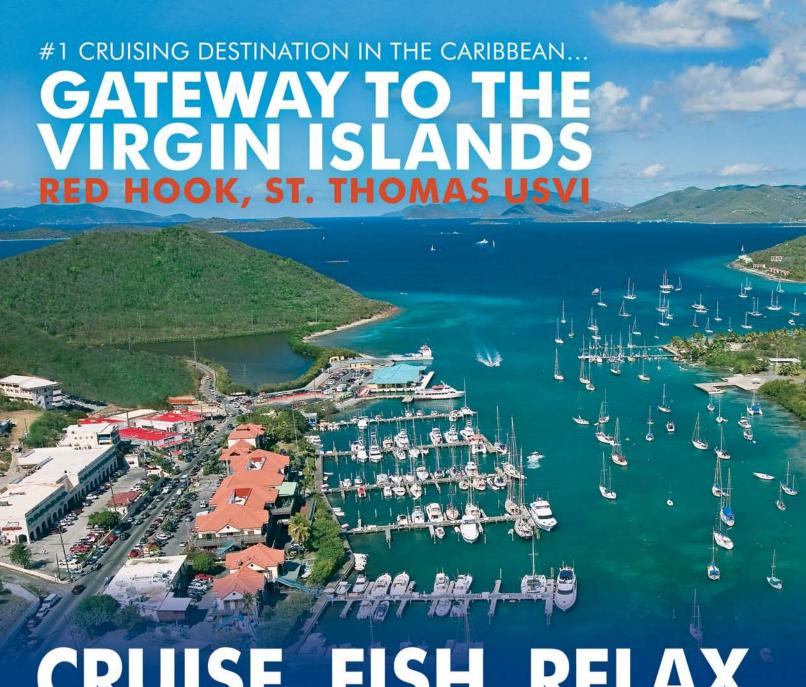




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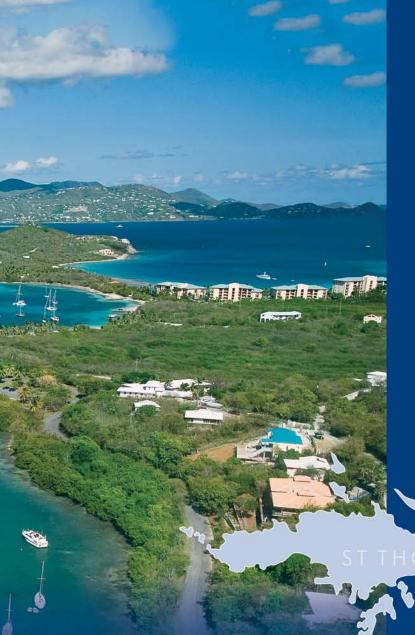
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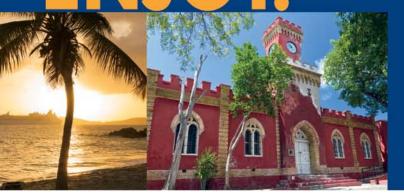


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HANDS ON OR INTERFACE

can't imagine the dedication and sheer bloody-mindedness it must take to row across the Atlantic Ocean, yet that is exactly what a four-man team from Antigua have done. Competing in the Talisker Whiskey Atlantic Challenge, the four friends left the Canary Islands and 30 grueling days later arrived home in Antigua to a well-deserved heroes' welcome. Just to put this in perspective, my first Atlantic crossing in a sailboat, which followed a similar route, took 35 days. This is the second four-man team from Antigua to row the Atlantic and I'm sure it won't be the last. Perhaps next time it will be an all-female team? You never know with Antigua. You can read about the rowers' amazing adventure on p90.

This month we publish our guide to Sport Fishing in the Caribbean (p58). Sport fishing tournaments take place throughout the Antilles and their popularity is on the increase. Huge advances in technology and a willingness by fishermen to embrace conservation has brought the sport into the 21st century. Tag and Release is now widespread and bringing big game fish ashore to the scales is almost a thing of the past. Fighting a 500-pound fish on 30-pound test line requires immense skill and concentration, seamanship and teamwork between captain and crew is a must. The comradery on sport fishing boats is celebrated and

the exploits of some fishermen and the fish they have caught have passed into legend. Hunting the denizens of the deep, Hemingway says it best: "Never have I seen

a greater, or more beautiful, or a

calmer or more noble thing than

you, brother."

EVERY MONTH,
Gary records a
podcast of his Column.
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Love them or hate them, computer games are here to stay. If you are a sailing family and your children seem to spend most of their time at sea staring at a smart phone while complaining about lack of a Wi-Fi connection then you are not alone. Parents might not thank us for publishing an article about gaming while afloat (p34) but as more young people take to the water you can be sure they will do it their own way. All we can do is try and keep up.

EDITOR' CHOICE

One of the nice things about being an editor of a magazine like All At Sea is that occasionally I receive books to read and review. An advance reading copy that recently dropped through my letterbox couldn't have arrived at a better time as many boatyards in the northern Windward Islands are stacked with hurricane-damaged boats. Fiberglass Boat Restoration, The Project Plan-

FIBERGLASS
of a BOATION
OF THE PROJECT PLANNING GUIDE
CAPTAIN WAYNE CANNING

ning Guide, by Captain Wayne Canning is an interesting read for anyone tempted to acquire, repair and restore a damaged fiberglass vessel. The first chapter 'What is a Project Boat and Is One Right for You?' sets the tone. Following chapters help you plan the work and point out some of the pitfalls should you get it wrong. The book is solid on common sense, something we sailors often lack when it comes to the love affair we all seem to have with our own boats. As our article on page 44 points out, there are many bargains to be had right now but great care must be taken lest that must-have bargain ends up as the carcass of a very costly albatross hanging around your neck. This book might help you avoid such a catastrophe.

Available from Amazon.com or visit skyhorsepublishing.

See you on the water!









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MARCH 2018



The Caribbean's Waterfront Magazine



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Keep It Clean!

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COVER SHOT: Action at the International Billfish Tournament of Club Nautico de San Juan | Photo: Richard Gibson





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WHERE IN THE WORLD?

Congratulations lain and thanks for reading ALL AT SEA!



lain Mobbs is a man of action. A captain for Aqua Mania Adventures based at the Pelican Resort in St. Maarten, when he's not at the helm of one of their charter catamarans seen in the picture, Iain can be found hard at work with the St. Maarten Sailing School, and the Kidz at Sea Foundation. Happily, Iain says he can still find time to relax with a beer and his favorite waterfront magazine, *All At Sea*.

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ISLAND EVENTS & INTERESTS

ALL AT SEA'S Caribbean Coverage







ANOTHER NEW METAL SHARK PATROL BOAT FOR PUERTO RICO POLICE

Louisiana-based boatbuilder Metal Shark has delivered its latest new law enforcement patrol boat to the Puerto Rico Police Department (PRPD).

The new 35-foot Defiant welded aluminum pilothouse patrol vessel, built at Metal Shark's Jeanerette, Louisiana production facility, joins the fleet of 36-foot Metal Shark Fearless-class high performance center console patrol boats delivered to the PRPD a year ago.

The new boat features a fully-enclosed, climate-controlled pilothouse for all weather operation, outfitted with Shockwave shock-mitigating seating for a crew of four. Triple Mercury 300HP Verado four-stroke outboards push the vessel to speeds in excess of 45 knots.

The Metal Shark 35 Defiant is the first new boat to enter service with the PRPD since Hurricane Maria devastated Puerto Rico in September.

"Metal Shark is honored to support the Puerto Rico Police Department with the most advanced, capable, and durable law enforcement boats on the market," said Henry Irizarry, Metal Shark's Vice President of International Business Development, during crew familiarity training aboard the new vessel in San Juan last December. "These boats are a vital part of

the PRPD's efforts. They are operated in open-ocean conditions, around the clock, for up to 3,000 hours per year, so safety and reliability are crucial." www.metalsharkboats.com

SAINT CROIX INTERNATIONAL REGATTA IS BACK!

Having suffered damage to infrastructure thanks to the storms of September 2017 there was some doubt as to whether the regatta would go ahead. But, like many islands, St. Croix were having none of it and worked extremely hard to put on their regatta. And this one is special as it marks the regatta's 25th anniversary.

In a candid comment, a spokesperson for the regatta told All At Sea that "our docks look almost like those in the picture!"



The event takes place March 9th -11th. Entry is just \$150 and there's the skippers weight in Cruzan Rum for the winners of Spinnaker, Non-spinnaker, and Rhodes 19!

More info from: https://yachtscoring.com/emenu.cfm?eID=4366 & https://stcroixyachtclub.wildapricot.org/event-2573986

REGISTER NOW FOR SALTY DAWG SPRING CRUIS-ING RALLY FROM ANTIGUA TO THE US

Registration is open for the Salty Dawg™ Sailing Association (SDSA) Spring Cruising Rally from Antigua to the US, departing May 15 from Falmouth Harbour.

Departure will follow several days of social activities, weather briefings, and boat preparations. The SDSA say the departure site has been changed to Antigua from Virgin Gorda in the BVI due to damage caused to facilities by Hurricane Irma last fall.

To recognize Salty Dawgs and other cruisers who are volunteering their efforts to help reconstruct the lives of islanders after the destruction of the last hurricane season, the SDSA Spring Rally will accommodate those cruisers who wish to join the rally and depart from an island other than Antigua as well. Info: saltydawgsailing.org



THE MOORINGS AND SUNSAIL NOW OPERATING FROM NEW CHARTER BASE IN FRENCH ST. MARTIN

The Moorings and Sunsail reopened operations in St. Martin in February, just four months after the Caribbean's recordbreaking hurricane activity and just in time for the sold-out St. Maarten Heineken Regatta. Both brands are operating from their new charter base location at Marina Fort Louis, in the island's French capital of Marigot, which will house a diverse fleet of monohulls, sailing catamarans, and powerboats.

"Nothing could have prepared us for the devastation that September's hurricanes brought to St. Martin," said Josie

Tucci, Vice President of Sales and Marketing. "We couldn't be more thrilled to invite charterers back to one of our most popular destinations, and from a brand new base location in a world-class marina." www.moorings.com / www.sunsail.com

BITCOIN AND DENISON YACHT BROKERS

Yacht broker Wiley Sharp of Denison's St. Thomas office recently brokered a deal for a 48ft sailing catamaran in the Virgin Islands. Nothing unique there, you might say, until you look at the transaction. Using Coinbase, a digital currency exchange head-

quartered in San Francisco, California, the buyer converted bitcoins to dollars to purchase the yacht.

The brokerage said their client approached them about using Bitcoin, which is the most common type of cryptocurrency, and familiar with Bitcoin, Denison readily agreed.

With an eye on the future, Denison accept Bitcoin for brokerage yachts and as payment for their in-stock inventory of new yachts.

"There are Bitcoin users of all ages, in South Florida and across all continents, buying and selling luxury goods. We need to be present and available to all potential clients in all marketplaces, and accepting Bitcoin allows us to do that," Bob Denison said. denisonyachtsales.com

SAINT THOMAS YACHT CLUB WINS IN FAVORITE YACHTING BAR CONTEST

The St. Thomas Yacht Club was named Wight Vodka's favorite yachting bar in the Caribbean, the accolade comes as the club gears up for the 45th St. Thomas International Regatta (STIR) March 23-25.

"It's an honor to have received this recognition, especially as the club is still recovering after the effects of hurricanes Irma and Maria," said regatta director Bill Canfield.

The yacht club, located beachfront in Cowpet Bay, won the annual contest in a special category to recognize bars that were hard hit by the hurricanes of last fall. Regatta info: stthomasinternationalregatta.com

NEW PRODUCTS



TWIN DISC HELPS MAKE DUFFIELD 58 A GAME-CHANGER

Oftentimes, it's the last-minute changes in a boatbuilding project that make all the difference when the owner takes the helm for the first time. Such was the case with the new Duffield 58 from Duffield Yachts. Well into the build, Twin Disc and distributor Palmer Johnson Power Systems stepped in with a proposal to transform the vessel's handling, including an MGX QuickShift® transmission, state-of-the-art EJS controls and hydraulic thrusters. Quick work and coordinated efforts resulted in a smooth-operating vessel with precise maneuverability that had its new owner ecstatic over the performance.

With a displacement of 53,000lb, the Duffield 58 isn't a heavyweight. This is due, in part, to its single Cat C12.9 diesel engine. It's also what made an advanced propulsion system a requirement. Unlike twin screw boats that can move sideways using only its throttles, a single propeller in a boat this size is ineffective. The Twin Disc configuration delivers exacting maneuverability by simultaneously actuating the throttle, transmission and thrusters. Using one of the three EJS joysticks—main helm, flybridge and tethered remote—the vessel will move in any direction proportionate to the force exerted. It's so intuitive that docking and piloting around tight obstacles can be accomplished by even novice boaters.

"I can't tell you how easy it is to operate this boat by myself," said Travis Duffield. "The amount of confidence I have putting this boat anywhere is unparalleled. I don't care if it's windy, the tide's rippin' out or how tight the slip is, wherever I move that joystick, the boat's going to go. I've run a lot of boats in my day and none are as easy as this boat—it's kind of a gamechanger for me."

Because of the Duffield 58's oversized, lifting swim platform and limited engine room space, a retractable Max Power hydraulic stern thruster was chosen. A recent upgrade to Twin Disc's Express Joystick System (EJS®) provides for its use with a wide range of CAN-based digital systems. Twin Disc engineers simply programmed the EC300 Power Commander single lever control to synchronize the thruster's power with the EJS.

The striking Duffield 58 is a California take on the classic Down East-style cruiser. Single-level, open living in its expansive, well-appointed main salon and centerline helm provide panoramic views. The boat's luxurious master and guest staterooms, crew quarters and two heads are forward. The slippery hull and power combination delivers a cruising speed of 17kts at a mere 25 gph. More information, visit: www.duffieldyachts. com & www.twindisc.com. A video of the boat's maneuverability is at: youtu.be/8Aepyyw_0Ms

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Modern outdoor fabrics may be tough as nails, but they still need to be protected from dirt, grime, oil, mildew, bird droppings and other environmental contaminates. Iosso Water Repellent forms an invisible shield that safeguards WeatherMAX, Sunbrella and other solution-dyed acrylics, and keeps them looking their best. It's equally effective on leather, vinyl, canvas, and laminated and coated materials.

Iosso Water Repellent doesn't darken or leave an oily feel like solvent-based chemicals. Instead, the unique formula mimics the fabric's original finish, in both look and feel. It contains no silicone, so the material retains all its qualities, even breathability. It's perfect for awnings, Biminis, covers and shades, enclosures and seating.

Easy to use, the product is applied generously to clean, dry fabric. It can even be soaked in the solu-

tion. For additional protection, a second coat can be put on after five minutes. Once it has thoroughly dried

for 24 hours, it can be exposed to water.

Thirty-two ounces of concentrate makes two gallons; one gallon of concentrate makes five gallons. www.iosso.com



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When it comes to lighting confined spaces such as engine rooms or storage lockers, Hella marine has a bright solution. The company's DuraLED 50LP lamp provides a generous 850 lumens in a bright white 5,000K color temperature to illuminate wide areas, with a compact design.

> Shock and vibration-resistant, the DuraLED 50LP measures 8.74in L x 3.78in H, yet only

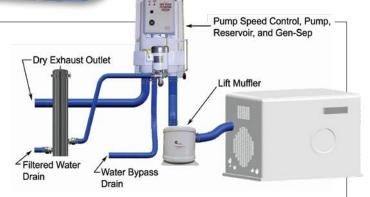
0.98in D for surface-mount installation in constricted spaces. It's designed for reliable performance in demanding applications, with IP 67 fully-sealed construction, a corrosion-proof housing, ISO Ignition Protection and MultivoltTM 9-33V DC circuitry—all backed by a five-year warranty.

The DuraLED 50LP is available in Spread and Wide Spread light patterns, consumes less than 12W and comes prewired with 8.2in of tinned marine cable. www.hellamarine.com

CENTEK GEN-KLEEN GENSET POLLUTION CONTROL SYSTEMS

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Built to withstand the harsh marine environment, Gen-Kleen systems are available for marine gensets from 5kW and up in two models to accommodate different engine room layouts. The Compact Gen-Kleen (see photo) integrates many of the system components into a single



package. A larger Component Gen-Kleen disperses the components throughout the engine compartment as space allows. www.centekindustries.com



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

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

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

Other features include:

- Completely fenced, with electric gate
- Large solar array on WAPA net metering program to reduce your electric bill
- Large Generator on Automatic Transfer switch to cover power outages
- Two full kitchens, one on each level
- Ample outdoor living space on both levels
- Central Air Conditioning

- · Wired for offices, with dedicated server room
- Huge temperature controlled wine room
- Hurricane resistant windows eliminating the need for shutters
- Lots of driveway space for parking
- Professional Landscaping
- Granite counters in upstairs kitchen
- Hardwood accents
- 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**

CONTACT: Kirk Boeger, David Jones Real Estate www.davidjones.vi • vikirkboeger@gmail.com • 340-244-9387

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

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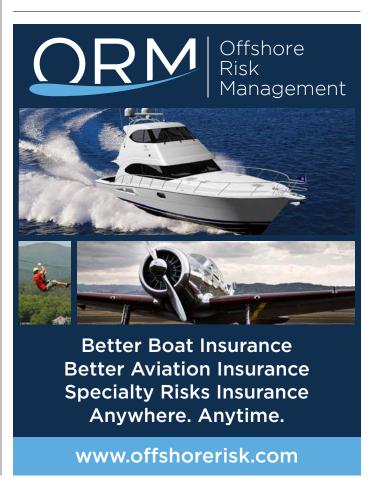
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SINGAPORE STAN

SAILING HUMOR BY CAP'N FATTY GOODLANDER



y wife Carolyn and I love people. We often attend parties as we sail, invite people aboard for dinner, and mingle with the dirt dwellers ashore. In addition, we adore having guests—but only for brief periods of time and only while in port. Why? Because guests can seldom adapt to the hardships offshore. They begin to whine. And they are always twice the trouble at sea—Carolyn has to spoon-feed them; I have to make sure they don't get hurt.

So two of our firm rules of living aboard are: no long-term guests and no guests offshore.

None of which was on our mind while, in the middle of our third circumnavigation, we went ashore to Changi Village in Singapore to see Brad Pitt in Fury, a well-acted (if violent and dreary) WWII flick. Seating is assigned in Singapore. It is a place you don't break the rules without due consideration. Thus, in a nearly empty movie, we were bunched cheek-tojowl with the other attendees - just in case an additional 500 movie buffs required sequential seating.

We arrived early. Carolyn, ever hopeful, mentioned popcorn.

"Are you crazy?" I asked her. "We could cruise Thailand for a month on what a Small Buttered costs."

People were coming and going through the previews and government propaganda—they were standing up and milling around. Just as the movie started, the neatly-dressed young man sitting next to us regained his seat, handed me a Small Buttered, and put his finger to his lips for silence as the movie began to unspool.

The popcorn was excellent.

At the end of the movie—as the credits started to roll—he

and I spoke concurrently, with me saying, "Thank you!" and him asking, "Are you on a boat? Can I buy you a cup of coffee at Starbucks?"

One good deed deserves another. His name was Stanley. We invited him and his date aboard Ganesh, our 43-foot Amphitrite ketch, for a leisurely lunch that stretched delightfully into dinner.

They took us ashore for tasty treats. This resulted in Stanley giving us a nearly weekly tour of the gourmet restaurants of Singapore, one of the best 'foodie' countries in the world.

Despite being separated by 40 years in age and thousands of cultural and racial differences, Stanley and I hit it off. He was in search of adventure. I was fascinated by Asian culture. We exchanged war stories. I learned as much from him as he did from me. He started hanging around Ganesh more and more. I taught him how to sail a Laser, tie a bowline, and handle a dinghy.

I blush to admit it but I began to think of him as the son I never had.

He was like a sponge—all I had to do was tell him something once about the boat, and it was forever incorporated into his actions. Plus, he was the politest of Singaporeans a gentleman who stood out in a sea of perfectly-behaved Asian gentlemen.

First he was part of our watery entourage, then a member of the family. He cooked us Asian meals during all the Chinese holidays. He helped our granddaughter Sokù Orion with her Mandarin. If our daughter Roma needed to get someplace—he'd drive her. If we were hungry, he'd bring us to a food court—and cook us a tasty treat with the help of an army buddy who owned a stall there.

Stanley is a man of diverse talents.

And he never asked for anything in return save the pleasure of our company.

It was like I'd fallen into a Butch Cassidy and the Sundance Kid buddy movie—with the most unlikely of candidates.

But circumnavigating is all about continuous change—and about the same time we headed sou'west to Cocos Keeling, Stanley signed a contract with a company to work for a year in Xi'an, China-home to the Terra Cotta Warriors. This is about as far inland as you can get in China, at the very end of the Silk Road.

We figured we'd never see Singapore Stan again—but, of course, we politely invited him to join us in the Caribbean for a visit. About a year later, he Skyped us in Grenada and said, "I'm ready."

"... ready?" I asked.

"Yes," he said. "To visit."

"Oh," I said reflexively, "Now is not a good time."









And it wasn't. We'd soon be working our way northward up the Lesser Antilles and we were in the middle of a major publishing project.

His face dropped. He looked sad.

"I really need a break from China," he confessed—the desperation plain in his voice. "The noise, the pollution—it is getting to me."

"Actually," I said, totally surprising myself, "I was just kidding. Now is a *perfect* time, Stanley. Give us a flight number, date, and time—and prepare yourself for the most incredible week ever!"

"Three months?" Stanley asked softly as Carolyn blanched.

"Let's leave it open-ended, shall we?" I said. "We sail to no one's schedule."

Now to say Stanley was a perfect guest is to make an understatement. He was small in stature and brought only one small soft bag. We barely knew he was compactly inhabiting the forecastle. He carefully watched us perform our daily duties and soon was doing them all: singlehandedly hoisting the dinghy up on the davits, moving the solar lamps to be recharged, and neatening up the entire boat throughout the day.

Once a week he dove over the side and polished the prop and removed every single barnacle attempting to cling to our hull. If we needed food ashore, we gave him a grocery list. Any job I started on the boat—helpful Stanley was there within minutes, handing me tools and doing much of the heavy lifting.

Best of all he loved to sail—even demanding to be woken up so he wouldn't miss any of the squalls. His love of sailing was almost as great as my own. He could not get enough of the wind, and sea, and sun—and at night he marveled at the billions of stars.

"I didn't know they were actually there," he whispered to me. "Not really. Why, we can see the Milky Way!"

Carolyn and I were able to appreciate our watery world anew through his fresh eyes. She particularly liked the fact that Stan would have the cockpit table folded down, beautifully set, and lit perfectly every evening—and then take it apart almost instantly, almost soundlessly.

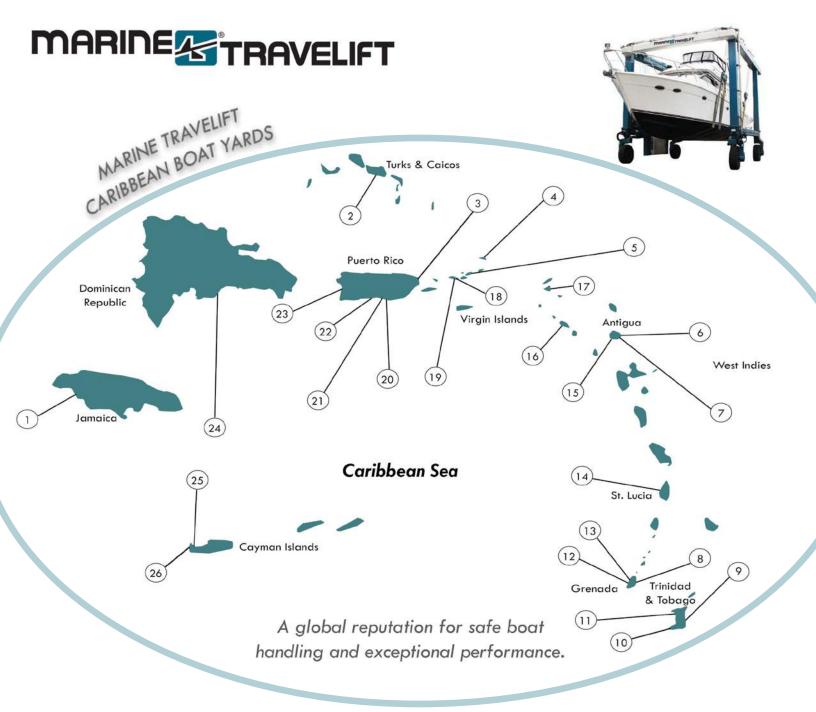
"He's like a ninja," she giggled to me.

Yes, Stanley was amazing.

Of course, we had to continue working as per usual. In order to afford our globe-trotting lifestyle, we both work 20 hours a week. Self-discipline is key. We can't drop the ball. And, one of the reasons we didn't want anyone to visit right now was because we were coming out with a new book entitled *Cruising Boat Basics*. And I had to focus on the illustrations—as ill-suited as I am for the task.

"Can I try?" asked Stanley when I happened to drop a not-good-enough illustration on the cabin sole. It turned out that Stanley is a graphic artist as well as legal scholar, pastry chef, and fitness freak.

By the time his illustration was half done, I knew I was out of a job.



- 1) Errol Flynn Marina: 100 BFM, Pending
- (2) Caicos Marina & Shipyard: 75 BFMII, Pending, 10/18/16
- (3) Puerto Del Rey: Ranging from 35-150 Metric Ton, Approved, 1/9/17
- (4) Virgin Gorda Yacht Services: 70 BFM, Pending, 3/20/17
- (5) Tortola Yacht Services Ltd: 70/75 BFM, Pending, 6/27/16
- 6 Jolly Harbour Marina: 75 BFMII, Approved, 7/23/17
- (7) Stanford Development: 150 C, Pending, 7/24/16
- (8) Grenada Marine: 60-70 BFM, Approved, 7/22/16
- (9) Caribbean Yacht Works Ltd: 200 BFM, Approved, 7/19/16
- (10) Industrial Marine Services: 70 BFM, Approved, 7/20/16
- (11) Peake Marine Ltd: 150 AMO, Pending, 1/20/16
- (12) Spice Island Marine Service: 70 BFM, Approved, 7/24/17
- (13) Carriacou Development Corp. 150 AMO, Pending
- (14) Rodney Bay Marina: 70 BFMII, Pending, 1/18/16

- (15) Hugh Bailey's Boat Yard: 70 BFM, Pending
- (16) St Kitts Marine Works Ltd: 150 AMO, Pending
- (17) Bobby's Marina: 75 BFMII, Approved, 7/20/17
- (18) Independent Boat Yard: 50 BFM, Pending
- (19) Nanny Cay Marina: 70 BFM, Approved, 3/19/17
- 20) Plaza Del Varadero Shipyard: 100 BFMII, Pending, 9/10/15
- (21) San Juan Bay Marina: 60 BFM, Pending
- (22) **Ponce Yacht Club**: 70 BFM, Pending, 12/23/15
- 23 Villa Marina Yacht Harbour: 70 BFM, Pending
- (24) Club Nautico De Santo Domingo Inc: 70 BFM, Pending, 10/1/15
- (25) **The Barcadere**: 100 BFM, Pending, 4/46/17
- (26) Harbour House Marina: 70 BFM/150 AMO, Pending, 4/27/16
- 27 Bobby's Megayard: 150 C, Approved, 7/21/17; 75BFMII, Pending



^{*}Date provided represents the last time machine was inspected



Stan did all the illustrations for our new book, its complete frontand-back cover, and even a poster to promote its publication.

Carolyn and I are in continuous need of photos to accompany our Cruising World stories. We constantly attempt to take photos of ourselves under sail. But it is difficult to set a timer and get us both in the same shot. Hooray, Stan was a seasoned photographer as well. Thus, as we sailed and trimmed and reefed, Stan recorded it all with one of our three DSLRs around his neck.

A month flew by-and instead of impatiently awaiting the day of his departure, I began to dread the thought of Stanley leaving. Not only was everyone is Grenada in love with Mister Polite, but the fishermen of Carriacou and the model carvers of Beguia as well.

And, not only was Stanley into every aspect of sailing, he was into exercising as well. During his time in the Singapore army, he focused on physical fitness. We were soon swimming long distances together—as well as mountain hiking every afternoon we weren't at sea.

I hadn't felt this limber and strong in years!

There was one area, however, where I felt Stanley was lacking—and that is in street smarts. He grew up in Singapore perhaps the most law-abiding, most polite, most civilized place in the world. In many ways, Singapore is heaven. In the two years I lived there, I not only saw no violence—I never even heard anyone raise their voice. "That which angers me, conquers me," is a local saying—and Singaporeans never allow others to get under their skin. They carry their bliss inside.

I wanted to learn this Oriental serenity they're imbued with—

but I also wanted Stanley to learn that Singapore is the anomaly, not the rule.

Stanley had not only never been in a street fight, he'd never even seen one. Oh, as a Chicagoan, how I wished that was true in my case.

More time slid by—I haven't had so much manly-man fun in years. And, before we'd go ashore on each island on our northward journey up the Lesser Antilles, I'd tell Stanley some of the wonderful experiences we'd had there over the decades. After all, we started cruising the eastern Caribbean in the 1970s. But when Stanley realized we were going to skip St. Barths, he looked dejected because he'd heard so many thrilling stories about Gustavia.

I looked at him. I saw a young Asian man—but I also saw family. I wanted to please him, just as he wanted to please me. Life is too short to resist such benevolent urges. He had become more than a human being—he was crew. Only half a dozen folks fit into this select group.

"Okay," I said, and smiled as I moved toward the sheet winches, "let's harden up a bit. St. Barths it is!"

Editor's Note: This is part one of a two-part story. In part two, Stanley and the Goodlander's sail into serious trouble in St. Barth.

Cap'n Fatty Goodlander and his wife Carolyn are currently preparing for their fourth circumnavigation. Fatty is the author of numerous marine books. His latest, Cruising Boat Basics, is out now. Visit: fattygoodlander.com







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SAILING HUMOR BY JULIAN PUTLEY GRAPHICS BY ANOUK SYLVESTRE



ith much of the Northern Leewards still suffering from the devastating effects of the horrendous storms of August and September 2017 the events bring to mind the pirate days of yore. How villainous pirates plundered unarmed seafarers and helpless civilians; how religious Quakers started efforts to emancipate subjugated slaves and how murderous and greedy Spanish opportunists slaughtered indigenous populations in their quest for gold in return for the gift of Catholicism.

Recently Charlie was asked, "How did pirates originate?" The answer is simple - sailors were laid off from naval ships when wars ended - they had to survive - but how? Some became beachcombers in tropical climes, but there's only so much conch you can eat; others became pirates attacking ships of previously hostile nations, but rum, the sword, the cannon all took their toll. Still, it was a life of freedom on the high seas and easy booty was often wasted on easy booty, as it were. "A short life and a merry one," was the oft quoted mantra. Adventure, booze and women were the rewards for avenging the atrocities of Spain, who claimed the New World for itself with the exclusion of everyone else. If you've seen the instruments of torture in the museum in Cartagena, Columbia, designed for those guilty of heresy you'll realize the Spaniards of the day were not nice people.

The parallels of the effects of devastating storms have similar results. Normal life is turned upside down. The effects of no jobs and no income leads to increased criminal activity - desperate times see desperate responses. Looting became rampant after the storms with shops and their contents laid bare and within easy reach - gangs of modern day pirates, machetes in hand, roamed the streets with impunity. Price gouging was evident in shops and restaurants and six months after the catastrophe many islands have only limited electricity.

On the other hand the Quakers of the day were the counter balance to the existing evil. Men who saw that slavery was an abomination and took steps to eradicate it decades before emancipation. It was all about the first baby steps to healing a terrible injustice.

If you've seen the instruments of torture in the museum in Cartagena, Columbia, designed for those guilty of heresy you'll realize the Spaniards of the day were not nice people.

Now, in the BVI and other storm-ravaged islands, there are organizations, volunteers and genuine lovers of paradise that are leading in rebuilding efforts. There are those in the public eye and many unsung heroes. A modern day army of folk who feel the need to help the suffering and perhaps to 'give back' for past times spent enjoying Caribbean island life.

Karma is a powerful force, a force that cannot be denied. To give to worthy causes creates a certain satisfaction just as greed or selfishness has detrimental consequences... OK! Enough of philosophizing. But if you see a man in a wig and black-rimmed hat – as on the Scotts Porridge Oats box – he's likely to be doing or contemplating good works. Offer him a tot of rum and he'll likely decline it, being of a temperate nature, but Charlie won't.

Cheers to the continuing recovery.

0

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

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MOUNT GAY ROUND BARBADOS RACE

RACING CIRCUIT BY SUE PELLING PHOTOS BY PETER MARSHALL/BSW



qually winds reaching 30kts from the northeast made for magical sleigh-ride, record-breaking conditions in the 82nd Mount Gay Round Barbados Race.

While lively conditions and big seas proved too much for many of the 34 entries in the 60nm sprint around Barbados, for others it couldn't have been more thrilling. In total seven records were smashed – the largest ever number of records broken in the history of the event.

One of the biggest heroes of the day was Trevor Hunte, the local adrenalin junkie who, on his Starboard Phantom Batwing 377 windsurfer, destroyed his own record set in 2016 by just over four minutes with a time of 5h 30m 46s.

As he arrived on the beach at the Barbados Cruising Club to crowds of well-wishers, an elated and exhausted Hunte confessed it was the most emotional and difficult sail of his life, and that he was just so happy to be back in one piece. "You can't train for a sail like that. North point was incredibly dangerous with swells of easily three meters. It was an incredible and difficult challenge. At East Point the waves finally got me. They were huge and I got bombed off a couple of times and as I fell I cut my toe in the metal mast-foot track. If that hadn't happened I would have been here ten minutes earlier."

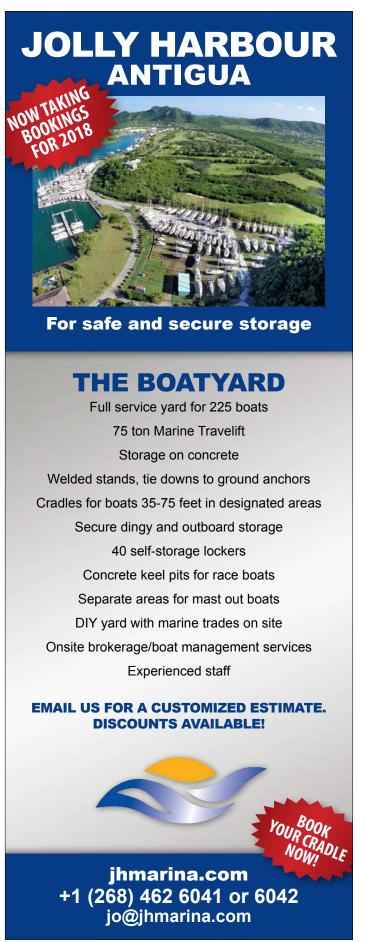
Arguably the most notable result of the day with a finish time of 4h 13m 37s was CQS, the 100ft multi-winged supermaxi from Australia skippered by Ludde Ingvall that not only broke



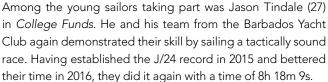


the Absolute Monohull record but also established the 100ft and under record.

As CQS crossed the line, it didn't take long for her and her super-tuned crew to power up, weave their way through the fleet and prepare for the extreme conditions and big seas at North Point. Ingvall, a former round the world yachtsman, world champion and record holder, commenting after the race, said: "We are delighted because that is what we came here for. I felt we should have been a bit quicker but we are happy nevertheless. It was wild out there and we had 30+knts of wind on the nose going round the north-west/north-east point but the boat performed well recording 24-25kts of boat speed at times offwind."







Commenting on his epic sail, Tindale said: "It was, without doubt, the worst conditions I have ever seen at North Point. We had squalls of 30+kts with gusts but we had no option other than to carry on."

The 50ft and under record went to the two-year old British custom-built Marc Lombard 46 IRC cruiser/racer, Pata Negra, owned and skippered by Giles Redpath with a time of 6h 19m 53s. Redpath and his team of mainly locals, some never having sailed before, did exceptionally well given the extreme conditions.

Having conquered the challenging conditions at North Point, Pata Negra was making 20kts of boat speed at times in what Redpath described as 'sleigh ride' conditions.

Sailing such a challenging race with a crew is tough enough but to race it alone is a huge feat. Single-hander Andreas Berg from Germany sailed an impressive race and managed



to break the record he set in 2017 in his Dufour 44 Luna. This highly focused sailor prepared well and used his previous experience to improve his overall record time by just over 10 minutes with a time of 7h 57m 19s.

Conviction, the local Botin Carkeek-designed TP52 with David Staples at the helm sailed a great race and broke the 60ft and under record by just over three minutes. Mention must also be made of the consistently fast local team on the J/105 Whistler. Fresh from her CSA Racing Coastal Series overall win Whistler, with Peter Lewis on the helm, took the CSA record with a time of 6h 11m 40s.

The extreme conditions were far from ideal for the four foiling kitesurfers. However, Kevin Talma persevered and was the only one who managed to complete the course and establish the Foiling Kitesurfer record with a time of 5h 42m 33s.

The Classic fleet, including The Blue Peter, Mat Barker's Alfred Mylne 65, Ruth, a local schooner, and a couple of working Brigantines - Tres Hombres and Fryderyk Chopin, glided gracefully up the west coast but the conditions took their toll and none managed to complete the course.

Event website: www.barbadossailingweek.com





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VIDEO GAMES AND SAILING

FAMILY CRUISING BY ERIC NEUMAN



n the throes of nautical ennui, some turn to books to pass the time, others to movies, and others to video games. Once dominated by the younger generation but now demographically diverse, this article looks at the trials and tribulations of playing video games while underway.

Max (12) and Kyle Bethke (16), the sons of their game developer father Erik, have had plenty of experience with onboard video games. Max is interested in coding and plans to make games of his own someday, a desire that the difficulty of playing them on a boat clearly has not diminished. The brothers have been full-time liveaboards for almost two years and have sailed with their father on the family's 45ft Lagoon catamaran, Ad Astra, to Europe and several island countries. They are fans of first-person shooters (primarily Counter-Strike: Global Offensive) which they play on their Macbooks, as well as mobile apps. However, playing such games online has proven to be difficult whilst offshore due to the relative scarcity of reliable Wi-Fi.

Aran Rhodes, another teenage cruiser and a connoisseur of narrative-driven single-player games, is no stranger to Internet starvation either. "In the States, while we prepared the boat, our marina Internet was fairly strong, and could support online play through the use of a Wi-Fi booster. But later on, online play became impossible due to lack of reliable Internet," says Rhodes. Lack of Wi-Fi is an inherent issue for any online player choosing to sail long distances on the Internetless ocean. However, there are workarounds for just this type of situation, as we are about to discover.

Although the Bethkes enjoy first-person shooters, their re-

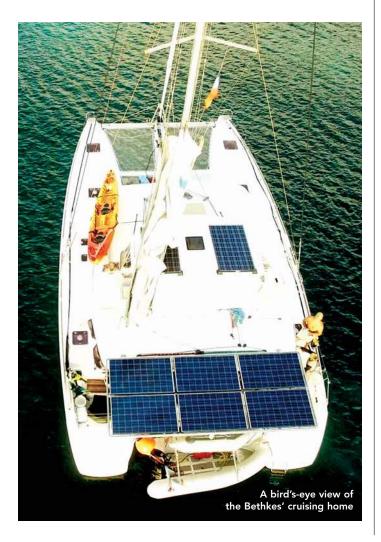
spective tastes in gaming diverge from there, with Max preferring real-time strategy games and Kyle gravitating towards mobile games. Their favorite mobile titles don't require a Wi-Fi signal.

"Nowadays I find myself usually playing app games on my iPhone such as Clash Royale, Infinity Blade 3 and Last Day on Earth," says Kyle. He adds, "Getting cell service is a much easier task, and playing those games still gives me the playervs-player rush I enjoy,"

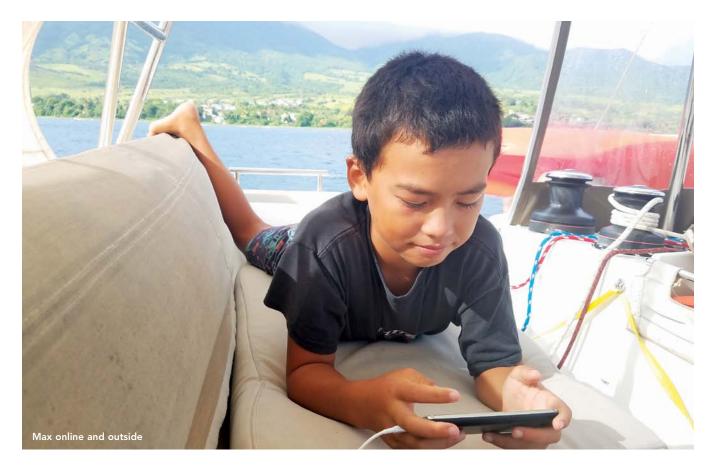
Max says he is able to play games underway when Steam (a popular PC gaming service) has an offline mode.

The Bethkes use an inverter to provide power whenever necessary, without which their computers only last a relatively short time before needing to charge.

Aran Rhodes noted similar problems. "Any game that needed connection to play was only really usable if you were staying in a marina with a private connection," he said,







Powering their electronic devices on *Ad Astra* has never been a problem thanks to a massive solar array that keeps the family reasonably self-sufficient offshore.

Both Kyle and Max, however, mentioned seasickness as being a bigger issue than anything related to gaming or electricity. Aran likewise has minor issues with the motion of his family's 50-foot Beneteau Cyclades, *YaRiKa*.

In addition, not all online games are created equal and some, according to Kyle, are more reliant on having a good connection than others. "Games like World of Warcraft don't take as much internet connection and are much more forgiving than say Counter-Strike: Global Offensive in which lagging a bit could lose you the round."

Max noted that setting up game consoles is quite difficult to do on a boat due to the fact that they are usually quite bulky and difficult to carry around, so he didn't go to the trouble of bringing any onboard. He didn't mention handheld systems such as the Nintendo Switch (the gaming giant's most recent system, which can be used as both a home console and a handheld), but it is worth noting the practicality of using them as an alternative to consoles while underway.

Aran, on the other hand, has had substantial experience in playing consoles on his travels and preferred them to computer-based games on his trip through the Caribbean Windward Islands.

"In regards to setting up any sort of PC on the boat, it's pretty difficult. For the entire duration of the trip, I had a PlayStation 3 that I was playing games on, but near the end I bought a gaming laptop made by MSI, and could only ever play when the generator was running. Otherwise, the outlets lacked the right power to play comfortably," he says. According to Aran, the PlayStation 3 has a safety mechanism that allows it to circumvent power 'flickering' by staying on for a few extra seconds if such an event occurs.

With technology progressing at a rapid pace, video games become ever more accessible, even at sea. No longer are lovers of both sailing and gaming forced to choose one or the other, both can exist in harmony.

Eric Neuman is a 21-year-old freelance journalist who has a passion for video games and hopes to one day have a career in the gaming industry.





ALL AT SEA PROFILE: ANTIGUA'S

SAILORS IN THE NEWS BY CAROL M. BAREUTHER



n offer that she couldn't refuse lured one of Caribbean sailing's most dynamic movers and shakers north to her native Canada in January. However, Athat doesn't mean Antigua & Barbuda's Kathy Lammers is leaving the marine industry. Instead, she has traded a quartet of hats - chairman of the Regatta Organizing Committee (ROC) for Antigua Sailing Week (ASW), director of the Antigua & Barbuda Marine Association (ABMA), president of the Caribbean Sailing Association (CSA), and treasurer of the Antigua and Barbuda Sailing Association (ABSA) to manage a marina on Lake Ontario. The good news is the impressive accomplishments and industry advancements that Lammers has left in her wake and the fact her new position enables her to return to the Caribbean each winter.

"My first sailing experiences started when visiting my ex-inlaws on their boat in the Caribbean," says Lammers, a Toronto, Ontario-native. "We did several trips up and down the islands, but Antigua was always our base. One day my husband and I went home to Canada after a wonderful time in the Caribbean, looked at our lovely house and all our belongings and said 'who needs this? Let's sell it all and buy a sailboat and go enjoy life in the Caribbean.' So that's what we did."

Lammers settled in Jolly Harbor in 1995 and soon became part of the community. Though she didn't then know much about racing, she joined now-husband Hans Lammers' crew when Lammers was shorthanded for a local race and soon became a regular crew member at regattas throughout the Caribbean. Lammers' keen attention to detail earned her the position of handling the team's technicalities, such as the racing rules, sailing instruction and courses. These skills and a good understanding of racing developed over the years and led to her many marine organizational involvements, including ASW in 2010.

"Regatta numbers had been declining, so I was asked to assist on the race side. It was when ASW's entire organizational structure changed drastically and a new ROC was formed," explains Lammers, who adds that like many Caribbean regattas, money and making sure everyone involved was pleased were chief challenges. "There were so many things we would like to have done but funding was always an issue. In terms of happiness, I tried to focus mainly on the sailors. However, there was no getting away from the obligations we had to everyone else as well because ASW is one of Antiqua's biggest national events."

ASW involvement led to Lammers' directorship on the ABMA board. Here, business-wise assistance such as updating corporate records and annual returns, heightening environmental consciousness, creating a three-year calendar of marinerelated events and focusing on marketing Antigua's marine industry were contributions during her 2013 to 2016 tenure.

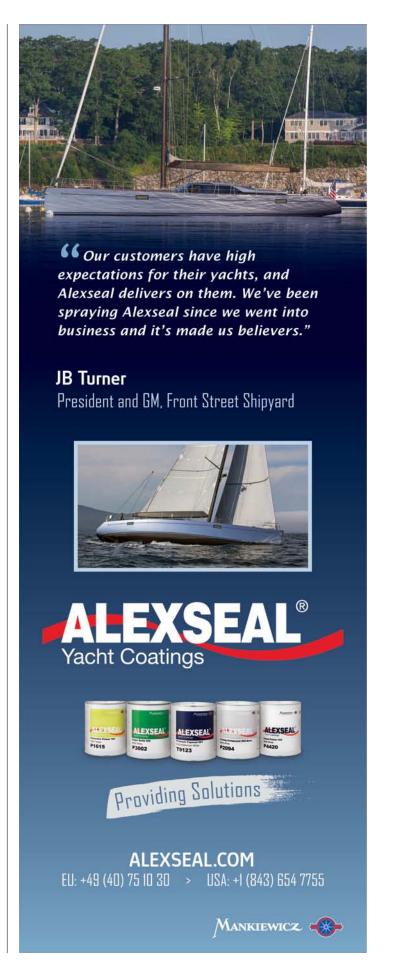
Similarly, ASW led to Lammers' association with the CSA, originally through the annual Regatta Organizers' Conference. Then, she joined the board as Secretary/Treasurer, helped facilitate the organization's incorporation as a nonprofit; developed new by-laws that created several new committees to distribute the workload with former CSA president Peter Holmberg, and then became president in 2015.

"September's storms were devastating to several islands and definitely had an impact on their yachting industries and regattas. However, the outpouring of support for those islands from sailors around the world has been tremendous. All the major regattas in damaged islands are proceeding as planned for 2018, although some will have a different look or feel to them," says Lammers. "As for racing sailors, they like the islands that have good services, so repairs can be done before, after and mid-regatta if necessary; they want good places to eat and drink and they want to experience some of the Caribbean parties of which the islands are famous. At the end of the day, it's good quality racing that will keep them coming back."

Lammers will be back too.

"The good thing about my new job is that I will have January and February off every year, so we'll once again be able to sail the Caribbean for a couple of months annually - something we haven't been able to do for many years."

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





or many prospective powerboat owners purchasing a new boat requires a visit to a nearby boat show.

At an 'in water' show, boats are eye catching at the dock and creature comforts down below are considered its top selling points. One can easily buy a boat on the spot without a haulout and never once seeing its hull. However, it's the hull shape of a powerboat that will determine the boat's performance when the throttle is pushed forward.

The first decision to be made before buying a boat is how it will be used: weekend cruising, fishing, water sports, go fast and passage making are some popular options. The final choice will dictate the best hull shape for a monohull.

Hull shapes can be visualized by the body plan drawn by a naval architect. A body plan is a cross section drawing that depicts the stern and the bow sections of a vessel in one composite drawing. By convention, the sections forward of amidships are drawn on the right side, and the sections aft of amidships are drawn on the left side.

PLANING HULL

The ability of a boat to skim fast across the surface of the water is an apt description of a typical planning hull. Above a certain speed, hydrodynamic forces lift the forward portion of the hull out of the water. V-shaped hulls, whether shallow or deep, combined with a flatter underwater section aft are signatures of planing hulls. Lifting strakes help ease the boat onto the plane and hard chines assist in directional stability, particularly in high speed turns.

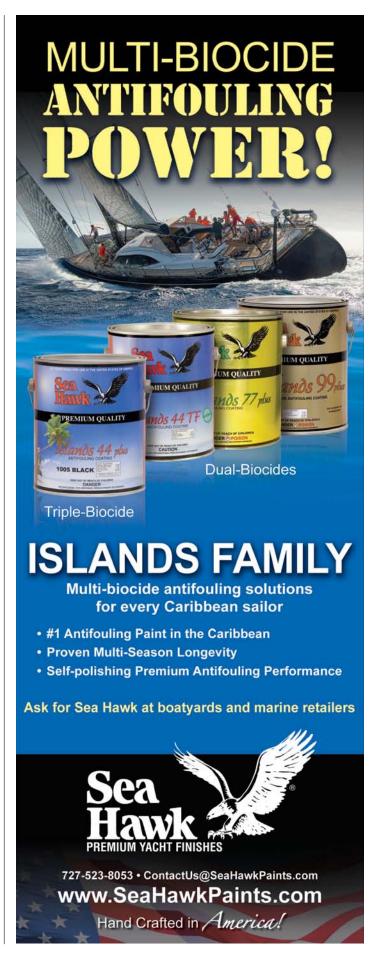
Types of boats that utilize planing hulls include RIBs (Rigid Inflatable Boats), waterski boats, runabouts, center consoles, express cruisers, picnic boats and sport fisherman. Small flat bottom planing boats such as skiffs are excellent for fishing in protected waters.

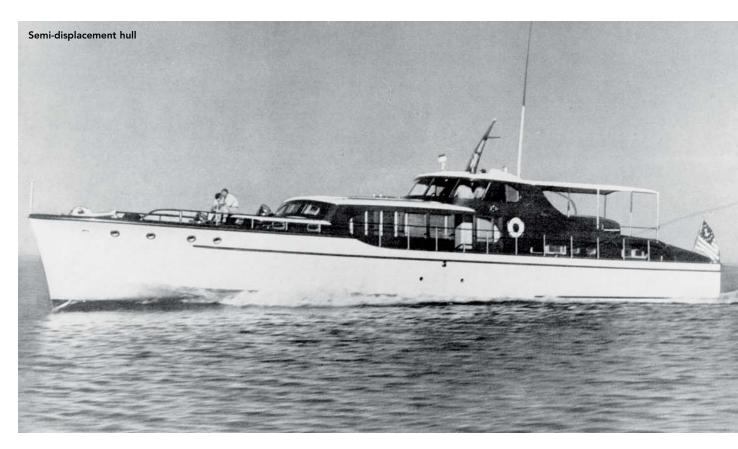
DISPLACEMENT HULL

In cross section, this rounded hull exhibits the opposite characteristics of a planing hull. A soft turn of the bilge and a full shape from bow to stern keep the boat buoyant for its









full length while underway. Rather than lifting above the water, it pushes water out of the way when in motion. The hull speed of a slow moving displacement vessel is a function of its load waterline (LWL). Specifically, 1.34 times the square root of LWL. That means a boat with a 36ft LWL has a maximum hull speed of eight knots. The rounded hull shape also makes a displacement hull seaworthy, but inclined to roll in beam seas. Recreational trawlers are prime examples of displacement hulls.

SEMI-DISPLACEMENT HULL

Marrying the bow section of a displacement hull to the stern section of a planning hull gives a rough approximation of a semi-displacement hull. The design goal of a semi-displacement hull is to keep the boat's weight supported by buoyancy at slower speeds but allow it to exceed the hull speed of a similarly sized displacement vessel. A flatter stern section provides the needed lift to increase the boat's top speed by raising the forward section higher in the water. Typical top speeds are 10 to 20 knots. However to gain this moderate increase in speed, fuel consumption increases dramatically. The more rounded hull shape forward also allows for greater capacity of tankage and accommodations, but with an associated weight increase.

Classic wooden motor yachts, such as Trumpy houseboats utilized this hull shape. Today, there are a wide range of popular yachts in the 40 to 70ft range that use semi-displacement hulls. Even large luxury yachts, in the 130 to 160ft range, use this design to reach speeds between 25 and 30 knots.



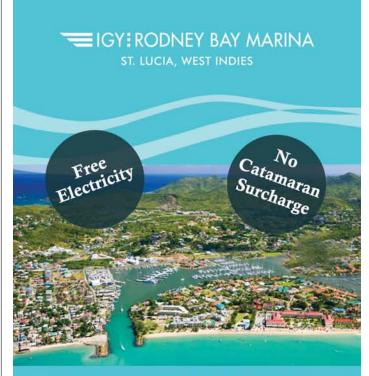
CATHEDRAL HULL

Although reminiscent of a trimaran, the cathedral hull is a type of monohull. The forward section has a V-shaped center hull flanked by sponsons that extend toward the bow. Unlike a trimaran, there is little or no space between the hull and sponsons. The V-shape flattens out toward the stern to produce a scow shape allowing the boat to plane easily. The Boston Whaler popularized this design 50 years ago. While this open deck design is very stable and has a good carrying capacity, it offers a hard ride in choppy seas. Today, cathedral hulls remain popular. They are perfect for fishing, water sports and day cruising.

Purchasing a powerboat is a series of compromises, but selecting the proper hull shape is the foundation on which the rest of the boat is built.

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





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here's an old saying that one man's trash is another man's treasure. This may apply to those looking for a deal among northern Caribbean yachts ravaged by Hurricanes Irma and Maria in September 2017. There certainly was a lot of devastation. Some estimates place damage in hard-hit islands like the British Virgin Islands at over 2000 vessels, including many of the sailboats in the charter fleets. What is crucial, according to island-based marine surveyors working in these hard-hit areas, is to do your homework before potentially buying one of these vessels.

TYPES OF DAMAGE

"Of damages observed in the hundreds of boats we surveyed in the BVI, dismasting was the most common followed by cases of hull penetrations and extensive damage to railings, bimini and dodger frames and arch systems," explains Todd Duff, a BVI-based marine surveyor.

In St. Maarten, about 95 percent of marina-based vessels were destroyed, according to Garth Steyn, marine surveyor and owner of the St. Maarten Sailing School, based at the





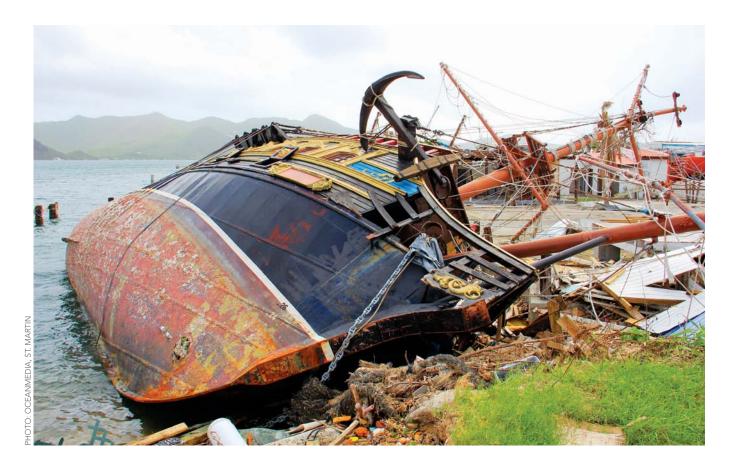


"The storms were so strong and the damages so great that many vessels are really beyond repair for a reasonable cost, even if the buyer was to do all the work ..."

Simpson Bay Resort. In addition, "directly after the hurricane there were a lot of hiccups in the salvage operations. So, some of the boats spent a fair amount of time either partially submerged or completely sunk. Damage to these vessels is, in my opinion, compounded. There were deals if you were in the right place at the right time."

WHAT TO LOOK FOR

Buying a salvaged or a hurricane damaged vessel is something that people consider when looking for bargains, says Jose Menoyo, surveyor at Sea Services, in San Juan, Puerto Rico. "Generally, if it is a salvage, it will have some damage. These boats are a total loss to the insurance





companies since the costs of repairs are higher that the insured value."

When a boat is deemed a total loss, it will be no small feat to bring back to fully serviceable condition, according to the BVI's Duff. "Sometimes the damages far outweigh a boat's potential value when repaired, if you consider the cost of the repairs and the inevitable loss of value compared to a boat that has not been wrecked."

There are also the boats that are deemed constructive total losses (CTL).

"This is mainly seen in older boats where the insured value is





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not that high. For example, a Tiara 35 (motorboat) sustained minor damages to the hull, water intrusion to the cabin, outriggers and other damages. The vessel was insured for \$40,000 and the repairs were almost as high as the insured value. For the insurance, that will be a CTL. Usually the owner collects the complete insurance and has the first option to keep the boat. If not, then the insurance company will sell the boat to the public usually for a very attractive price. There may be cases where you hit the jackpot and get a \$1,200,000 yacht for a fraction of the price and in the end not spend much in putting the vessel back in order," says Sea Services' Menoyo.

'Recycling' some vessels that were CTLs to willing buyers enabled these buyers to get the 'wrecks' for a song, says Captain William



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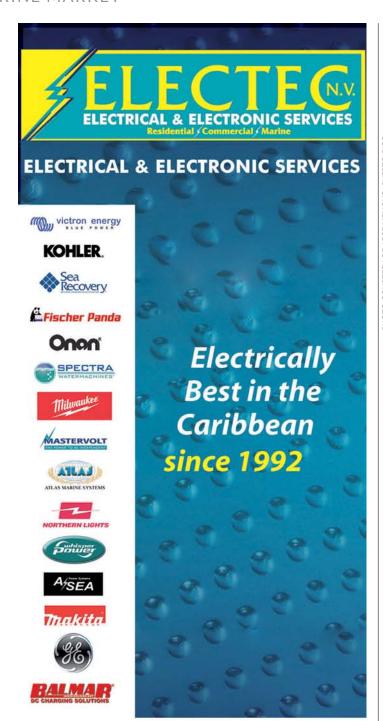
Howe, owner of Howe Marine Surveys, in St. Thomas, U.S. Virgin Islands. However, "The storms were so strong and the damages so great that many vessels are really beyond repair for a reasonable cost, even if the buyer was to do all the work. For example, one 60ft excursion power vessel that I surveyed looked good above the waterline, but the keel had been punched up into the hull, essentially breaking the back of the

vessel and planting the vessel on the shallow reef. It is too expensive to repair the vessel."

Yet if one has the skills, ingenuity and desire, it is possible in some cases to undertake repairs on a boat and end up with a vessel that you might not have been able to afford to own in an undamaged state, according to the BVI's Duff. "Buyer











beware for sure because I cannot tell you how many times I have seen people buy a boat that needs extensive work and the jobs just never get completed, or they get done incorrectly which renders the boat unusable or at least destroys its resale value."

In evaluating a DYI project on a hurricane impaired boat, consider how the craft was damaged.

"If the vessel was underwater for a period, then in such cases you must consider factors such as: marina fees, contractors, engines, generators electrical equipment, wiring, electronics, carpets, structural damages and the list continues with any hidden damages found during repairs. Then, start doing a rough estimate of all the repairs required to make the vessel seaworthy for a better perspective of the actual costs of repairs," says Sea Service's Menoyo. "If the vessel is laying sideways on land, it is a different story because you don't have the water damages. Oftentimes there is minimal or no structural damage and the damages that do exist are purely cosmetic. These types of damaged boats are a better bargain since you don't have the sunken factor in the formula."

BOTTOM LINE

Always remember that at the end of the day the history of the vessel won't change if the boat sank or if it was a salvage boat, says Menoyo. "If you have two similar vessels for sale at a similar value, but one is hurricane salvage ... That will give you some thinking and investigating to do."

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

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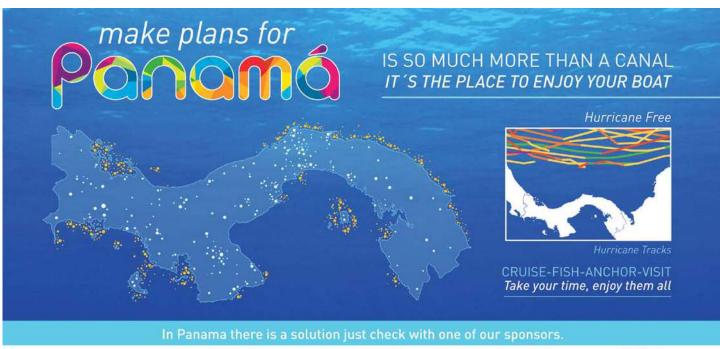
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SHARK CONSERVATION

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n international team of researchers studying globally declining shark populations report that they used carbon isotopes as biochemical markers in shark amuscle tissue to identify where in the oceans the mobile predators have been feeding, in the hope that such analyses provide a useful tool for conservation.*

Michelle Staudinger, an adjunct faculty researcher at the University of Massachusetts Amherst, worked with her former environmental conservation department colleagues Amy Teffer and Francis Juanes, now at the University of Victoria, Canada, and lead author Christopher Bird at the University of Southampton, U.K. With an international research team representing 73 scientists from 21 countries, they show that shelf-dwelling sharks forage in a range of different coastal food webs, while deeper ocean sharks seem to get most of their food from specific areas of colder water in both the Northern and Southern hemispheres.

As Bird explains, "We were able to show that sharks living close to land and those that live in the open ocean have very different ways of feeding." He adds that knowing which parts of the world's oceans are important shark feeding areas may help conservationists to design more effective ways to protect declining populations. He says there are over 500 shark species identified around the world but scientists still know little about their habits and behavior, particularly as related to feeding and movement.

Staudinger, who contributed expertise in large pelagic predator foraging ecology to this research, says, "It's been exciting









to be a part of this collaborative effort and have data that we collected in regional waters off Cape Cod and the islands of Massachusetts contribute to a global understanding of how sharks move and feed."

Teffer and Staudinger published a paper in 2014, when Teffer was completing her master's degree with Juanes as her advisor, providing results from a broader sampling program led by Staudinger for sharks, tuna, dolphinfish, billfish and marine mammals from waters off New England down to South Carolina. It was this work, on large pelagic fish foraging ecology and transfer of mercury up the food chain that caught Bird's attention at the University of Southampton and led to the UMass Amherst researchers joining his team.

For the current work, the research team used biochemical markers in muscle tissues from 5,394 sharks from 114 species to compare original sites of primary production, which vary across coastal, open ocean and deep-sea food-webs of the world's oceans. Bird says, "If an animal feeds in the same place where it was caught, the carbon isotope signals in the shark and phytoplankton will match. However, if the shark has moved between feeding and where it was caught, then the signals will be different."

Marine ecologist and senior author Clive Trueman, also at the University of Southampton, says results of this study "have important implications for conservation. Globally, sharks are not



doing well. Many shark populations have declined in the last few decades, particularly in the wide-ranging oceanic sharks that are targeted by fishing boats and caught accidentally in tuna fisheries as 'by-catch'. Governments are now creating large marine protected areas around the globe, which help to reduce fishing, but most of these protected areas are in tropical waters, and may not provide effective protection for oceanic sharks."

One exception, Staudinger notes, in regional waters off New England is the Northeast Canyons and Seamounts, which was designated as the first Marine National Monument in the Atlantic Ocean in 2016. Ongoing work by Staudinger and her colleagues seeks to describe the community structure and diversity of prey species in this area to provide additional information on what resources are needed to conserve sharks and other large pelagic fauna.

Overall, Bird and colleagues suggest that "global-scale compilations of stable isotope data combined with biogeochemical modelling generate hypotheses regarding animal behaviors that can be tested with other methodological approaches."

*Details appear in the current issue of Nature Ecology & Evolution.

Link to paper: http://www.nature.com/articles/s41559-017-0432-z





here's no place better to sport fish than in the waters of the Caribbean Sea and those of the Atlantic Ocean that boarder the region's many islands. New tournaments and new dates mark some of the 'What's New' in the 2018 tournament season. In addition, hurricane damage last September has delayed organizers setting dates for some events or deciding if the event will happen this year. For the latest information, check www.allatsea.net/events/category/fishing-tournament. In the meantime, here is a sampling of what's on where and when ...

MARCH 22-25

DOM (Di Ole Marina) Port Antonio Marina Spring Tournament, Jamaica

"We have dropped the 'Calcutta Cash' prize concept for trophies to be awarded based on billfish release points when confirmed by photos," says Dr. Ron DuQuesnay, organizer and secretary of the host of Jamaica's Sir Henry Morgan Angling Association Ltd. On shore, enjoy a dock-side cook-up of fish and music by local bands. www.jamaica sportsfishing.com



APRIL 3-7

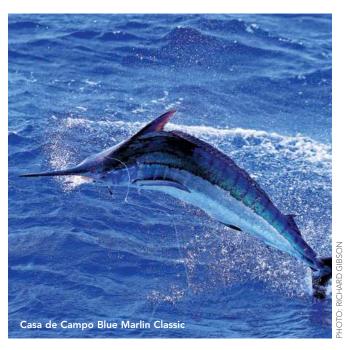
Barbados Game Fishing Association (BGFA) International Tournament

There's no layday this year. "Three days of fishing in a row makes it possible to finish the tournament on a Friday and have a big party that night at the Port St. Charles Yacht Club," says organizer Josh Delmas. Special remembrances will be held for two BGFA members, Laurence Worrell and Peter Lewis, who ran the event in past years. barbados gamefishing.com

APRIL 18-21

Casa de Campo International Blue Marlin Classic, Dominican Republic

Nicknamed the 'Reel' March Madness, the new dates correspond to the heart of the Dominican Republic's blue marlin season. "Let's see if this year we can beat the tournament record of 256 blue marlin released, which we set in the 1999 Shootout when it was held in La Guairá, Venezuela," invites director Rick Alvarez. Prizes range between \$100,000 to \$150,000 in cash, plus additional sponsor luxury prizes. Charter vessels available. intlbillfishtourns.com



MAY 15-19

Tobago International Game Fishing Tournament Some 20 boats and over 80 anglers are expected to fish this event out of Charlottesville, in one of two divisions: local and international. "Our event is the only one in the southern Caribbean where a Grander (1,000-pounds-plus blue marlin) has been brought to the scale," says organizer Della De Silva. On shore, there's an Angler's Party and Lay Day activities. www.tigft.com

MAY 16-19

The Shootout (Production Vs. Custom), Abaco

The entry list for this second leg of the Abaco Diamond Series reads like a 'Who's Who' on today's billfish tournament circuit. "We expect the Shootout to be sold out this year, with the best of the best along with a dozen of the custom boat builders attending," says organizer Capt. Skip Smith. "Last year, the tournament had the biggest jackpot ever in the Bahamas." www.skipstournaments.com





MAY 18

Mikie Pigott Jr. Memorial Classic **MAY 19-20**

Antiqua & Barbuda Sports Fishing (ASF) Tournament, Antiqua

Break the island record of a 771.25lb blue marlin, and win US \$100,000. "This big attraction will surely be awarded soon as more boats take part," says organizer Robert Hall. World renowned marine artist, Carey Chen, will be attending. Nightly parties in Nelson's Dockyard. www.antiguabarbuda sportsfishing.com

MAY 24 TO 26

Ernest Hemingway International Billfish Tournament, Cuba

Hosted out of the Hemingway International Yacht Club of Cuba in Havana, this is one of the world's oldest sport fishing events first held in 1950. "We welcome all lovers of sport fishing to come fish with us," invites organizer Commodore Jose Escrich. www.hemingwaycuba.com/marinahemingway-cuba.html

JUNE 21-23

Saint Martin Billfish Tournament

There will be two days of fishing instead of the usual three this year due to fall storms. "We weren't about to let Irma stop the tournament this year," says organizer Stephan Petit. "Instead, we're especially looking forward to great fishing, great food and entertainment for the public." www. billfish-tournament.com

JULY TBA

BVI Tournament

"The Virgin Gorda Marlin tournament (that has taken place in August) will be replaced by another tournament in July," says Ron Potter, chairman of the Virgin Islands Fishing Advi-



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sory Committee. Tournament fishing in the BVI offers prime gamefish like swordfish, marlin, tuna and wahoo, including the spectacular North Drop one, of the world's top ten game fishing grounds. www.bvitourism.com

AUGUST 23-26/27

USVI Open/Atlantic Blue Marlin Tournament

"Last year was the first time that this event was a boat (rather than an angler) tournament, and that will also be the format for this year, and the MVP (Marine Vocational Program) will once again be the event's beneficiary," says Andy Courteau, who co-directs the tournament with Capt. Billy Borer. www.abmt.vi

AUGUST/SEPTEMBER

Curação Yacht Club's Blue Marlin Release Tournament

"The tournament won't be in March, but instead sometime in August or September," says organizer, Jan Geerings, of Blue Fin Charters. www.curacaoyachtclub.com

OCTOBER 3-7

International Cap Cana Billfish Shootout, Dominican Republic

Held in the heart of the Dominican Republic's white marlin

OCTOBER 12-21

Port Antonio International Marlin Tournament (PAIMT), Jamaica

"We may go back to a full week format instead of the three-day tourney of 2017," says organizer DuQuesnay. Unique is the event-within-event Local Canoe Tournament, on October 13, where fishermen in 50 to 60 local single engine canoes try their luck. There's also the Ms. Marlin Queen competition for scholarships. www.jamaicasportsfishing.com









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OCTOBER 18-21

Presidential Aruba Caribbean Cup

"The Fish House Island Bar & Restaurant will be completed and a venue for our parties," says organizer Joan Vernon.

"Fishing is always good in Aruba, which is the new 'grand slam capital of the Caribbean'." www.preschallenge.com



season, "this tournament is characterized by certified observers, hefty Calcutta's and donations to local reputable charity foundations," says director Alvarez. intlbillfish tourns.com

OCTOBER 15-21

International Billfish Tournament, Puerto Rico

"We celebrate our 65th anniversary in 2018, and as leaders in conservation, we'll be fishing light tackle with 30lb test line that has proven both exciting for anglers, especially for young anglers, and with less impact for marlin. We will also be sharing plenty of surprises," says chairman Salvador

Egea, Jr., of host Club Nautico de San Juan, Puerto Rico. sanjuaninternational.com



the first year, 2016. Over US \$20,000 cash, plus prizes, up for grabs. www.sknfishing.com

NOVEMBER 16-18

St. Kitts and Nevis Sport Fishing Tournament

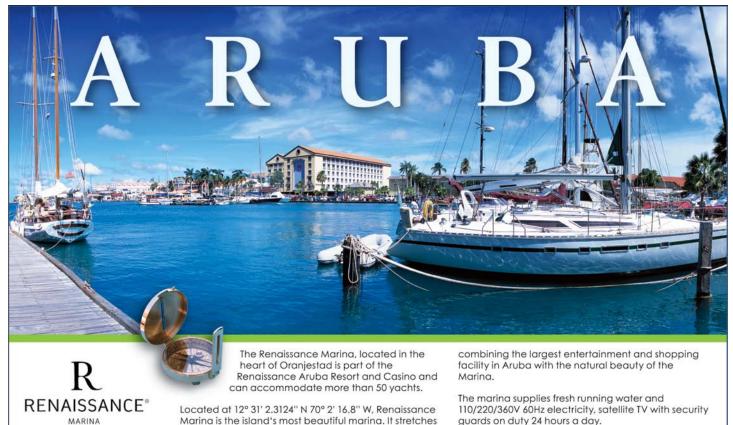
After a hurricane-related hiatus in 2017, the event will be back. Anglers from five countries and territories competed

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









over much of this picturesque waterfront community

Spotlight: TOP REFIT & HURRICANE STORAGE BOATYARDS



Experience matters ...

This is the perfect time to Refit, Upgrade, Fix or simply place your beloved boat into hibernation for the hurricane season. Who are you going to trust to take care of your prized possession?

Take a moment ... The selection of a boatyard to meet your needs and exceed your expectations can be a daunting challenge.

We're making the choice easy for you. Here's a spotlight on several of the Top Boatyards that specialize in Refit and Hurricane Storage.

This special section will provide an inside look at their capabilities and help you create a relationship to get the job done.

We welcome recommendations for yards to include in next year's edition!

BOBBY'S MEGAYARD

SINT MAARTEN



he Megayard in Sint Maarten has been open now for 5 years and is located in Cole Bay across the lagoon from Simpson Bay Yacht Club. This branch has 2 Travelifts: a 150 metric ton (165 US ton) machine that can haul vessels up to 33 feet wide. And a second machine of 75 tons for the smaller sail boats. This machine can accommodate a 19 foot wide vessel.

This Yard has 24 hour security guard and a 3 meter security wall surrounding the yard with night security lighting. In near proximity to the yard, all within walking distance are a full array of the best vendors of marine parts and equipment in the Caribbean. In addition to this, there is a full selection of vendors supplying all the services one might need performed from: sail makers to rigging, welding, mechanical, refrigeration and electrical all within easy walking distance of the Megayard.

There is a second location of the Megayard alongside the Airport. This Yard has a 50 ton Travelift for the smaller vessels. Here we accommodate the vessels that wish to stay out for a long term. This yard has a security fence and lighting but there is no security guard on duty.

At both the facilities professional assistance is available to solve your boating problems and we have an array of subcontractors that can assist with any work needed to be performed from welding to electrical. The Megayard is experienced at doing your bottom painting and as we use environmentally friendly dustless sanders, we do all work below the waterline without any dust. We offer very competitive pricing and estimates are available upon request for the sanding and painting of the bottom. As we here in Sint Maarten are in the hurricane belt, we of course offer hurricane storage. The Hurricane Season is between the months of June to November. This is a very popular service and early booking is essential. The boats will be chocked and cross braced for security with the masts of keel boats removed as a precaution. Many owners take the opportunity to inspect both rigging and mast at this time. Catamarans are offered hurricane concrete hold down blocks and are chocked both forward and aft to prevent any movement during a storm. We at the Megayard feel that we will offer you our customer a satisfying and professional stay in our yard and we look forward to being of service to you.



BOBBY'S MEGAYARD

Bobby's MegaYard • P.O. Box 8252, Wellsburg Road, Cole Bay, Sint Maarten Tel: +599 5444060 • CoC# 18503 • megayard@gmail.com



CLARKES COURT BOATYARD & MARINA

ST. GEORGE, GRENADA, W.I.



t Clarkes Court Boatyard & Marina our core business is the hauling, storing and launching of vessels up to 242ton and or 37ft. wide (inside dock dimension) with max draft 13ft. This is done using the most modern hauling equipment available nicknamed "The Hulk" Italian Boat Lift. For smaller vessels we have our 32t Roodberg submersible trailer that can handle vessels up to 55ft.loa, max beam 25ft. and max draft of 7ft. Also available are 20 slips for berthing. We are located furthest south of all boatyards in the Island chain (12°0′1"N 61°44′43"W), in the northwest corner of Woburn Bay on the south coast of Grenada, which has a well-marked channel from the open sea. We are 7.2km or 15mins from the MBIA airport and 13 mins from Grenada's famous beach at Grand Anse.

Here is what one client said: "The lowest common denominator for any boatyard is that they perform common and skilled tasks for the longevity and performance of expensive boats - and they do so safely and efficiently. What makes certain boatyards stand out from others, are in fact, the employees who work there. Clarkes Court Boatyard & Marina (CCBM) is such a place. For a variety of reasons it stands out as the best haul-out and maintenance facility we have ever experienced in the 10 years we've owned our catamaran. I would never be so naive as to call this 'nirvana' (as I'm not overly found of boatyards - only sailing) but this organization has its act together. Read the current reviews and walk the boatyard for yourself."

- Boatyard team repeatedly congratulated on Facebook and other social media
- Boats can be stored in cradles or stands bolted together
- All boats are strapped down to concrete blocks
- Shopping Bus services from the yard
- Courtesy Dinghy to carry and fetch within the Woburn Bay during working hours
- Chandlery, Restaurant, Laundry
- Wide mix of approved subcontractors on site such as Mechanical, Electrical, Woodwork, Composite & Superstructures, Rigging, Sail & Canvas, Fiberglass and Refrigeration
- Luxury apartments, Mobile Spa & Babysitting Service
- In case we did not mentioned it -cheerful staff!

Clarkes Court Boatyard & Marina has the lift and the yard capacity to welcome multihulls, motor yachts, sailing yachts, commercial vessels and it is the ideal place for routine maintenance, major refit projects and sandblasting.



Clarkes Court Boatyard & Marina • Clarkes Court Bay Rd. Woburn, St. George's • Grenada West Indies Phone: 1 473 439 3939 • Fax: 1 473 439 3940 • www.clarkescourtmarina.com









CURAÇAO MARINE

CURAÇAO, WILLEMSTAD, NETHERLANDS ANTILLES







uração Marine, covering a 25.000m2 mud-free terrain, is your one stop technical marina & boatyard in the lesser antilles. In 2017 Curação Marine changed owners and new management has been implementing improvements to benefit its yachting community.

New! Increased storage capacity on the hard: up from 150 to 260 yachts! Coming soon! Next to our 40 & 60 ton trailers, we now acquired a 80 ton slipway trailer & new tractor arriving in 2018!

A few unchanged benefits:

- The islands hurricane safe location, making it a popular option for long- & short term storage.
- The yards "Entrepot-status"; an uninhabited boat can stay for an indefinite time period.
- The islands "180-day-maximum-allowed-stay, with possibility to extend"

Main services offered:

- Hauling & Launching; 20 years of experience with slipway towing of mono & multihull yachts with a maximum beam of 31ft, a LOA of 110ft and weighing up to 60.000kg. And soon more!
- Short term & long term yacht storage; 260 yachts can be stored on hard compound grounds with tripod boat stands, hurricane straps for extra support are available. Our wet berths hold up to 40 yachts.

- Spray painting; Our fully equipped, enclosed, shaded and air-conditioned spray painting cabin can fit objects up to 65 feet. It can be rented or operated by our specialized staff.
- Our wide range of services range from high pressure washing, steaming, bottom sanding, painting, antifouling, osmosis treatment, fiberglass repairs, gel coating, polishing to yacht agency & project management services and more.
- Services by trusted & experienced subcontractors: engine repair & maintenance service, stainless steel & aluminium welding, woodshop & teak specialist, sail repairs, yacht rigging, safety & fire equipment installation.

Facilities for the sailors:

- 24 Hour Security & 18 new surveillance cameras installed in 2017
- Laundry service, pick up & drop off at reception
- New! shuttle service to immigration & customs at a small fee
- Free daily shuttle bus service to a supermarket
- Onsite car rental; now 3 cars for rent on the premises
- Free Wifi at the docks and at the social entertainment area
- Fresh water connection and 110V, 220V and recently added **380V** electricity connections
- Centrally located; ideal for provisioning and exploring the island

Due to a high number returning customers and early bookings it is highly recommended to make your reservations as soon as possible to save you a spot during hurricane season.



Curação Marine • Pletterijweg 6, Parera • Curação, Netherlands Antilles • GPS pos: N 12 06.5 W 068 55.3 Tel: +599 9 465 8936 • whatsapp: +5999 561 6260 • www.curacaomarine.com • info@curacaomarine.com





GRENADA MARINE

GRENADA, W.I.





ince 1999 Grenada Marine, has been serving the international yachting community by providing professional boat care to sailors. From simple antifouling to big refits and restorations, we're your one stop shop. Our international team of highly qualified technicians have years of experience. We offer outstanding standards of service in yacht storage, repair, maintenance, refits and restorations. We are located in the beautiful and tranguil bay of St David's Harbour on the southeast coast of Grenada.

Grenada Marine is a full service yard offering; osmosis treatments, composite work, topside painting, antifouling, rigging, mechanical, systems (electrical, electronic, HVAC) and metalwork. We have a world class woodwork team including teak deck specialists. We're a certified application centre for; Awl-Grip & AwlCraft; Seahawk and Coppercoat. We have a sales & service agency for Volvo Penta, Raymarine, Yanmar, Northern Lights, Mastervolt, Dessalator, GMPCS, Dometic, Maspower, Cristec, Balmar, Seatalk, Navionics and others.

We can store 250 yachts using our stacker (60 tons max) and lift up to 70 tons / 31.5' wide. The travelift slip draft is roughly 16'. Our new 100 metre service dock enables 'in the water' works. On site, you'll find; a chandlery (Island Water World), a rigging, canvas & sail loft (Turbulence), hot showers, a self service laundry (large front loading machine), diesel, free WIFI, Customs & Immigration. We have a crane and moorings available. If you want to work on your boat and/or live aboard, feel free. Rest assured about security as the yard is completely fenced, gated and manned 24 hours a day by our security team.

Grenada Marine is more than just a boatyard, we're a community of Grenadians and yachties who love boats! The heart of our community is at Laura's Bar & Restaurant, located right on the beach. After a hard day working on your boat, what better than a swim in the sea followed by a refreshing cold beer in the company of like minded folk. Restore your energy with delicious locally sourced food, including fresh catch of the day. Laura's new head chef brings years of international culinary experience. We are sure you'll find his menu tempting along with the thirst quenching sundowners that our friendly bar staff will be happy to mix for you.

At Grenada Marine & Laura's, all our staff work together to create the warm and helpful atmosphere which reflects our beautiful island and people. We look forward to welcoming you.



Grenada Marine • P. O. Box 679, St. George's, Grenada, W.I. St. David's Location: 473 443-1667 / Fax: 473 443-1668 • Port Louis Location: 473 444-1667 Email: info@grenadamarine.com • www.grenadamarine.com





IBC SHIPYARD

CASA DE CAMPO LA ROMANA, DOMINICAN REPUBLIC





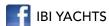
DVICE ABOUT WHAT TO DO DURING THE HUR-RICANE SEASON: Hurricanes are enormous cyclonic storm systems covering thousands of square miles which usually develop in the tropical or subtropical latitudes during the summer and fall. To be a hurricane, the system must be producing winds of 64 knots or more. With today's modern communication net to warn them, people have a better chance to reach safety before a hurricane hits their area. Even so, you may have little more than 24 hours advance notice to get your boat secured against the storm's full force. With today's modern communication net to warn them, people have a better chance to reach safety before a hurricane hits their area. Therefore, check the weather often.

- 1. Develop a detailed plan of action to secure your vessel in the marina (if permitted).
- 2. Owners of non-trailerable boats in wet storage have options that include the following: 1) Secure the boat in the marina berth; 2) Moor the boat in a previously identified safe area; or 3) Haul the boat to the nearest shipyard. If you are in Dominican Republic, IBC Shipyard has a hurricane plan to offer to its clients and is the only shipyard in the Caribbean with a 120 ton travel lift and with safety rings in its floor to attach the yachts in case of strong winds during the hurricane or storms.
- 3. Owners of boats remaining in a marina berth can take the following precautions: Double all lines. Rig crossing spring lines fore and aft. Attach lines high on pilings to allow for tidal rise or surge. Make sure lines will not slip off pilings. Inspect pilings and choose those that appear the strongest and tallest, and are installed properly.

- 4. Cover all lines at rough points or where lines feed through chocks to prevent chafing. Wrap with tape, rags and rubber hoses or leather. Install fenders, fender boards or tires if necessary to protect the boat from rubbing against the pier, pilings and other boats.
- 5. Fully charge the batteries and check to ensure their capability to run automatic bilge pumps for the duration of the storm. Consider backup batteries. Shut off all devices consuming electricity except bilge pumps, and disconnect shore power cables
- 6. When a hurricane is impending, and after you have made anchoring or mooring provisions, remove all portable equipment such as canvas, sails, dinghies, electronics, cushions, biminis and roller furling sails. Lash down everything you are unable to remove such as tillers, wheels and booms.
- 7. Maintain an inventory of both the items removed and those left on board. Items of value should be marked so that they can be readily identified. You should also consider maintaining a video or photographic record of the boat and its inventory in a secure location other than the vessel itself for future reference.
- 8. Consolidate all records including insurance policies, a recent photo of your vessel, boat registration, equipment inventory, and the lease agreement with the marina or storage facility. Ensure that you include the telephone numbers of appropriate authorities, such as the Dominican Coast Guard, Harbor Master, your insurance agent, and claim reporting number of your insurance carrier, and keep them on hand.
- 9. Do not stay aboard. Winds, during any hurricane, can exceed 100 mph and tornadoes are often associated with these storms. Above all, safeguard human life



IBC Shipyard • Ave. de la Marina No. 54 • La Marina, Casa de Campo La Romana, Dominican Republic RNC 101-87970-1 • Tel: +1809 523 2297 / 1809 523 2377 / 1809 449 3321 • www.ibinautica.net







JOLLY HARBOUR MARINA & BOATYARD

ANTIGUA, WI



olly Harbour Boatyard is well known for delivering friendly and professional service for boat storage and maintenance. Recently, we have been busy with race boats preparing for the RORC 600. Our concrete pits are in high demand for the deep draft boats.

We have two full service concrete yards, with a capacity for 225 boats offering storage and maintenance with onsite marine trades and boat management. Jolly Harbour is home to Budget Marine Chandlery providing a wide range of marine products. Also, an onsite Yacht Broker and agent for Peters & May.

Jolly Harbour Marina & Boatyard is an insurance approved facility. During the summer season it is mandatory for all boats to be strapped down with heavy duty cargo straps to permanent ground anchors and for all stands to be welded. Our dedicated cradle areas are extremely popular for boats of all sizes. A purpose built dinghy store is available in addition to mast rack, indoor outboard storage and lockers. We maintain 24 hour security patrol together with a comprehensive CCTV system.

Our boatyard team, led by Lindsay Ralph, has two certified travelift operators both with over 20 years' experience. They are

extremely and the friendliest crew in the Caribbean. Testimonials state the individual care provided is second to none. We have the latest model 75 ton remotely operated travelift with sail boat extension and a crane for masts. Additionally, we have a boat mover for transporting smaller yachts.

Some owners chose an annual contract for dockage/storage which is a good option for customers who do not cruise extensively. Located on the sheltered Leeward side of the island you are spoiled for choice in day anchorages.

Jolly Harbour is an established resort with over 600 homes with water frontage. The commercial center offers bars, restaurants, banking, car/golf cart rentals, lawyer, pharmacy and a well-stocked modern supermarket. Beautiful beaches.

Just a 20 minute drive from Jolly Harbour, Antigua boasts a new airport facility that is an international hub for direct daily flights to/from UK, Europe, USA & Canada. Yachts in transit enjoy duty free imports.

If you are considering Jolly Harbour Marina & Boatyard in your plans please do not hesitate to contact us. The entire team is waiting to assist in answering questions, providing you with a customized estimate or showing you around.



NANNY CAY BOATYARD

TORTOLA, BVI





anny Cay's full-service boatyard has storage for 350 yachts. It has two boat lifts: one is a conventional Acme Marine Hoist capable of lifting monohulls up to 68 feet long, 10 feet draft and weighing up to 50 tons; the other is a wide-body Marine Travelift, capable of lifting catamarans up to 32' beam and 70 tons in weight.

Each monohull is secured with a minimum of four pairs of stands (approximately one pair for every 10 feet of hull), and each pair chained together under the boat. Additionally, four five-feet sand screws and 10 tension straps are used to secure each monohull.

Catamarans are secured with four five-feet sand crews and 12 tension straps; four of these straps cover each of the four hull ends.

Wide ranging on-site services include shipwrights, fiberglass and Awlgrip experts; yacht fitting; technical, electrical, electronic, and mechanical marine engineering services; yacht surveying; rigging, and a sail loft.

Boatyard guests are able to stay onboard, undertake their own maintenance work, and use the marina bathroom and shower facilities. Nanny Cay also has hotels rooms and offers 20% discount to boatyard guests.

Amenities for boatyard and marina guests include:120/220V electricity with 100% site-wide backup power; luxury shower facilities and restrooms; fuel dock; potable water and ice from Nanny Cay's own R/O plant; free garbage disposal; waste oil disposal; Encyclon waste water treatment in haulout area; laundry; free WiFi internet access; provisioning store; yacht sales; yacht management.

The boatyard has a motion sensor security video system and traditional foot patrols by security guards.

Nanny Cay Chandlery in a 4,000 foot purpose-built retail store has over 6,000 products in stock and a special order service.

Tradewind Yachting Services is next to the boatyard. Tradewind is the BVI's authorised Yamaha dealer together with Caribe inflatables, and AB Inflatables. Tradewind has a fully stocked parts department and factory trained technicians.

The boatyard is accessed via Nanny Cay's naturally sheltered inner marina.

Sixty new Walcon docks are being installed in the outer marina. Once completed, this will give Nanny Cay just over 100 slips in the outer marina. In the inner marina, Nanny Cay has two slips by the fuel dock and is working on additional slips.



Nanny Cay Boatyard • Boatyard: 1 284 345 2658 • Hotel/Marina: 1 284 345 2657 VHF: Channel 16/68 • boatyard@nannycay.com • www.nannycay.com







PEAKE YACHT SERVICES

CHAGUARAMAS BAY, TRINIDAD





orry less and enjoy more. That's our philosophy at Peake Yacht Services. Located outside of the hurricane belt in Chaguaramas, Trinidad, we are considered a safe haven for boats. As our boat yard is designed with all your needs in mind, including a 160-ton travel lift and storage capacity for over 350 boats, you can take your time instead to soak in the lush surroundings and to get to know our little island a bit more. Rest assured that we can handle all types of boats from luxury sailing and motor yachts, racing maxis, survey vessels to commercial vessels. We also cater to crafts up to 31-foot beam.

What's all this business without a little pleasure? Come relax on the terrace of our ocean-view restaurant for a drink or a delicious meal, or check into our hotel for air conditioned comfort and a peaceful night's rest. Take advantage of other onsite services including our well stocked chandlery, storage rooms and more.

OUR SERVICES

- Vacuum Consolidating & Carbon Fiber/ Kevlar Repairs
- Shrink Wrapping
- Fiberglass & Gelcoat Repairs
- Osmosis Treatment
- Antifouling Application
- AwlGrip Application
- Pressure Washing
- Polishing & Buffing
- Sandblasting
- Laundry
- Free wifi, water and electricity
- Marine Refrigeration and Air Conditioning

With over 20 years' experience in building/refitting fibreglass yachts, Peake Yacht Services offers the most skilled and experienced fibreglass technicians in the industry. We do all types of fiberglass repairs and can custom build any part to complete your project.

Sea Hawk paint is the brand preferred and sold by Peake Yacht Services.

REGISTERED CONTRACTORS

Peake Yacht Services is the largest boat yard in the eastern Caribbean region. We offer a complete range of services both inhouse or through our carefully screened registered contractors for the best options for your vessel's needs.

BOATYARD SERVICES OFFERED BY INDEPENDENT CONTRACTORS INCLUDE:

- Marine Surveyor & Rigging Consultant/ Yacht Delivery Captain
- Electronic Repairs
- Welding (mig, tig, & gas)
- Canvas Work & Upholstery
- Fiberglass and Painting
- Sandblasting
- Outboard Repairs
- Mechanical
- Electrical
- Carpentry
- Mast stepping and rigging
- Refrigeration and plumbing



PUERTO DEL REY MARINA

FAJARDO, PUERTO RICO



uerto Del Rey Marina in Puerto Rico is the largest and most complete marina in the Caribbean; their first-class facilities have seen significant improvements and investment over the last 5 years. That investment, combined with its strategic location (surrounded by mangroves and mountains), helped avoid a catastrophe during Hurricanes Irma and Maria in 2017. The massive breakwater played a crucial role in saving hundreds of vessels in the water, and the steel and concrete foundations in the Hurricane Storage proved critical in saving hundreds of boats on land. Over 1,300 vessels survived the direct hit from Hurricane Maria and her 200+ mph winds while stored in Puerto del Rey. The marina was open for business just a few days after the hurricane passed. The Marina invested in a 1.5-Megawatt generator capable of running all the facilities and ensuring they are even more prepared for any future events. Call or write them today to ask about Hurricane Storage options.

The Puerto Del Rey Boat Yard is the only yard in the Caribbean with 4 travel lifts; the most powerful of which is capable of hauling out vessels up to 150 tons. There are also bull forklifts that can haul vessels up to 42' LOA and 32,000 lbs. You can rest assured that your vessel, regardless of size or service needed, can be taken in by Puerto Del Rey.

Do you need to get some work done on your boat? They have you covered. Puerto del Rey is home to 14 authorized contrac-

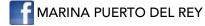
tors, some of them have built reputations as the best in the region. This gives you the ability to select the contractor whose skillset matches your needs and whose prices come within your budget; all this without leaving the marina! Some of the areas the contractors excel in include: propulsion systems, motor repair and mechanics, woodworking, welding and metal fabrication, electrical repair, fiberglass repair and finishing, and bottom maintenance and painting.

As if that were not enough, Puerto Del Rey offers a wide variety of amenities to their guests and boat owners. Get gas or diesel at the fuel dock. Get some work done (or some leisure done) by connecting to the free marina Wi-Fi. Take a break from the water and stay in one of their on-premise apartments (1 and 2 bedrooms available). There is also a gym, game room, jungle gym, jogging trail, concierge service, provisioning assistance, a heliport, on-site car rental service, laundry facilities, a deli-market, and the best seafood restaurant in town. Puerto Del Rey Marina is your one stop shop in the Caribbean for all your boating needs.

"Our range of services will make your visit more convenient and productive. Our excellent contractors, first rate facilities, and dedicated staff will make it an unforgettable experience. Puerto Del Rey Marina is your one stop shop in the Caribbean for all your boating needs. We are more than a marina... we are your gateway to the Caribbean."



Puerto Del Rey Marina • 787.860.1000 • marina@puertodelrey.com • puertodelrey.com VHF Channel 71 • Lat. 18° 17.3′ N, Long. 65° 38′ W







RIVER FOREST YACHTING CENTERS

STUART, FL AND LABELLE, FL



t River Forest Yachting Centers we strive to inspire confidence by providing exceptional boat storage and marine service solutions. RFYC's pristine facilities in Stuart, FL and LaBelle, FL are both strategically located inland from the coast and were specifically created to provide discriminating boat owners in southeastern and southwestern Florida with luxurious, secure, long-term boat storage and full service amenities. RFYC offers a range of storage options to enable you to protect and maintain your valuable investment.

Storage Options

RFYC features climate controlled and non-climate controlled inside storage on concrete in steel buildings coded for 140 mph wind loads which exceeds insurance industry requirements. We are pre-approved with the insurance underwriters and our inside storage customers typically receive discounts off their premiums up to twenty percent.

Additionally, both RFYC locations also offer outside land storage with airline grade tie-down cleats cast in the concrete or augers in a limestone bed to add a layer of protection. Electric is available for outside storage customers that want to run their dehumidifier along with bi-monthly monitoring services.

Dockage is offered in RFYC's fresh-water basins with concrete wall side-tie located between the locks which negates any wave, tide or surge action. An additional option is RFYC's membersonly Hurricane Club which was created for year-round residents to provide safe harbor and peace of mind during hurricane con-

ditions. Members are entitled to a choice of either secure dockage or land storage with tie down cleats making RFYC the ideal solution for hurricane refuge.

Service Solutions

River Forest Yachting Centers also proudly offer a full range of year-round on-site repair, maintenance and installation services. We are an Authorized Dealer for Mercury, Cummins & Yanmar Engines; HamiltonJet Drives; Fischer Panda & Onan Generators and Dometic A/C. RFYC's ABYC certified trained technicians are dedicated to providing you and your boat with the highest level of care, quality and precision every time.

Hauling Capabilities

State of the art machinery allows RFYC the capacity to haul vessels from 20 to 90 feet in length and weighing up to 164,000 pounds for storage, service or hurricane conditions. Our selfpropelled hydraulic boat transporters are the most technically advanced in the industry.

- 82 US ton (164,000 lbs) and 66 US ton (132,000 lbs) ASCOM Marine Travel Lifts
- 66 US ton (132,000 lbs), 50 US ton (100,000 lbs), and 33 US ton (66,000 lbs) ABI Self-Propelled Hydraulic Transporters

Don't wait until it is too late, secure your peace of mind today! Visit www.riverforestyc.com or contact Tracy Campbell at 772-287-4131 or tcampbell@riverforestyc.com for more details, to secure a storage reservation or for a service inquiry.



River Forest Yachting Centers

9150 SW Pennsylvania Ave., Stuart, FL 34997 • 1992 Williams Road, Moore Haven, FL 33471

Contact: Tracy Campbell • Email: tcampbell@riverforestyc.com

Tel: (772) 287-4131 • Fax: (772) 287-4148 • Website: RiverForestYC.com







IGY RODNEY BAY MARINA & BOATYARD

ST. LUCIA, WI



rom Routine Maintenance and Painting to Complete Refits, our boatyard has the facilities to get you cruising along in no time. Boasting a 75-ton Marine Travel Lift and a 40-ton self-propelled boat trailer, as well as the Sail Loft with qualified riggers and sail repair technicians, this full-service facility is ready for you and your crew. Our boatyard, which is endorsed by several major international insurance companies, is a popular choice for summer storage.

The IGY Rodney Bay Boatyard occupies a gated 4.5 acre area within the IGY Rodney Bay Marina complex which itself is strategically placed within a protected lagoon. The facility is a designated port of entry with Immigration and Customs Offices on site so clearing in and hauling out is a breeze. Once you have settled in, the 5 Anchor Award Rodney Bay Marina has a full range of support facilities at your disposal. A short distance away is the Rodney Bay Village where you will find further amenities including two shopping malls and a strip with several bars and restaurants.

Over the years IGY Rodney Bay Boatyard has gained a steady customer base which attests to its reputation as a premier boatyard in the southern Caribbean attributable not only to the professionalism and friendliness of the experienced staff but because of our upfront pricing practice without the insurmountable add- on fees. The location of St. Lucia adds to the boatyard's appeal since its central location makes it the perfect base for sailors exploring both the northern and southern Caribbean islands. With daily flights to major hubs in Canada (Toronto) and the US (Atlanta, Miami & NYC) as well as Europe (London), St. Lucia can safely brag about having the best international flight connections in the Windward Islands.

So if you are looking for a reputable boatyard in the southern Caribbean that comes with the quality assurance of a stalwart in the industry, then the IGY Rodney Bay Boatyard is your destination.



IGY Rodney Bay Marina & Boatyard • P.O. Box 1538, Castries, St. Lucia WI Tel: +758.458.4892 • Fax: +758.452.0185 • www.igy-rodneybay.com • Email: rbm@igymarinas.com







SAUNDERS YACHTWORKS

GULF SHORES & ORANGE BEACH, AL



entrally located on the Alabama coast of the Gulf of Mexico, Saunders Yachtworks operates two boatyards and provides our customers with outstanding boatyard, refit and repower services. With decades of combined experience, our management team and staff can handle projects of all levels of complexity.

Our full-service boatyard and transient basin in Gulf Shores is located at mile marker 155 on the Gulf Intracoastal Waterway. It accommodates vessels up to 130 feet with a 27-foot maximum beam, provides robust dockage and long-term dry storage, and features the largest lift capacity for recreational boats in the northern Gulf. We designed our fully-enclosed works building to include a 50-foot door height that can handle custom tuna towers. Next to our works building, a 13,000-square-foort covered space allows us to stage a greater number of vessels in a weather-protected environment.

Our second location, Saunders Marine Center in Orange Beach, provides easy access to a major Gulf pass and boasts 60-ton lift capacity with a 21-foot maximum beam. In addition to offering a full-service experience, this location allows owners, captains and subcontractors to lease yard space to complete projects themselves. We also provide authorized sales and repower support for outboard engines.

From routine maintenance and damage repair to major refits, we're equipped to tackle it all!

- Authorized diesel engine & generator service
- Authorized outboard engine repower & service
- Certified installation center for Seakeeper gyros
- Mobile techs dispatched 24/7 to local & international marinas
- More than an acre of covered, protected yard space
- Master craftsmen for carpentry, fiberglass & paint
- Marine electronics sales, installation & service
- Ship's store with marine parts sales & support

For more information, please call 251.981.3700 or visit our website at saundersyacht.com. Whether you're docking in the States for an extended period of time or just passing through, let us put our tradition of performance and integrity to work for you!



Saunders Yachtworks • 605 Waterway East Boulevard, Gulf Shores, AL 36542 27075 Marina Road, Orange Beach, AL 36561

251-981-3700 • www.saundersyacht.com • service@saundersyacht.com











SHELTER BAY MARINA BOATYARD

COLÓN, PANAMÁ





ut of the Hurricane Zone, with experienced professional staff, a 100-ton travel, a 60 Ton Hostar Boat Trailer, 30 Ton Crane, 100,000 square feet of stabilized yard space with an enclosed 5,000 square feet sheltered space for refits, plus long term secure storage space to accommodate up to 120 vessels, Shelter Bay Marina(SBMY), by the Panama Canal, is the best option to leave your vessel this upcoming Hurricane Season.

Located behind the breakwater of the Panama Canal on the Caribbean side, within a protected basin, SBMY, offers the best option for contracting work for your vessel for the next season, store it out of harms way this upcoming Hurricane Season and plan your next cruising season either before crossing the canal or getting ready for the San Blas Islands.

With a combined 40-year yard experience and over a 1,000 haul outs our staff has the experience and skill to service all of your vessel needs no matter the size or difficulty of the job. Our 100-ton travel lift, can haul vessels up to 28 feet wide and 10-foot draft. Our 30-ton crane with 115 feet reach will handle the mast and rigging of your sailboat and our 60-ton hydraulic trail-

er can move the vessel to the service position of your choice.

Our technical and supervisory staff will work closely with you to provide the best course of action for your vessel. Once the work is completed, you have the choice of storing your vessel in the protected and secured side tie berths or within the secured dry storage.

Panama offers duty free importation for all the parts and supplies you may need. On site Marine Store and local hardware stores are well stocked and most items are already here and available at reasonable prices.

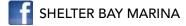
Vessels stored in the water or in the secured dry storage can choose from several boat care options to ensure everything is kept in top shape. Inspections, dehumidifier installations, wash downs, checklist reports including photos are some of the options. Shrink wrap is also available for those that require good exterior climate protection for their vessels. Let us take the worry away of leaving your vessel our boat care program will take care of it.

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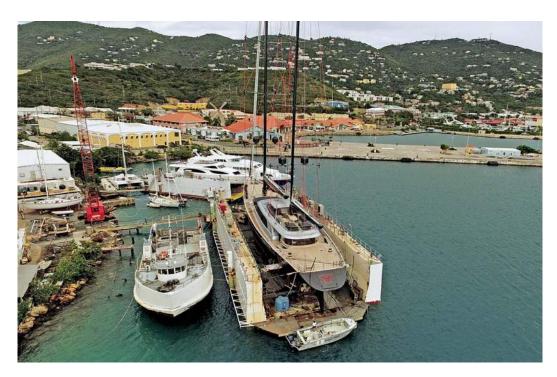
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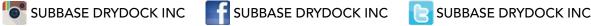
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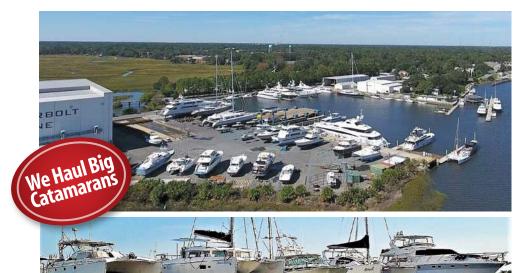






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estled in an area of natural beauty and open space just outside Savannah Georgia on the Intra Coastal Waterway sits Thunderbolt Marine, a full service yacht refit and repair facility. There are no overhead restrictions on the passage from the ocean via Wassaw Sound to our dockside and only light commercial traffic. Thunderbolt is a quaint town with two restaurants/bars within walking distance. A wellstocked marine supply store and life-safety service also just up the street. There are many big name stores within a few miles. The Hostess City of Savannah filled with history, southern charm, maritime traditions, as well as a myriad of restaurants and bars is only a short ride away.

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For haul-outs, the marina operates two Roodberg Trailers, one 60-ton unit and one 20-ton, capable of lifting both monohull and multi-hull boats up to a maximum beam of 42 feet with ease. These trailers have soft pads and provide the safest and most efficient method of hauling your prized possession. In fact, Varadero Aruba is the only boatyard in the region capable of hauling boats with a beam over 35 feet. There's also a 40-ton Travelift as well. Varadero Aruba is fully capable of nearly any type of service or repair work, from annual maintenance to complete mechanical, structural and cosmetic rebuilds. You can feel confident knowing that any service or repairs are performed at the very highest standard and with the utmost care and attention to detail.

Varadero Aruba also contains an entrepôt storage area, which

means that boats in storage may remain on the island for as long as necessary without having to pay taxes. The marina currently has 400 dry slips and 70 wet slips, all located in one of the safest and most secure locations found anywhere in the Caribbean.

Aruba itself offers an outstanding location, whether as a base for your yacht or just to visit for service and repairs. The international airport is just minutes from the marina and downtown Oranjestad lies just 15 minutes away by car. The island offers world-class sport fishing, diving and other activities as well as some of the finest beaches in the world. The owners of Varadero Aruba are life-long boaters and fishermen who fully understand the needs of traveling captains and yacht owners, and who can meet those needs with an unrivaled dedication to customer service. Visit www.varaderoaruba.com for more information, including a link to the downloadable documents you'll need prior to your arrival.

Don't be left high and dry by the others: contact Varadero Aruba Marina and Boatyard today for more information and let them show you why they are known as the best in the Caribbean.



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CRUZAN'S WIN 2018

BRITISH VIRGIN ISLANDS REPORT BY TROPIX MEDIA



the 12-mile relay race portion of the annual Painkiller Cup race. The trio, who finished 2nd in the event for the past three years, blazed the downwind course to arrive on Sandy Cay after just two hours and fifteen minutes of paddling.

The winning team collected trophies and round trip tickets anywhere within the InterCaribbean Airlines system.

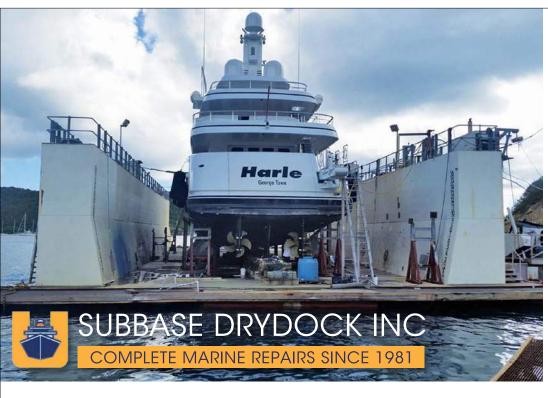
The BVI team of Brian Duff, Saski Lang and Josh Morrell easily captured 2nd place, while Team Triple Stoked from St Thomas took 3rd.

Conditions for the downwind race could not have been more ideal with brisk east winds and steady sea conditions.













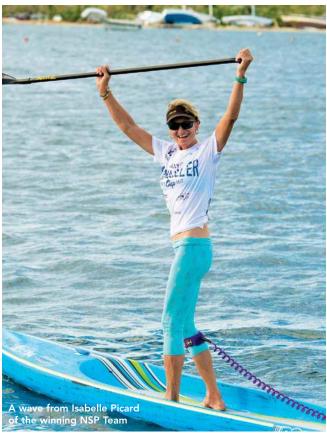
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"It was perfect," said Isabelle Picard of the winning NSP Team. "The wind was square on our back and the sea conditions were just big enough to catch waves but not too big to knock us down."

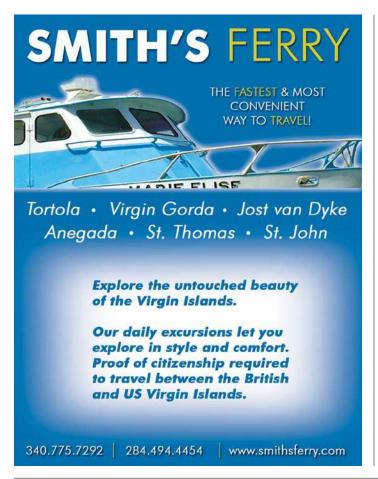
The annual Painkiller Cup combines two races: the three-person team relay race, and a smaller 2.5-mile solo race from Sandy Cay to White Bay, Jost Van Dyke. The relay race has a twist in that each team of three people must include at least one women.

The solo race, which is also known as the Mini-Painkiller Cup, saw 35-entries and was won by visiting paddler John Sloan from Atlanta, Georgia. Second place went to Tortola paddler Lee Donovan, while Ewout France, also from Tortola, was 3rd.

Natalie Sims from Tortola was the top women finisher coming in 6th overall.

The 2018 Painkiller Cup was sponsored by InterCaribbean Airlines, HIHO, Hendo's Hideaway, The Moorings, Island Time Boat Rental and Lemon & Line.

This year's event included some community service efforts. Participants collected hurricane refuse on Sandy Cay and, following the awards ceremony, planted coconut trees on White Bay.







SAINT BARTH NEW YEAR'S EVE REGATTA

ST. BARTHÉLEMY STORY ELLEN LAMPERT-GRÉAUX PHOTOGRAPHY ROSEMOND GRÉAUX



/ inner in 2011 and 2015, Lloyd Thornberg once again took top honors in the Saint Barth New Year's Eve Regatta, a parade of sailboats around the island on December 31 each year.

Two hours before the staggered starts, strong rains battered the island, yet the sailors were not discouraged from setting sail. At 11am the first boat, *Speedy Nemo*, crossed the start line, followed by the others until the last to set off, Lloyd Thornberg's orange catamaran Gunboat 66 *Phaedo* at noon. This is the same beautiful boat with which Thornberg won this regatta in 2011, while in 2015 he sailed to victory with another boat, the high-speed, lime green MOD70 trimaran

S.B.Y.C

Benoit Meesemaecker (left) sailor and president of the St Barth Yacht Club, and Captain Ross Kleiman (right), sailing on *Symmetry* during the 2017 New Year's Eve Regatta, a parade around St Barth to ring out the old year, and herald in the new!

ST BARTH: SAILING INTO SPRING

First up is the St Barth Bucket, a prestigious invitational regatta for sailboats over 100ft in length. Setting sail on March 15-18, the Bucket has close to 30 entries confirmed including three beautiful J Class boats. www.bucketregatta.com

Following The Bucket is Les Voiles de St Barth on April 8-14, with sailboats of all sizes in a variety of classes. The organizers have announced that French television personality Alessandra Sublet and American music star Jimmy Buffett are the ambassadors of the regatta this year, as both are strong supporters of the island (Buffett also served as patron of the race in 2011). www.lesvoilesdesaintbarth.com/us

The final event of the season is the arrival of the Ag2r La Mondiale, with teams of two sailors on identical 10-meter Figaro Beneteau boats racing across the Atlantic. Boats leave France April 22, and are expected to arrive in St Barth mid-May.

Phaedo³, which has set all kinds of speed records under Thornberg's tenure.

Under cloudy skies and winds from the east at 10 knots, with gusts up to 15 knots, the sailors didn't face too many challenges, but a boat like the 96ft German Frers Symmetry sails better with more wind, having completed this course in two hours on a previous outing, it took almost four hours this time around. Even Phaedo, which won in 2011 with a time of 2h 6m 13s, took 3h 01m 55s this time. The regatta record of 1h 32m 07s set in 2004 by the 147ft Visione still stands, and seems almost impossible to beat.

Organized by the Saint Barth Yacht Club in collaboration with the Port de Gustavia, this year's edition featured six boats of various sizes.

Results: 1st Phaedo; 2nd Maelia; 3rd Speedy Nemo; 4th Anna Christina; 5th Simple Harmony; 6th Symmetry.

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









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NOVEMBER 2018

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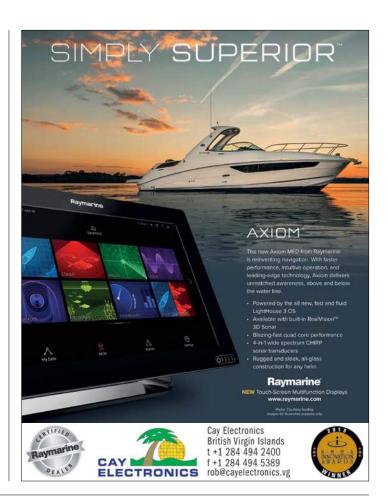
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along with 31 other teams on December 14, for a 3,000-mile row across the Atlantic in the 2017 Talisker Whisky Atlantic Challenge, billed as the 'World's Toughest Row'. The bird, soaring overhead some 540 miles east of the finish line in Nelson's Dockyard, Antigua, proved a beacon of hope and encouragement for Team Antigua. With that, the four men started to pull even harder on the oars.

"We've been watching rowers land in Antigua for over 10 years, it has always sparked a curiosity among us all," says Watt, whose teammates are childhood friends who grew up together and continue to be avid water sports enthusiasts. "The first Antiguan team to participate was in the 2015 Challenge (Team Wadadli, with Dr. Nick Fuller, Archie Bailey, John Hall and Peter Smith, who finished 14th of 26 teams, yet set the record for oldest team age-wise to ever row across the Atlantic) and it brought the island together. It also raised awareness and much needed funds for the St Johns Hospice. We were all inspired by these brave men. They had one request and it was to have another Antiguan team participate in the future. Eli made a few calls as we had a sponsor of U.S. \$100,000 to get a team together and the rest is history. We were all in."

The toughest part of the race for Team Antigua, says Watt,

was maintaining power on the 24-foot long, six-foot wide selfrighting Rannoch 45 row boat. To keep batteries charged, they had an emergency back-up system called an EFOY. Unfortunately, the unit didn't arrive from a manufacturer's servicing until the day before the race start. An error message in the unit that persisted after long hours of work by Watt and Psihoyos, necessitated the team leave this essential piece of equipment behind, leaving them at a disadvantage should they run into a low battery situation. The first five days the team used only essential electronics such as navigation lights, GPS, AIS, VHF radio, auto helm and water maker. It soon dawned on them that persistent cloud cover meant they would not get sufficient amps from their three solar panels to maintain the battery voltage. Conserving power then became the number one priority, meaning the team could not charge any devices, use navigation lights or run the GPS in the day, and some nights they had to hand steer using a compass and a glowstick to see.

The weather in this year's Challenge was unprecedented and also challenging. Strong easterly trade winds resulted in very big seas, but an extremely fast paced race. The team experienced quite a few near roll overs where massive 20-foot waves would meet and send the boat sideways and down. Luckily,

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The above times are now in affect. After a period of three months, an assessment will follow to determine if changes need to be made or whether the bridge times will remain as published.

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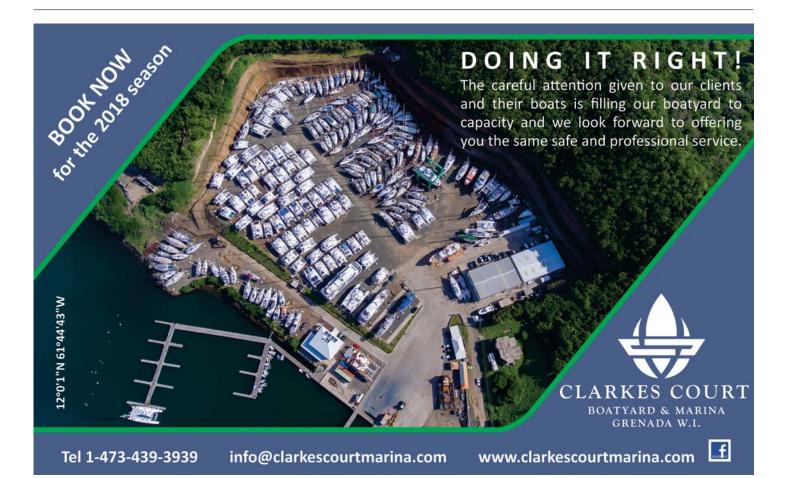






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this didn't cause any injuries. However, the sleep deprivation that came because of having to hand steer to conserve battery power for making water resulted in the men losing countless hours of sleep. The result was many hallucinations and vivid dreams when asleep during the two-hour row, two-hour sleep schedule the men maintained for most of the trip. In fact, one night Watt found himself having a conversation with a bulkhead hatch before his shift change over.

"Dawn on Day 30 revealed the most beautiful sight, the eastern coast line of our home, Antigua. We could see boats making their way to welcome us. It was a very surreal and moving moment to see the amount of family, friends and fans who came out to see us in," says Watt.

Team Antigua ended in second place, with a time of 30d 2h 12m, nearly five days faster than the 2016 record for a fourman team. The London, UK-based Four Oarsmen, was first and finished about 11 hours before Team Antigua.

All teams in the Challenge must have a charity in which to donate. Team Antigua chose two: a full-time managed Marine

Park in the Nelson's Dockyard area, and supporting Antigua's sister island Barbuda, which was severely damaged during Hurricane Irma. The team has raised over US \$110,000 to date.

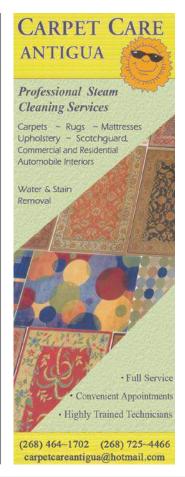
"Presently, we don't have plans to participate in another Challenge," says Watt. "However, for future teams from Antigua or the Caribbean, we strongly suggest spending at least 800 to 1000 hours of training time on the water rowing the boat; learning the systems on board in great detail in order to trouble shoot problems out at sea very quickly; taking time in the gym getting your fitness in order; and knowing that the difficult part of organizing the row is the hours of emails, phone calls, meetings and fundraising it takes to manage the overall operations."

Editor's note: All At Sea congratulate TEAM ANTIGUA on their magnificent achievement.

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

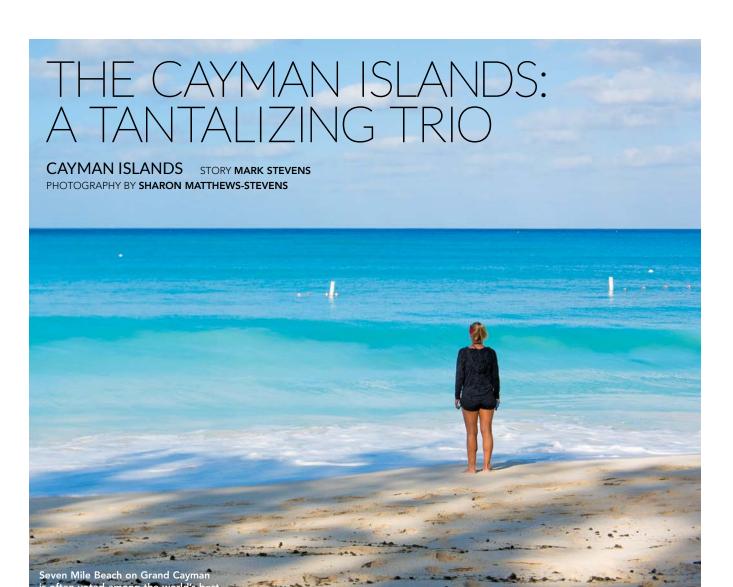












/e're trudging along a rock-strewn trail topping a cliff more than a hundred feet above waves crashing ashore in white foam, waves like white lace crisscrossing cobalt-colored waters further out. We meet two people who smile at us and point in the direction we're headed. "Brown boobies that way," they say.

We don't find them here in the eastern reaches of Cayman Brac but it doesn't matter: the view's spectacular, the experience is unforgettable.

Back in the car we make for Le Soleil D'or, an inn and elegant restaurant on the south coast, doing farm to table lunch, rounding out the afternoon at their beach club somewhere between a swimming pool and an alabaster swathe of sand, chatting with the other patrons.

Both other patrons.

Late in the afternoon we fly back to Grand Cayman, dining al fresco beside the waters of North Sound at Calypso Grill.

If I'd ever needed convincing about the allure of the Cayman Islands, I should consider it a done deal.

This Caribbean collection comprising Grand Cayman, Little Cayman and Cayman Brac is a tropical triumvirate.

Located northwest of Jamaica, it's got all the appeal of the Antilles but given its history as an offshore financial haven it's also incredibly sophisticated, boasting luxury accommodation and a cornucopia of culinary choices.

Add in the expected sun-kissed delights like one of the

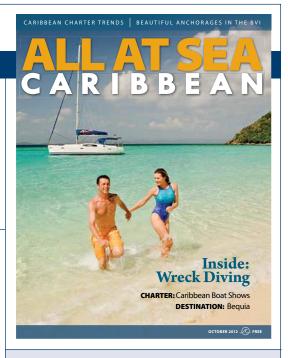




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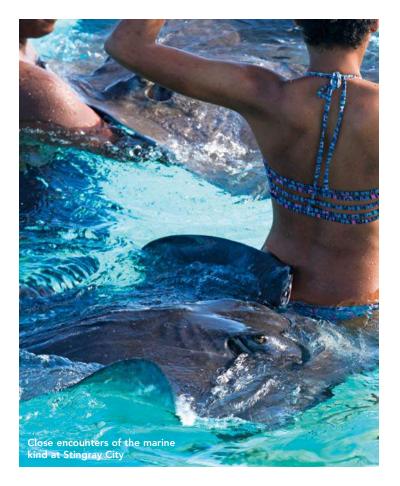
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In short, the Cayman Islands are a tantalizing trio.

UNDER THE SEA

On my first trip down here my nephew, an avid diver and expat resident from Canada, gave me an impromptu scuba lesson and we did a shore dive: a kaleidoscopic multitude of fish, a menagerie of coral. On this trip we snorkel off Rum Point, wading in waist-deep waters nudged and nuzzled by stingrays friendly as puppies.

By time we've boarded the catamaran bound for Rum Point, I decide that maybe this archipelago's best features might be discovered under the sea.

Here you experience a different dive site every day for a year without repeating yourself, the healthiest coral in the Caribbean, almost unlimited visibility, wreck dives and walls that drop six thousand feet.

Then again, maybe it's that feeling of solitude you can experi-

ence here, not only on Little Cayman and Cayman Brac, but on Grand Cayman itself.

FAR FROM THE MADDING CROWD

Rum Point: pastel-painted picnic tables, a lime-colored hut where you can buy a frosty Caybrew beer. Do lunch, stretch out in a hammock in the shade of casaurina trees fluttering like feather boas in the breeze. Try a standup paddleboard or just laze beside a rainbow-painted sign pointing to any one of a number of metropolises far removed from this hideaway.

Blowholes and Bodden Town: Driving the south coast, watch geysers reaching for the sky. Have a box lunch in a shore-side gazebo you share with only a couple of locals taking a break from their quest for the catch of the day.

On Little Cayman or Cayman Brac, you can find a beach to call your own.

Population on Little Cayman: roughly one hundred seventy.

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house at St. James Pedro. Visit the National Gallery, with its wealth of local art housed in a modern white showcase. Get a lesson in basket-weaving or rope-making at Camana Bay from a lovely lady named Marlena Anglan.

But don't just expect history here at Camana.

For Camana, just like the rest of this archipelago, offers something for everyone.

SOMETHING FOR EVERYONE

Cross over to Camana Bay's 'island' where your kids can climb the jungle gym. Go shopping for jewelry, lingerie or the latest for audiophiles. Then dine and sip a cold one.

Head to West End to swim with a dolphin or bond with a sea turtle.

Learn about island horticulture and reflect pond-side while an iguana in a buttonwood tree looks down approvingly in the Queen Elizabeth II Botanical Park.

Walk a beach: seven sultry miles of sand. Toast, at day's end, one of the Caribbean's best sunsets.

Then go for dinner - for the culinary offerings here are as appealing as the sunsets.

A TANTALIZING TRIO

And there it hits me, on a patio at Calypso Grill ten feet from the shore of Morgan's Harbour. There's something for everyone in the Cayman Islands. The allures are myriad, the appeal of this trio, Grand Cayman, Little Cayman, Cayman Brac, unsurpassed.

Mark Stevens is an award-winning travel writer whose specialties include Canada, the Caribbean and boating.

Sharon Matthews-Stevens is a professional travel photographer, visit sherry@sherryspix.com

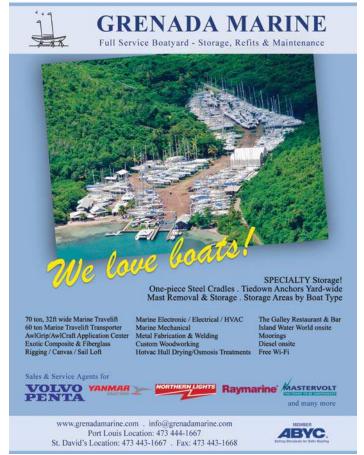
SHIP'S LOG

To chart a course to this tantalizing trio begin your float plan at: www.caymanislands.ky

No shortage of shore-bound berths here. For the ultimate in luxurious 'staterooms' check out Kimpton Seafire Resort and Spa right on Seven-Mile Beach: http://www.seafireresort andspa.com









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CARIBBEAN MARINAS All At Sea's Caribbean Marinas Guide

Maximum Maximum Maximum Cengahum * of Sips Feesh Wates	Electrical Supplycal	Cable Satellie Diese Shower WC Lamon WC Povisioning Bar Neisallia THE Chamel

Antigual Myltarbour Marina and Marina Aruba 297-588-0250 13′ 200′ 150 110/220 0 0 0 0 0 0 0 0					7	**		<u> </u>		7		٠,	7	_	9	S		
Renaissance Marina Aruba	Antigua		268-460-6054	20′	380′	60	•	110/220/380 3 phase	•	•	•		•	•		•	68/10	•
Aruba Avradero Caribbound Avradero Carib	Antigua		268-462-6042	13′	200′	160	•	110/220		•	•	•	•	•	•	•	68	FREE
Curaçao Barbara Beach Marina S999 465 8936 13' 130' 30 110/220/430 0 0 0 0 0 0 0 0 0	Aruba	Renaissance Marina Aruba	297-588-0260	13′	200′	50	•	110/220		•				•	•	•	16/69	•
Curaçao Curaçao Marine 5999 465 8936 13' 120' 30 110/220/380 67 FREE Curaçao Curaçao Yacht Club www.curacaoyachtclub.com 5999-767-4627 16' 150 140 110/220/380 68 FREE Curaçao Seru Boca 5999 560 2599 14' 150' 140 127/220 68 FREE Curaçao Seru Boca 5999 560 2599 14' 150' 140 127/220 68 FREE Curaçao Seru Boca 5999 560 2599 14' 150' 140 127/220 	Aruba		297-588-3850	8′	120′	75	•	50/30 amp				•			•	•	68	•
Curação Curação Curação Curação Servi Boca Ser	Curaçao	Barbara Beach Marina	5999-840-0080	15′	130′	6	•	380V 250A		•	•	•	•	•	•	•	67	FREE
Curação Seru Boca Seyo \$60 2599 14' 150' 140 127/220	Curaçao	Curaçao Marine	5999 465 8936	13′	120′	30	•	110/220/380		•		•	•	•		•	67	FREE
D.R. Casa de Campo Marina 809.523.8646/ 8647 D.R. Marina Zar Par 809.523.8686 12' 120' 110 110/220 0 0 0 0 0 0 0 0 0	Curaçao		5999-767-4627	16′	160	10		110/220 v; 50 hrz		•	•	•			•	•	68	FREE
D.R. Marina Zar Par 809-523-5858 12' 120' 110	Curação	Seru Boca	5999 560 2599	14′	150′	140	•	127/220				•	•	•	•	•	67	FREE
D.R. Ocean World Marina	D.R.	Casa de Campo Marina		16′	250′	350	•	110/220 v to 60 hrz	•	•	•	•	•	•	•	•	68	•
Grand Cogyman Barcadere Marina 345-949-3743 8' 150' 83 9 30, 50, 100 & 200 amp shase; 120/208 3 phase; 120/208 3 pha	D.R.	Marina Zar Par	809-523-5858	12′	120′	110	•		•	•	•	•	•	•	•	•	5	FREE
Standard Barcadere Marina 345-949-3743 8' 150' 83 single phase; 100 8.200	D.R.	Ocean World Marina	809-970-3373		250′	104	•	110/220	•	•	•	•	•	•	•	•	16/68	•
Green Turtle Club Resort and Marina Clarkes Court Boatyard & Marina Referentation 19 (19 to 19 t	Grand Cayman	Barcadere Marina	345-949-3743	8′	150′	83	•	single phase; 100 & 200 amp 3 phase; 60hz		•	•	•		•		•	16	FREE
Turtle Cay and Marina	Great Exuma	The Marina at Emerald Bay	242-336-6100	14′	250′	150′	•		•	•	•	•	•	•	•	•	16	FREE
Grenada Grenada Marina 473-433-39-99 11' 150' 20 110/220, 300r2	Green Turtle Cay		866-528-0539	6.5	120′	40	•	50/100 amp		•	•	•	•	•	•		16	•
Grenada Le Phare Bleu Marina 473-444-2400 15' 120' 60 110/220/480	Grenada		473-439-3939	11′	150′	20	•	110/220; 50hrz				•	•		•	•	68	FREE
Grenada Port Louis Marina 473-435-7431 14.76′ 90m 170 • 110/2208/220/230/240/ • • • • • • • 14 FREE Grenada Prickly Bay Marina 473-439-5265 17′ 200′ 10 • 110/220/308 • • • • • • • • 16 • • 16 • • 16 • • 17 • 100/240/308 • • • • • • • • • • • • • • • • • • •	Grenada	Grenada Marine	473-443-1667	15′	70′	4	•	110/220		•		•	•		•	•	16	FREE
Grenada Prickly Bay Marina 473-433-7431 14,76 97m 170 400/480/630V 400/480/680V 400/480/680V 400/480/680V 400/480/680V 400/480/690V 400/480/680V 400/	Grenada	Le Phare Bleu Marina	473-444-2400	15′	120′	60	•	110/220/480		•	•	•	•	•	•	•	16	FREE
Guadeloupe Marina Bas-du-Fort 590 590 936 620 15.5' 210' 1,100 110/220/380	Grenada	Port Louis Marina	473-435-7431	14.76	90m	170	•		•			•	•	•	•	•	14	FREE
Second S	Grenada	Prickly Bay Marina	473-439-5265	17′	200′	10	•	110/220/308		•	•	•	•	•	•	•	16	•
Shipyard	Guadeloupe	Marina Bas-du-Fort	590 590 936 620	15.5	210′	1,100	•	110/220/380		•	•	•	•	•	•	•	9	FREE
Panama Bocas Marina 284-495-9930 12 30 N/A N/A N/A N/A N/A N/A N/A	Jamaica		876-715-6044	32'	600′	33	•		Cable	•	•	•	•	•	•	•	16/9	FREE
Panama www.bocasmarina.com 507-757-9800 20' 150' 83 • 110 - 220v • <	Jost Van Dyke	North Latitude Marina		12′	50′	N/A	•	N/A		•	•			•			16	
Panama redfrogbeach.com on = IGY destination +507 6726-4500 20′ 300′ 84 100 Amp 220V 60 Hz, 200 Amp 480V 60 Hz, 3-phase • • • • • • • • • • • • • • • • • • •	Panama		507-757-9800	20′	150′	83	•	110 -220v		•		•	•	•	•	•	68	FREE
Puerto Rico Marina Pescaderia 787-717-3638 8' 65' 97 • 110/220 • • • • • • • • • • • • • • • • • •	Panama	redfrogbeach.com	+507 6726-4500	20′	300′	84	•	100 Amp 220V 60 Hz, 200		•	•	•	•	•	•	•	68	•
Puerto Rico Ponce Yacht & Fishing Club 787-842-9003 20' 150' 169 110/220V, 30A, 50A and 100A •	Puerto Rico	Club Nautico de San Juan	787-722-0177	31′	250′	121	•	120/240		•	•	•	•			•		•
Puerto Rico Puerto Del Rey Marina 787-860-1000 15' 260' 1,000 287	Puerto Rico	Marina Pescaderia	787-717-3638	8′	65′	97	•	110/220		•	•	•	•	•	•	•	16/68	•
Puerto Rico Puerto Del Rey Marina 787-860-1000 15' 260' 1,000 ● & 3 phase; 30, 50,100 & 200 amps; 60 Hz Cable ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ●	Puerto Rico	Ponce Yacht & Fishing Club	787-842-9003	20′	150′	169	•	and 100A		•	•	•	•		•	•	68	FREE
St. Croix Green Cay Marina at Tamarind Reef Resort 340-718-1453 8' 100' 154 • 110/220V - 30A, 50A, 200A • • • • • • • 16 FREE	Puerto Rico	Puerto Del Rey Marina	787-860-1000	15′	260′	1,000	•	& 3 phase; 30, 50, 100 &	Cable	•	•	•	•	•	•	•	16/71	FREE
at Tamarind Reef Resort 340-718-1453 8 100 154 200A	Puerto Rico	Sunbay Marina	787-863-0313	12′	75′	287	•	110/220	Cable	•	•	•	•	•		•	16/12	•
St. Croix St. Croix Marine 340-773-0289 11' 150' 44 • 110/220 • • • • • • • • •	St. Croix		340-718-1453	8′	100′	154	•		•	•	•	•	•		•	•	16	FREE
	St. Croix	St. Croix Marine	340-773-0289	11′	150′	44	•	110/220	•	•	•	•	•	•	•	•	16/18	

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St. Lucia	Rodney Bay Marina www.igy-rodneybay.com an IGY destination	758-458-4892	14′	285′	253	•	120V- 480V, 30/50/100/ 125/200 amps at 60 Hz, 240V- 440V, 32/63/125 & 200 amps at 50Hz	•	•	•	•	•	•	•	•	16	FREE
St. Lucia	The Marina at Marigot Bay	758-451-4275	16′	250′	40	•	110/220/380, 50/60 Hz	Cable	•	•	•	•	•	•	•	16/12	•
St. Maarten	Bobby's Marina www.bobbysmarina.com	721-542-2366	12′	130′	80	•	110/220V		•	•	•		•	•	•	16/69	•
St. Maarten	Island Water World Marina	599-544-5310	8′	90′	54	•	Available	Cable	•	•	•				•	74	FREE
St. Maarten	Lagoon Marina Cole Bay Waterfront	599-544-2611	9′	100′	45	•	110/220	•			•	•	•	•	•	16	FREE
St. Maarten	Simpson Bay Marina www.igy-simpsonbay.com an IGY destination"	721-544-2309	13′	196′	114	•	480V 3-phase 100 amps/ leg; 220V 3-phase 100 amps/leg; 220V 50 amps; 110V 30 amps 60hz	•	•	•	•	•	•	•	•	16/ 79A	FREE
St. Maarten	The Yacht Club at Isle de Sol www.igy-isledesol.com	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	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	+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 GY destination	917-677-7680	16′	175′	18	•	110V, 220V; 480V 3-phase					•	•	•	•	69	FREE

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CARIBBEAN BOATYARDS

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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 4 5	•		•	•	•	•	•
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 4 5	•	•	•	•	•	•	•
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 4 5	•	•	•	•	•	•	•
Virgin Gorda, BVI	Virgin Gorda Yacht Harbour	18. 45222	-64. 43750	284-495- 5318	10	150	34	no limit	110/120	7am- 6pm	70 45	•		•	•	•	•	•
Curaçao	Curacao Marine	12' N	68' W	599 9 562- 8000	9′	120′	33′	193	110/220 380	8am- 5pm	60	•		•	•	•	•	•
Boca Chica, D.R.	Marina ZarPar	18 26.4 N	69 37.23 W	(809) 523- 5858	7.5′	65′	28′	no limit	110/220 380	9am- 5pm	70	•		•	•	•	•	•
La Romana, D.R.	IBC Shipyard	18° 23′ 55″ N	68° 53′ 55″ W	+809 449 3321/3323	12′	110′	26′	no limit	110/220 3 phase 100/50/30 amp	8-5 M-F	120	•	•	•	•	•	•	•
Grenada	Clarkes Court Boat- yard & Marina	12° 00.6′ N	061° 44.0′ W	473-439- 3939	11′	150′	37′	0	110/220; 50Hz	7:30am- 4:30pm	242	•	•	•	•		•	•
Grenada	Grenada Marine	12° 01:20	61° 40:42	00-1-473- 443-1667	12′	75′	31.5′	0	110/220	8-5, M-F; 8-12, Sat	70 4 5	•	•	•	•	•	•	•
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 4 <u></u>	•	•	•	•	•	•	•
Panama	Bocas Yacht Services	09° 17.3′N	082° 23.06W	507- 6619-5601	10′	65′	20′	no limit	120/220	7:30- 3:30pm	60	•		•	•		•	
Puerto Rico	Varadero @ Palmas	18 04′ 37″N	65 47' 57"W	787-656- 9211	11′	110′	26′	no limit	50/30 amp	8-5, 7days	110	•	•	•	•	•	•	•
Puerto Rico	Puerto Del Rey Marina	18° 17.3 N	65° 38 W	787-860- 1000	15′	150′	33	no limit	120/208V single & 3 phase; 30, 50,100 & 200 amps; 60 Hz	8am- 5pm	155 4 5	•	•	•	•	•	•	•
Sint Maarten	Megayard	18°02′ 13.24 N	63°05′ 08.52 W	1-721-5444- 060	12′	200′	33′	12′	110/220	8-5 M-F	150	•	•	•	•	•	•	•
St. Lucia	Rodney Bay Marina an ■IGY destination	14°04 '32. 72″ N	60°56 '55. 63" W	758-458- 4892	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 45	•		•	•	•	•	•

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Washington D.C. / MD	VA MD		301-749-1582	Call	160′		•	30/50/100 single and 3 phase	•	•	•	•	•	•	•	•	71/16	•
Morehead City	NC	Morehead City Yacht Basin	252-726-6862	8′-10′	200′	88	•	30/50/100 Amp	•	•	•	•	•		•		16	FREE
Beaufort	NC	Jarrett Bay Boatworks	252-728-7100	10′	135′	30	•	30/50/100 Amp		•	•	•				•	16	FREE
St Petersburg	FL	Maximo Marina & Boatyard www.igy-maximomarina.com	727-867-1102	8′	110′	300	•	30/50/100 single phase	•	•	•	•	•		•	•	6/16	FREE
Miami Beach	FL	One Island Park www.igy-miami.com an 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	тх	Legend Point Condominiums & Marina www.legendpointmarina.com	281-334-3811	7′	48′	254	•	30/50/100 Amp	•			•	•					

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Washington	NC	Washington Yacht Service	252-975-2000	7′	70′	21′	no limit	30/50 Amp	24x7	50 ton travelift	•	•	•	•		•	
Beaufort	NC	Jarrett Bay Boatworks	252-728-2690	10′	130′	30′	no limit	30/50/100 Amp	24x7	50/75/ 200 ton travelift	•	•	•	•	•	•	
Beaufort	NC	Beaufort Marine Center	252-728-7358	10′	130′	30′	no limit	30/50/100 Amp	8-4:30 M-F	50/75/ 200 ton travelift	•	•	•	•	•	•	•
Beaufort	NC	Moores Marine Yacht Center	252-504-7060	10′	130′	30′	no limit	30/50/100 Amp	8-4 M-F	50/75/ 200 ton travelift		•	•	•	•	•	•
Beaufort	NC	True World Marine	252-728-2541	6′	100′	20′	no limit	30/50 Amp	8-5 M-F	75 tons	•	•	•	•	•	•	•
Thunderbolt	GA	Thunderbolt Marine Inc.	912-352-4931	14′	180′	36′	no limit	30/50/100 single and 3 phase	24x7	150 ton travelift/ 1150 ton Syncrolift	•	•	•	•	•	•	•
Jacksonville	FL	Huckins Yacht Corp. www.waterwayguide.com/featured- marina/huckins-yacht-corp	904-389-1125	6′	80′	21′		30/50 Amp	7am-4pm	44 ton/ 77 ton		•	•	•	•	•	
Fort Lauderdale	FL	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 GY destination	727-867-1102	8′	62'	18′	no limit	Outboard, I/O, Inboard	8am M-F	50 ton travelift		•	•	•	•	•	•
Gulf Shores	AL	Saunders Yachtworks	251-981-3700	10′	130′	28′	74′	30/50/100 Amp 3 phase	24x7	165 ton travelift		•	•	•	•	•	
Mobile	AL	Dog River Marina	251-471-5449	8′	85′	22.5′	75′	30/50/100 Amp 3 phase	24x7	70 ton travelift		•	•	•	•	•	
Orange Beach	AL	Saunders Yachtworks	251-981-3700	6′	85'	21.5′	no limit	30/50 Amp	7-5 M-F/ Sa-Su by app't.	60 ton travelift		•	•	•	•	•	

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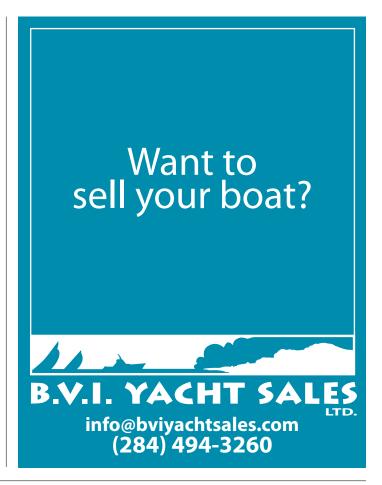
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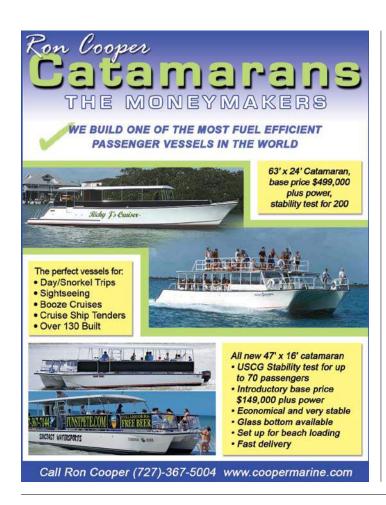
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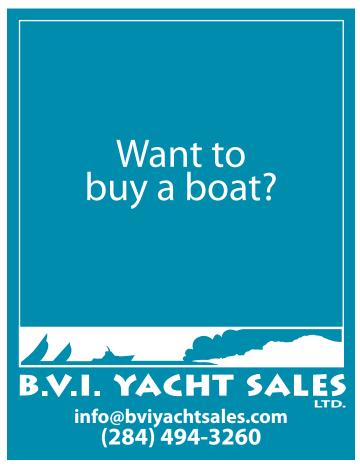
Under gunwhale lockable storage racks, Taco Grand Slam outriggers, 11 rod holders, Freshwater and Saltwater washdown

sink area with cutting board, lighted livewell w/clear lid, transom sinkbait rigging area, removable seat backrest, transom shower. 2 in deck fishboxes each with macerator pump, coaming and seat pads, tackle drawers, tackle storage, walk through windshield, and Stainless steel hardware.

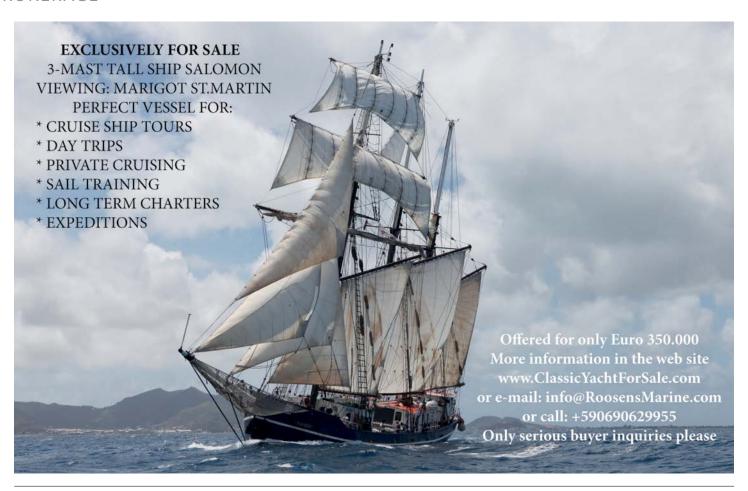
Cabin has 3 steps down, aft cabin with storage and lighting, combination standup head and shower, AC/Heat 110v, 110v outlets, refrigerator, stove, 12v lighting and cedar lined hanging storage and drawers. Setee seats 5 comfortably and converts to large sleeping area. Flat screen TV with DVD player. Cable antenna and stern coax outlet. 5 side hatches and 2 large overhead all with screens. \$95k

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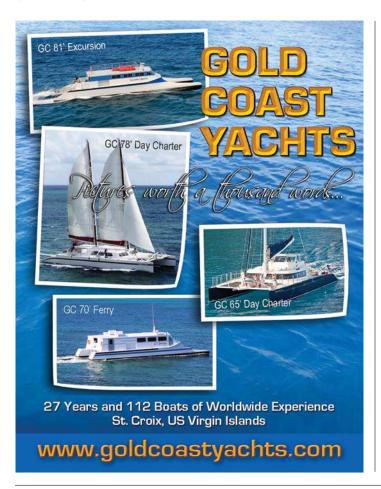


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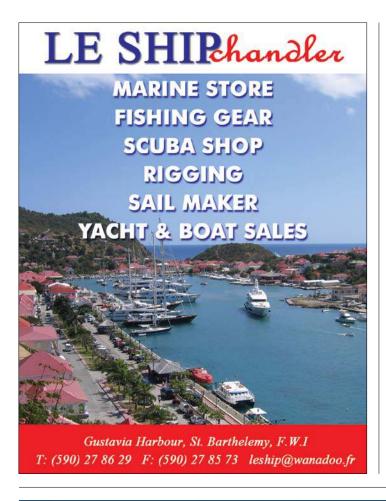


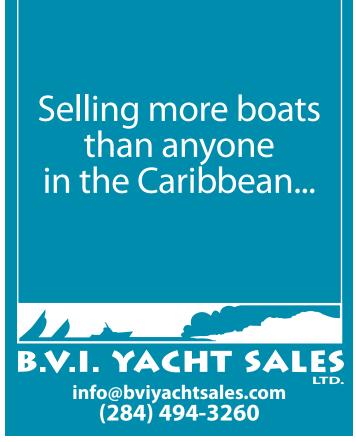
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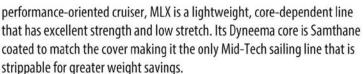




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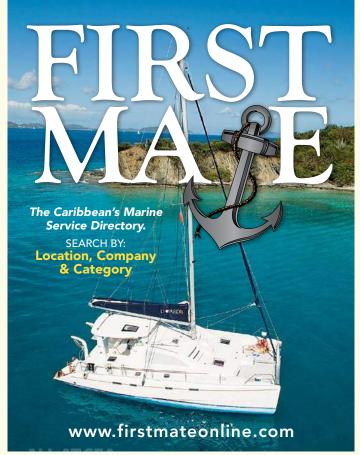
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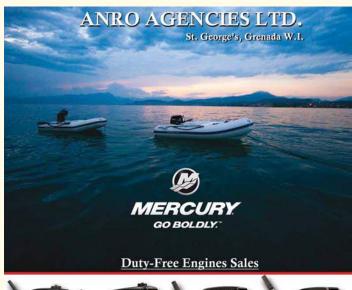














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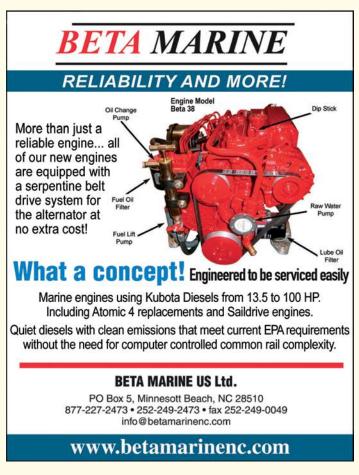
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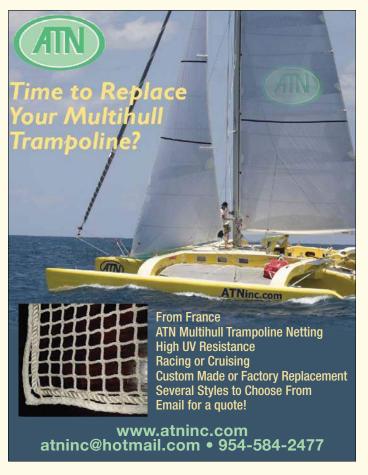
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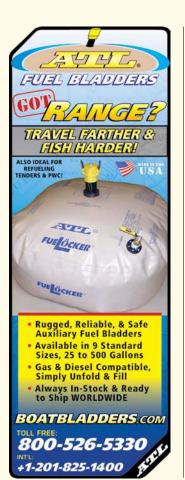


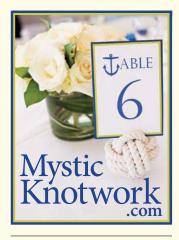
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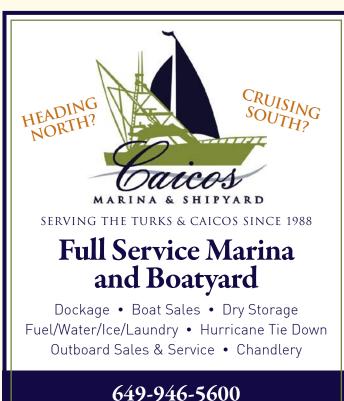












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	DEADLINE IS THE 1ST OF THE MONTH PRIOR Payment must be received before placement

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Employment

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YACHT MANAGEMENT **COMPANY BASED IN THE BRITISH VIRGIN ISLANDS IS** LOOKING FOR A QUALIFIED MARINE SERVICE TECH-NICIAN to join our team. Experience and training specifically in marine electronics and refrigeration would be preferred; as well as a good general working knowledge and ability to troubleshoot and work on marine sub systems and marine diesel engines and generators. Work references would be needed, and remuneration would be provided on application. Please make contact with Graeme on

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Employment

general duties to include turning, milling, boring, grinding, tube bending. WELDER/FABRICATOR Must have 10 years' experience in welding stainless and aluminum with T.I.G & M.I.G. and ARC. Must be able to use standard bending, cutting, roll forming and shearing equipment to manufacture to close tolerances. Ability to work unsupervised a necessity. mail cv to stainless@nautool.com 346 6735

YACHT DESIGN & ENGIN-EERING. GOLD COAST YACHTS, US Virgin Islands, is seeking to immediately fill a full-time position on our Design & Engineering team. Gold Coast Yachts is a successful multi-hull manufacturer specializing in composite power and sailing passenger vessels. The position involves all aspects of yacht design ranging from conceptual 3D modeling, to structural calculations, to production of construction drawings. We are looking for applicants with experience in composite yacht design and construction. Interested individuals should visit www.goldcoastyachts.com to view the full position description.

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KEEP IT CLFANI

THE DISH BY CAP'N JAN ROBINSON



ur food supply has changed dramatically over the last few years. Many of us now know the benefits of 'Eating Clean', having more energy and staying well!

To get 'clean' it is important to read labels. Be aware that many food companies are giving unwanted chemicals, normal sounding names. My guide - more than three ingredients I cannot pronounce, I don't buy. I try eat it nothing white (well, except for cauliflower). You do not have to give up meat completely just crowd it out with lots of good vegetables.

I'm working on a new 'healthy' cookbook: the Ship to Shore Charter Yacht Collection. My friend Judy Peacock contributed the Easy Seaweed Wrap recipe below. Should you or any chef you know be interested in contributing to the book then I would love to hear from you. Please Email: JanRobinson340@gmail.com

EASY SEAWEED WRAPS

Prep time: 20 minutes. Serves: 4

8 Nori seaweed sheets (shiny side face down when filling) Small bowl warm water (to dampen edges of seaweed sheet so they stick and seal easily)

FILLING:

Rice wine vinegar 1-2 tbsp peanut or cashew butter 1 small carrot grated 2 mushrooms, finely chopped Several leaves of spinach 1 green onion, chopped 1 small beet grated 1-2 tbsp cheese

Place seaweed sheet on sushi roller and sprinkle it with Rice Wine vinegar. Spread the peanut butter at the bottom edge. Add the vegetables in layers. Add the feta cheese Roll tightly. Cut in half. Dip in sauce, eat and enjoy.

DIPPING SAUCE: 1-2 tbsp soy sauce 1 tsp rice wine vinegar Dash of sesame oil

NOTE: You can add any vegetables you like - alfalfa sprouts, chopped cilantro, thinly sliced cucumber, radish, avocado, etc.

TIP: Moisten the edge of the Nori sheet when you finish rolling it up to help seal the roll and make it much easier for cutting in half. Nori has a shiny side and a rough side. Place the shiny side face down on your sushi board and rough side facing up. This way it seals better. Wraps are best eaten immediately.



SIMPLE BAKED SALMON

Prep time: 5 minutes. Cooking time: 10 - 15 minutes. Serves: 4

4 Salmon fillets Fresh lemon juice Olive oil Minced garlic

Freshly ground salt and pepper Garnish: Chopped parsley

or dill

Preheat oven to 400°F. Place salmon fillets, in a greased baking dish, with skin side down. Pour over fresh lemon juice, olive oil, minced garlic, salt and pepper. Bake 10 - 15 minutes. Garnish with the parsley or dill.

CAULIFLOWER RICE

Prep time: 10 minutes. Cooking time: 15 minutes. Serves: 4 1 large cauliflower, cut into large chunks

2 tbsp extra Virgin Olive Oil Salt and pepper to taste

Preheat oven to 400°F. Pulverize cauliflower in food processor and pulse until broken down into rice-size pieces. Bake on a greased cookie tray for about 15 minutes. Or ... Heat olive oil in a skillet over medium high heat; add cauliflower 'rice', salt, and pepper. Cover skillet and cook until heated through, 3 to 5 minutes. Remove lid and fluff 'rice' with a fork.

HOMEMADE FUDGE

Prep time: 10 minutes. Chilling time: about 1 hour.

Serving: one piece per person

2 tbsp liquid coconut oil 2 tbsp coconut palm sugar 2 tbsp Cocoa powder

1 tbsp whole milk Pinch of salt

In a medium size bowl, stir together all the ingredients, except the milk. Slowly add the cold milk and stir well. Pour into a custard cup line with plastic wrap. Put into the refrigerator for 1 hour or 0 until fudge hardens

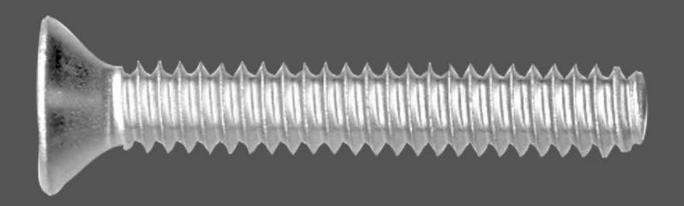


YAMAHA in Caribbean

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ARUBA	A&F Motors N.V.	Oranjestad	+297-0587-3590
BAHAMAS	Harbourside Marine	Nassau	+242-393-3461
BAHAMAS	Bay Breeze Marina & Storage	Abaco	+242-367-2452
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BERMUDA	A & P Marine Ltd.	Hamilton	+441-295-2329
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BRITISH VIRGIN ISLANDS	Tradewind Yacthing Services	Tortola	+284-394-2517
CAYMAN ISLANDS	Automotive Art	Grand Cayman	+345-949-7102
CURACAO	A&F Motors N.V.	Willemstad	+599-9-465-9942
DOMINICA	Auto Trade Ltd.	Canefield	+767-255-6800
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GUADELOUPE	S.O.G.U.A.M.A.R. S.A.	Baie Mahault	+590-590-252-05

COUNTRY	COMPANY NAME	TOWN	PHONE
GUYANA	Ming's Products & Services Ltd.	Georgetown	+592-225-3553
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HAITI	Marine Motors	Port-au-Prince	+503-3-702-2424
MARTINIQUE	Continental Marine Center Inc.	Lamentin	+596-596-511-157
SAINT BARTHELEMY	ETS CCHEZ BERANGER	Gustavia	+590-590-278-900
PUERTO RICO	Motor Sport Inc.	San Juan	+787-790-4900
SAINT CHRISTOPHER AND NEVIS	St. Kitts Nevis Anguilla Trading and Development Co. Ltd.	Basseterre	+869-465-2511
SAINT LUCIA	KP Marine (St. Lucia) Ltd.	Rodney Bay	+758-450-5564
SAINT MARTIN	Outdoor World N. V.	Cole Bay	+721-588-8440
SAINT VINCENT AND THE GRENADINES	KP Marine Ltd.	Kingstown	+784-457-1806
SURINAME	Datsun Suriname N.V.	Paramaribo	+597-477-811
TRINIDAD AND TOBAGO	Elee Agencies Ltd. (Outboard motors)	Port of Spain	+868-623-1221
TRINIDAD AND TOBAGO	Green's General Cycle Ltd. (WaveRunners)	Curepe	+868-663-2453
TURKS AND CAICOS ISLANDS	MPL Enterprise Ltd.	Providenciales	+649-331-0376
U.S. VIRGIN ISLANDS	Gallows Bay Marine	St. Croix	+340-778-2628
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