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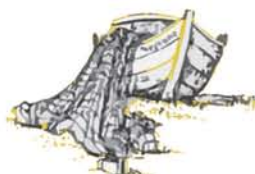
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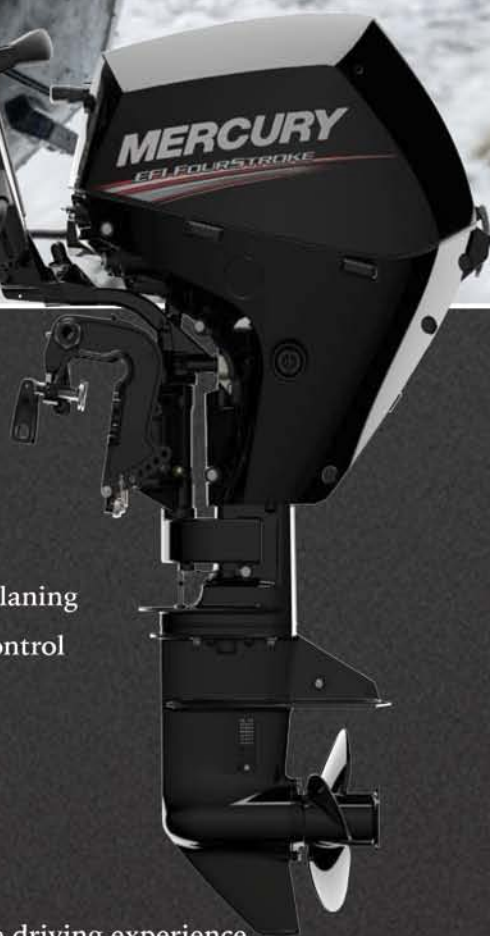
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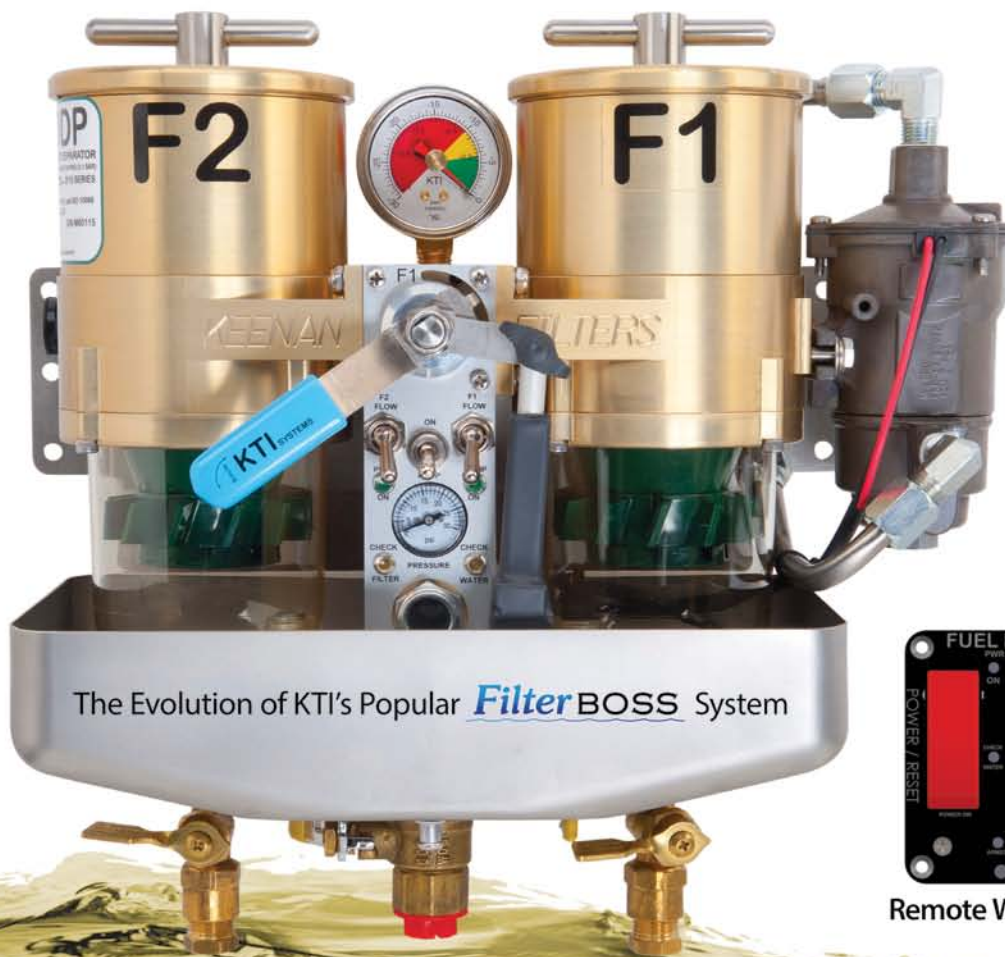
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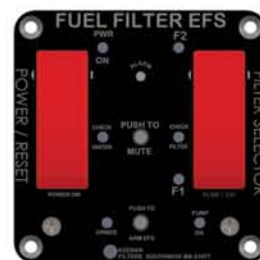
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STRONG AND STABLE ...

The charter boat industry has seen rapid change and never more so than the increasing popularity of motor boats for waterborne vacations. Way back, when I was skippering charter boats in the BVI, I was asked to take out a family, mum dad and two gorgeous daughters, on a 44ft trawler. Motor boats weren't my thing but the pay was good and the family delightful. We went to Jos van Dyke and Cane Garden Bay, then spent a couple of nights anchored in Trellis Bay off the Last Resort. They loved partying onboard the legendary *Willy T* moored in The Bight at Norman Island and delighted in cruising the beautiful and shelter waters of the Sir Francis Drake Channel. All was going swimmingly (literally) until dad came up with the idea of motoring out into the ocean. Nothing I said would dissuade him. I told him it would be uncomfortable in the ocean swell and that we were far better off where we were. But no, he insisted, and his wife and daughters backed him up. It was blowing around 15 knots and, other than the swell, it was a beautiful Caribbean day. I told them to secure everything in their cabins, hauled up the anchor, and off we went. Heading southeast through Round Rock Passage was fine, the boat dug her nose in and pitched a little, but by controlling the speed it was comfortable enough and my guests were having fun. Then we turned southwest and took the seas on the beam. Whoa, can those trawlers roll. Everything that could fly, flew. It sounded like someone was throwing shale around their cabins.

I asked them to go below and check but they were two scared and too green to move.

With my legs braced like Popeye at the spoked wheel, I was quite enjoying myself. I'll give dad his due, he said, "Skipper, you were right, but we've done it, we've been to sea proper." I watched the waves and when the time was right eased her around to starboard and headed back into calm water. We had circumnavigated Ginger Island and other than a bit of vomit and the contents of the fridge spread across the galley floor, all was well, and they talked about their great adventure for the rest of the charter.

Today, chartering a power boat means chartering a stable power cat. No more rockin' and rollin'. Put your drink down and it will stay on the table. I doubt they even have cabin hooks on



Another day in paradise –
The famous Willy T

PHOTO: DEAN BARNES

the fridge door for people to forget to fasten before raising anchor. Impressed? You can read all about the rise of motor boating in the charter industry on p48.

Something the old trawler yachts lacked and could really have used, is stabilizers. This remarkable piece of nautical engineering is de rigueur on mega yachts, where a smooth ride is everything (if the captain wants to keep his job). Remarkably, gyroscopic stabilization isn't new and dates back to World War I, while the first use of fin stabilizers on a ship was by a Japanese cruise liner in 1933. Captain Jeff Werner knows all about mega yachts and stabilizer technology and he shares his insight on p40.

The February edition of *All At Sea* hits the stands as Caribbean regatta season is in full swing. Looking back to last September, many doubted there would be a regatta season in the northern Leeward Islands. Fortunately, the doubters were wrong and there are regattas aplenty. If you are taking part in a Caribbean regatta this season, we thank you from the bottom of our hearts. Enjoy the competition, ride the warm trade winds, cruise the blue seas and refresh yourselves with great food and cold beer. When the regatta is over, please thank the organizers, they battled adversity to uphold the Caribbean's reputation of providing the best warm-water yacht racing in the world.

See you on the water!

Gary E. Brown,
Editor



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FEBRUARY 2018



The Caribbean's Waterfront Magazine



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COVER SHOT: Charterers enjoy the Caribbean experience
on a power cat | **Photo courtesy of The Moorings**

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The man behind
Attach A Leg
Grenada

NEXT MONTH IN ALL AT SEA:
New three-part series – Part 1: Choosing the right
hull shape for small powerboats

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SERVICE.

For over 25 years, Spice Island Marine Services has been known for reliable customer service. The most secure, insurance approved storage in the Southern Caribbean ensures peace of mind with optional steel cradles, yacht tie-downs throughout, and welded stands. This full service boatyard can accommodate yachts up to 70 tons, 85 feet long, and 25 feet wide for your hauling, storage, and repair needs. Centrally located in Prickly Bay, Grenada, near amenities and with its on-site Budget Marine chandlery, Spice Island Marine Services will exceed your expectations.

WHERE IN THE WORLD?

Congratulations Jesse and Julia and thanks for reading *ALL AT SEA*!



Jesse is an old sea dog who likes to accompany her owner Julia down to the shore and gaze out at the boats anchored in the bay, where she dreams of the Caribbean and all the lovely walks she could have along the beach. To help with the dreaming, Jesse loves to read the Caribbean's favorite waterfront magazine *All At Sea*. Jesse says she might look a little short sighted in this picture but she's not really and often turns her eyes to the far horizon.

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
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2017 BVI Charter
Yacht Show
Culinary Contest

British Virgin
Islands
(B.V.I.)

Puerto Rico

U.S. Virgin
Islands
(U.S.V.I.)

Anguilla

St. Maarten/St. Martin

St. Barthelemy

Saba

Barbuda

St. Eustatius

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Antigua

Montserrat

Guadeloupe

Marie-Galante

Dominica

Martinique

St. Lucia

St. Vincent &
The Grenadines

Barbados

Bequia

Carriacou

Grenada

Tobago

Trinidad

Caribbean Sea



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Sailors From Five Island
Nations Race in Mango
Bowl Regatta

Curaçao

Bonaire

Venezuela

CARIBBEAN NEWS



LET THERE BE LIGHT! – MARINA PUERTO DEL REY ILLUMINATED

The largest marina in the Caribbean provides its clients with power during uncertain times.

Following a ninety day period without full power due to the hurricanes of September, Marina Puerto Del Rey said they were delighted to have the whole marina with its nearly 1,000 wet-slips, 750 dry-stack spaces and 15 acres of land storage, fully electrified by Christmas Day. The undertaking was the result of careful planning and implementation with RIMCO, PREPA and the Port of Jacksonville.

Although always a key component of Marina Puerto Del Rey's vision of pairing super-high capacity generators with their \$10 million investment in solar power, Hurricanes Irma and Maria accelerated their plans; plans that saw the installation of a powerful Cat generator.

Nicholas Prouty, CEO of Putnam Bridge, the company that purchased Marina Puerto Del Rey out of bankruptcy in 2013, said, "I am very proud to offer double redundancy. We are now living in a world of rapidly changing weather patterns and unfortunately these weather events will continue to happen. What can change however is how we plan for them in the future. Never again will an asset as important to nautical tourism and the economic recovery of Puerto Rico be sidelined. Puerto Rico will prove its resiliency and as members of the private sector, we

fully support that ideal."

The new 1,500Kw generator will make Puerto Del Rey the only marina offering its clients a stable power source.

"In the event of blackouts Puerto Del Rey's clients have peace of mind that their vessels are safe," Prouty said.

He added, "This purchase is another example of our continued investment in Puerto Rico and my continued belief in the people of this island."

Infrastructure investments over the past three years have made Puerto Del Rey well prepared when it comes to facing hurricanes. As a result, less than 3% of the boats had major damage after the catastrophic Category 4 hurricane. "This is something we are very proud of," marina management said.

SALTY DAWG SAILING ASSOCIATION RAISES \$30,000 FOR BVI HURRICANE RELIEF

The Salty Dawg™ Sailing Association (SDSA) presented a check for \$10,000 to the management of the Bitter End Yacht Club to be placed in the qualified 501(c)(3) BEYC Employees' Relief Fund at the United States Sailboat Show in Annapolis. The contribution will help the employees of the Bitter End Yacht Club rebuild their lives.

*If you have a
news story to share,
CONTACT NEWS
EDITOR GARY BROWN
by email:
editor@allatsea.net*

The remainder of the contributed funds (nearly \$20,000), were transferred to the BVI Rotary Clubs to fund repairs to the Ebenezer Thomas Primary School in Sea Cow Bay, Tortola.

"On behalf of the people of the BVI, we thank you and the donors for the efforts that you are making to help with the restoration of lives in BVI following the devastation caused by the hurricanes and floods this year," said Rotary District 7020 Past District Governor Vance Lewis.

Replying to Mr Lewis, SDSA Vice President & an SDSA founder Linda Knowles, said, "After years of support from the BVI for our events in the islands, we were pleased to be able to give back in their time of need. We sincerely hope that our contributions will make a difference."



ISLAND DREAMS LAUNCHES BOATSHED GRENADA YACHT BROKERAGE

Boatshed is expanding its yacht brokerage presence in the Southern Caribbean with a new location in Grenada. Island Dreams will be part of a team of about 120 specialist Boatshed Brokers, Agents and Representatives operating from 66 locations in 18 countries and supported by a central HQ team of 14 professionals. The new Boatshed Grenada office joins offices in St Vincent and the Grenadines, St Lucia, and the BVI to strengthen the group's overall reach in the Caribbean. Over the coming months Boatshed is intent on increasing coverage across the Caribbean giving full coverage for cruising and charter boats in transit throughout the Islands.

Anita Sutton, co-owner of Island Dreams, said, "We have been involved in various aspects of boat sales over the years, and we feel the time is right in Grenada for the type of full service international brokerage presence Boatshed offers."

Island Dreams has been providing yacht maintenance and management services in Grenada since 1999. With its main office at Port Louis Marina and a satellite office at Clarkes Court Boatyard, the company is well placed to offer advice and support to owners wishing to sell their boat.

For more information, contact: anitasutton@boatshedgrenada.com

PRINCESS PORT DE PLAISANCE HOSTING SPONSOR FOR 38TH ST. MAARTEN HEINEKEN REGATTA

The 38th St. Maarten Heineken Regatta was destined to be a special edition from the moment hurricane Irma hit the island on September 6th. And now, with the generous support of Princess Port de Plaisance Resort and Casino and the Yacht Club at Port de Plaisance, the regatta will be based in a 'regatta village' that will bring together in one place all the essentials of a great regatta venue: docking, registration, regatta offices, food stands, and beer tents.

"A single regatta village venue has long been a goal for us; a place for competitors to tie up their boats next to each other, walk a few steps and share a beer and a burger while swapping stories with fellow competitors after a day of great racing. This is such an important part of a regatta," said Racing Director Paul Miller, adding, "Princess Port de Plaisance fits that bill perfectly."

For the Regatta, The Princess Port de Plaisance Resort and Casino and The Yacht Club at Port de Plaisance are offering free dockage during the week of the regatta in the South Basin for competing boats, as their way of saying thank you for supporting the regatta this year. The regatta office will assign these free spaces on a first-come basis to fully-paid entries. In addition, the marina will have available 60 slips in the North Basin for entrants.

"I am very pleased to make our resort available to the St. Maarten Heineken Regatta and to support this great St. Maarten event," said Sudi Ozkan, owner of Princess Port de Plaisance Resort and Casino.

To book your free slip and information about the event and Port de Plaisance, visit: heinekenregatta.com and portdeplaisancemarina.com



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NEW PRODUCTS



SHOCKLES ABSORB JARRING LOADS ON LINES AND CHAINS

Whether tied to a dock or mooring, at anchor or towing a dinghy, lines and chains create enormous stress on cleats, chocks, fairleads and related fittings, especially when suddenly jarred. Shockles™ from Davis Instruments is a patented line of simple, innovative devices that absorb the damaging shock loads placed on a boat's hardware and cordage from wakes, chop, waves and tidal surges. They make for a safer, more comfortable boating experience.

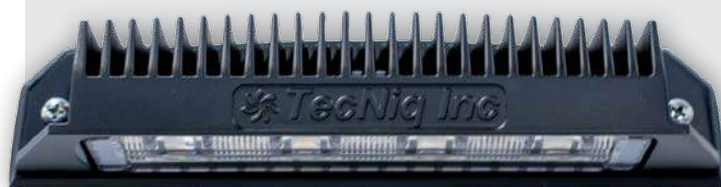
Shockles are built to last. They're made from UV-resistant nylon webbing that's stitched over an internal line limiter and elastomer system. This is what creates the unique progressive tensioning that smoothes and tempers jarring and snapping. Marine grade 316 stainless steel hardware is used for durability and superior strength.

Available in black or blue, Shockles LineSnubber™ fits lines from 3/8" to 3/4" in diameter. Twenty inches long at rest, it attaches to the line with its pair of 3-7/8" captive carabiners and stretches from 4"-8" to gradually absorb loading. AnchorSnubber, designed for chain, has two 3-1/16" key pin halyard shackles.

A bungee cord on steroids, MiniShockles™ feature a pair of wire gate snaps and are designed for lighter loads up to 300lb. They're offered in three lengths, 12", 18" and 24". www.davisnet.com

NEW COMPACT TECNIQ LED FIXTURE DELIVERS MASSIVE LIGHT

Lighting a deck or cockpit space provides safety and security, but too often LED fixtures are large and expensive. Guaranteed for life, TecNiq's new compact D30 Surface Mounted Load Light provides 2,000 lumens of bright white LED light, illuminating 150sq.ft. from a height of 10ft, at an affordable price.



AWESOME SOUNDS WITH NEW INFINITY BLUETOOTH CONTROLLER

With the new, affordably-priced Infinity by Harman INF-BC4 Pre-Amp Bluetooth Controller from Prospec Electronics, anyone with an enabled BT device can stream their favorite music. This stand-alone audio solution solely focuses on the most popular mode of audio, Bluetooth.

The Infinity ensures a premium audio experience. With sophisticated styling, the all-weather INF-BC4 features a rotary encoder and large buttons for ease of use while moving. Power, volume and track up/down is simple and intuitive. Pairing a device to the controller is simple and fast. Once connected, the phone or other BT-enabled device can be stored safely in a glove box, console or pocket.

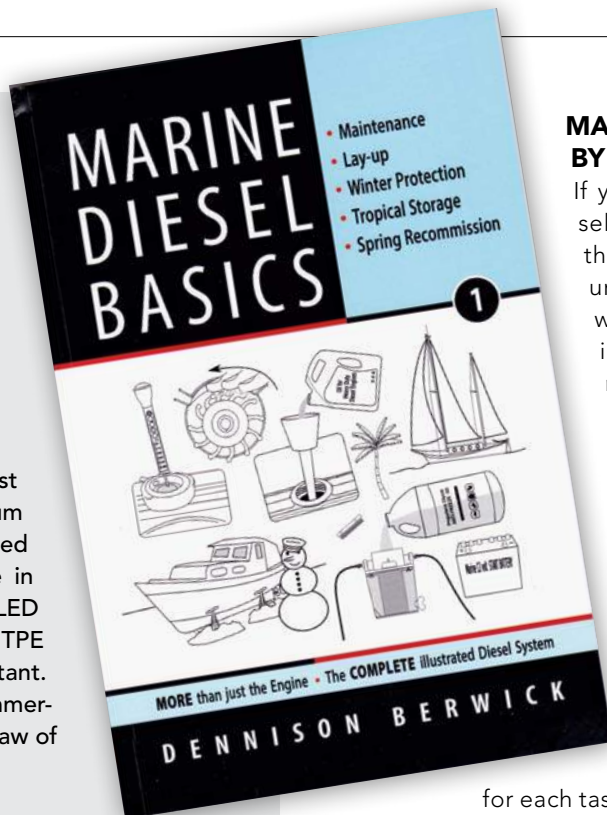
Installation of the INF-BC4 controller is a breeze. It's flush-mounted with no visible hardware and requires a 1-3/8" hole. Connecting the unit to the amplifier is simply a matter of plugging in its RCA outputs to the input off the amplifier. www.prospecelectronics.com



Balancing power and illumination area is key with any lighting solution and the D30 delivers. Its 64° by 51° beam angle brightens a space 12.5ft W x 12ft D from 10ft off the deck. Matched with its powerful 2,000 lumen output, it's more than ample for even the darkest, moonless nights.

IP68 rated, the D30 is completely dust and waterproof. Its rugged aluminum heat sink housing is powder-coated black for years of attractive service in extreme marine environments. The LED light fixture includes a form-fitting TPE gasket that's UV- and chemical-resistant. Ideal for both recreational and commercial applications, it has a maximum draw of only 1.3–1.9 amps.

The D30 has a small footprint so will fit almost anywhere. It's 7.4" L x 1.62" W x 1.76" H and mounts easily with two screws on 6.375" centers. www.tecniqinc.com



MARINE DIESEL BASICS BY DENNISON BERWICK

If you only carry one book on diesel maintenance then make sure it's this book. Plain speaking, easy to understand and lavishly illustrated with simple but accurate drawings on each page, this one-stop reference book is a terrific read even if you're engine purrs and you never need the wisdom contained therein. A book to instill confidence before you start swinging wrenches and skinning your knuckles or reaching for a voltmeter to delve into the wonders of charging systems and battery connections. Comes complete with lists of the tools and supplies required

for each task and a simple guide to help you schedule maintenance.

Part of a new series by the author, Marine Diesel Basics is available as an eBook or paperback.



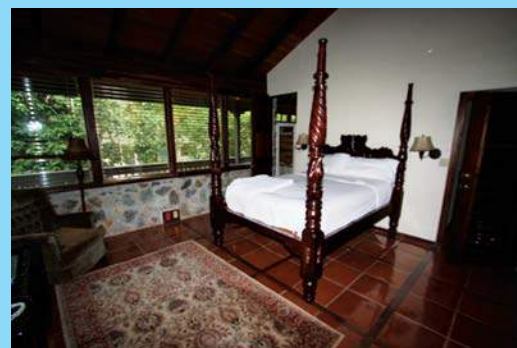
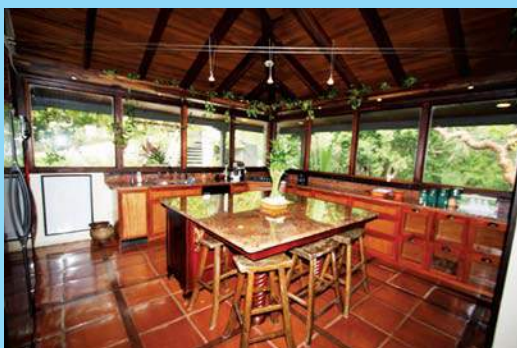
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This is a beautifully remodeled and pristine family home, on the desirable East End of St. Thomas.

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

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- Saltillo tile floors

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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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:



DOMINICAN REPUBLIC

MARCH 15 – 19

International Casa de Campo Blue Marlin Classic Tournament

www.marinacasadecampo.com.do
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SAILING REGATTA:



ANTIGUA

FEBRUARY 9 – 13

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nickwhite55@hotmail.com

FEBRUARY 19 – 23

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MARTINIQUE

FEBRUARY 6 – 10

Round Martinique Regatta

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PUERTO RICO

FEBRUARY 2 – 4

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401-965-3256



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MARCH 1 – 5

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regatta@heinekenregatta.com
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ST. THOMAS, USVI

MARCH 23 – 25

St. Thomas International Regatta

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340-775-6320



TORTOLA, BVI

MARCH 26 – APRIL 1

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CINDERELLA VISITS GANESH

SAILING HUMOR BY CAP'N FATTY GOODLANDER



Cindy (left) Carolyn and Fatty find shade beneath a victim of the September hurricanes

The year was 1968 and I was rebuilding a Utility Four, the predecessor to the Atomic Four, a flat head four cylinder gasoline auxiliary engine for my just-purchased 22-foot wooden double-ender *Corina*. There was one problem—I didn't know much about mechanics. But I didn't allow that to stop me. I just took my engine to bits and another identical 'parts' engine to bits—and assembled a hodgepodge hybrid with the best looking parts. How did I judge? Did I mic 'em out or anything? No, I just stared at 'em and said, "This one looks nice!"

Hey, I was sixteen years old. And dead broke. And herballly confused. But I soldiered on—knowing that doing something is always better than doing nothing. (The key to life, that.)

Now I worked alongside my brother-in-law's just cemented



Cinderella and Fatty, uncle and niece

ferrocement Friendship Sloop in a funeral parlor on Cleaver Street in Chicago (yes, we were hippies who had read of the Merry Pranksters and their exploits)—right next to a pile of sharp river sand (the best kind for high compression strength concrete) left over from his cement day.

It took about a month for me and my gear-head buddy George Zamiar to put my engine back together—and we were quite proud of how frictionless it was as we spun the large lever clamped on its crankshaft. We were now ready to torque down the head but ...

... lacked the expensive head gasket.

Thus, a couple of days went by before I could hustle up the money and return with the head gasket—only to discover that my nieces and nephew had played ‘sandcastle’ with my defenseless engine by shoveling the cylinders full of sand and then repeatedly turning the crank to watch the sand pile move up and down.

Upon catching sight of this huge setback—I screamed. Gary Martin, named after me, was about six at the time. He frantically ran upstairs, shrieking for the protection of his mom. His four year old sister Angie followed in his fleeing footsteps. This left the three year old Cindy the only remaining offender.

She had no idea what I was mad about—only that I was mad and her siblings had shot off like terrified rockets—and there she was ... her little legs spinning in the air like a Wiley E. Coyote. (Coyotes have been clocked at 43mph.) Finally, her feet regained the ground, burnt rubber, and she, too, shot off like a scalded cat.

She’d probably never moved that fast in her life—before or since.

Of course, I don’t play favorites with my nieces and nephews, but I always made sure to shower Cindy with some extra attention—perhaps because she was the youngest. She was a sweet child, a complete chatterbox, and always overjoyed to see me. I found her utterly adorable. We played a million games together. I’m not sure—but it would not surprise me if she thought we were the same age—I have a silly, childlike side that yearns to befriend.

Now, I’d love to report that all three of those kids had an easy life and cake-walked their way to power, prestige, and success. Alas, I can not. Angie died young—of cancer. Gary has been in and out of hospitals all his life. Only the runt of the litter, Cindy, has survived intact. No, it has not been easy. Her taste in men is worse than my wife’s. She fell into a whiskey



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Party in Cindy's honor (from left): Barb and Tom Gerker of *Parts & Power*, Fatty and Carolyn Goodlander, Cindy and guests

bottle. One of her kids became entangled with the law. But, throughout it all, Cindy the Chatterbox chattered away optimistically—and kept on keeping on.

She worked her fingers to the bone cleaning up (literally) the messes of others—and has now reached some small but important balance in her life. She is raising her granddaughter as a single parent. Both her daughters are employed. Each has a nice apartment in Hull, Massachusetts. Life isn't perfect but, at least, it lacks the drama of drunken brawls, smashed windows, and overturned cars.

My sister Carole passed away recently—and I bumped into Cindy the Chatterbox, chattering away at the funeral. As the casket was being lowered into the ground, I vowed to my descending sister that I'd keep a protective eye on her precious Little Cindy.

Thus, 49 years after that little girl and her gang of sibling ruffians made me disassemble my re-rebuilt engine once again (and laboriously air-spray all the sand out of its crankcase), Cindy flies into St. Thomas, steps aboard our Amphitrite 43 *Ganesh*, and says, "Wow, Uncle Fatty, where did you steal this?"

Cindy runs with a hard crowd. It was rather difficult to convince her that we'd acquired our yacht legally. Ultimately, we managed.

And, while we sailed to a hundred countries over the course of our lives, poor Cindy was scrubbing floors and hallways and kitchens—just like her namesake Cinderella. Thus, we'd insisted she bring a US passport with her so we could bring her to Tortola and she could get it stamped and feel like a world traveler too.

... it's the small things in life that delight, right?

Once in Tortola we met up with Paddl'n Sue—another strong woman living an alternate lifestyle few understand. We toured the island together and then tacked over to the Baths in Virgin Gorda. Cindy loved climbing around the giant boulders—and swimming up into the silent rock caves.

The following night we had a gourmet dinner with Tom and Barb Gerker of *Parts & Power*—and Cindy was blown away by their magnificent hilltop house and its 290 degree view of the Atlantic Ocean, Caribbean Sea, and Sir Francis Drake channel.

"This is the finest house I've ever been in," gushed Cindy. "I mean, I've seen residences like this in movies and magazines—but to actually *be* here? Being wined and dined and feted. Having them ask me what type of music I like—how, exactly, I like my rack-of-lamb cooked? It's like a dream, Uncle Fatty, like a tropical dream. I have to keep pinching myself—just to prove to myself it's actually real!"

I looked up at the tropical sky. There were a million stars. One of them winked slyly—just like my sister and her mother used to wink. I smiled heavenward.

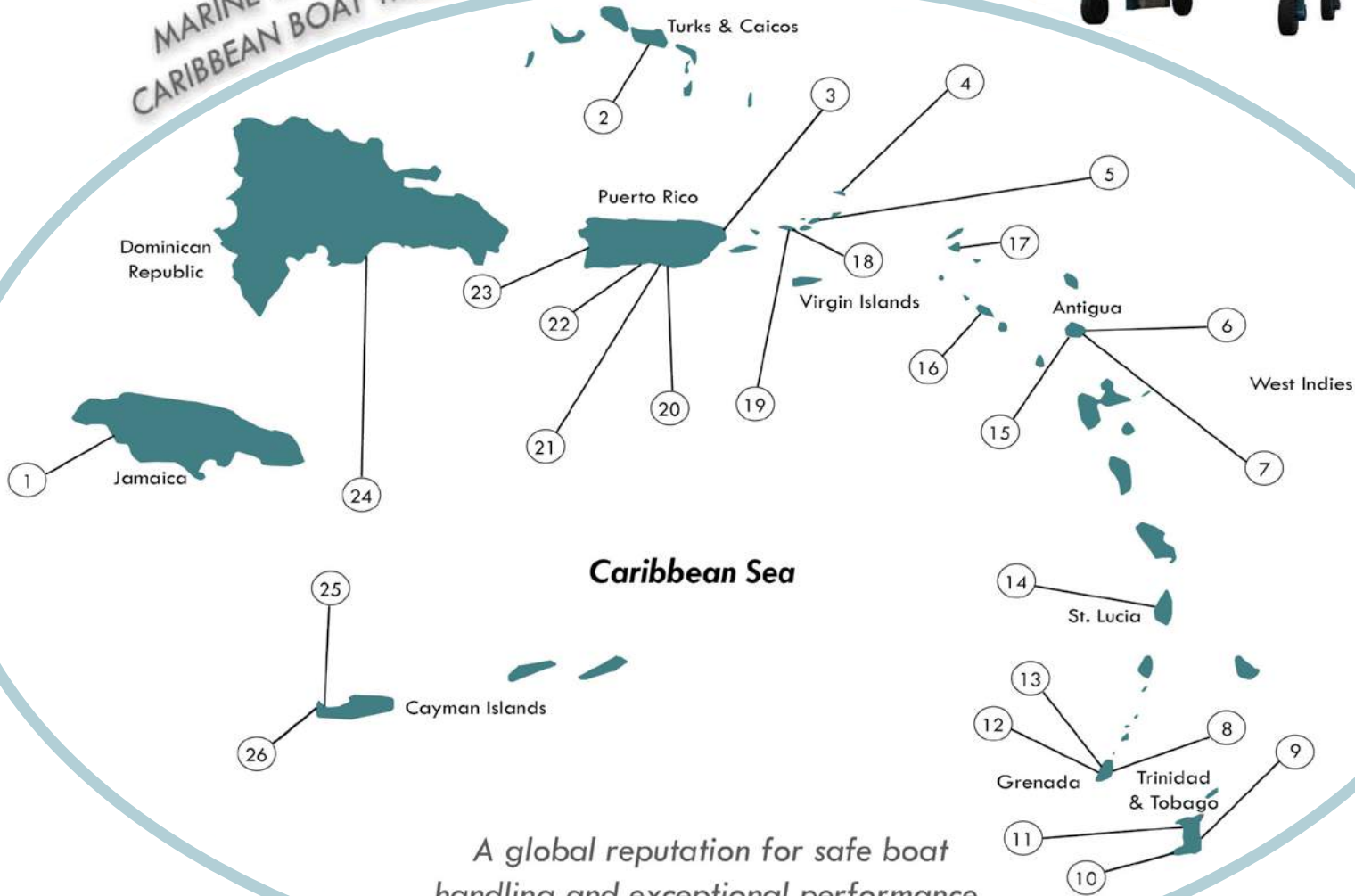
Mission accomplished. Promise kept.



*Cap'n Fatty Goodlander and his wife Carolyn recently finished their third circumnavigation and are currently planning their fourth. Fatty is the author of *Chasing the Horizon* and numerous other marine books. Visit: fattygoodlander.com*



MARINE TRAVELIFT CARIBBEAN BOAT YARDS

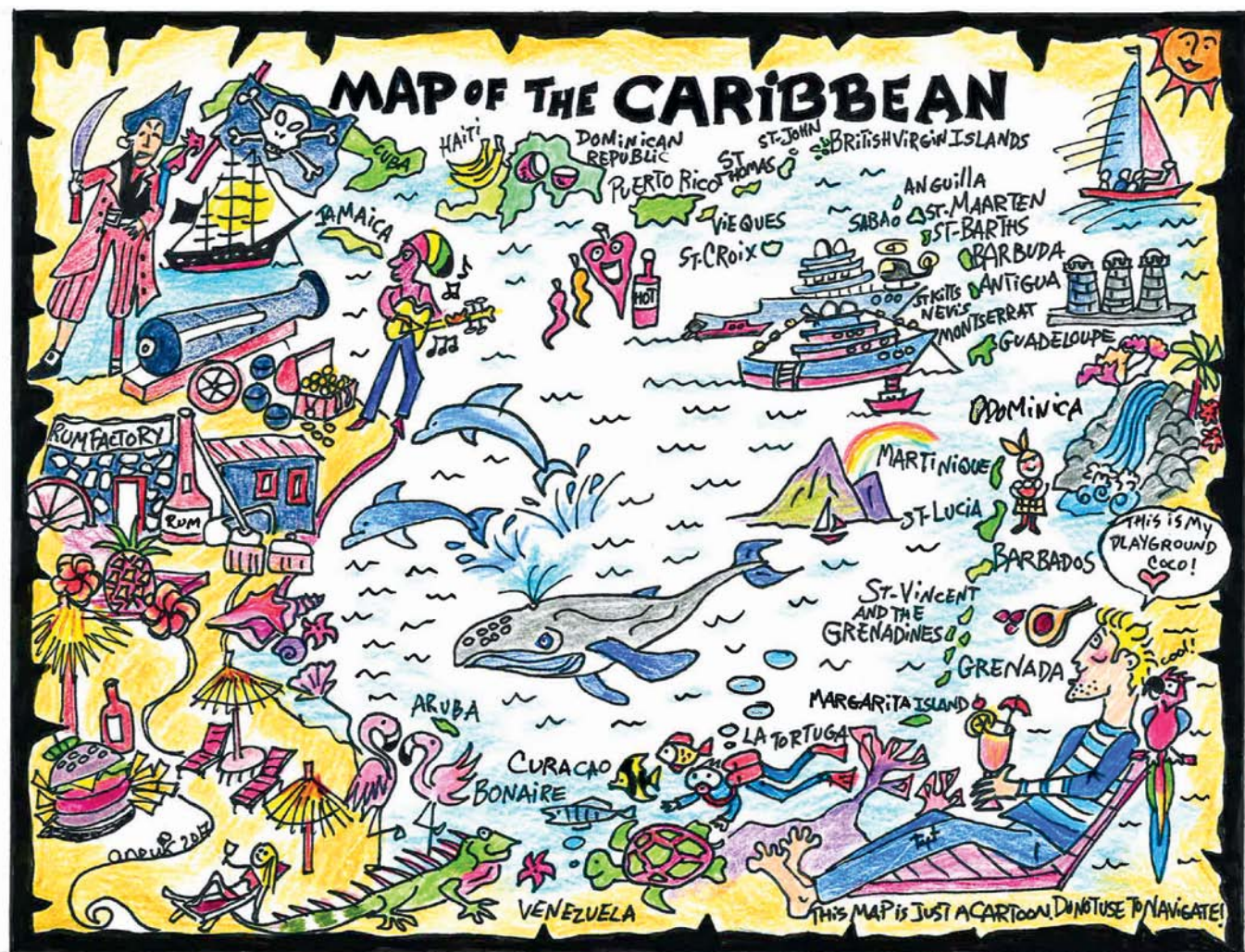


- | | |
|---------------------------------------------------------------------------|-----------------------------------------------------------------------|
| ① Errol Flynn Marina: 100 BFM, Pending | ⑮ Hugh Bailey's Boat Yard: 70 BFM, Pending |
| ② Caicos Marina & Shipyard: 75 BFMII, Pending, 10/18/16 | 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 |
| ⑭ Rodney Bay Marina: 70 BFMII, Pending, 1/18/16 | |

**Date provided represents the last time machine was inspected*

SAILING WITH CHARLIE: PARADISE BEGINS WHEN THE BUTTER MELTS

SAILING HUMOR BY JULIAN PUTLEY
GRAPHICS BY ANOUK SYLVESTRE



For many visitors to the Caribbean the escape from February weather is one of the primary motives. In northern climes February is the worst month; freezing temperatures, ice, snow, short daylight hours and long nights. The Caribbean is different; balmy temperatures, sunny days, blue seas of many hues and brisk trade wind breezes – not forgetting copious varieties of rum at giveaway prices. ‘Head south until the butter melts’ has been a mantra for yachtsmen for decades. When you cross the Tropic of Cancer you’ve arrived;

when you reach 18 degrees, 30 minutes north you’ve really arrived. Yep, you’re at the latitude of the BVI, the land of Foxy’s, the land of Treasure Island, the land of Cheeseburger in Paradise.

Continuing south, Anguilla is another gem, with popular entertainer Bankie Banx playing his unique style with slide steel guitar rhythms. You might even see the famous local boat racing.

Saba rises out of the sea like Shangri-la. Its clean and tidy ap-

pearance is typically Dutch and the impossible cliffside buildings, roads and infrastructure will take your breath away.

St Martin is the home of fine dining in gourmet French restaurants. St Maarten, the Dutch side, is noted for its mega yachts and duty free shopping. Nearby Saint Barth offers similar luxury.

The nature island of tropically rain-forested Dominica is exceptional and is famous for stunning waterfalls and mountain hikes.


Nelson's Dockyard, Antigua, is particularly loved by English sailors who hold Britain's greatest naval hero close to their hearts.

Charlie has sailed the string of emerald isles several times and loves the unique attractions. There's plenty of history: visit the fort at Brimstone Hill in St Kitts and then Les Iles des Saintes. The important British victory at the Battle of the Saints that secured British control of the Caribbean is displayed in the local museum. History tells us that it was The Treaty of Paris in 1763 where the French agreed to take control of Martinique and Guadeloupe in return for relinquishing Canada. Unbelievable in today's world, but when sugar was king ...

Charlie fell in love with the Caribbean years ago for the vigorous sailing, hedonistic pleasures like wine (rum), women and song and the unparalleled beauty both above and below the water.

Saint Vincent and the Grenadines are particularly desirable with the old whaling island of Bequia. The Tobago Cays are a snorkeler's paradise and Grenada at the southern end of the chain is known as the Spice Island.

And there's more, much more.

Charlie fell in love with the Caribbean years ago for the vigorous sailing, hedonistic pleasures like wine (rum), women and song and the unparalleled beauty both above and below the water. The sea is a salve for many ills and for those who choose a lifestyle of sailing, the Caribbean offers fishing or collecting the fruits of the sea as well as a cool sea bath every day and a new anchorage whenever you like. 

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

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SAILORS ARE HELPING

SAILORS IN THE NEWS

BY CAROL M. BAREUTHER



On the ground in Anguilla

Several rainbows formed in the wake of Hurricanes Irma and Maria, which delivered devastating blows to the northern Caribbean in September 2017. These brilliant arcs of hope were embodied in a number of relief organizations. Six months after the one-two punch of these storms, aid groups such as Sailorshelping.org continue to help in ways that have morphed with the needs of island communities served via a widespread boater network.

"After Irma spared us, we felt extremely lucky and decided to give back to our fellow cruisers and the islander community at large," says Victoria Fine, the brainchild behind Sailorshelping.org. Victoria and her husband Jon Vidar live aboard their 1974-built 37ft Islander, *Scallywag*, and based themselves in Puerto Rico for hurricane season. "We were joined by many



Just days after Hurricane Irma, east coast volunteers for Sailors Helping put together a booth at the Newport Boat show to spread the word on how to help

PR residents Nicole Papageorge and Mike Brown and volunteers from Ameriflight load donations from Sailors Helping into a flight bound for Anguilla



Wayne and Emily Keese volunteered to make multiple stops with their catamaran, SV Manna, from Puerto Rico to the US and British Virgin Islands after Hurricane Irma. Sailors Helping volunteers packed their boat with relief supplies and rebuilding tools

other cruisers and locals who felt the same way and in the week after the storm, we banded together to deliver goods and help people in areas that were affected by the storm but were not yet attended to by major government or aid organization relief."

Fine, Vidar and their team quickly scaled up, culminating in the loading of three cargo planes full of more than 15,000lb of aid to nearby islands such as the British Virgin Islands and Anguilla. Then Maria hit Puerto Rico. Sailorshelping.org's focus changed substantially since the hurricane wiped out the team's ability to physically mobilize. Instead, they regrouped and organized online, using the group's Facebook page to connect needs, supplies and transportation with a view towards long-term rebuilding.

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Volunteers unload relief supplies into waiting pickup trucks in Anguilla after Hurricane Irma

"Our focus has become sharing information that allows people to safely return to the islands. In addition, we're using our Facebook group to be the meeting ground for people with needs or the ability to deliver them, and I, along with other volunteers, matchmake as we see opportunities. That's where our Ports and Projects map came from," says Fine.

The Ports and Projects map on the Sailorshelping.org website encompasses hurricane-affected Caribbean islands. On it, the group shares up-to-date information on the status of islands and their specific ports. Users can use the site on desktop and mobile devices to search port by port for information about accessibility and the availability of amenities such as fuel, open businesses and new favorite cruiser bars and other details needed to have a safe and fun cruising season. Additionally, the group provides volunteer opportunities and contact information on a harbor by harbor basis, so that once cruisers land, there's an easy way to lend a hand. Volunteer projects are diverse and range from mapping damaged coral reefs to sorting and delivering supplies to rebuilding schools. There's something to do for every skill set and ability.

"We hope that we make it so easy to help that you can literally jump off your dinghy, give someone a ring and walk over to meet folks with whom you can volunteer. That's our goal," says Fine.

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



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CLUB NAUTICO DE SAN JUAN INTERNATIONAL BILLFISH TOURNAMENT

FISHING BY CAROL M. BAREUTHER



Rough seas didn't dampen the sports fishing enthusiasm at Club Nautico de San Juan's 64th International Billfish Tournament (IBT), fished December 2nd to 3rd 2017. Rescheduled once from September and again from November in the wake of Hurricane Maria's devastation, a hearty group of highly skilled anglers and crews braved strong winds and were rewarded by releasing 20 blue marlin, white marlin and sailfish. What's more, the champion team aboard the 43-foot *Sea Dream*, caught and released its three blue marlin using extremely-competitive light tackle 20lb test line.

"The conditions were really tough on the first day fishing, with

seven- to eight-foot seas and green water up to ten miles out," says Juan Pepe Donestevéz, *Sea Dream's* owner and one of its anglers. "The tournament's winning angler Humberto Martínez hooked his first blue marlin at around 9:30am and released the nearly 250-pounder after a 15-minute fight. We did not see any other fish that day."

The second day, weather conditions improved and the *Sea Dream* team started fishing about six miles out in front of Cangrejos, a town east of San Juan.

"Early in the morning, the captain called a blue on the teasers," tells Martínez. "I hooked the small, about 100lb blue



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Blueprint finished second in the boat awards



Powering through heavy seas



Panama Jack scored two white marlin releases and capture third place

marlin, on a pitch bait and released it in ten minutes. Then, around 1pm, Juan Pepe released another blue marlin that secured us the tournament victory."

Donestevez and Martinez credit the *Sea Dream's* team as the secret to its successful win. This included fellow angler Joe Ramirez, as well as Captain Jose Vela and mate Jose Rosario.

"I have been fishing this tournament since 1990, and have won best team twice. With all the tragedy of Hurricane Maria, I felt it was important to participate, to help our Club Nautico de San Juan's IBT remain as the longest consecutive held billfish tournament in the world, an honor which we are all proud of," says Donestevez.

In other awards, the 42-foot *Blueprint* finished second in the boat awards, with a white marlin caught by lady angler Coralys Ayala and a blue released by her partner and vessel owner Eduardo Rodriguez. The 50-foot *Panama Jack*, rounded out third place, having scored two white marlin releases by anglers Joey Vizcarrondo and Salvador Egea, Jr., of which the latter was also the IBT's tournament chairman.

The winning international team was Club Náutico of San Juan 01, thanks to the blue marlin caught by Edward Rodriguez. Carlos Ramírez and Carlos Luis Rodríguez were other members of this team. Team USA finished in second with a marlin caught by Donny McLeod, who teamed up with Rick Shinto and Jose

Pazos. The Dominican Republic, with Wally Heinsen, Miguel Bonilla and Arnaldo Torres, finished third in team awards.

In the Interclub category, Humberto Martínez, Luis Umpierre and Jorge Luis Díaz won, with Juan Pepe Donestevez, Emilio Fernandez and Joe Vizcarrondo coming in second.

Coralys Ayala earned champion lady angler, followed by Camelia Fernandez second and Vanessa González third. The ladies also landed third place in the Interclub category.

"For this edition of the IBT, we gave anglers the opportunity to fish with either 20lb or 30lb line test. Most of them chose 20lb line and it gave them the edge needed to win," says Egea, Jr. "Actually, the 20lb line provided a refreshing fishing perspective to a new generation of young anglers who are now participating and experiencing the thrill of fishing—right there, standing in the boat, you and the fish," says Egea, Jr., who added that the support from the fishing community for this year's tournament was overwhelming and gratifying.

The 65th anniversary IBT is set for October 15-21, 2018. www.sanjuaninternational.com



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

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M/Y GAME CHANGER: THE SUPER YACHT'S ULTIMATE SUPPORT VESSEL

SUPERYACHTS BY ROBERT LUCKOCK

PHOTO: ROBERT LUCKOCK



Game Changer at Isle de Sol Marina

Sint Maarten has built quite a reputation for attracting superyachts of the rich and famous. The more radical the design, or technically advanced, the more heads turn.

That's been the case over the years, starting with *Limitless* which wasn't a radical design but caused a minor sensation when she squeezed through the Simpson Bay Bridge, the biggest vessel to do so at that time.

Since then, the island has played host to Russian billionaire Roman Abramovich's *Eclipse*, the cut-glass perfection of Apple co-founder Steve Job's *Venus* and the flat-topped around-the-world *Turanor* solar-powered vessel that docked in Marigot.

And who could forget the one-off transport ship that brought the massive swing section for the Simpson Bay Causeway Bridge from the Netherlands, another heart-stopping moment when it entered the Lagoon with inches to spare. No wonder perfectly situated Sint Maarten Yacht Club is the yacht-watching capital.

The latest vessel to pique curiosity was the aptly-named *Game Changer*, a 69-metre superyacht support vessel that ar-



View of Game Changer at sea

PHOTO DAMEN/MICHAL BAGINSKI

rived on December 3rd, looking as far removed from a luxury vessel as one could get. But that's not her purpose. She's the largest and most recent offering from the Damen shipyard in the Netherlands, serving a growing trend for superyachts to downsize and have their own support vessel accompany them with all the toys.

"What I love about this ship is its speed, maneuverability and responsiveness with four engines and two bow thrusters," enthuses *Game Changer's* Captain Brendan O'Brien.



Captain Brendan O'Brien on the bridge of Game Changer

PHOTO: ROBERT LUCKOCK



View of the bridge

PHOTO: ROBERT LUCKOCK

O' Brien, a burly Australian who lives in the Netherlands; comes from a background in the Merchant Navy, 15 years with superyachts and the last two years with support vessels or shadow boats.

He's only been on *Game Changer* for two weeks (December 2017 – Ed) but is no stranger to St. Maarten having spent time here on yachts between 2006 and 2009. He is meeting an itinerary change as per instructions from the owners, and here to do some engine maintenance and refuel.

"We came here from the Turks and Caicos and were on our way to Patagonia but that changed and now we are heading back to Rotterdam in the Netherlands," he explains. "It's nice to be back to bring some money into the island. I must say I was saddened to see the damage, but I hope the recovery continues. Everything that I'm hearing is at least positive.

The concept of the support vessel, he says, is not new, but it has become more refined.

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Some of the water sport toys on deck

PHOTO: ROBERT LUCKOCK



fuel etcetera so back on the mother ship your guests have more deck space and less clutter,” O’Brien explains. “When the yacht arrives somewhere it’s nice for the owner or guests to have the beach set up for them and the water sports and other services ready.

“Damen saw a niche in the market. They make support boats for the North Sea and the Dutch Navy. They’re very efficient at it. Other companies have tried it, but I don’t think those companies thought about it enough as far as layout and the intentions. With this vessel they got the concept right. The other ones were a bit frustrating.”

Game Changer left the Damen ship yard in September 2017. She has a top speed of 21 knots and a range of 4,500 nautical miles and carries 340 cubic liters of fuel, double the amount a yacht of this size would carry, says O’Brien.

The vessel’s most striking feature is its axe-shaped bow, to slice through the waves, and the helicopter pad perched above the transom. Eight thousand liters of A1 jet fuel for the helicopter and another 4,000 liters for the jet skis and tenders are also stored on board.

The helicopter disappears down into a giant hangar below deck, with rotors folded. All maintenance on the helicopter can be done for the owner on board.

Game Changer has no accommodation for guests, only for crew and officers of which there are 16 on board for this trip. There is a



The helicopter hangar doubles as storage for water sports and a maintenance shop

PHOTO: ROBERT LUCKOCK

small infirmary, a day room and gym for the crew, and, of course, a galley. One of the jobs of the chef is to liaise with the chef on the mother ship to coordinate catering, as was done on the vessels first two charters in Barbados and the Bahamas.

The bridge has the latest navigation gadgetry and even a Captain Kirk-type armchair with toggles and switches to steer and control maneuvers while seated.

“I’m more old-school, so I like to stand. But I like the wrap-around windows which give great visibility. No blind spots at all,” O’Brien points out.

Game Changer was built on speculation, is available for charter and on sale for a cool US\$40 million.

Robert Luckock is a British journalist and freelance writer residing in St. Maarten. He is currently The Daily Herald’s correspondent for French St. Martin and was one of All At Sea’s very first contributors.

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STABILIZER TECHNOLOGY FOR LUXURY YACHTS

YACHTING BY CAPT. JEFF WERNER

The first motoryacht I served aboard as captain was the penultimate build for John Trumpy & Sons. Its 72-foot double-planked mahogany on oak framed hull had the latest in early 1970s technology, including stabilizers.

A Cessna aircraft gyroscope linked with a Ford truck hydraulic brake pump running from a power-takeoff on the port engine operated that Trumpy houseboat's stabilizer fins. Stabilizer technology has had major upgrades in the ensuing 40 plus years, but many of those early concepts remain the same.

Stabilizers were initially designed to minimize rolling underway in beam seas aboard power driven vessels. They function the same way pectoral fins do on dolphins. As dolphins play along a yacht's bow wave, they can roll to the left or right by moving their pectoral fins up or down. Stabilizer fins aboard yachts protrude from the hull at an angle similar to the dolphin's pectoral fins, and rotate to provide lift through the water to counteract roll. The gyroscope provides a horizontal frame of reference for the stabilizer system in the same manner that a gyro provides an artificial horizon aboard an aircraft.

Leading manufacturers, such as Quantum and Naiad, have refined the gyro-fin type of stabilizer system to operate both underway and at anchor. According to Naiad, "All vessels have their own roll period depending on hull shape and loading. Wave motions initiate this roll and, if in close synchronization with the hull's natural roll period, roll may build to uncomfortable or even dangerous proportions. The principle behind Naiad fin stabilization is to counteract the tendency of a vessel to roll with an equivalent and

PHOTO: NAIAD DYNAMICS



opposite righting moment applied in exactly the proper phase and proportion."

Quantum pioneered the technology for its trademarked Zero Speed stabilizing system for megayachts and superyachts. Whether at anchor or just drifting in calm water with a light swell, the Zero Speed system actively engages the port and starboard fins to move in large sweeping motions. This can dampen the roll significantly. For example, reducing roll from fourteen degrees to four degrees. The result is a much more comfortable motion for both guests and crew on board. Quantum took one further step to increase roll-damping capabilities at anchor by offering a unique system using retractable rotating cylinders instead of fins. These spinning cylinders rely on a concept first de-

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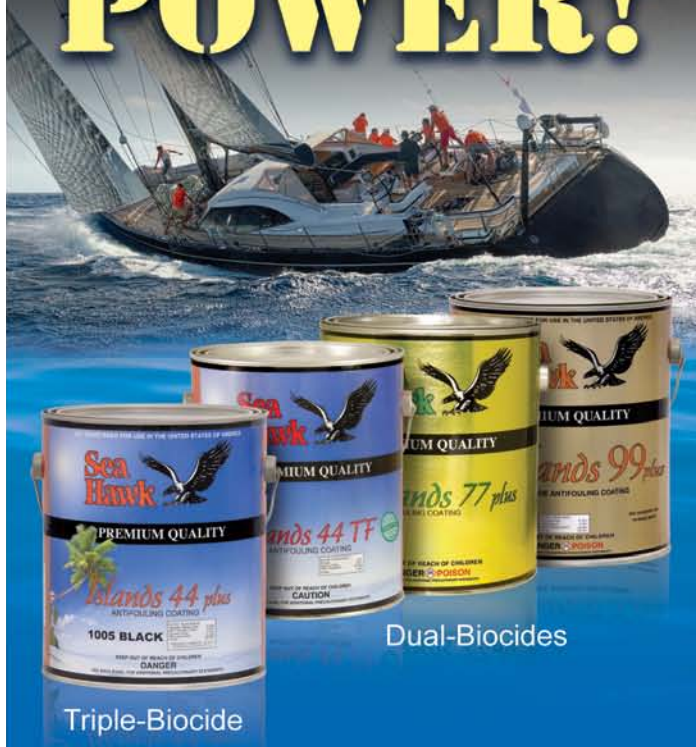
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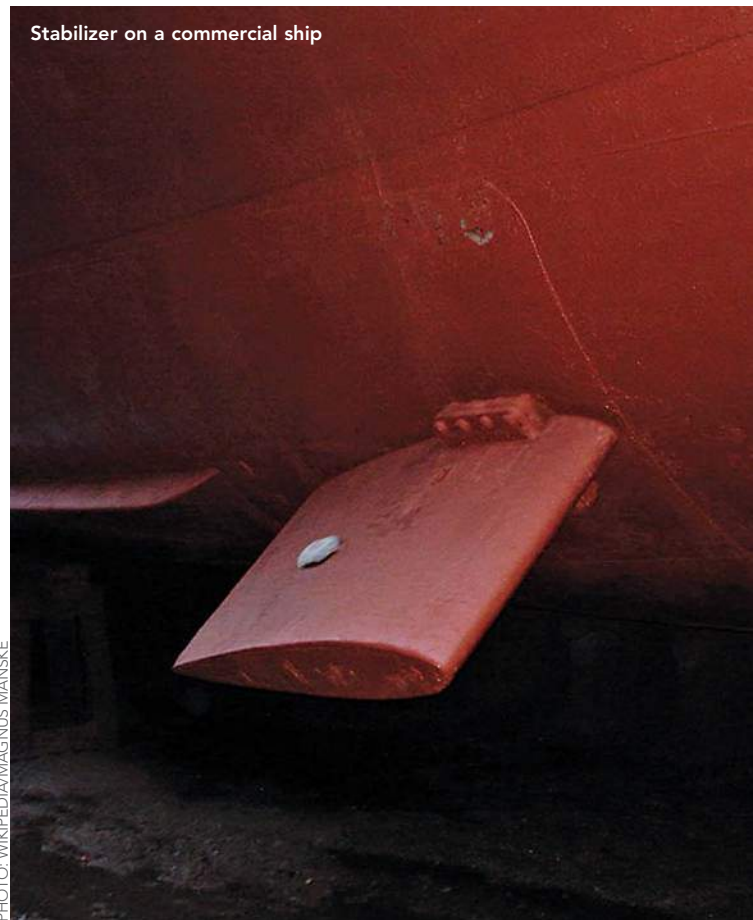


PHOTO: WIKIPEDIA/MAGNUS MANSKE

scribed by a German scientist named Magnus in 1852. He observed that a spinning ball or rotating cylinder in fluid creates lift. A skilled baseball pitcher, using this Magnus effect, can throw pitches with top spin, back spin and side spin that can't be hit due to the unexpected trajectory created by lift on the way to home plate. Taking advantage of the Magnus effect in stabilization, a dramatic twenty two-degree roll can be reduced to a much tamer roll of one and a half degrees.

Although Naiad and Quantum use small gyroscopes integrated into control systems that monitor motion sensors, the angle of waves, plus the velocity and acceleration of the vessel to regulate fin response, there is another method of stabilization on the market. It was first developed in 1917, and recently brought into the 21st century by Seakeeper for use aboard yachts.

Seakeeper uses the gyroscope itself to stabilize yachts up to 100 gross tons. Instead of providing a reference plane for fin actuation, the Seakeeper gyroscope uses a basic rule of physics for stabilization. Remember the classic childhood educational toy the spinning gyroscope? It seemed

to defy gravity as it sought to remain vertical no matter how much one tilted the string or pencil tip it balanced upon. This gyroscopic phenomenon, where the spinning axis slowly rotates around the vertical, is called precession. It is caused by the angular momentum of the spinning rotor following its torque.

The Seakeeper stabilizer system uses this same torque to eliminate up to 95 per cent of the roll on a yacht, depending on boat speed and wave height. The Seakeeper flywheel is encased in gimbaled spherical metal housing, and spins in a vacuum at speeds up to 10,700rpm. "When the boat rolls, the gyro tilts fore and aft, producing a powerful gyroscopic torque to port and starboard that counteracts the boat roll," states Seakeeper's marketing brochure.

In order for the Seakeeper's torque control to function properly, the gyroscope unit is affixed to the hull structure along the boat's centerline. And by locating it aft of amidships, it optimizes stabilization at high speeds or in large waves. Seakeeper, co-founded by marine innovator Shepard McKenney, now markets gyroscopic stabilization systems for powerboats as small as 30ft LOA.

Whether operating a twin outboard deep-V center console or a superyacht, the benefits of roll control are now available to recreational fishermen as well as guests sipping cocktails al fresco on the sundeck.



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



Seakeeper
anti-roll gyro

PHOTO COURTESY OF SEAKEEPER

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SAILORS CRUISE AHEAD IN A STUDY OF THE OCEANS' PHYTOPLANKTON

ENVIRONMENT BY DARIA BLACKWELL



Project Leader Richard Kirby

Around the world, sailors and other seafarers, including Ocean Cruising Club (OCC) members, are lowering round, 30cm white disks into the sea from the sides of their boats to study the oceans' phytoplankton. The disk the seafarers are using is called a Secchi Disk and it is named after the Pope's astronomer who invented it in 1865. The seafarers are all citizen scientists taking part in the Secchi Disk study. The first data from this global study have recently been published in The Public Library of Science ONE (PLOS ONE) and the Secchi Disk Seafarers are collective authors. The paper reveals importantly not only that seafarers are good citizen scientists, but also that their measurements of the phytoplankton in the sea may be vital to helping us better understand the oceans' changing biology.

The oceans' phytoplankton underpins the marine food chain to determine the abundance of other life in the sea from the fish we eat to the number of polar bears on the ice. The phytoplankton also provides the world with oxygen and it plays a central role in the global carbon cycle.

A recent study of a 100-year trend in global phytoplankton primary production revealed a 40% decline since 1950 (see link below). The explanation proposed for the decline was that water column mixing, and so the supply of growth-promoting nutrients to the sea surface, had reduced due to rising sea surface temperatures due to global warming. Because the phytoplankton is so important we need to know much more about how they are changing. Although satellites can now measure phy-



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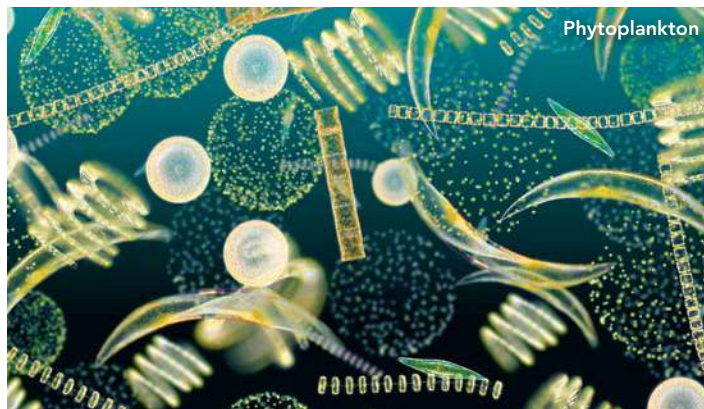
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Phytoplankton



A fisherman deploys
a Secchi Disk

toplankton at the sea surface remotely from space, direct measurements are essential because of the naturally uneven distribution of phytoplankton in the water column. This is where any seafarer equipped with a Secchi Disk can help.

A Secchi Disk is arguably the simplest piece of marine scientific equipment ever invented. When the disk is lowered vertically into the water attached to a tape measure, the depth below the surface when it just disappears from sight is recorded as the Secchi Depth. This reflects the transparency of the water column. Away from estuaries and coasts, phytoplankton is the major influence upon the transparency of the sea and so the Secchi Depth measures the phytoplankton. Scientists have been using Secchi Disks to measure ocean transparency since 1865 and now sailors are joining in around the world. The sailors can make their own white Secchi Disk from any material and use the free Smartphone application called Secchi to upload their Secchi depth data to a central database. Secchi Disks are also available for purchase via the study website.

Whilst there are more professional marine biologists than ever before, few go to sea, still fewer go far offshore, and open-ocean research cruises rarely return to the same location. In contrast, many of the public go to sea regularly for recreation or work and often to a similar place. Ocean passages

sailed by cruisers follow similar routes dictated by the time of year and favorable prevailing winds, providing multiple data points from similar locations.

In the paper published in PLOS ONE, the Secchi depths collected by seafarers are compared to satellite ocean color data to reveal how their data can be used to better interpret satellite color measurements. Now, sailors around the world are helping us to understand the oceans biology as they cruise along.

Plankton scientist Dr Richard Kirby who founded and runs the Secchi Disk study said, "Secchi Disk data collected by seafarers can help us understand in situ versus satellite observations of phytoplankton. As participation by seafarers using Secchi Disks increases, their data will contribute more and more towards understanding how the phytoplankton are changing over long-term timescales to help us understand the essential base of the marine food chain."

The Secchi Disk study was established in 2013 and is run by The Secchi Disk Foundation charity. Link: <http://www.nature.com/nature/journal/v466/n7306/full/nature09268.html>

Editor's note: If you have photos of yourselves taking part in the study, please send them to PR@oceancruisingclub.org

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POWER YACHTS GAIN POPULARITY IN CARIBBEAN CHARTER FLEETS

BY CAROL M. BAREUTHER

PHOTO COURTESY OF THE MOORINGS

A young family enjoy the space and stability of a power cat at anchor in the shadow of the Pitons, St. Lucia

Sail dominated chartering in the Caribbean islands right from the start. On the crewed front, it was a 70ft schooner named *Mollihawk* that Commander Nicholson first chartered off Antigua nearly seven decades ago. On the bareboat side, it was four Pearson 35s that Charlie and Ginny Cary used to start the Moorings fleet in the early 1960s. Today, the tide is slowly turning. Power yachts are becoming a bigger part of charter fleets.

"Power yachts currently likely number less than 10% of the charter fleet on a year-round basis," says Trish Cronan, president of Fort Denaud, FL-based Ocean Getaways Yacht Charters and president of the Charter Yacht Brokers Association. "With the influx of superyachts in the winter, power yachts jump up to probably 20% to 30% of the fleet."

There are three main reasons why traditionally there have been



Many charterers choose motor catamarans for the space they offer, like this fly bridge on the Horizon 60

PHOTO COURTESY OF DICK SCHOONOVER/CHARTERPORT BVI



Power catamarans are less intimidating to operate ... Leopard PC510, Wildcat Too

PHOTO COURTESY OF CHARTER CARIBE, ST. THOMAS



The MarineMax 443 offers comfort and space

a paltry number of power yachts in Caribbean charter fleets. One is price, says Cronan. "Until the influx of the new power cats, power yachts were in a very different price range and out of reach for the average luxury vacationer. Given that power yachts were 'plus expenses', this deterred clients looking for a predictable all-inclusive cost. Over the years, I have had many clients whose initial request was for a power yacht, and then they switched to a sailing yacht or catamaran due to cost."

Secondly is point of reference, according to Raul Bermudez, vice president for MarineMax Vacations, based in Clearwater, FL. "Power boaters are new to the idea of chartering. Mention 'chartering' to a power boater and they think of a one-day fishing trip or a megayacht charter. The idea of bareboating and living aboard someone's boat is a new concept. This is changing very fast with power cats, just like the explosion of sail cats that took place starting 15 to 20 years ago."



Steady as a rock – MarineMax 484

PHOTO COURTESY OF MARINEMAX

Third, powerboats that were affordable, spacious and user-friendly were simply not as prevalent as their sailing counterparts until the recent development of the power catamaran, adds Ian Pedersen, marketing manager for the Americas, for the Moorings, headquartered in Clearwater, FL. "Power catamarans are currently one of the fastest-growing segments of the charter industry worldwide. They have opened the charter market to an entirely new segment of the boating market, allowing tens of thousands more people to experience and enjoy these phenomenal yachting destinations, people who may not have been able to do so on a sailboat. The past few years have seen the power market enjoy exponential growth in key Caribbean destinations."

The appeal of power catamarans in bareboat fleets lies in being less intimidating to operate



Power cats like this offered by The Moorings can't be beat when it comes to sundecks

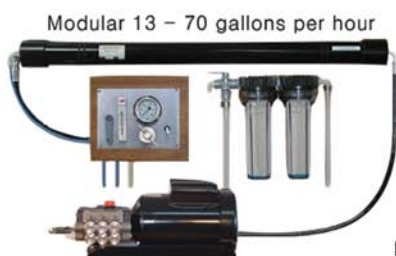
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A study in elegance – *Wildcat Too*



for the infrequent captain, says Kelly Graves, chef and first mate aboard the Leopard PC510, *Wildcat Too*, operated by Charter Caribe, in St. Thomas, U.S. Virgin Islands and a member of the Virgin Islands Professional Charter Association. "Typically, a popular size is 40- to 60ft with an eight- to ten-passenger capacity. Were this size of vessel a sailboat, a minimum of two experienced crew would be required to handle lines, but with the powerboat one man/woman is the only expertise required."

The basics of a power yacht charter are very much the same as they are on a sailing charter; however there are a few advantages.

"You are not dependent on the weather. In any conditions, you can swiftly and efficiently move from one island to the next, without having to rely on the wind. Our upgraded engines are also incredibly fuel efficient, allowing guests to save on fuel costs. The added feature of the flybridge on our pow-





PHOTO COURTESY OF MARINEMAX

er catamarans provides additional living space, making the boat feel much more spacious," says the Moorings' Pedersen.

Power yachts also lend themselves to more amenities, luxuries and toys.

"One of the unique features on our larger 44- and 48ft power catamarans is a water maker. Power boaters really like that option and especially when they bring friends that are not as

familiar with boating and the limited amount of water that boats can carry," says MarineMax's Bermudez.

Big inflatable water slides, large towed tenders and on deck Jacuzzis are often features, according to Ann McHorney, founder and chief executive officer of Fort Lauderdale, Florida-based Select Yachts. "Larger power yachts may have a massage room or a gym. Guest bars can be great gathering places, something a smaller sailing yacht just does not have

Horizon 60 – Now that's what we call a saloon with a view

PHOTO COURTESY OF DICK SCHOONOVER/CHARTERPORT BVI




space for. And you will find theme nights on both sail and motor yachts, but because of the larger storage space on the motor yachts the crew can and often do go all out to enliven the festivities in the evenings!"

Where do power yachts congregate in the Caribbean?

Walk down the docks in the lagoon of St. Maarten on an average January day (not this year!), or the Yacht Club Marina at the Antigua Charter Yacht Show, or on the dock in Gustavia on New Year's Eve," says Dick Schoonover, manager of CharterPort BVI, in Tortola. "You might think you were at the center of the earth when it comes to power yachting."

For power catamarans, the British Virgin Islands offer the largest fleet for charter anywhere in the Caribbean, even after the recent storms, says the Moorings' Pedersen. "The islands of the Bahamas are also very popular, such as the

Abacos and the Exumas. Finally, Antigua, St. Lucia and Grenada are recent additions to The Moorings power portfolio, but offer smaller fleets."

In the future, says *Wildcat Too's* Graves, "I don't think power yachts are ever going to overtake sailing (in Caribbean charter fleets). However, there is definitely a rise in the manufacture of power yachts and with a more competitive power yacht market the power product is more intriguing even to the sailor. Travel is, for many, all about the destination, and a power yacht provides the option of exploring more destinations, with more time once you get there for diving, snorkeling, watersports and shore-excursions." 

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

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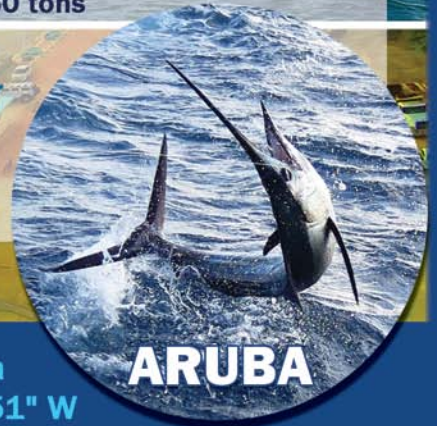
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The keelboats look for wind

EDDIE RAMOS CASELLAS REGATTA

PUERTO RICO BY CAROL M. BAREUTHER

PHOTO: DIANA EMMANUELLI

The Ponce Yacht & Fishing Club's (PYFC) Discover the Caribbean Series was moved to this month (February 3 -4) in the wake of hurricane damage to the club and the whole of Puerto Rico. Yet the club's sailors just couldn't end 2017 without a regatta. Enter the Eddie Ramos Casellas Regatta, sailed December 2 to 3 2017. Despite many club members being without electricity, homes, workplaces and even boats, 35-plus dinghies took to the race course on the first day with a fleet of 12 keelboats on day two.

"The PYFC suffered multiple damages to its infrastructure, especially the marina," tells Joel Santiago, the club's sailing director. "This created a major delay in putting all of the 70-plus boats back in the water and the club was closed for almost a month and a half. Obviously, this disrupted plans for our sailing program and regatta schedules. Plus, we lost at least half of our local fleet. Due to all these things, and because we didn't want to end the year without a regatta, the Eddie Ramos Casellas Regatta was more of a fun weekend of sailing, a chance to put some sails on the water, and forget some of the sorrows. Mission accomplished."



Close racing at the mark

PHOTO: DIANA EMMANUELLI

Dinghy sailors on the first day represented Ponce, the town of Boquerón on the island's west coast, and San Juan to the north. In fact, Pedro Luis Fernandez, director of the Sailing Academy at Club Nautico de San Juan, brought several juniors to race.

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It's great to be back on the water again

PHOTO: DAVID KERR



"We undertook the task of cleaning and organizing our Academy right after the hurricane, although there were many days without water and light," says Luis Fernandez. "My main motivation in taking our 14 Optimist and seven Laser sailors to the regatta in Ponce was first sport and secondly for the kids and their families to see another club that suffered more damage than us and for the families to be able to share their experiences."

The second day, race officer David Kerr split the dozen keelboats into two fleets and onto different courses.

"Kuliagus was blessed to get through the storms without a blemish and she may have been the first IC24 back in the water," says owner Gregory Fink. "The Ramos Regatta was a relaxed event for Kuliagus. Little wind and lots of good feeling to be back on the water."

Luis Santos' Pearson 33, *Nomada*, was storm damaged, but he and team were invited aboard the C&C 30, *Adelante*, to race with good friend and owner Jose Serra.

"We tried to learn their tricks because they always run faster than us, but we didn't have any luck with that," says Santos. "It was a great break after all we have had. An excellent day."

Ronnie Ramos, son of regatta namesake Eddie Ramos Casellas, raced his catamaran, *Campechano*, with fellow family members including brothers Robbie and Jerry Ramos.

"I remember that one of my father's first boats, if not the

first, was one he got after World War II, a wooden 8-meter beauty named *Noranda*," says Ramos. "Then the Somar (Ramos spelled backwards) era started with the reconstruction of an old 45ft yawl during the 1950s, which turned out to be a beautiful light-yellow boat. In the 1960s, he bought the first Chris Craft sailboat ever made, a 35ft fiberglass sloop, which we sailed for many years, including the St. Thomas to St. Croix Memorial."

Don Eddie was a PYFC stalwart known not only as a winning sailor, but also for teaching generations of the club's juniors how to sail. As a result, the Eddie Ramos Casellas Regatta started in 2000, and has been raced annually since, as the closing event for the PYFC's sailing season. It's a tradition that survived and thrived even in 2017.

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

Ronnie Ramos, son of regatta namesake Eddie Ramos Casellas, raced his catamaran, *Campechano*



PHOTO: DIANA EMMANUELLI



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DESTINATION: WATER ISLAND, US VIRGIN ISLANDS

UNITED STATES VIRGIN ISLANDS BY CAROL M. BAREUTHER

PHOTO: ANDREW RUGGIE

If you ask residents of Water Island about visiting, the answer will be “don’t, there’s nothing to see.” That’s because this nearly 500-acre island located a mile from the mainland in St. Thomas’ Charlotte Amalie harbor, is a quiet, laidback hidden gem.

“Among the U.S. Virgin Islands, St. Thomas is the cruise ship destination, St. Croix is all (Alexander) Hamilton and history and St. John is known for the National Park. Water Island has no distinction. It’s almost like the motto is, ‘We have everything St. John has and a LOT less,’” says longtime resident and local radio personality Alex Randall. “It’s small. There are only 163 permanent residents. There are no stores, no trucks, no buses and no city (unless you call Phillips Landing with a ferry dock and the post office boxes a ‘city’. The phone booth blew away in a hurricane. No cars. That’s right; residents get around in golf carts. Visitors can go up the hill from Phillips Landing and rent a cart from Rachael’s Cart Rental.”

One thing Water Island does have is water. History tells



Water Island Dreaming



Looking south to the Caribbean Sea from the lawn at Alex Randall's house

that seagoing Europeans, including pirates and privateers, stopped here as early as the late 17th century for fresh water from the natural ponds. Legend also tells these same folks buried gold coins in a chest somewhere on the island. Where there's water, there's wildlife. In fact, a survey of the island conducted by the US Southeast Archeological Center of the National Park in 1992 showed several prehistoric sites on the island that date back to the indigenous Tainos. The red-footed tortoises and green iguana on-island today are lasting reminders of past stocking by these Caribbean people. The Europeans, including the Danish who claimed the island in the early 18th century, found even more food around Water Island's ponds like ducks, pelicans and flamingos. Today, you can still visit Flamingo Pond, located directly behind Honey-moon Beach. It no longer is fresh water since a channel was cut to the sea half century ago to give boats a hurricane hole. However, it's still possible to see plenty of birdlife here.

Fast forward to the 20th century, and in the wake of the Danes selling the Virgin Islands to the US in 1917, the US

PHOTO: ANDREW RUGGIE

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Department of Defense took over operation of Water Island during World War II. According to a historic report by the Water Island Civic Association, the US Army's Chemical Warfare Division tested chemical warfare agents like Agent Orange on parts of the island. This is the era when Fort Segarra was started, but never finished.

"The remains of the old fort give visitors one of the most spectacular vistas in the Virgin Islands. It's a 360-degree view of the surrounding ocean and all the neighboring islands. That alone is worth the golf cart rental to find the old fort and take in the brisk wind atop the lookout tower. Bring a flashlight, because exploring the underground fort requires one as well as real shoes rather than flipflops or sandals," says Randall.

Post-war, the island was handed off to the Department of the Interior and then leased to private developer, Walter Phillips, who turned the island into its present day residential community. The Water Isle Hotel & Beach Club was built in the mid-'60s and closed permanently in 1989 due to damage from Hurricane Hugo. Some say this was the imaginary Gull Reef Club on which author Herman Wouk based his novel, *Don't Stop the Carnival*. You can still visit Flamingo Point, where the hotel was located although today there is a private home there.

Today, Water Island is owned by the Virgin Islands territorial government and often called the 'fourth' Virgin Island after

St. Thomas, St. Croix and St. John. It's most recent claim to fame is a short appearance in the Hollywood movie, the Curious Case of Benjamin Button where stars Brad Pitt and Cate Blanchett watched the sunset from Honeymoon Beach.

"The beach at Honeymoon Bay is a quarter mile of delightful sand at the base of a small bay," says Randall. "At the north end is Heidi's Honeymoon Grill, where breakfast and lunch are served Monday through Friday and Heidi's famous dinners on Saturday night. She also strings up a movie screen between two palm trees on Monday nights (in season) and shows movies while serving hot dogs, hamburgers and popcorn. At the southern end of the beach is Dinghy's, a tiki bar with a restaurant that serves specials like fish tacos. Dinghy's hosts occasional live bands and beach dance parties."

If you do decide to ignore this local's advice and visit Water Island, here's how to do so: Cruising yachts can drop anchor in Honeymoon Bay. There are no public moorings. Day visitors can come over on the Water Island Ferry that leaves Crown Bay Marina on St. Thomas on the hour. But, don't tell anyone else!

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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Zingara's
winning
Chef Tyler
Dawson

Tyler Dawson's
winning Main dish

The hurricanes of September may have diminished the charter yacht fleet for the 2017 BVI Charter Yacht Show and Culinary Contest, but the quality of the food was better than ever! Nanny Cay Marina and Hotel came through with flying colors, opening rooms to accommodate many of us who had traveled a great distance, not only from America but from Croatia, Argentina, and Italy, to participate in the show. Janet Oliver, Show Director, pulled together a great event, in spite of the heavy rains which necessitated some location changes. The Culinary Contest theme for the chefs this year was an IRMARIA Special; a week without normal refrigeration and waning fresh produce. All of the chefs created incredible dishes and the contest was very close. The Judges, Gorvey Henry, Culinary Director at the community college; freelance chef Kanetha Ashton, and foodie Judy Petz, deliberated for some time before choosing the following winners:

FIRST PLACE – Main Lunch Category
Chef Tyler Dawson, Zingara

SECOND PLACE – Main Lunch Category
Chef Rebecca Silva, Anastasia

FIRST PLACE – Dessert
Chef Angelique Coetzer, Xenia 74


SECOND PLACE – Dessert
Chef Rebecca Silva, Anastasia

OVERALL WINNER – Best dish with the 'wow' factor
Chef Angelique Coetzer, Xenia 74

Chef Tyler Dawson on the Catamaran Zingara is not new at winning awards. Born in Roadtown, Tortola, the family moved

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to South Africa when he was six years old. At the tender age of 14, he started as a chef apprentice. Dawson especially loved breads and baking and completed a three-year artisanal bread baking apprenticeship.

Dawson won the main luncheon category with a wild caught grilled Cero, served over stir-fried Calaloo and Ackee with breadfruit sticks, accompanied by freshly baked Foccacia bread.

I asked why he chose this dish.

"After Irma, I went scavenging," he said. "Usually I love to use local fresh ingredients. I did find a breadfruit that had fallen and caught a wild Cero fish but had to use tinned callaloo and ackee. I like cooking completely from scratch – honest food, honest ingredients."

Winner in the Dessert category, Angelique 'Angie' Coetzer, chef onboard *Xenia 74* has such passion and creativity for food that she has now won the BVI Charter Yacht Show Culinary Contest twice; the first time in 2013 and now again in 2017. Not content with winning first place in the desert category, Coetzer also carried off the prize for Best Overall Dish.

Born in the town of Summerset West, on the edge of South Africa's Stellenbosch Wine Region, Coetzer trained at the Top

Nosh Culinary School in Cape Town. I asked Angelique how she became a chef on a charter yacht in the Caribbean?

"Bernie, my husband, has been part of the maritime industry for almost 13 years, and when I graduated from university, he wanted me to take some time off to come and sail with him! This adventure brought us to the BVI, a place where we could sail and charter together as a team."

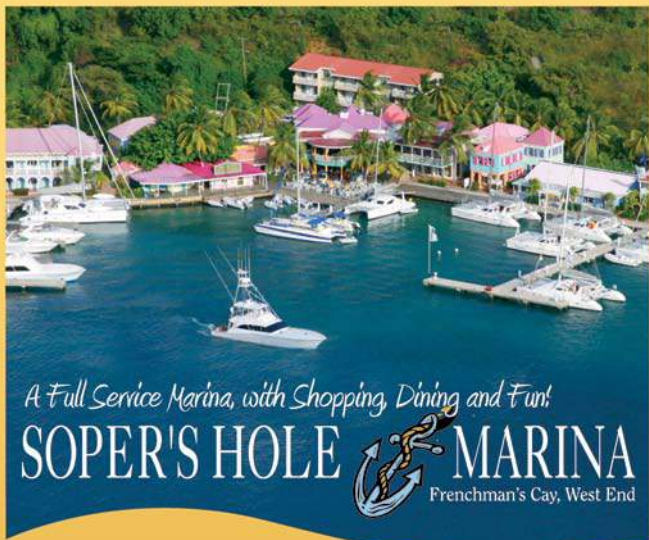
Angie loves to prepare anything local. "There is nothing more rewarding then getting fresh produce from the local vendors and preparing a dish with influence in the region. I love hearing the fisherman and farmers stories; learning about the interesting produce, and especially how people create their unique flavors!"

Angie is also a research geologist, has a PhD in Geology and is still currently involved in collaborative research projects with Universities in South Africa and the UK.

Great job chefs!



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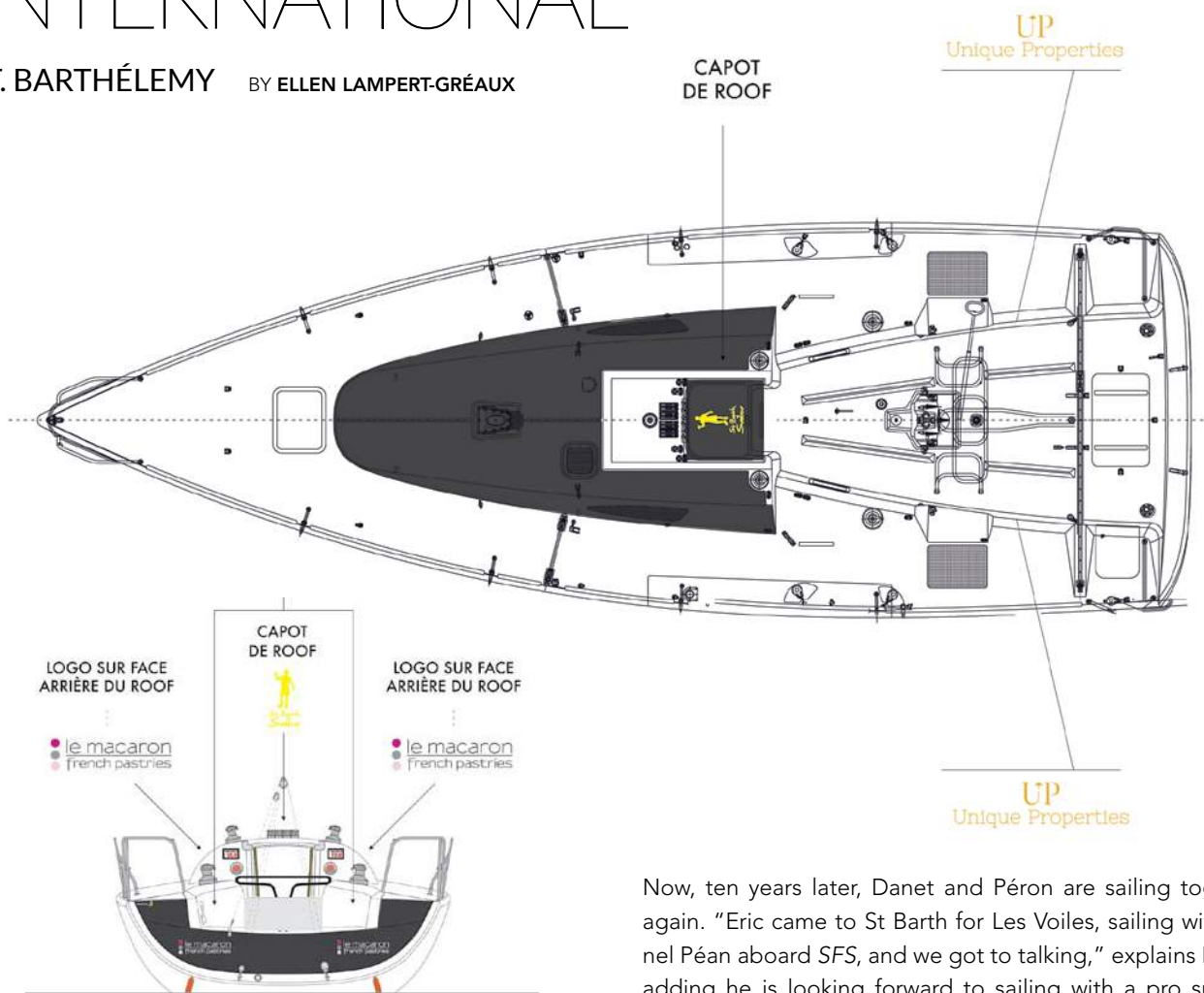
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ST. BARTHÉLEMY BY ELLEN LAMPERT-GRÉAUX



When the Transat Ag2r La Mondiale sets sail from Concarneau on the coast of Brittany, France on April 22, local St Barth sailor Miguel Danet will be on the start line. This will be the third time that Danet has taken part in this challenging two-handed race on small, identical Figaro Beneteau sailboats just ten meters long. This year marks the 14th edition of the Transat Ag2r, which takes place every two years and is organized by OC Sport – Pen Duick.

In 2008, Danet sailed with Breton sailor Eric Péron, and they took a very admirable third place. In 2010, his teammate was Damien Cloarec and they finished in 22nd place, a very disappointing result for Danet, who was also busy building his charter boat business, St Barth Sailor, and starting a family (he now has two young daughters under the age of six).

Now, ten years later, Danet and Péron are sailing together again. "Eric came to St Barth for Les Voiles, sailing with Lionel Péan aboard *SFS*, and we got to talking," explains Danet, adding he is looking forward to sailing with a pro such as Péron again, and the fact they have become good friends makes it all the more enjoyable.

One of the big deciding factors was the certitude of a sponsor and a balanced budget. "It would have been too much to prepare for the race and look for money at the same time," admits Danet. His friend, Marcel Lignon, represents Le Macaron French Pastries, which is the principal sponsor, and whose colorful macarons will decorate the sails.

"Eric is a real pro, and has done a lot of big races, including the Jacques Vabre. I look forward to reliving the experience of the Transat with him ten years later. There are lots of pros already registered for the race, guys who don't do anything else all year long but race, I am doing this as an amateur, but there is a lot of serious competition from people who do nothing but sail professionally."

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"It was a super experience in 2008," says Péron. "We didn't really know each other very well at the time but became great friends. This will be my seventh time in the Ag2r. I like this race and I like that it starts in Concarneau, which is near my home in Brittany.

In the 2017 Jacques Vabre, Péron took third place in the IM-OCA class. "It is a very enriching event," he points out. He sailed with Morgan Lagravière on the former *Safran*, a VPLP-Verdier design from 2015, now called *Des Voiles et Vous*.

Danet and Péron will train together in France for a few months before the Ag2r, with Danet going back and forth, to be with his family and to work on physical training in St Barth, with a private coach twice a week. "My family will join me in France for the start of the race," he says.

With physical and mental training, as well as studying the weather in advance, there are a lot of aspects to get under their belts before April when *Le Macaron French Pastries* sets sail.

Danet says he hopes that the population of St Barth will support him and Péron in a big way, like they did in 2008, as it's exciting for everyone on the island to have a native son in the race. 🇬🇧

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



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SAILORS FROM FIVE ISLAND NATIONS RACE IN MANGO BOWL REGATTA

ST. LUCIA BY CAROL M. BAREUTHER
PHOTOGRAPHY: JOHN MCLENNON / IFETE.NET

Six short years has seen the Mango Bowl grow from an off-the-radar to a mark-your-calendar regatta in the Southern Caribbean. This year, over two dozen racing yachts from St. Lucia, Martinique, Barbados, Grenada and Antigua competed in the November 25 and 26 event, held out of the St. Lucia Yacht Club in Rodney Bay. Six to 12 knots of breeze blew over courses set inside Rodney Bay and around Pigeon Island to Caribblue Beach, with a couple of legs venturing into the open ocean north of the bay. In the end, winners in five classes: Racing, Cruising, J/24, Surprise and J/24-Surprise combined, were awarded coveted namesake hand-painted mango bowls from the St. Lucia Sailing Association as prizes.

"The wind conditions were ideal, the courses intense and we especially liked the courses out into the sea," says Martinique's Jean Michel Figueres, who won the Racing Class aboard his Farr 40, *Perseverare Diabolicum*.

Figueres has raced in nearly every Mango Bowl. In contrast, the winner of the Cruising Class was a first timer to this regatta. Avid racing yachtsman, Antigua's Sandy Mair, combined his love of traveling with the serendipity of obtaining a commission to complete a hurricane damage survey on a vessel in Dominica. Therefore, he decided to travel aboard his own vessel, the Beneteau 35, *Cricket*, and after the survey sail the 80 miles south to St. Lucia for the weekend regatta.

"It was tight right to the end with me and Mike Bingley's Beneteau 38, *Tulaichean II*, from Grenada both tied on equal scores with one race to go. So, the final was a match race and I won,

Martinique's Jean Michel Figueres
Farr 40, *Perseverare Diabolicum*,
winner of Racing Class



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Sandy Mair and *Cricket* hit a six and won the regatta overall



to give me the overall victory. I think my victory was mainly because I won the starts, for *Tulaichean* certainly had speed on me downwind. So, it was a fun event, a very low key and friendly regatta. Mike Green in his protest room had an easy time with no customers at all. I'm really glad I made the effort to go."

In the other three classes, Grenada's Robbie Yearwood, driving his J/24, *Die Hard*, won in the J/24s, while Martinique's Vianney Saintenoy led both the Surprise and J/24-Surprise classes aboard his Surprise, *Digilife*.

New this year, Mango Bowl organizers partnered with Newport, Rhode Island, USA-based Sailors for the Sea in its Clean Regatta Program. The program, which includes over 1,000 registered regattas, rallies and other marine-related events, mobilizes sailors to help conserve and safeguard the ocean via offering educational support and resources.

"Some of the efforts we undertook for the Mango Bowl were a paperless online registration, water bottle reduction, water refilling stations, responsible/reusable dinnerware, and waste management and recycling, in which we partnered with

Martinique's Vianney Saintenoy cleaned up in both the Surprise and J/24-Surprise classes aboard *Digilife*



Greening the Caribbean to set up centers at the St. Lucia Yacht Club," explains Sue Dyson, one of the event organizers.

For full results, visit stluciayachtclub.com



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



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GYLFI HILMISSION: HELPING PEOPLE GET BACK ON THEIR FEET

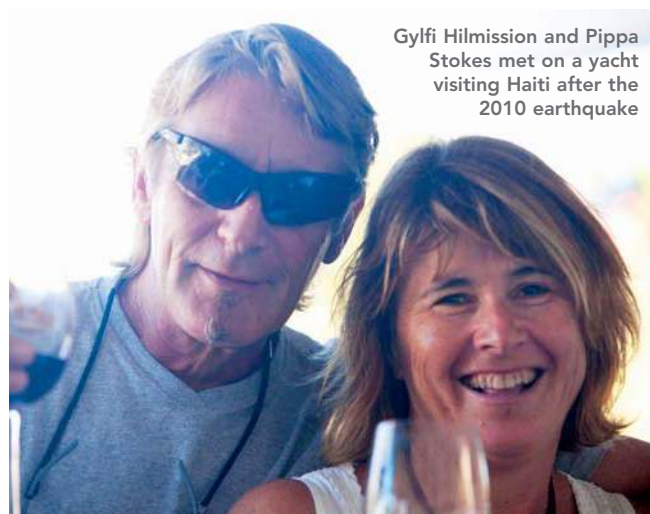
GRENADA BY ROSIE BURR



You can't help but admire the spirit and will of the people - Monica Pierre is 90 years old and blind - she just wanted to walk again

Gylfi Hilmission is well known in Grenada as one half of the popular band Gylfi and Jomo (more recently becoming Gylfi, Jomo and Gary - they are looking for a new name). They play '70s, '80s and '90s rock and blues, wowing crowds around the southern half of the island with music influenced and inspired by the likes of Eric Clapton and Steely Dan. Gylfi has always had his guitar with him. He says, "Music has always been part of my life. It is not something you choose, music chooses you, and it's who I am." This is the talented performer we all know and love, but few know that Gylfi Hilmission is also the man behind 'Attach A Leg Grenada', or even what Attach A Leg Grenada is.

Originally a prosthetics engineer from Iceland, Gylfi spent over a decade in California. Wanting to escape the rat race,



Gylfi Hilmission and Pippa Stokes met on a yacht visiting Haiti after the 2010 earthquake



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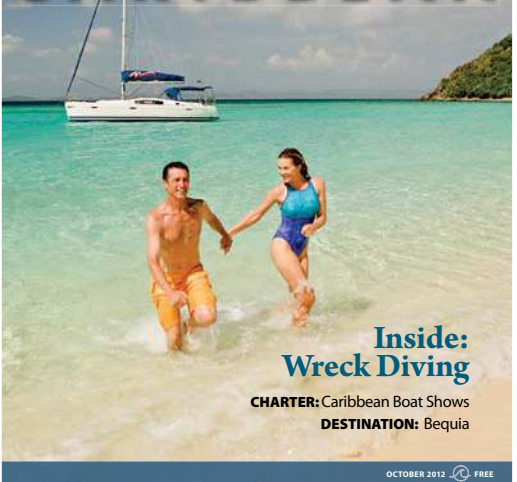
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Glyfi fitting a prosthetic limb to Anthony Francis

seeking adventure and freedom, he bought a boat in the BVIs - an ex-charter catamaran and named it *Shangri-la*. Taking a year to fix her up; he spent several years sailing up and down the Caribbean. "The sailing is great in the Caribbean," says Glyfi, "but it's the people that make it even better." Eventually he sold the boat, settled in Grenada and started to look for something valuable that he could do.

Recognising that no services were available for amputees in Grenada or much of the Caribbean, Glyfi turned to his friend and former colleague Össur Kristinsson, the founder of Össur Inc., and OK Prosthetics in Iceland. An amputee himself, Kristinsson developed ideas and products that are now the industry standard. When he retired from Össur Inc., the second largest supplier of prosthetic components in the world, he noted that some of the products and concepts he had invented were not being made accessible to many amputees around the world. OK Prosthetics was born as a non profit prosthetics company with the goal to provide low cost yet high quality prosthetic limbs to landmine victims in Africa and around the world.

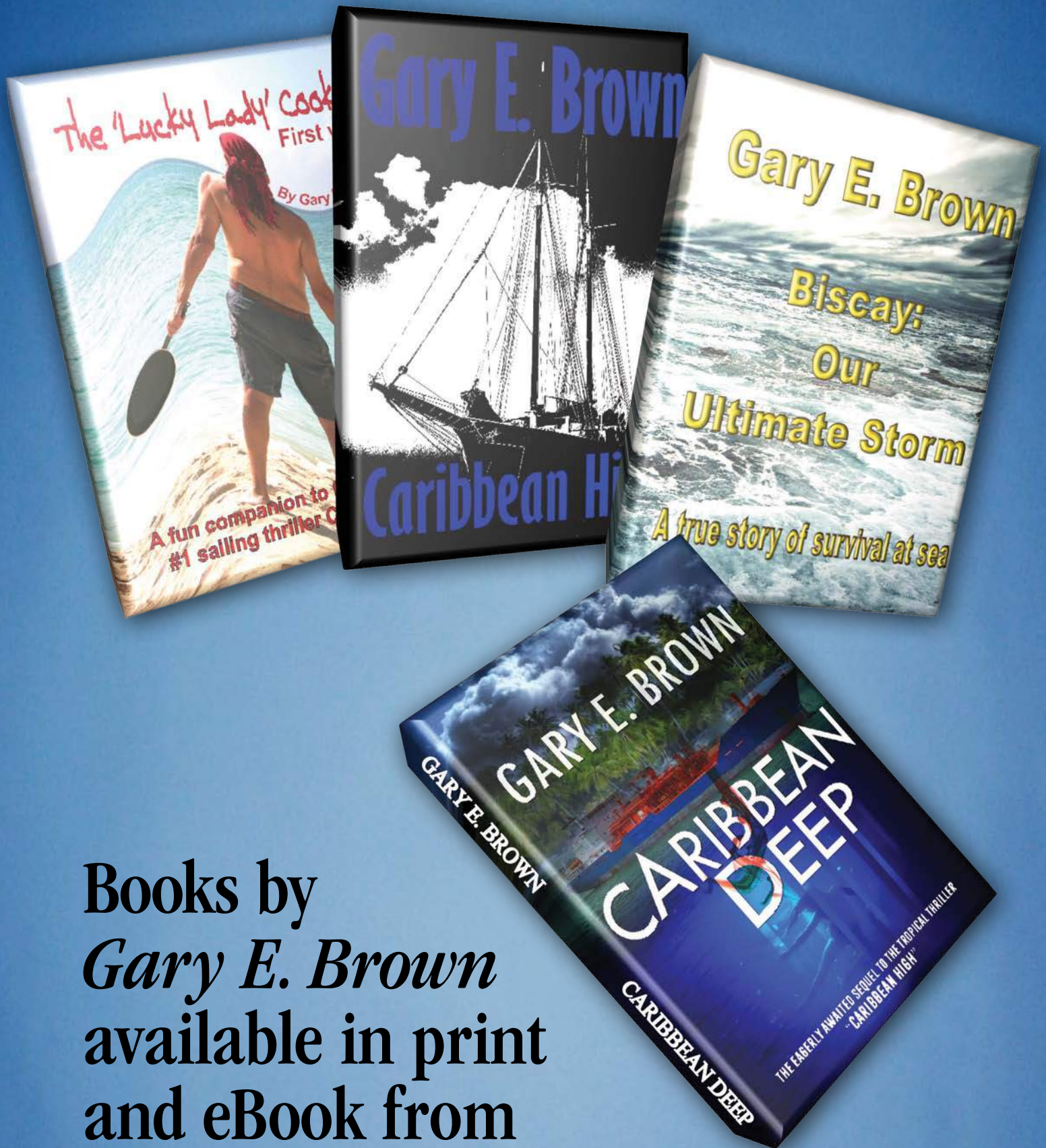
With this in mind Glyfi reached out to his friend and started providing this very much needed service in Grenada. Carrying the torch for the Caribbean, he joined the OK Prosthetics relief team

visiting Haiti and Cuba by yacht after the earthquake in 2010. This is where he met Pippa Stokes, a quietly spoken New Zealand girl working as a cook. Glyfi and Pippa became a team with Pip providing much needed support and logistics to Attach A Leg. They live on top of Mount Moritz hill in a house filled with lots of prosthetic feet and other components where Glyfi has a small workshop to store and build the prosthetic legs. It offers a quiet space for patients – if they are able to get there.

Founded in 2013, Attach A Leg Grenada gained non-profit status in 2017.

The Caribbean has a history of diabetes and a high incidence of attendant amputations. There are no locally based services available for these amputees and record keeping needs a lot of improvement. Amputees living in remote parts of the island often lead extremely restricted lives, unable to work and dependent on other people to care for them. It is the goal of Attach A Leg Grenada to find these people, register them, assess their needs, fit prosthetic limbs where possible and help them to lead normal lives.

"There are all kinds of challenges, but the need is great and the rewards are not monetary. The rewards are in their eyes



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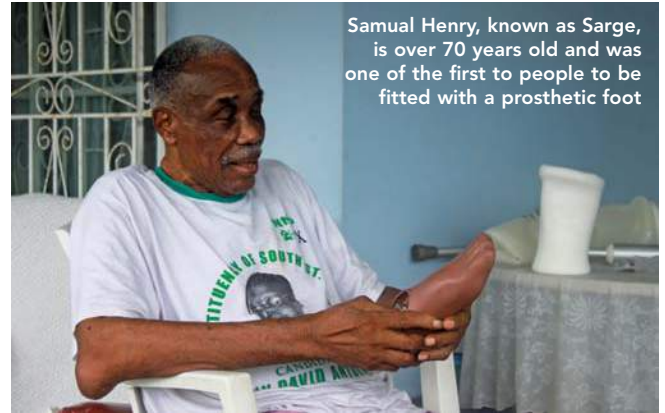
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Samual Henry, known as Sarge, is over 70 years old and was one of the first to people to be fitted with a prosthetic foot

when they stand up again," says Gylfi. "Part of the success of Attach A Leg Grenada is the recognition of the work that we do because the quality speaks for itself."

To date Gylfi has enabled 60 people to walk again. Nicknamed Mr Goodfeel from a mispronunciation of his name, Gylfi gets no more satisfaction than when he sees a client shopping for shoes in Shoes 'R us.

The prosthetic materials supplied at cost by OK Prosthetics are paid for privately; by sponsors from a handful of local businesses, or other generous donors.

Funding is tight and to sustain himself Gylfi has taken a job with LTD Sailing, a Sailing School and Yacht Brokerage in Grenada.

"The challenge now is to enable the sustainability of it. I'd like to find a local person to train to do what I do and pass on the knowledge; to ensure the flow of materials, to fund a newer vehicle to better serve the clients in the smaller villages," says Gylfi. "The majority of the people have the will and the spirit to get back on their feet, but quite a few of them need more after care and support than I am currently able to provide. The infrastructure just isn't there."

Gylfi hopes that in the future, when Attach A Leg Grenada is self-sustaining, that their focus can turn to other islands where there are more people who need their help.

For more information, visit: www.attachaleggrenada.org & www.facebook.com/AttachALegGrenada

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



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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	•	•	•	•	•	•	•
Freeport, Grand Bahamas	Bradford Marine Bahamas	26' 31.189 N	78' 45.566 W	242-352-7711	35	400	50	no limit	30/50/100/480	24/7	150	•	•	•	•	•	•	•
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 Boat-yard & Marina	12° 00.6' N	061° 44.0' W	473-439-3939	11'	150'	37'	0	110/220; 50Hz	7:30am-4:30pm	242	•	•	•	•	•	•	•
Grenada	Grenada Marine	12° 01:20	61° 40:42	00-1-473-443-1667	12'	75'	31.5'	0	110/220	8-5, M-F; 8-12, Sat	70 	•	•	•	•	•	•	•
Grenada	Spice Island Marine Services	12.041 N	61.45 W	473-444-4257	12'	70'	25.4'	0	110/220	8-4 M-F	70 	•	•	•	•	•	•	•
Panama	Bocas Yacht Services	09° 17.3' N	082° 23.06' W	507-6619-5601	10'	65'	20'	no limit	120/220	7:30-3:30pm	60	•	•	•	•	•	•	•
Puerto Rico	Varadero @ Palmas	18 04' 37" N	65 47' 57" W	787-656-9211	11'	110'	26'	no limit	50/30 amp	8-5, 7days	110	•	•	•	•	•	•	•
Puerto Rico	Puerto Del Rey Marina	18° 17.3 N	65° 38 W	787-860-1000	15'	150'	33'	no limit	120/208V single & 3 phase; 30, 50, 100 & 200 amps; 60 Hz	8am-5pm	155 	•	•	•	•	•	•	•
Sint Maarten	Megayard	18°02' 13.24 N	63°05' 08.52 W	1-721-5444-060	12'	200'	33'	12'	110/220	8-5 M-F	150	•	•	•	•	•	•	•
St. Lucia	Rodney Bay Marina <small>an IGY destination™</small>	14°04 '32.72" N	60°56 '55.63" W	758-572-7200	11'	75'	28'	no limit	120V- 480V, 30/50/ 100/125/200 amps at 60 Hz, 240V- 440V, 32/63/125 & 200 amps at 50Hz	8am-5pm	75 	•	•	•	•	•	•	•
St. Croix, USVI	St. Croix Marine	17° - 45' N	64° - 42' W	340 773-0289	11'	68'	13'-8"	no limit	110v 30amp; 220v 50amp; 3 phase 100amp	8-5, Mon-Sat	60	•	•	•	•	•	•	•
St. Kitts	St. Kitts Marine Works	17° - 20.3' N	62° - 50.1' W	1-869-662-8930	12'	120'	35'	no limit	110/220/3 phase 100amp	7-4 M-F	150 	•	•	•	•	•	•	•
St. Thomas, USVI	Subbase Drydock	18 N	65 W	340-776-2078	16.5'	190'	50'	no limit	440 three phase/220/110	8-5, Mon-Sat	1000	•	•	•	•	•	•	•
Turks & Caicos	Caicos Marina & Shipyard	21.45.57N	72.10.47W	649-946-5600	9	150			30/50/110 amp	24x7	75 	•	•	•	•	•	•	•

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SOUTHEAST U.S. MARINAS

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

					Maximum Draft	Maximum Length	# of Slips	Fresh Water	Electrical Supply	Cable / Satellite TV	Diesel	Gas	Shower / WC	Laundry	Provisioning	Bar / Restaurant	Security	VHF	Channel	Wireless Internet
Washington D.C. / MD	VA MD	National Harbor Marina www.igy-nationalharbor.com an IGY destination™	301-749-1582	Call	160'			•	30/50/100 single and 3 phase	•	•	•	•	•	•	•	•	•	71/16	•
Morehead City	NC	Morehead City Yacht Basin	252-726-6862	8'-10'	200'+	88		•	30/50/100 Amp	•	•	•	•	•	•	•	•	•	16	FREE
Beaufort	NC	Jarrett Bay Boatworks	252-728-7100	10'	135'	30		•	30/50/100 Amp	•	•	•	•	•	•	•	•	•	16	FREE
St Petersburg	FL	Maximo Marina & Boatyard www.igy-maximomarina.com an IGY destination™	727-867-1102	8'	110'	300		•	30/50/100 single phase	•	•	•	•	•	•	•	•	•	6/16	FREE
Miami Beach	FL	One Island Park www.igy-miami.com an IGY destination™	754-701-4020	40'	150-800'	8		•	100 single & 3 phase/ 200/480/600 Amp	•	•	•	•	•	•	•	•	•	11/16	FREE
Fort Pierce	FL	Fort Pierce City Marina	772-464-1245	7'	150'	240		•	30/50/100 Amp	•	•	•	•	•	•	•	•	•	16/78	FREE
Clear Lake Shores	TX	Legend Point Condominiums & Marina www.legendpointmarina.com	281-334-3811	7'	48'	254		•	30/50/100 Amp	•	•	•	•	•	•	•	•	•		

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SOUTHEAST U.S. BOATYARDS

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

					Maximum Draft	Maximum Length	Maximum Beam	Maximum Air Draft	Power	Arrival Hours	Lift Type/ Capacity	DIY Friendly	Electronic Shop	Carpentry Shop	Electrical Shop	Prop Shop	Paint Shop	Onsite Crew Facility
Washington	NC	Washington Yacht Service	252-975-2000	7'	70'	21'		no limit	30/50 Amp	24x7	50 ton travelift	•	•	•	•	•	•	
Beaufort	NC	Jarrett Bay Boatworks	252-728-2690	10'	130'	30'		no limit	30/50/100 Amp	24x7	50/75/200 ton travelift	•	•	•	•	•	•	
Beaufort	NC	Beaufort Marine Center	252-728-7358	10'	130'	30'		no limit	30/50/100 Amp	8-4:30 M-F	50/75/200 ton travelift	•	•	•	•	•	•	
Beaufort	NC	Moore's Marine Yacht Center	252-504-7060	10'	130'	30'		no limit	30/50/100 Amp	8-4 M-F	50/75/200 ton travelift	•	•	•	•	•	•	
Beaufort	NC	True World Marine	252-728-2541	6'	100'	20'		no limit	30/50 Amp	8-5 M-F	75 tons	•	•	•	•	•	•	
Thunderbolt	GA	Thunderbolt Marine Inc.	912-352-4931	14'	180'	36'		no limit	30/50/100 single and 3 phase	24x7	150 ton travelift/ 1150 ton Syncrolift	•	•	•	•	•	•	
Jacksonville	FL	Huckins Yacht Corp. www.waterwayguide.com/featured-marina/huckins-yacht-corp	904-389-1125	6'	80'	21'			30/50 Amp	7am-4pm	44 ton/ 77 ton	•	•	•	•	•	•	
Fort Lauderdale	FL	Bradford Marine Inc.	954-791-3800	11'	180'	35'	55'		208v/240v/ 480v	24/7	300 ton Syncrolift	•	•	•	•	•	•	
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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6



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7



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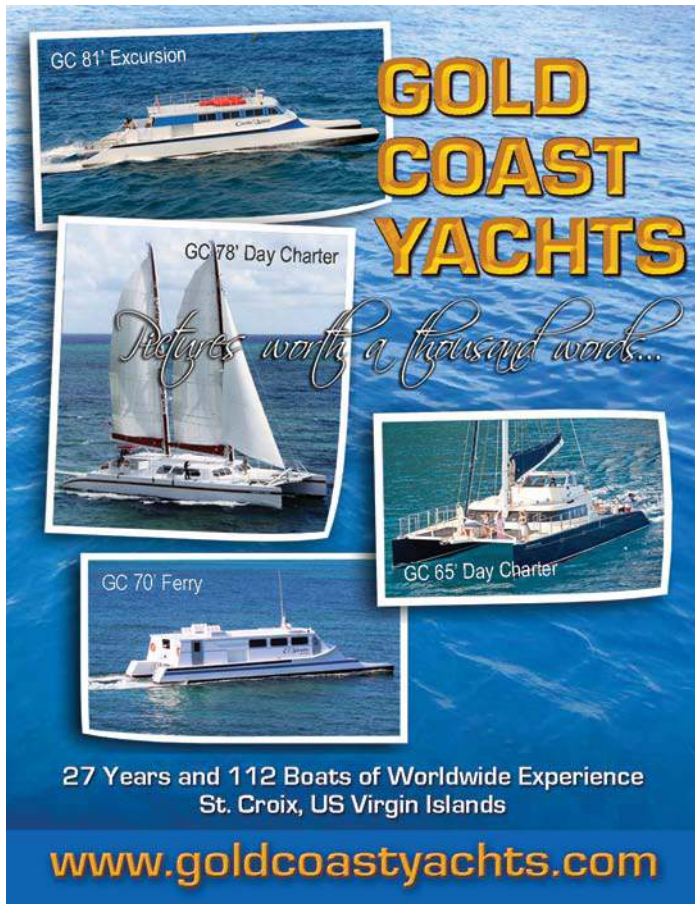
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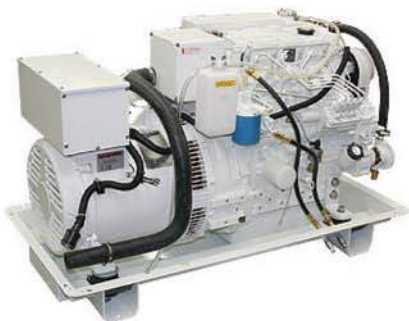
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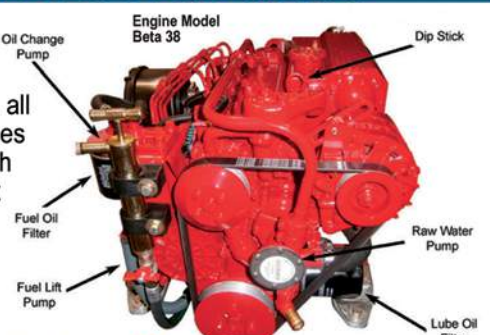
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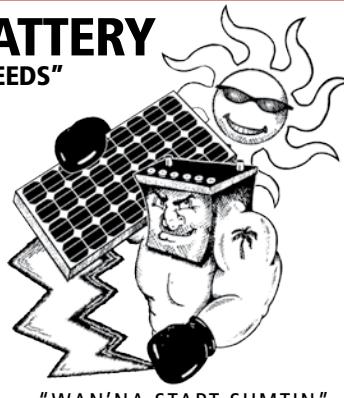
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THE DISH BY CAP'N JAN ROBINSON

Dolphin View Gardens reflects the free spirit of owners Tony and Martha Watkins Gilkes. Behind the white picket fence there is a forest of palms, with large wrought iron arches covered in yellow Mandeville and other exotic vines; orchids are everywhere. Martha is a professional horticulturist and passionate about gardening, cooking, and entertaining. I was invited to stay with these wonderful friends at Half Moon Bay, Antigua after the Charter Yacht Show.

"Food brings people together and makes one happy!" says Martha. "I have always strived to give my guests a good meal and then the world is at peace. My dining table is also my canvas to create something beautiful. I adore entertaining and making each guest feel as special as I possibly can." Lucky me! Happy Valentine's Day!

MANGO AND BLUEBERRY OATMEAL MUESLI

Prep time: 5 minutes. Soaking time: 1 hour or overnight. Serves: 2

2 cups old fashioned rolled oats

1 cup unsweetened apple juice

Juice of 1 lemon

1 cup coarsely grated apple

½ cup fat-free plain yogurt (or probiotic)

1/3 cup cut-up fresh mango or thawed frozen mango

¼ cup fresh or frozen blueberries

Put the oats, apple juice, and lemon juice in a bowl and soak for at least 1 hour or as long as overnight. Add the grated apple and yogurt and top with the mango and blueberries. *Hint: Blueberries add great flavor and antioxidants to a morning staple.*

SPINACH, BROCCOLI OMELET WITH CAJUN SEASONING

Prep time: 5 minutes. Cooking time: 3 minutes. Serves: 2

5 free range eggs

'Slap Ya Mama' seasoning or Cajun, to taste

Broccoli, chopped and steamed

Spinach, lightly steamed

Shredded fresh Parmesan

Micro Greens

Garnish: Chopped fresh fruit

Whisk up 5 eggs with a little water and seasoning. Heat oil in omelet pan; pour in eggs. Add broccoli and spinach. Fold over or flip omelet. Sprinkle Parmesan on top with some micro greens. Serve hot on a warmed plate. Garnish! *Note: If naughty add a few strips of cooked bacon!*

WATERMELON, RADISH, AND ARUGULA SALAD

Prep time: 15 minutes. Serves: 4

4 cups bite-sized seedless watermelon chunks

2 tbsp balsamic vinegar
Sea Salt



1 bunch radishes, thinly sliced

1 cup thinly sliced red onion (cut in half to make half-moon shapes)

2 cups baby arugula

1 small bunch mint leaves, torn in pieces

Freshly ground black pepper, to taste

1 tbsp extra virgin olive oil

¼ cup crumbled feta cheese

In a large bowl, toss the watermelon with radishes, onion, arugula, mint and vinegar. Sprinkle with salt and pepper. Drizzle over the olive oil and top with the feta cheese. *Note: This salad can be served with any protein you choose.*

ANTIPASTO VALENTINE'S DAY CHEESEBALL

Prep time: 15 minutes. Serves: Many

CREAM CHEESE BASE:

4 cups cream cheese, softened

1/2 cup sun-dried tomatoes, chopped

1/2 cup red bell peppers, diced

1/4 cup dill pickles, finely diced

1/4 cup chives, chopped

1/4 cup parsley, chopped

1 tbsp onion powder

2 tsp garlic powder

Salt and pepper, to taste

DECORATIONS:

1-3/4 cups pitted mixed olives (I use a variety of black, green and Kalamata olives) -- dried with paper towel

1/2 cup sun-dried tomatoes, chopped (dried with paper towel)

Rosemary leaves/sprigs to decorate

In a bowl combine all the ingredients for the Cream Cheese Base and mix until well combined. Scoop mixture onto your serving dish. Wash hands thoroughly then mold the cream cheese into a heart shape. Decorate with olives, sun-dried tomatoes and rosemary leaves/sprigs, lightly pressing each element into the cream cheese. Brush with a little of the sun dried tomato oil from the jar (adds a little more flavor)! Serve with crackers of your choice, salami and prosciutto rolled slices! *Note: This Cream Cheese Base can be made into any shape for any occasion. Have fun, be creative!*



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