier System) man overboard device with DSC (Digital Selective Calling) capability. Easily attached to your inflatable lifejacket's inflation tube the MOB1 will activate automatically when the jacket inflates and will notify those on board and nearby vessels of your overboard situation via a DSC alarm signal to compatible and capable VHF radios. It will also transmit an alert eight times per minute to AIS receivers and AIS capable plotters on board and to other vessels monitoring AIS in the area. The signal contains the GPS posi-

tion of the overboard crew member along with distress identifiers and allows for rapid recovery. Once the alarm on the VHF is activated and alerts those aboard to the MOB situation they can then use the AIS signal to return to the overboard crew and undertake a rescue. A built-in strobe also provides a visual aid during recovery. With an MOB1 on each crewmember's inflatable life jacket a fast recovery without having to rely solely on visual location is more likely. Powered by an internal lithium battery with a shelf life of seven years, continuous transmission for over 24 hours and a range of up to five nautical miles, this small transmitter could be a lifesaver. 

Glenn Hayes is a freelance photographer and writer living in west central Florida. Specializing in marine and location photography, his work covers commercial, editorial and fine art work. www.HayesStudios.com



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TEN CARIBBEAN VOLCANOS YOU CAN VISIT

BY CAROL M. BAREUTHER

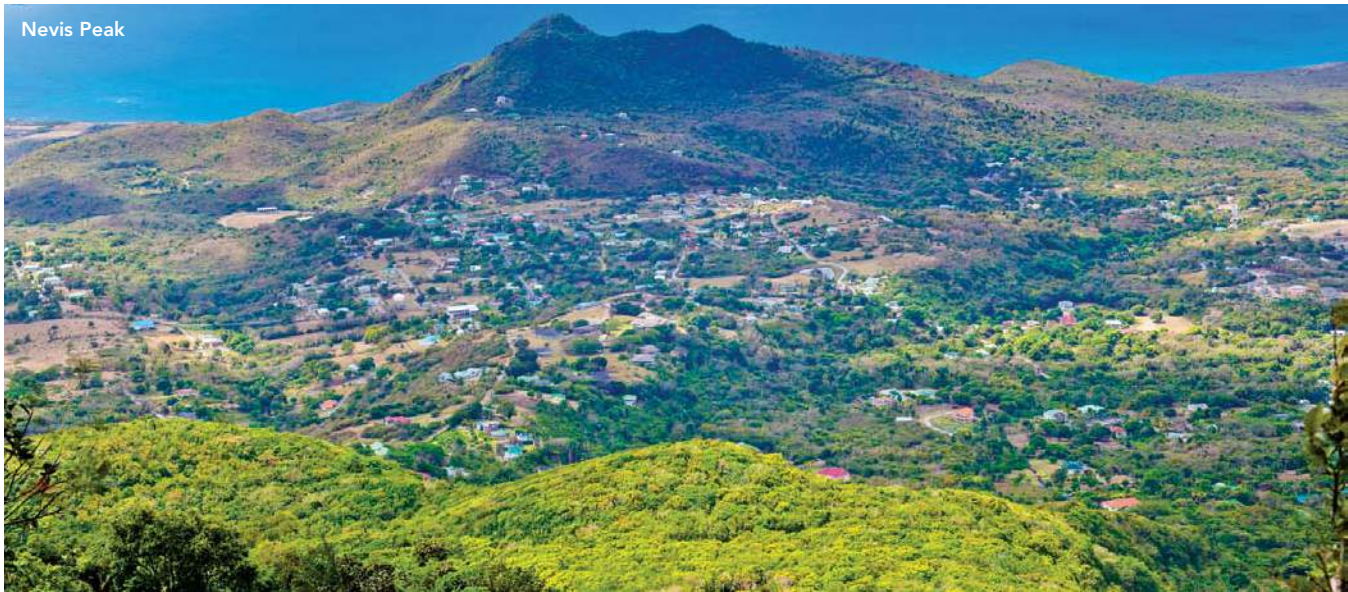


A push and pull struggle between the Earth's South American and Caribbean plates, plus volcanic activity, created the land and sea of the Caribbean over 50 million years ago. Today, volcanos continue to play a tangible role in the region. For example, there are those that erupt, like Chance's Peak in Montserrat in 1994. Then, there are volcanos that may erupt any time like the undersea Kick 'em Jenny north of Grenada. Finally, there are those that are dormant now, like Mount Scenery in Saba, and make a great place to explore. Here is the scoop on ten Caribbean volcanos you can visit:

1. MOUNT SCENERY, SABA

The top of this mount, located at an elevation of 2,910ft, is an ancient lava dome of what is still a potentially active volcano.





Nevis Peak

Those who don't want to take the 1064 stone-carved steps to the cloud-shrouded peak can watch the video, 'Hike to the Clouds of Mt Scenery' at the Dutch Museum in Windward-side. In addition, the artifact collection here dates to 1600. The last eruption of Mount Scenery was 1640.

3. NEVIS PEAK, NEVIS

It's possible to hike this 3,232ft peak, but stamina and a lack of a fear of heights are top prerequisites. It also takes courage as this is a potentially active volcano, though there have been no eruptions for thousands of years. Perhaps the best way to appreciate this volcano is looking up at it from the Pinney's Beach with a Killer Bee rum punch in hand from Sunshine's Beach Bar.

4. CHANCES PEAK, MONTSERRAT

Plymouth, the island's former capitol and much of the surrounding southern areas, have become an Exclusion Zone to visitors ever since the Soufriere Hills volcano culminating at Chances Peak blew in 1995. Recently, relative dormancy has led the government to open part of the area to occasional tour groups. Take one of these tours while visiting the Montserrat Volcano Observatory. Inside, scientists actively monitor the volcano while visitors can watch a short film about the eruption two decades ago.



A long hike – Mount Liamuiga, St. Kitts

2. MOUNT LIAMUIGA. ST. KITTS

Hiking to the top of this dormant 3792ft volcano is not for the faint-hearted. It's a strenuous walk through jungle, but the panoramic view from the top is rewarding. The mountain's Carib Indian name, Liamuiga, means 'fertile land' and this is certainly visible from all the lush greenery on the way up as well as seas of leafy green visible from the peak. A round-trip hike takes about five hours.



Chances Peak and Soufriere Hills in Montserrat



Boiling Lake in Dominica

PHOTO: GÖRAN HÖGLUND

5. BOILING LAKE, DOMINICA

Check out the little 'lake' in the Morne Trois Pitons National Park, where steamy clouds cap the bubbling 180° to 200°F bluish-gray water. This lake, a little over an acre, is actually a flooded fumarole, or crack in the earth's surface where gas escapes from the molten lava underneath. It's possible to trek to the Boiling Lake from the town of Laudat. Leave early; the round-trip easily takes six to eight hours of hiking.

6. MOUNT PELEE, MARTINIQUE

Famous for its 1902 eruption that destroyed the city of Saint-Pierre, this volcano is currently quiet though it still registers seismic activity and is under the watchful eye of the island's volcanic observatory. There's a well-marked and signed trail that leads up to the 4577ft peak, where it's possible to enjoy a panoramic view from the volcanic cones if the clouds haven't rolled in. Down in Saint-Pierre, visit the one-room Musée Vulcanologique to learn more about the 1902 event.



Sulfur Springs, St. Lucia

PHOTO COURTESY OF ST. LUCIA TOURIST BOARD

7. SULFUR SPRINGS, ST. LUCIA

It's easy to visit this island's volcano. After all, the Soufriere volcano, located 24 miles south of the capital of Castries, is famous for being the only 'drive-in' volcano in the world. That's because there is a road that goes up to and through the volcano's crater. It's possible to take a tour and get out and walk in this alien-looking landscape. Hold your nose! The sulfur smell of rotten eggs is strong.

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Digity Mud Volcano, Trinidad

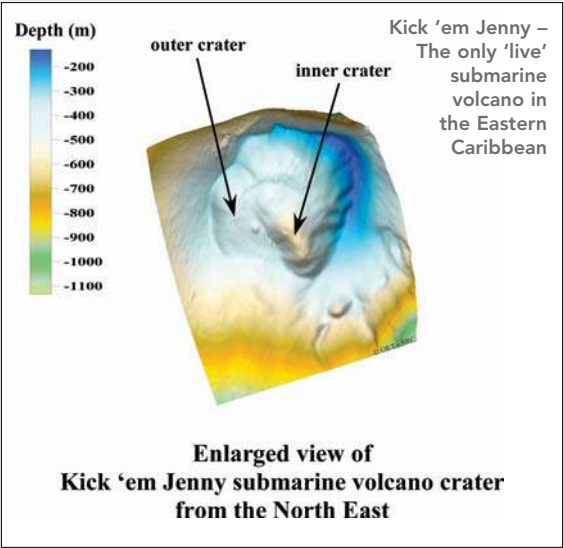
PHOTO: NIELS SAMPATH



8. KICK ‘EM JENNY, GRENADA

The only ‘live’ submarine volcano in the Eastern Caribbean showed recent signs of life in July 2015 when scientists picked up two strong seismic signals. Located five miles north of Grenada (12.18°N, 61.38°W), it’s an area restricted for marine traffic by one- to three-miles depending on the potential for eruptive activity. However, it’s possible to hear percussion sounds from the volcano when scuba diving off nearby locations like Grenada’s Ronde Island.

GRAPHICS COURTESY OF SEISMIC RESEARCH CENTRE, THE UNIVERSITY OF THE WEST INDIES



9. DIGITY, TRINIDAD

Mud volcanos aren’t true volcanos, but they sure look like the real deal only smaller. There are over a dozen mud volcanos in Trinidad. Digity, located on the southern side of the island, is 20ft high and frequently belches gas. There is a well-worn path around the cone from frequent visitors. Local legend tells that the mud makes a great rejuvenating facial mask.

Hooiberg (aka The Haystack), Aruba

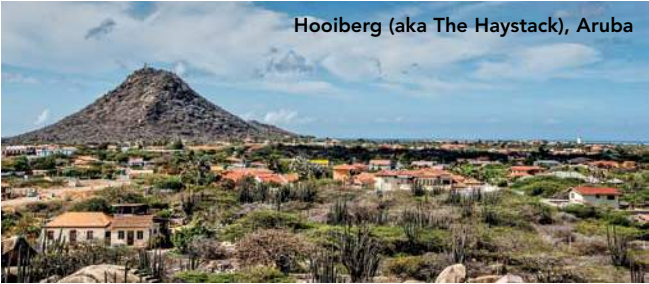


PHOTO: STEVE GRUNDY

10. HOOIBERG, ARUBA

The name of this volcanic formation that rises to 541ft above sea level translates to ‘haystack’, which the structure surely resembles since it’s covered with spiky cactus and bushy divi-divi trees. The government built steps to the top, from which there is a great view of the mostly flat landscape below all the way out to the sea. Hooiberg’s popularity is evident by its depiction on the Aruban Coat of Arms.

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

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CARIBBEAN REGATTA PREVIEW: JANUARY TO MARCH

COMPILED BY CAROL M. BAREUTHER



Hard on the wind during Island Water World
Grenada Sailing Week

Resilience is a great way to describe why this list of winter/spring Caribbean regattas is as big as it is! Organizers and volunteers, especially those in the hurricane hit northern Caribbean, are bouncing back and ready to welcome visiting sailors. No storm can take away what the Caribbean offers and that's the best sailing in the world!

JANUARY 16 – 24 **Barbados Sailing Week**

Formerly the Mount Gay Round Barbados Race Series, this week-plus event starts with three days of coastal racing, ends

with the Ocean Passage Race to Antigua and in-between is the 82nd Mount Gay Round Barbados. "The 60-nm Round Barbados Race offers speed sailing enthusiasts a chance to enjoy spectacular sailing on a race circuit with uninterrupted winds and an opportunity to win their skipper's weight in rum if any of the 20 records are broken," said press officer Sue Pelling, in a release. www.barbadossailingweek.com

JANUARY 29 – FEBRUARY 3 **Island Water World Grenada Sailing Week**

Thirty-five to 40 entries are expected, ranging from the swift-sailing RP 37, TAZ, to classic Alfred Mylne 65, *The Blue Peter*.

"New, will be a south coast start, with the scenic Secret Harbour Marina as welcome host venue," says organizer Rosie Hoggarth. "Thereafter, the fleet moves to the west coast to the Camper & Nicholsons Port Louis Marina and The Victory Bar for the last two days of racing and the grand finale party and prize-giving." grenadasailingweek.com

JANUARY 31 – FEBRUARY 4 Superyacht Challenge Antigua

The 105-foot sloop, *Danneskjold*, 112-foot *Spiip* and two Hoek designs: the 90-foot cutter, *Arcadia* and 172-foot ketch *Elfie* are among entrants. "The eighth edition features five

races held over four days," says press officer Louay Habib. Shoreside parties are a key part of this regatta for yachts 80-foot-plus. Held in historic Nelson's Dockyard, these include a Welcome Cocktail Party at the Boom Restaurant, themed Cook Off and prize-giving at the Admiral's Inn. www.superyachtchallengeantigua.com

FEBRUARY 3 – 5 Pan Pepin International Dinghy Regatta

Optimists, Lasers, 420s and Sunfish are among the classes that race in this event hosted by the Sailing Academy at Club Nautico de San Juan, in Puerto Rico. "We hope to have great-



Perfect conditions for Tony Lawson's MOD70, MS Barbados Concise10 to really show her true colors



Winners in the Pan Pepin International Dinghy Regatta, Club Nautico de San Juan

PHOTO: VIRGINIA DE LOS REYES/CLUB NAUTICO DE SAN JUAN



Super Yacht Challenge, Antigua

PHOTO: EMMA LOUISE WINN JONES

Jolly sailing at the Jolly Harbour
Valentine Regatta



er participation than last year, including sailors from the U.S. Virgin Islands, USA, Mexico and Guatemala," says sailing director Pedro Fernández. www.academiadevela.com

FEBRUARY 6 – 10 **The Round Martinique Regatta**

Set for the week before the island's carnival celebrations, there's a new five-day format, says organizer Claude Granel. "Four days of sailing from Tuesday until Saturday with a day off. On land, everything will be concentrated around the capital city of Fort de France." www.theroundmartinique.com

FEBRUARY 9 – 11 **Jolly Harbour Yacht Club** **Valentine's Regatta, Antigua**

More than 30 boats, including UK entries *Northern Child*, *Southern Child* and *Scarlet Oyster* as well as local boats *Huey Too*, *Full Monty* and *Cricket*, are entered. "The club is introducing new courses which take the boats further off island," says Commodore Grahame Williams. "This allows participation of larger keel boats. We'll also have a fun race Friday afternoon, so boats see the location of the marks." jhycantigua.com

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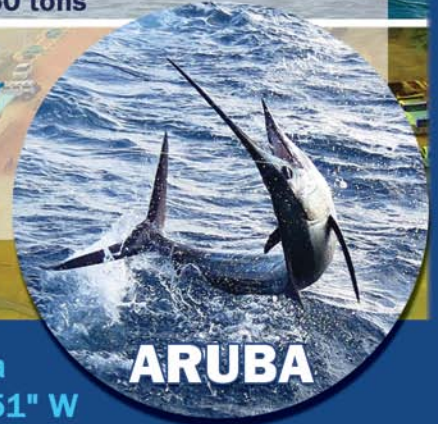
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French West Indies – Schoelcher International Sailing Week

FEBRUARY 9 – 13

Schoelcher International Sailing Week

Sailors from Antigua, Guadeloupe, St. Barth, St. Lucia and Martinique as well as France, Switzerland and Norway are registered. "The Laser Standard class, which has been absent for many years, will be back and give a new impetus to this series," says director Michel Zougs. Optimists and windsurfing are other classes. www.cnschoelcher.net

FEBRUARY 17 – 19

Sweethearts of the Caribbean & Classic Yacht Regatta, BVI

Based out of the loyal West End Yacht Club's new home, Admirals Marina, in Soper's Hole, this event is known for its sailing and camaraderie. "We will attempt to open up all races for greater participation and fun, with interesting, sometimes challenging courses, entertainment, good venues and a new generation," says WEYC commodore Louis Schwartz. www.facebook.com/groups/weycbvi

The race that took the Caribbean by storm – RORC Caribbean 600



PHOTO: EMMA LOUISE WYN JONES

FEBRUARY 19

RORC Caribbean 600, Antigua

Over 40 yachts, everything from maxis to multihulls, racing to cruising yachts were entered for this 10th anniversary 600-mile 11-island race by last November. "This includes three



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Gunboats from the U.S. competing for the first time," says press director Trish Jenkins. "These are *Arethusa*, skippered by NYYC Commodore, Phil Lotz; *Flow*, sailed by owner Stephen Cucchiaro, and *Elvis*, skippered by two-time Melges 32 World Champion Jason Carroll. caribbean600.rorc.org

MARCH 1 – 4 **St. Maarten Heineken Regatta**

On the sea, there won't be any changes for the expected 120-plus yacht entries. That is, the winning format of multiple start areas with their own Race Committee, Friday's Around the Island Race and all finishes in Simpson Bay will stay the same. On land, "we're building a regatta village that will serve as a centralized location where competitors can socialize, have a beer, eat foods from many of the island's

restaurants and enjoy performances by regional and international artists," says regatta director Michelle van der Werff. heinekenregatta.com

MARCH 15 – 18 **St. Barth Bucket Regatta**

The 108-foot *Ribelle*, launched in 2017, will make her St. Barth debut in 2018, as will *My Song*, a newly built 130-foot Baltic yacht. "Plus, there will again be the magnificent J Class yachts," says event manager Jeanne Kleene. "There will be an extra day of racing for these yachts on Thursday. The well-received Corinthian Spirit Class debuted in 2017. The ORC is the rating rule for this class and makes it easier for these essentially 'non-spinnaker' yachts to enter and compete." www.bucketregatta.com



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Hot racing in the USVI – Saint Thomas International Regatta (STIR)

PHOTO: DEAN BARNES



PHOTO: TODD VANSICKLE



Wave on a wave –
BVI Spring Regatta

MARCH 23 – 25

St. Thomas International Regatta

The theme for the 45th STIR is simplicity, meaning great racing by day and beachside toes-in-the-sand barbecues at night. "Fleets of IC24 from the U.S. Virgin Islands, British Virgin Islands and Puerto Rico are expected to be strong, with charters of these homegrown vessels available for racing teams from the St. Thomas Sailing Center, at the St. Thomas Yacht Club," says regatta director Chuck Pessler. www.stthomasinternationalregatta.com

MARCH 26 – APRIL 1

BVI Spring Regatta & Sailing Festival

New is the 'Full Moon Race, 64 Islands – One Brilliant Night', on March 27. "This race will be added to the Round Tortola race," says regatta director Judy Petz. "After completing the anticlockwise circle around Tortola, boats will continue on to circumnavigate the BVI sailing through the moonlit night over 165 miles." The rest of the week follows with the Sailing Festival and main event three-day spring regatta. www.bvispringregatta.org



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USVI CHARTER YACHT CULINARY COMPETITION

UNITED STATES VIRGIN ISLANDS BY CAROL M. BAREUTHER



Missy Kom's Shrimp and Grits with Red Eye Gravy



The judges hard at work on *Pisces*. It's a tough job but somebody has to do it. From left: Chef Judge Patricia LaCorte (owner of Fresh Bistro and Grand Cru), Julius Jackson, celebrity chef/boxer, and Taj Siwatu owner of Buddha Sushi, sample Shrimp and Grits with Red Eye Gravy



Winning chef
Missy Kom of *Pisces*

Two chefs won top prizes at the USVI Charter Yacht Show's Culinary Competition, held November 12th at Yacht Haven Grande on St. Thomas, U.S. Virgin Islands. Melissa 'Missy' Kom, chef aboard the 47ft Leopard catamaran, *Pisces*, earned first place in the Appetizer category for her shrimp and grits with red-eye gravy. Meanwhile, Rebecca Silva, chef on the 62ft Privilege Catamaran, *Anastasia*, scored Best Lunch Entrée and Best Dessert with her coffee rubbed braised short ribs accompanied by a spicy roasted coffee glaze and served with truffle garlic mashed potato espuma and roasted veggies and chocolate surprise with espresso caramel sauce, respectively.

Twelve yachts entered the competition where, in a new for-

mat, chef's selected two of three categories to enter and use Virgin Islands' Coffee Roasters brew as the 'secret ingredient'. Judging took place on the yachts themselves this year. Jan Robinson, of *All At Sea* and *Ship to Shore* cookbook fame, coordinated the competition. Chef judges were Patricia LaCorte, owner of Fresh Bistro and Grande Cru; Julius Jackson, celebrity chef/boxer; and Taj Siwatu, of Buddha Sushi.

PISCES' KOM – TRAINED BY THE BAREFOOT CONTESSA

Born and raised in East Hampton, NY, Kom lived on neighboring island St. John for 22 years where she day chartered and completed over 8,000 dives as a dive instructor. She also holds a USCG Master License. Term chartering was the next logical step.

"My culinary experience came from working for Ina Garten (The Barefoot Contessa) and several fine dining restaurants throughout my life," says Kom, who became a certified wine sommelier in 2010. "For the competition, since we had to use coffee, I thought there would be a lot of meat entries and I wanted to be different. For the red-eye gravy, I ground bacon and chorizo to give it my own spin. Then, I added chicken stock, a little cream and flour to thicken. I poached the shrimp in a crab boil herb mixture and laid it atop cheesy grits."

Kom isn't the only chef aboard *Pisces*. Co-captain Travis Krueger also takes turns in the galley. Krueger, a midwestern U.S. native whose skills additionally include bartending, sailing/windsurfing instruction and scuba instructor, and Kom together created *Pisces'* eclectic Caribbean menu.

"Some of our most popular dishes include Local Citrus Mahi-Mahi with Herbed Rice and Sautéed Asparagus, Grilled Jerk Chicken Caesar Salad, and Argentinian Steak Night, a selection of grilled meats served with homemade chimichurri, crispy red potatoes with an avocado crema and roasted Brussels sprouts. We feel great making lasting memories for everyone who has chartered with us especially through our menu," Kom says.

ANASTASIA'S SILVA – CULINARY SCHOOL TRAINED

A Chicago native, Silva became a 'foodie' when entertaining ad agency clients in the Windy City's vibrant restaurant scene. A bareboat flotilla vacation to Croatia in 2013 ended with Silva falling in love with sailing, the idea of living on the water and the flotilla captain himself, Theunis Van Schalkwyk, who is now on *Anastasia's* helm. Silva first learned the chef trade literally under fire while on charter, gathering and recreating her favorite restaurant-quality dishes. This was followed by professional courses at the Chopping Block in Chicago and the City & Guilds approved culinary school in Langgabaan, South Africa.



Chef Rebecca Silva's Winning Entrée – Coffee rubbed braised beef short ribs with a chili Virgin Islands roasted coffee barbecue sauce served with truffle garlic potato espuma and roasted seasoned vegetables



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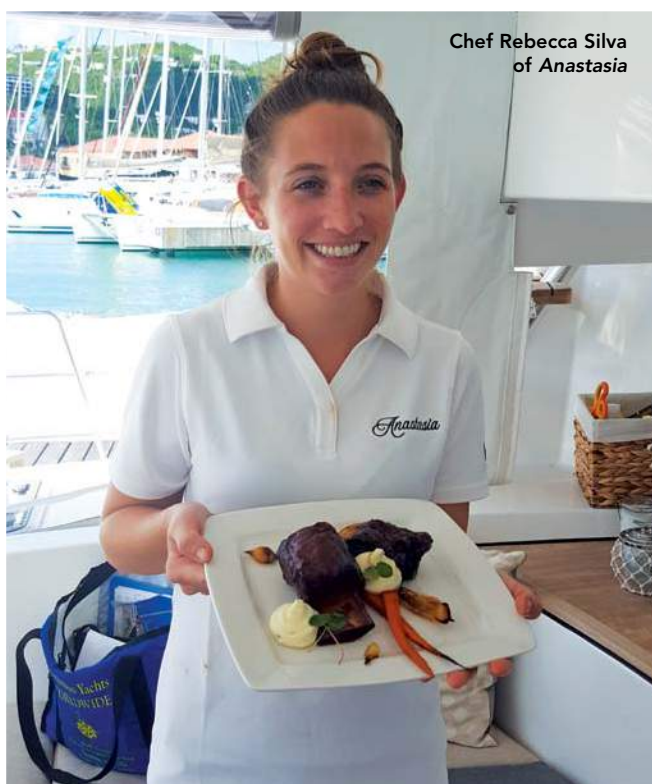


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Another winner from Rebecca Silva of Anastasia: Chocolate Surprise Drizzled with a local artisanal roasted Virgin Islands espresso caramel sauce.



Chef Rebecca Silva of Anastasia

cooking into my dishes, which is where my mashed potato espuma (Spanish term for 'foam') and chocolate sphere dessert came to mind. So, I took to Pinterest and google to seek out what other chefs have done. That's when I came across a few recipes incorporating chilis into a BBQ sauce and immediately knew I wanted to braise beef short ribs. From there, the rest just sort of fell into place."

Much has changed for Silva over the past five years. More specifically, her culinary skills have gone from not knowing how to make lasagna successfully to earning a total of four culinary awards at November's BVI and USVI Charter Yacht Shows.

"I'm so proud to be living proof and hopefully an inspiration to other novice chefs out there that practice makes perfect. All it takes is one recipe at a time," she says.

EDITOR'S NOTE: You can find the chefs' winning recipes on our website: www.allatsea.net

"Preparation for the competition started by tasting the Virgin Islands Artisanal Roasted Coffee, and then thinking what would pair nicely with the coffee: something spicy and chocolatey," says Silva. "I knew I wanted to incorporate molecular

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



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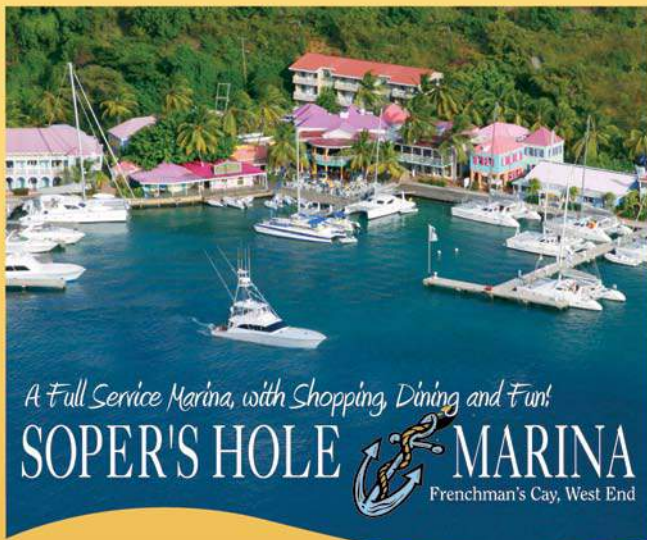


James and Jacqui

They have sailed the world, yet chose to settle and start a company in the Caribbean. James Pascall and business partner Jacqui Pascall have worked together for the past 18 years as owners of the Horizon Yacht Charter base at True Blue Bay Resort in Grenada. Together, they opened a second base in Blue Lagoon, St. Vincent in 2014. It's the spectacular cruising grounds here that drew them, continues to keep them, and for which they hope will remain just as pristine in the future.

The two started down two very different roads that in the end converged with both working professionally in yachting.

James grew up sailing with his family around the Solent and English Channel and later raced several seasons in events such as the Fastnet Race. Jacqui grew up far from the sea in Shropshire, UK, but developed a love for the sea during summers spent at Tenby, Pembrokeshire, where she learned to fish. James career start was a corporate one at the Financial Times in London that required him to wear pinstripes. His sailing passion led him to trade suit for shorts and he took the helm on yachts in Greece and Turkey for Sunsail. After three years in the Mediterranean, James caught a ride on a transatlantic delivery to the British Virgin Islands where he joined the management of the Moorings. Jacqui dove right



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into yachting, sailing from the UK to the Virgin Islands on the replica of Sir Francis Drake's galleon, the *Golden Hind*. From there, she cruised aboard through the Panama Canal to attend World Expo Vancouver in 1986. Jacqui then crewed on various yachts that took her to Australia and New Zealand, the Mediterranean and back to the Caribbean over many years. Ultimately, James and Jacqui's paths crossed in the BVI and a few years later the two partnered to open their own charter company in Grenada.

"Chartering in the Caribbean has changed over the years mostly in terms of the amount of yachts that are now based here in the winter season. The bareboat industry has grown immensely especially in the Virgin Islands. In the old days it was mostly crewed yacht charters with captain and chef taking care of clients in a more involved manner, but now clients tend to charter bareboat and do it with just family and friends," says James.

Jacqui adds, "Despite the growth in yachting, the Grenadines still maintains its charm and it's possible to find quiet out of the way anchorages. Grenada has developed hugely as a yacht service destination over the years and now rivals many of the other islands for facilities. It's part of the reason we're so immersed in the yachting industry here – once in, it's very hard to get out!"

James has been the vice president of the Marine Association (MAYAG) for many years, helping to drive the industry forward with legislation and changes of policy. Jacqui has been the treasurer of the Grenada Sailing Association, encouraging the development of junior sailing in the islands and assisting association president James Benoit in many initiatives.

Both say the biggest advantage of the Southern Caribbean, specifically Grenada and St. Vincent and the Grenadines, is that it's a wonderful place to sail and enjoy other watersports such as scuba diving and kite-boarding. The challenges, James and Jacqui agree, are protecting the environment for future generations as with development there is always a price to pay.

"The islands need to find a balance between development and maintaining the environment, which is very sensitive to disturbance here," says James. "A lot more still needs to be done before this balance is achieved and at times it feels like it's tipping the wrong way."

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



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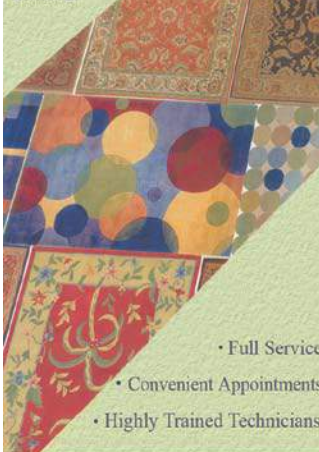
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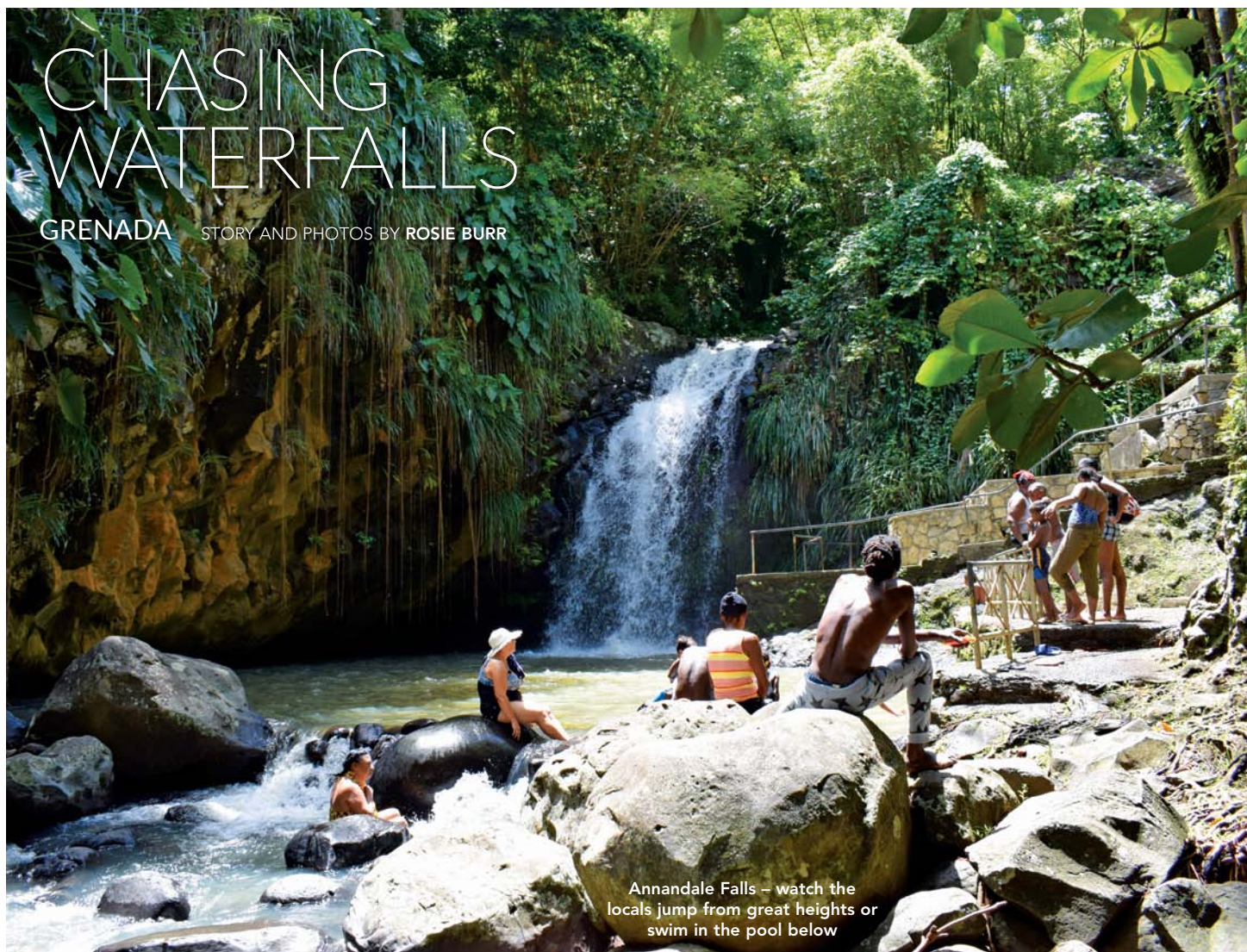


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CHASING WATERFALLS

GRENADA STORY AND PHOTOS BY ROSIE BURR



Annandale Falls – watch the locals jump from great heights or swim in the pool below

You won't have any trouble chasing waterfalls in the Caribbean from slow flowing streams bubbling over rocks to cascading water tumbling over cliff tops. The rivers and streams that feed these falls are the veins of the islands themselves. Here in Grenada – at the bottom of the southern Caribbean chain – they are found in abundance, some well known and others so well hidden that few will ever get to see them.

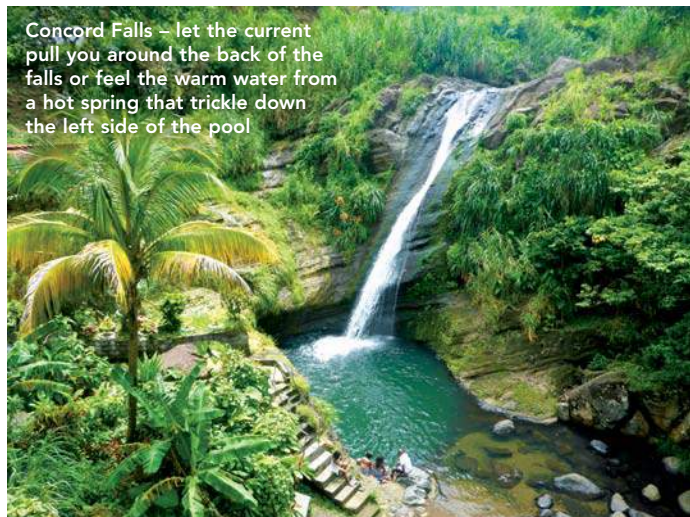
CONCORD FALLS

My favorite waterfall in Grenada is Concord Falls halfway up the west coast. The two mile road leading up to the falls from the main road is lined with cocoa and nutmeg trees. Concord Falls is not one but three waterfalls along the River Concord. The first fall is easily accessible from the road. A few vendors sell spices and hand-carved jewellery, a couple of small colourful bars sit at the entrance and charge a nominal fee of \$2EC. They have a bathroom area where you can change. Ginger lilies and

heliconias add splashes of colour to the surrounding greenery. Under the waterfall you can let the current pull you back behind the torrent or just float in the small pool. To the left of the pool warm water trickles down the rock surface.

The second of the falls (Au Coin) is larger and is approximately a 40 minute walk through nutmeg and cocoa plantations. The third falls (Fontainbleu) is even further off the beaten track and involves clambering over mossy boulders. But the effort is worth it to reach the impressive falls that drop 65-feet to a refreshing pool below.

To reach Concord Falls, drive halfway up the west coast until you reach the village of Concord. Turn right at the sign to the falls and follow the road for two miles until you reach the vendors at the top. Alternatively take the No 5 bus from St George's' bus station and walk or hitchhike the two miles up to the falls.



Concord Falls – let the current pull you around the back of the falls or feel the warm water from a hot spring that trickle down the left side of the pool



Seven Sisters Waterfalls is well worth the hike

SEVEN SISTERS FALLS

The Seven Sisters are, as you might guess, a series of seven falls. The entrance is discreetly marked with a small sign saying St. Margaret Falls, aka Seven Sisters. After a short walk up a dirt track you pay \$5EC and get handed a wooden stick ... handy for the muddy trails. The hike to the falls takes around half an hour. You can choose to take a guide but it is not necessary. The path takes you down steep steps, through plantations and rainforests with large bamboo and across a small babbling brook. The first two falls you come to are the most popular and a great place to cool off after a hot and sweaty hike. To find the other falls higher up take a side path on the right.

By car, take the road from St George's past Grand Etang National Park and continue on towards St. Margaret. You will see a signpost saying St. Margaret Falls, take a right and park just up the track. By bus, take the No 6 from St George's' bus sta-



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tion towards Grenville. Ask the driver to let you off at the falls. It's a short walk down the track to the pay station.

ANNANDALE WATERFALL


Annandale is perhaps the most popular and most touristy waterfall on the island. Set amongst green fertile grounds where hummingbirds dart in and out of the tropical flowers. At the entrance vendors sell cold drinks and spice necklaces. Trails surrounding the falls are marked with signs identifying plants. Locals dressed in Grenadian colours vie for your attention (and your dollars) to watch them jump from spectacular heights into the pools below, where you too can take a cooling dip.

Travelling by car, take the road towards Grand Etang National Park, on the Beaulieu Road, and before you reach Vendome take the road on the left through Willis to the falls. By Bus take the No 7 from the St George's' Bus station. Tell the bus driver you want to get off at the falls. He will let you out and point you to the left. You have a short walk over a small hill.



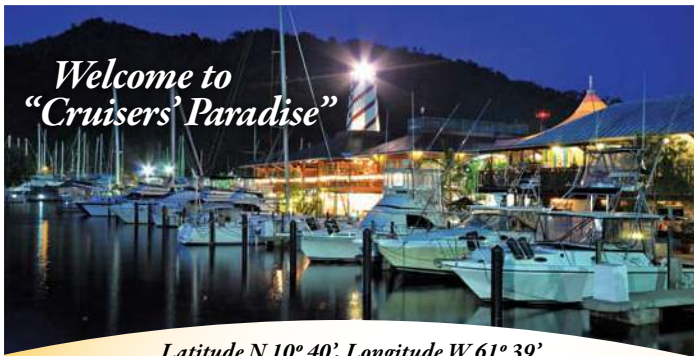
MOUNT CARMEL FALLS

Mount Carmel Falls are the least touristy and reputed to be the highest on the island, falling over 70-feet. From the road the falls are a 20 minute walk along an easy trail taking you through private plantations. There are locals who will guide you for a negotiable fee. Stand under the falls or swim in the natural pools below. If you are feeling adventurous you can cross the river to the hiking trails on the other side where you will come across another small waterfall and pools.

Getting there by car, take the Eastern Main Road up the east coast of the island. Mount Carmel Falls are about a third of the way up the island on the left. 

Rosie and her husband Sim Hoggarth have cruised the Caribbean and North America for the past 12 years aboard Wandering Star. You can follow their travels at: www.yachtwanderingstar.com

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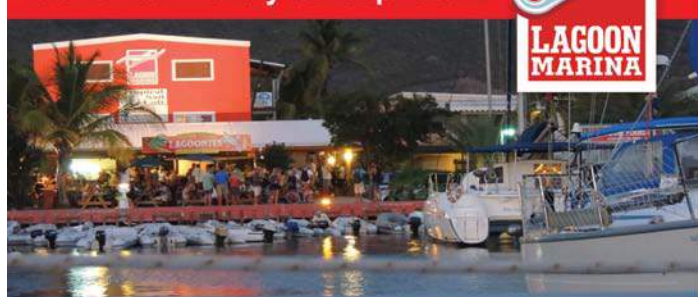
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NOVEMBER RACES IN CURAÇAO BOAST A LONG HISTORY

CURAÇAO STORY AND PHOTOS BY ELS KROON



The third and final start of the qualifying 'Wim van der Gulik' offshore race with Curaçao's iconic Table Mountain in the background

With the fiftieth Bonaire Regatta still fresh in mind Curaçao sailors gathered on the coastline of their home island for two local races for Sunfish dinghies and yachts.

The Sunfish competition, three short back-to-back races in the open sea on the first Sunday in November, turned out to be a family affair between Hans van der Gulik and his sons Tijn (17) and Bas (15) fiercely competing in the only offshore races for Sunfishes in Curaçao, which is named and sponsored by their grandfather Wim van der Gulik. While Tijn, who is striving to participate in the 2020 Olympics in Tokyo, easily took the first race, he lost the next race to Hans after some spectacular sailing at the second buoy. Tijn's allegedly false start in the final race completed Hans' triumph. Darius Berenos (15) took third place ahead of Bas van der Gulik. The races attracted a new generation of sailors along with the famous 'old boys' like Dolf van der Giessen who recently turned eighty.



Winners of the Wim van der Gulik Sunfish Races (from left): Tijn van der Gulik, Hans van der Gulik and Darius Berenos, accompanied by the race committee

The Piscadera race, sailed on the second Sunday in November, was won by the J-105 *Vuja De*. Remco van Dortmond and his team ended seventh overall in the Bonaire Regatta, finished fourth in the first leg of the Piscadera race, but then used the strong and steady winds to advantage leaving all competitors far behind in the final leg to sail to victory. Winning racing class as well as winning overall was a sweet moment for van Dortmond and crew who are still tuning *Vuja De*, the boat they acquired last year.



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The Piscadera (aka COT race) gets underway with the racing class. Overall winner *Vuja De* leads the fleet in the Bullen Bay Race



The yachts in the racing and cruising class started in Spanish Waters and sailed two 9.5km courses along the south coast of the island passing the famous Handelskade of Willemstad and heading for the first finish in the tourist area of Piscadera Bay. Once past the Barbara Beach Canal most yachts flew their spinnakers on the long downwind run providing a nice view for more than 3000 passengers and crew on the cruise ship *Norwegian Jade*. Second place in racing class went to a team of Sea Scouts on *La Dolce Vita*, skippered by Mitchell Amasia, a former Sea Scout and ex-student who returned to his island and now offers his skills and knowledge to the Sea Scouts as well as to the local economy. *Chamba II*, also crewed by Sea Scouts and a frequent winner of the race, had to accept third place. In the cruising class *Melody's* took the win, followed by *Venus Callipyge* and *Holiday*.

Both events boast an impressive history. The Sunfish sea races, originally called the 'Zeestraaten Trophy' started back in the '70s, and were held twice a year before they petered out. In 1984, Wim van der Gulik won the reinstated trophy, and then Stephen Smeulders won it five times in a row before the regatta again disappeared from the Curaçao sailing calendar. In 2010, Wim van der Gulik brought the event back from the dead and lent his name to the race. Now the regatta counts as a qualifying race for the Sunfish South Americans 2018 in Cartagena, and the Worlds 2019 in Bonaire, which guarantees a large field of participants.



Winner Remco van Dortmond (center with glasses) and his team among the young Sea Scouts, who also took top honors in this year's Piscadera Race

The Piscadera Race also goes back to the '70s when it was called the COT race after the transshipment point of the sponsoring and organizing oil company Shell.

Through the years the race changed names many times, but the format, a morning and afternoon race interrupted by lunch remained the same and is now known as one of the most competitive and sociable sailing events in Curaçao. 🌊

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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								Maximum Draft		Maximum Length		# of Slips		Fresh Water		Electrical Supply		Cable / Satellite TV		Diesel		Gas		Shower / WC		Laundry		Provisioning		Bar / Restaurant		Security		VHF Channel		Wireless Internet	
Antigua	Falmouth Harbour Marina www.antigua-marina.com	268-460-6054	20'	380'	60	●	110/220/380 3 phase	●	●	●		●	●	●		●	68/10	●																			
Antigua	Jolly Harbour Marina www.jhmarina.com	268-462-6042	13'	200'	160	●	110/220		●	●	●	●	●	●	●	●	68	FREE																			
Aruba	Renaissance Marina Aruba	297-588-0260	13'	200'	50	●	110/220		●				●	●	●	16/69	●																				
Aruba	Varadero Caribe www.varaderoaruba.com	297-588-3850	8'	120'	75	●	50/30 amp				●			●	●	68	●																				
Curaçao	Barbara Beach Marina	5999-840-0080	15'	130'	6	●	380V 250A		●	●	●	●	●	●	●	67	FREE																				
Curaçao	Curaçao Marine	5999 465 8936	13'	120'	30	●	110/220/380		●		●	●	●		●	67	FREE																				
Curaçao	Curaçao Yacht Club www.curacaoyachtclub.com	5999-767-4627	16'	160	10		110/220 v; 50 hrz		●	●	●			●	●	68	FREE																				
Curaçao	Seru Boca	5999 560 2599	14'	150'	140	●	127/220				●	●	●	●	●	67	FREE																				
D.R.	Casa de Campo Marina	809.523.8646/ 8647	16'	250'	350	●	110/220 v to 60 hrz	●	●	●	●	●	●	●	●	68	●																				
D.R.	Marina Zar Par	809-523-5858	12'	120'	110	●	110/220 308	●	●	●	●	●	●	●	●	5	FREE																				
D.R.	Ocean World Marina	809-970-3373	12' +	250'	104	●	110/220	●	●	●	●	●	●	●	●	16/68	●																				
Grand Cayman	Barcadere Marina	345-949-3743	8'	150'	83	●	30, 50, 100 & 200 amp single phase; 100 & 200 amp 3 phase; 60hz		●	●	●		●		●	16	FREE																				
Great Exuma	The Marina at Emerald Bay	242-336-6100	14'	250'	150'	●	30 & 50 single phase; 120/208 3 phase	●	●	●	●	●	●	●	●	16	FREE																				
Green Turtle Cay	Green Turtle Club Resort and Marina	866-528-0539	6.5	120'	40	●	50/100 amp		●	●	●	●	●	●		16	●																				
Grenada	Clarkes Court Boatyard & Marina	473-439-3939	11'	150'	20	●	110/220; 50hrz				●	●		●	●	68	FREE																				
Grenada	Grenada Marine	473-443-1667	15'	70'	4	●	110/220		●		●	●		●	●	16	FREE																				
Grenada	Le Phare Bleu Marina	473-444-2400	15'	120'	60	●	110/220/480		●	●	●	●	●	●	●	16	FREE																				
Grenada	Port Louis Marina	473-435-7431	14.76'	90m	170	●	110/208/220/230/240/400/480/630V	●			●	●	●	●	●	14	FREE																				
Grenada	Prickly Bay Marina	473-439-5265	17'	200'	10	●	110/220/308		●	●	●	●	●	●	●	16	●																				
Guadeloupe	Marina Bas-du-Fort	590 590 936 620	15.5'	210'	1,100	●	110/220/380		●	●	●	●	●	●	●	9	FREE																				
Jamaica	Errol Flynn Marina & Shipyard	876-715-6044	32'	600'	33	●	110/220/480 1&3PH 50/60HZ	Cable	●	●	●	●	●	●	●	16/9	FREE																				
Jost Van Dyke	North Latitude Marina	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																				
Puerto Rico	Puerto Del Rey Marina	787-860-1000	15'	260'	1,000	●	120/208V single & 3 phase; 30, 50,100 & 200 amps; 60 Hz	Cable	●	●	●	●	●	●	●	16/71	FREE																				
Puerto Rico	Sunbay Marina	787-863-0313	12'	75'	287	●	110/220	Cable	●	●	●	●	●		●	16/12	●																				
St. Croix	Green Cay Marina at Tamarind Reef Resort	340-718-1453	8'	100'	154	●	110/220V - 30A, 50A, 200A	●	●	●	●	●		●	●	16	FREE																				
St. Croix	St. Croix Marine	340-773-0289	11'	150'	44	●	110/220	●	●	●	●	●	●	●	●	16/18																					

			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	13'	80'	19'	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 an IGY destination™	14°04 '32.72" N	60°56 '55.63" W	758- 572-7200	11'	75'	28'	no limit	120V- 480V, 30/50/100/125/200 amps at 60 Hz, 240V- 440V, 32/63/125 & 200 amps at 50Hz	8am-5pm	75 	•	•	•	•	•	•	•
St. Croix, USVI	St. Croix Marine	17° - 45' N	64° - 42' W	340 773-0289	11'	68'	13'-8"	no limit	110v 30amp; 220v 50amp; 3 phase 100amp	8-5, Mon-Sat	60	•	•	•	•	•	•	•
St. Kitts	St. Kitts Marine Works	17° - 20.3' N	62° - 50.1' W	1-869-662-8930	12'	120'	35'	no limit	110/220/3 phase 100amp	7-4 M-F	150 	•	•	•	•	•	•	•
St. Thomas, USVI	Subbase Drydock	18 N	65 W	340-776-2078	16.5'	190'	50'	no limit	440 three phase/220/110	8-5, Mon-Sat	1000	•	•	•	•	•	•	•
Turks & Caicos	Caicos Marina & Shipyard	21.45.57N	72.10.47W	649-946-5600	9	150			30/50/110 amp	24x7	75 	•	•	•	•	•	•	•

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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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3



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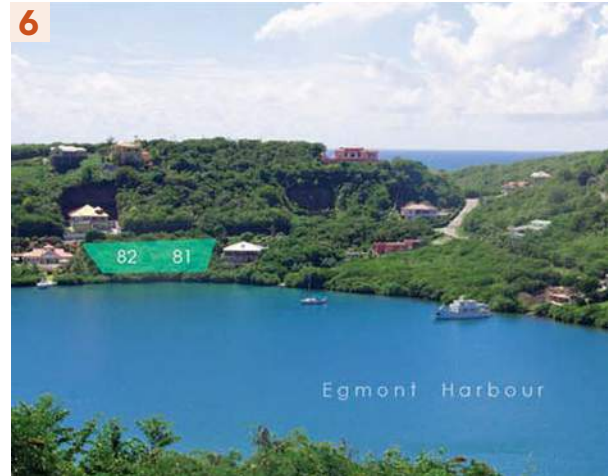
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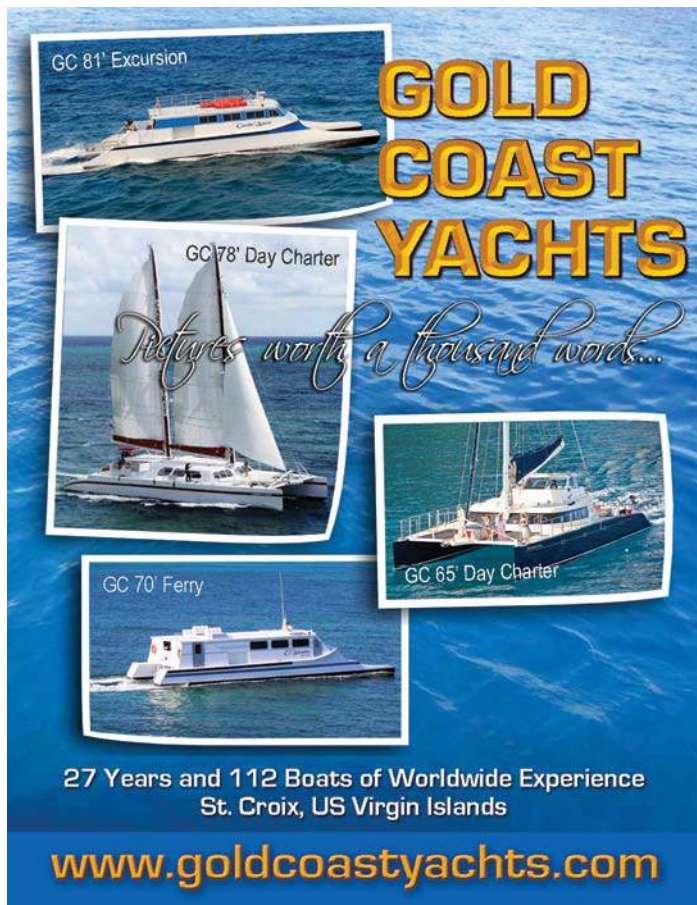
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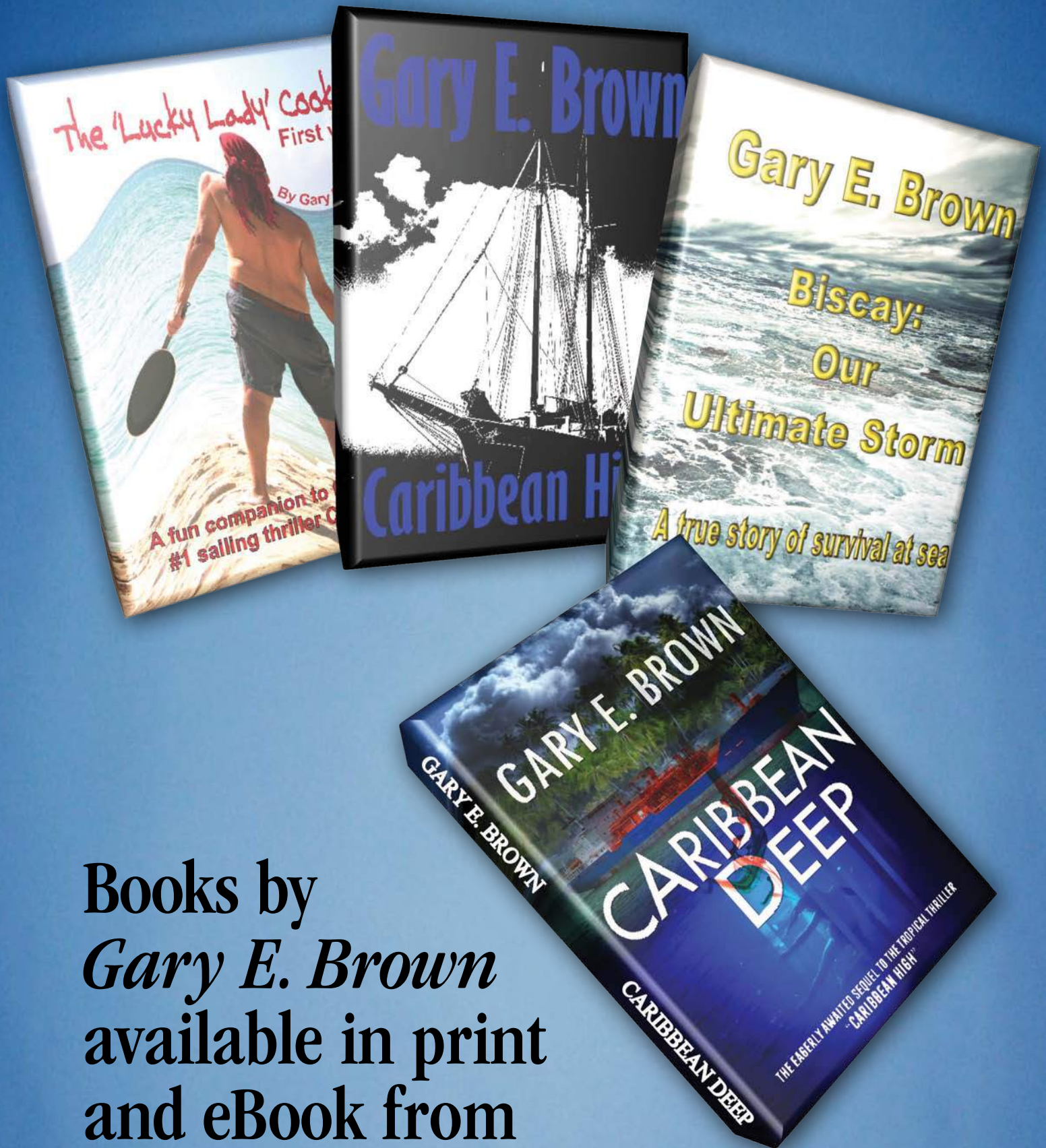
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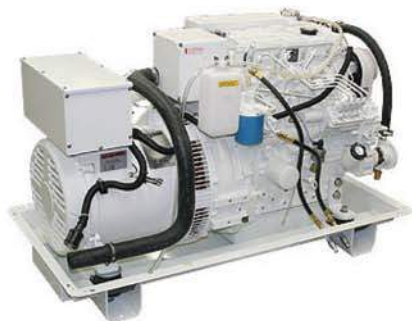
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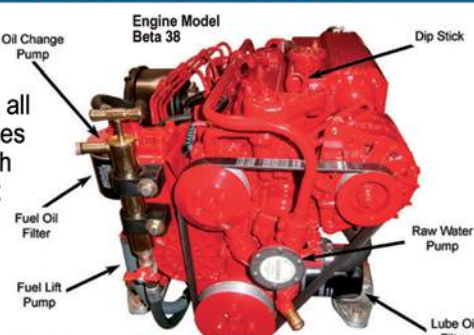


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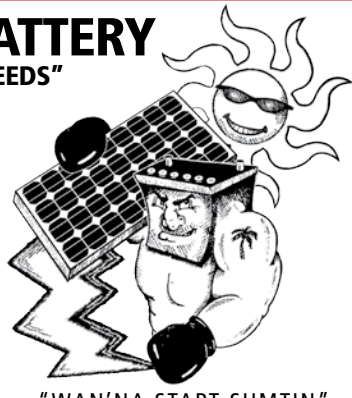
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I was fortunate to sail to St. Thomas onboard the 60ft Beneteau Ocean Star with Captain/Chef Hugh O'Brien and First Mate and wellness instructor and Ellen Davern.

While I was staying onboard, we started the day with a little yoga and Ocean Star's Wellness Smoothie. A delicious Lemon Crab Linguine was then prepared for Ellen and myself. Living the good life!

OCEAN STAR WELLNESS SMOOTHIE

Prep time: 10 minutes.

Serves: 2 - 4

- | | |
|------------------------------------------|-----------------------------------|
| 1 cup Strawberries | 1 tsp chia seed |
| 1 cup Blueberries | 1 tsp flax seed |
| 2 bananas | 1 tsp hemp seed |
| 2 cups kale | 1 tsp cacao nibs |
| 2 cups spinach | ½ tsp turmeric |
| 1 cup fat free plain Greek yogurt | 1 tbsp local organic honey |
| 2 cups unsweetened almond milk | ¼ tsp cayenne pepper |
| | ¼ ground cinnamon |
| | 1 cup ice |

Blend kale and spinach with almond milk. Add ice and all other ingredients. Blend on high until desired consistency.

LEMON CRAB LINGUINE

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

12 oz Jumbo lump crab

Zest and juice of two medium sized organic lemons

1/2 cup olive oil plus 1tbsp

4 tbsp salted New Zealand butter

6 large cloves of garlic, finely sliced and crushed into a paste

2 tsp pink Himalayan salt


1 finely chopped red chili pepper, with or without seeds (depending on how hot you like it)

1 cup Fresh watercress, roughly chopped

8 oz linguine (preferably fresh)

Garnish: lemon zest, chopped red chili and watercress

With a pestle and mortar, grind salt and garlic into a paste; add olive oil and stir. Add half of lemon zest and half of lemon juice. Add red chili pepper. In a warmed pan or skillet add butter, then crab; toss 1 to 2 minutes. Fold in lemon, garlic salt paste. Set to one side. Do not overcook. In a large pot of boiling salted water, add linguine and one tbsp of oil. Cook for 2 minutes if fresh, and 9 minutes if dry.

Rinse pasta in cold water. Combine warmed crab mixture with pasta in a covered saucepan for 1 minute, set aside for 3 to 4 minutes. Fold in chopped watercress. Garnish with lemon zest. 

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