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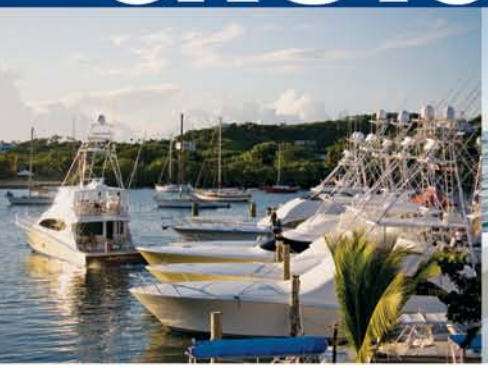

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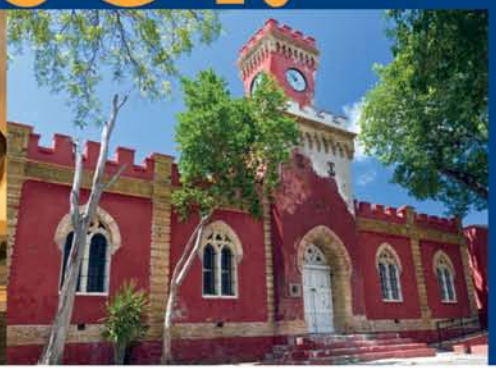

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TO REEF, OR NOT TO REEF – THAT IS THE QUESTION

Last month we ran a feature about gaming while cruising. It was aimed at younger people although I do know that many older cruisers have caught the gaming bug and can be seen in the cockpit head down and thumbs jabbing at a mobile device while trying to kill off villains or build an empire. Head down over a Wi-Fi device certainly beats being head down over a bucket so I'm not knocking it, however, in the interest of balance and perhaps our sanity, in this edition we include an article about ten top things to share with kids while cruising or visiting the Caribbean (p48), and the only electronic device you will need is a camera. Don't despair, all the mentioned activities are adult friendly and ideal for children to share with their parents. My wife and I don't have kids and, other than visiting the donkey sanctuary in Antigua and a trip to Belize, we have firsthand experience of the eight other activities. All were terrific and we learned a few things along the way. One activity we didn't mention in this article but is mentioned elsewhere is digging for buried treasure on a real treasure island. Now there's an activity for young and old (p56).

Taking a look through this month's crop of sailing photos it struck me just how many of the boats were reefed down. When to reef can cause much lively discussion when racing and cruising, and may lead to serious crew discontent and even mutiny with some arguing for a reef and others saying no. For cruisers, the adage "if you think it's time to reef, then it's already too late" is a good one that has stood the test of time. I have raced on boats where skippers, desperate to win a race, refuse point blank to reef. On one occasion during Antigua Classics, one of the blackest, most malevolent squalls I have ever seen built to windward and bore down on us. Our schooner, *Charm III*, had all her sails flying and on a stays'l schooner there are plenty of them and lots of bits of string to pull. Twice I drew the skipper's attention to the squall and suggested we reduce sail. The first time he said no, the second time he made it quite clear what I should do with my suggestion and instead concentrate on hauling in the mainsheet. The wild ride that followed was one I will never forget. The boat held together, the skipper's seamanship was faultless and I enjoyed the drama while understanding that if anything had broken then I wouldn't have to pay the bill for the costly repairs. The boats around us that did reef lost a lot of time because as is often the case in the Caribbean, behind the squall there was little or no wind for a good 15 minutes. Many racers push things to the limit and many run out of luck as can be seen during a heavy wind Caribbean regatta from the trail of broken masts and torn sails they leave in their wake.

EVERY MONTH, Gary records a podcast of his Column. **Listen online or download** from allatsea.net or http://garyebrown.net/audiovideo.html

PHOTO: OCEANMEDIA

When we were cruising, my wife often suggested we reef down at night no matter what the wind was doing. In my heart I knew she was right but it was something I rarely agreed to and we paid for my intransigence by being slapped around by the weather gods a few times. You would think that being dragged out of a warm bunk in the middle of a moonless night to reef a mainsail, while cold spray flies and whipping sails tear off your fingernails, would be enough to settle the point, but it never did. Either there's a stubborn racer in us all or we should listen to our wives more often.

See you on the water!

Gary E. Brown, Editor

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APRIL 2018

The Caribbean's Waterfront Magazine

PHOTO: MASTER SERGEANT RICK COWAN, UNITED STATES COAST GUARD (USCG)

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Hello Spring!

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COVER SHOT: *Rambler 88* powered up and setting records in the RORC Caribbean 600 | **Photo: RORC/Tim Wright/Photoaction.com**

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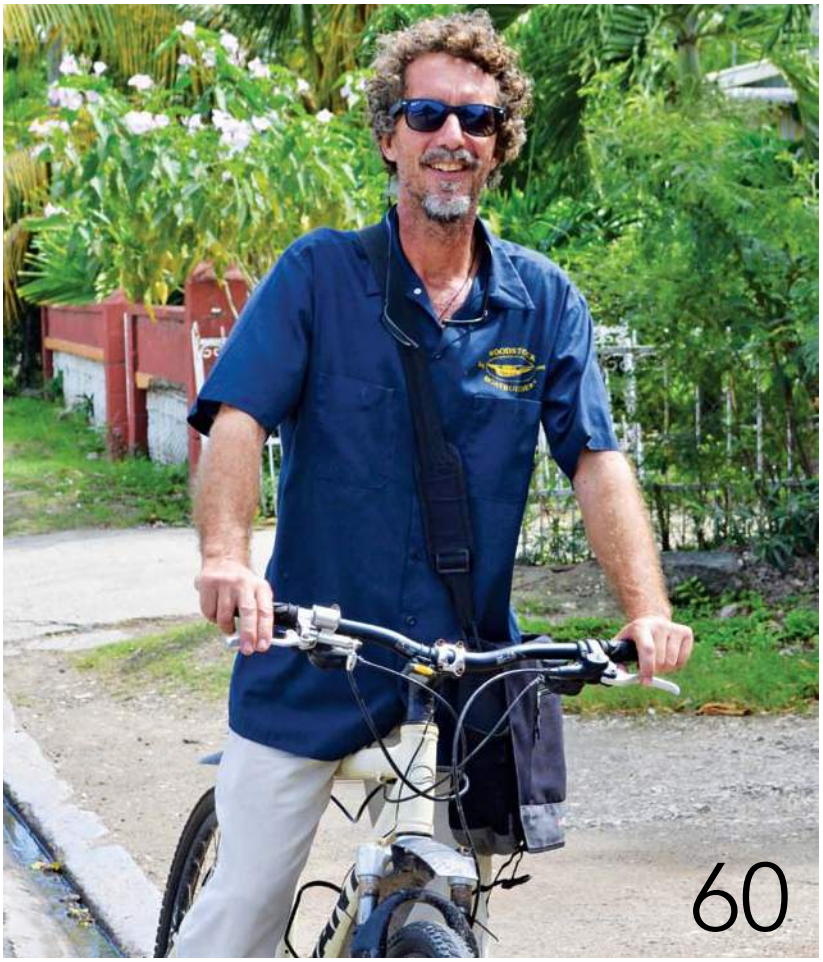

PHOTOS BY JAN HEIN

NEXT MONTH IN *ALL AT SEA*:
Ten Caribbean Rum Distilleries You can Visit

ALL AT SEA CARIBBEAN

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WHERE IN THE WORLD?

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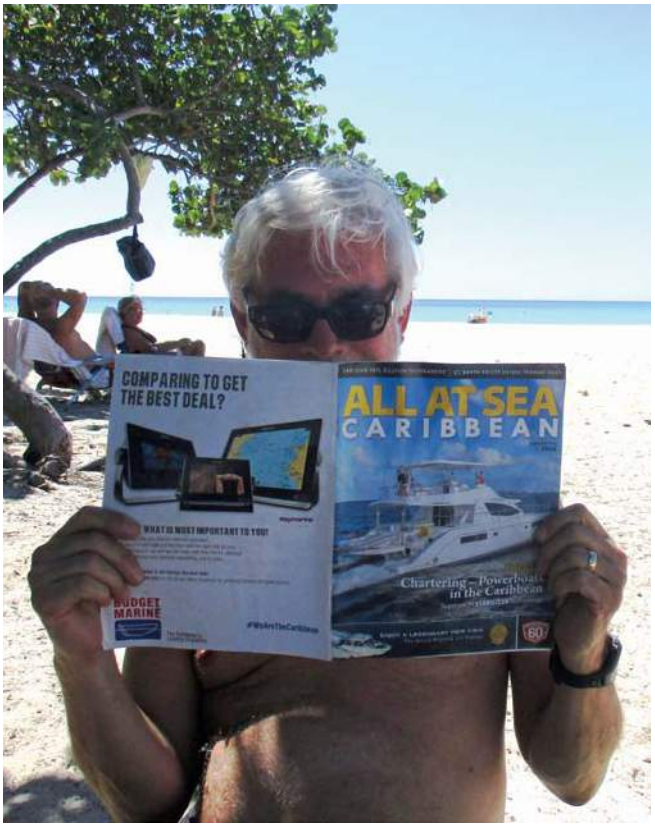

Murray MacKay says they left the Canadian deep freeze behind and are back on the ABC island of Aruba, where he picked up a copy of his favorite magazine, *All At Sea*.

Day dreaming beneath the branches of a shady tree, Murray said his thoughts carry him towards the islands further to the west. "Maybe this year we sail on to San Blas, you never know …"

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ISLAND EVENTS & INTERESTS

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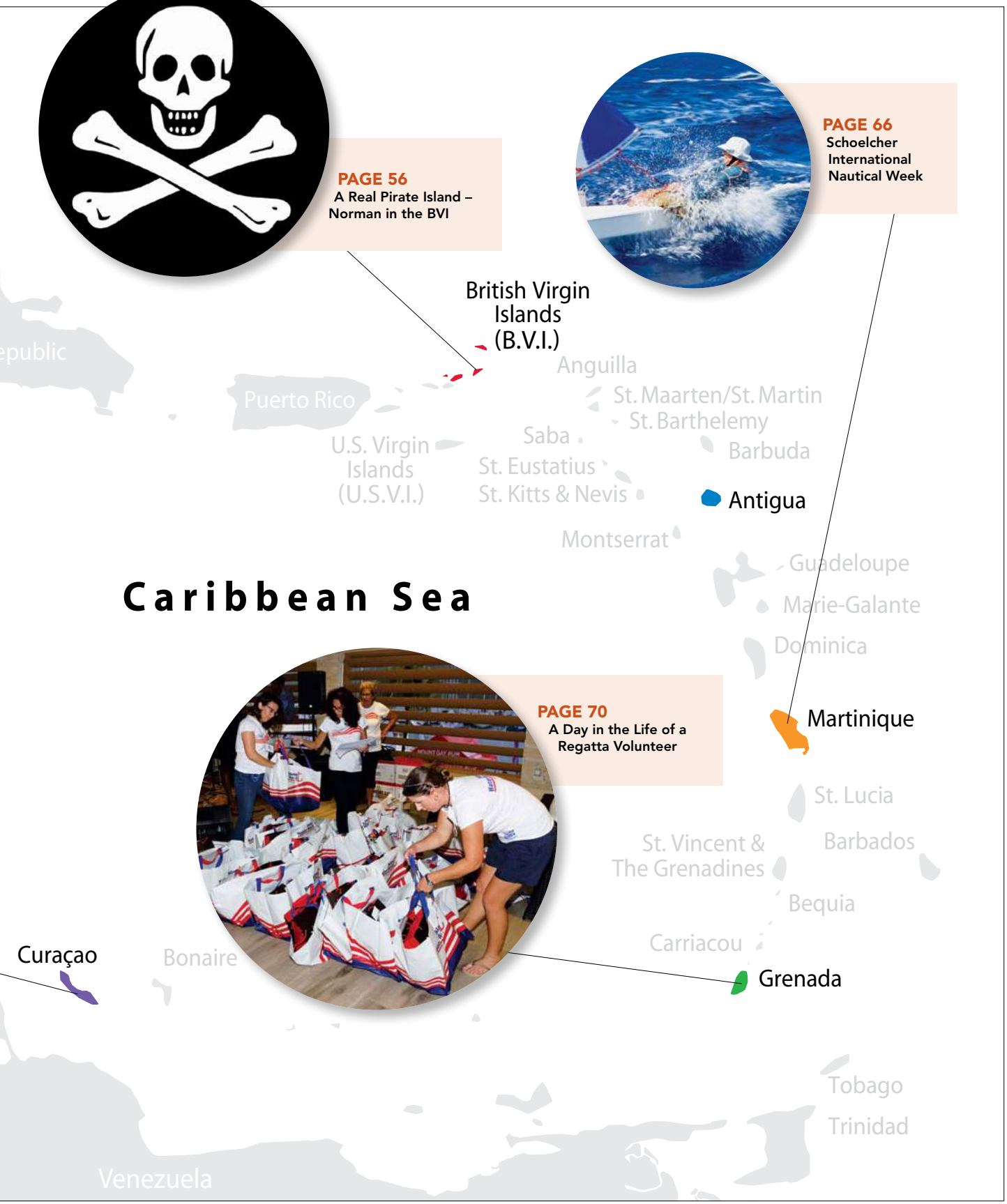

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A Day in the Life of a Regatta Volunteer

CARIBBEAN NEWS

PHOTO: RORC/TIM WRIGHT/PHOTOACTION.COM

Rambler 88 storms to victory in the 2018 RORC Caribbean 600

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

RAMBLER 88 WINS RORC CARIBBEAN 600 TROPHY

George David's American Maxi *Rambler 88* blasted around the course to win the 2018 RORC Caribbean 600 Trophy, scoring the best corrected time under IRC.

Rambler 88 reveled in the heavy airs race, setting a new monohull race record and by winning IRC Zero, completed a hatrick of trophies. *Rambler 88* finished in an elapsed time of 37h 41m and 45s, beating the record set by his own *Rambler 100* in 2011 by nearly three hours.

On hearing the result, David commented: "In ten years the '600 has gone from a handful of boats in its first edition, to 84 on its tenth anniversary. It's a great race all around; congratulations to the RORC and everyone involved. We're delighted to have won overall in IRC and better yet, to have broken our own record at the same time."

ISLAND GLOBAL YACHTING ADD MARINA DI PORTO CERVO TO MED COLLECTION

International marina operator and developer, Island Global Yachting (IGY Marinas), have announced further expansion of its marina collection into the Mediterranean, with the addition of Marina di Porto Cervo in Northern Sardinia - Italy. The 700-slip facility, owned by Porto Cervo Marina S.R.L (PCM), provides luxury yachting accommodations for yachts up to 160 meters (525 feet).

Porto Cervo Marina is located 130 nautical miles off the west coast of mainland Italy, on the island of Sardinia. Porto Cervo, founded by HH the Aga Khan, serves as a haven along the 55km coastline of Costa Smeralda and provides easy access to some of the most desired cruising grounds in the Mediterranean.

"We are extremely excited to be part of one of the world's leading tourist and yachting destinations. Italy, and Sardinia in particular, is rich in yachting traditions and sits at the heart of the global super-yachting business. We are honored to have the opportunity to partner with the owners of Porto Cervo Marina and the historic Yacht Club Costa Smerelda, as well as the local community in Sardinia, to bring value to clients, customers, and stakeholders," said Tom Mukamal, CEO of IGY Marinas.

"With the addition of Porto Cervo Marina comes an opportunity to integrate rich traditions with IGY's innovative approach to hospitality and services, which has been developed using best practices incorporated from our experience across ten countries. We are looking forward to the upcoming season

and growing our business in the Mediterranean," stated Tom Mukamal, CEO of IGY Marinas.

IGY's newest marina facility joins as the 19th marina in the world-wide IGY marina portfolio.

IAN BARROWS NAMED 2017 VIRGIN ISLANDS SAILOR OF THE YEAR

The 2017 College Sailor of the Year, former Youth Olympic Gold Medalist and current 2020 Summer Olympic medal-aspirant in the 49er, Ian Barrows, has been awarded the coveted title of 'Virgin Islands Sailor of the Year' for 2017 by the Virgin Islands Sailing Association (VISA).

Barrows, 23, is a native of the U.S. Virgin Islands and brother of two-time Olympic sailor, Thomas Barrows.

"It's a huge honor to receive recognition as VISA's Sailor of The Year award because there are so many deserving U.S. Virgin Island sailors. I was fortunate to have my most successful year of college sailing in 2017. It was a good way to end my college career and now it's time to experience a different type of sailing," says Barrows.

Barrows, who started sailing Optimist dinghies at the St. Thomas Yacht Club at age five credits both his brother and parents, Shep and Jean Barrows, for introducing him and encouraging him in the sport.

Ian Barrows (left) and crew, Mitchell Kiss

"Currently I'm training for the Olympics in the 49er and look forward to improving my sailing ability throughout the process," says Barrows, who with fellow Yale graduate and crew, Mitchell Kiss, sailed in the 49er North Americans last summer.

Northrop & Johnson now have offices in Monaco

NORTHROP & JOHNSON OPEN NEW OFFICE IN MONACO

Northrop & Johnson Monaco will provide sales, purchase, new construction, charter retail and charter management services to clients in Monaco and the surrounding areas. Northrop & Johnson Managing Director Europe Michael Payne will head up the team in the Monaco office.

"We're delighted to now have a base in Monaco," says Payne. "We are hopeful that our presence in this yachting hot spot will bolster our regional and global recognition and allow us continue the impressive growth that the company has enjoyed throughout the past few years."

Northrop & Johnson COO Daniel Ziriakus said Monaco was a huge next step and they we're excited to open this office and to officially be a part of the lively yachting scene in Monaco and the surrounding area.

"Michael Payne is assembling an impressive team of renowned sales and charter brokers who will begin working with us in the coming weeks. We will be fully operational by the end of February 2018," Ziriakus said.

Positioned on Avenue d'Ostende, overlooking Port Hercule, Northrop & Johnson Monaco is located in the Le Beau Rivage building — a prime location in the principality.

For more information, Email Monaco@NorthropandJohnson.com or call +377 977 72720

NEW GEAR

ECO-FRIENDLY NOVEC 1230 STANDARD ON MODERN SWEDISH BOATS

Many buyers entering the marketplace are rejecting traditional boat designs in favor of technology-driven, eco-friendly alternatives that emphasize comfort and safety. Swedish HOC Yachts has responded with two unique models that cater to this new generation of owners. Both come standard with pre-engineered fire detection and suppression systems supplied by Sea-Fire Europe Ltd., and boast environmentally sound 3M™ Novec™ 1230 fire suppression fluid.

Designed and tested for a given volume, pre-engineered systems employ heat sensors for automatic activation, or manually via a pull cable. They use Novec 1230, a replacement for Halon and other toxic suppression fluids. The fluid is electrically non-conductive and non-corrosive to protect valuable engines and electrical equipment during discharge. With a low toxicity value, it's also extremely safe, for both humans and the environment. In fact, it has the same global warming potential as CO2, so it won't deplete the ozone.

"HOC's careful selection of onboard systems that minimize environmental impact led them to select a Novec 1230 system," said Hans Lundberg, spokesman for Hansen Marine, part of Hansen Group. "It was the natural choice for a sustainable solution that ensures the safety of everybody on board." Based in Spånga, Sweden, Hansen Marine is the Sea-Fire Europe distributor that supplies the systems.

There's very little uninspired about HOC Yachts' 33P Cruiser and all-weather 33P Explorer. Built on Gotland, an island off southeast Sweden, the 10.24m (33.5ft) boats are designed to elevate the owner experience with extraordinary levels of comfort, performance and functionality. Every component and system has been carefully chosen to achieve maximum satisfaction and reduce environmental impact. *For more information, visit: www.hocyachts.com and www.sea-fire.com*

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Engineered for increased long-range reception, WebWatch delivers fast, reliable Internet access for up to 32 devices. With speeds up to 4G from a nearby Wi-Fi signal or cellular signal with a data-only AT&T SIM card, it also provides 3G speeds on T-Mobile, Cricket and other GSM-based networks. Users simply connect to it wirelessly or via an Ethernet cable.

WebWatch keeps users online by automatically switching from receiving cell signals to using Wi-Fi hotspots, based on signal strength. This saves money on data charges and provides uninterrupted connectivity.

The WCT-1 version has a built-in HDTV antenna, providing access to free local TV network programming. Its razor-sharp picture quality is unaffected by weather the way satellite signals often are.

WebWatch is managed using Shakespeare's free smartphone app and/or built-in web browser page. It offers the ability to select an Internet source manually, change the hotspot's password and more. The capacity to store Wi-Fi passwords eliminates the need to reconnect every mobile device when switching to a different Wi-Fi source.

The antenna boasts universal compatibility and is simple to install. It draws a maximum of 1 amp, running on 12-24V DC. RoHS compliant, WebWatch is 13in high, 11.75in in diameter and weighs 3.85lb. The device comes with a 25ft power cord, 25ft Ethernet cable and 25ft coax TV cable.

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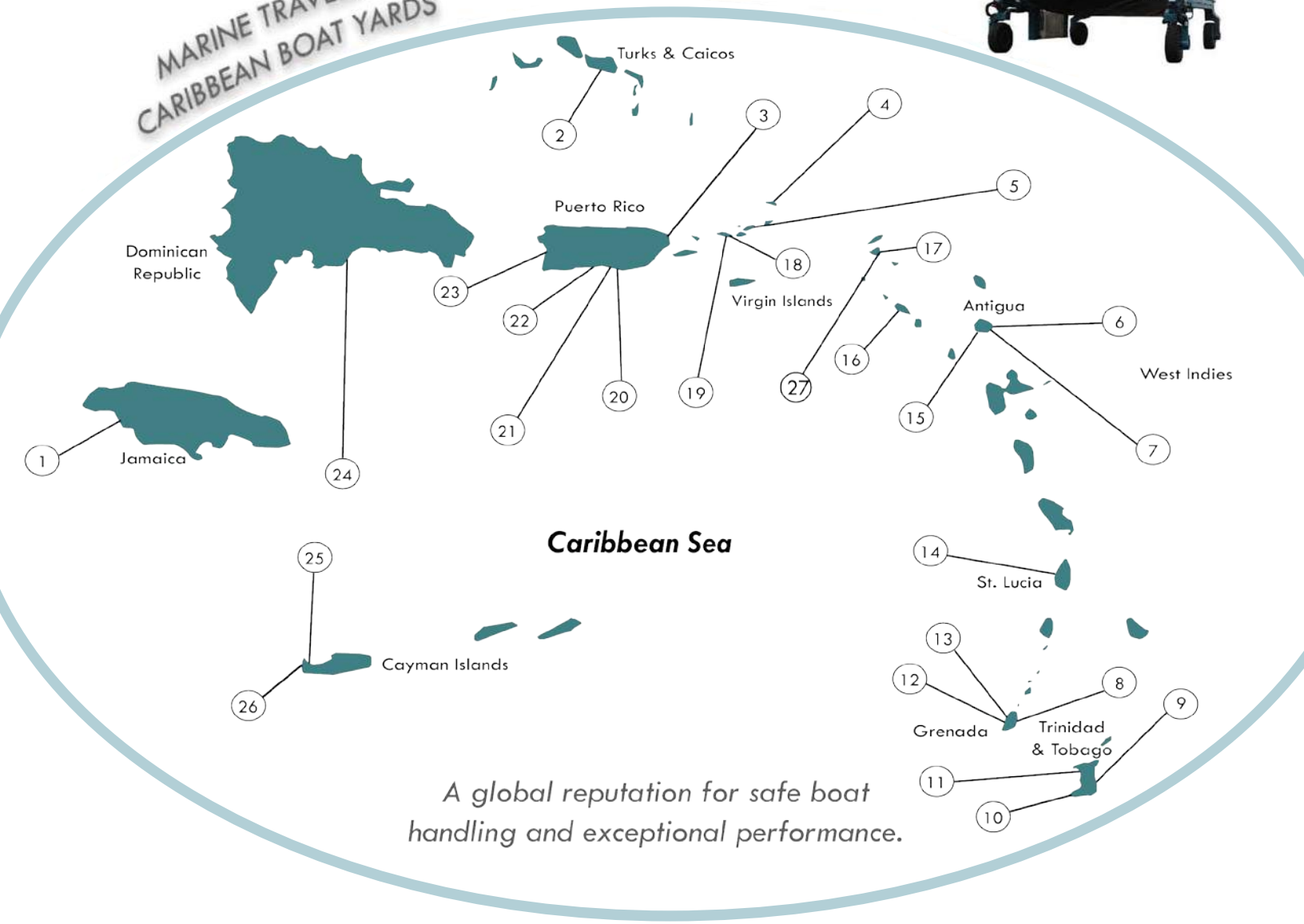

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7. **Stanford Development**: 150 C, Pending, 7/24/16
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13. **Carriacou Development Corp**: 150 AMO, Pending
14. **Rodney Bay Marina**: 70 BFMII, Pending, 1/18/16
15. **Hugh Bailey's Boat Yard**: 70 BFM, Pending
16. **St Kitts Marine Works Ltd**: 150 AMO, Pending
17. **Bobby's Marina**: 75 BFMII, Pending, 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
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EVENT CALENDAR

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

BOAT SHOW:

ANNAPOLIS, MD

APRIL 20 – 22
Annapolis Spring Boat Show
www.annapolisboatshows.com
410-268-8828

FISHING TOURNAMENT:

ABACO, BAHAMAS

APRIL 18 – 21
Abaco Diamond Series - White Marlin Roundup
www.skipstournaments.com
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(954) 531-7985

MAY 2 – 5
Custom Shoot-Out
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Skip@customshootout.com
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MAY 16 – 19
Abaco Diamond Series - The Shootout
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skip@skipstournaments.com
(954) 531-7985

MAY 30 – JUNE 2
Abaco Beach Blue Marlin Invitational
www.skipstournaments.com
skip@skipstournaments.com
954-531-7985

DOMINICAN REPUBLIC

APRIL 18 – 21
International Casa de Campo Blue Marlin Classic Tournament
www.marinacasadecampo.com.do
809-523-2111

POKER RUN:

TORTOLA, BVI

MAY 28
Annual BVI Poker Run
www.pokerrunbvi.com
(787) 200-8064

SAILING REGATTA:

ANTIGUA

APRIL 18 – 24
Antigua Classic Yacht Regatta
www.antiguaclassics.com
info@antiguaclassics.com
268-460-1799

APRIL 28 – MAY 4
Antigua Sailing Week
www.sailingweek.com
info@sailingweek.com
268-462-8872

ST. BARTHELEMY (ST. BARTH)

APRIL 8 – 14
Les Voiles de Saint Barth
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APRIL 28 – MAY 1
West Indies Regatta
www.westindiesregatta.com
images@alexisandrews.com
268-724-4435

ST. JOHN, USVI

MAY 5 – 6
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SINGAPORE STAN PART 2

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

Stanley (second left) loved Thanksgiving aboard Ganesh with our St. John friends

In Part 1 of the story, Cap'n Fatty described how they were coming towards the end of an idyllic Caribbean cruise and sailing north when Stan said his time aboard Ganesh *would be complete if he could visit St. Barth. Considering his special guest's request, Fatty hauled in the sheets and laid a course for the French Island … That's when the trouble began* – Ed

St. Barths always has the magic—and always has some weirdness too. Within minutes of stepping ashore, we were hugging Fast Eddy, a dear friend of nearly four decades. He invited us to *Le Select* on the following day—for its 68th anniversary. What luck! And his father Marius, its statuesque founder, was both 92 and sharp as a tack.

"See," I told Stanley, as we strolled about town on photo safari, "this place is full-on with excitement!"

Stanly was in puppy love—with the island, her people, the pastries, the wine, the champagne—but mostly he was utterly intoxicated by the good vibes. And the anniversary party at Le Select was extra special—even such local luminaries as Lulu Magras and Jenny May (whom we have visited many time both here and in France) were there.

Rivers of champagne flowed. While I no longer drink, I happily served as bartender for Carolyn and Jenny May. (Stanley barely drinks—again, the strict Singaporean influence.) By mid-afternoon, Carolyn was tipsy enough to require a nap—and I took her back to *Ganesh*. At 4pm precisely, I—glowing with sweet vibes and peace & love in my heart—returned to pick up Stanley.

Time was of the essence. We had to immediately sail to Sint Maarten where I had an appointment with the economist,

yacht racer, marine gear gadgeteer Sir Robbie Ferron. (Yes, the Caribbean is a weird place!)

The moment I approached Stanley—I got a bad feeling. There was a muscular 40-year-old guy thrusting his ID in Stanley's face, telling him, "I speak French. You don't. That's a problem!" I frowned, and pulled Stanley away to the other side of the street. "He's high," said Stanley, looking bewildered. The guy followed. Anger was boiling off the Frenchman. He gave me his ID—rudely forcing me to take it against my will. I could have snatched his wallet. Why was he giving me his ID? Was he a cop? A crazy person? Why was this happening—St. Barth's was, or had been, the safest place in the Caribbean.

He kept shouting his name belligerently—and demanding mine. I told him. He said, "Show me your ID!"

My passport was in my pocket—a team of wild horses couldn't have made me drag it out.

"Stanley," I said with a hint of command in my voice, "we're *done* here. Time to leave. Let's get in the dinghy."

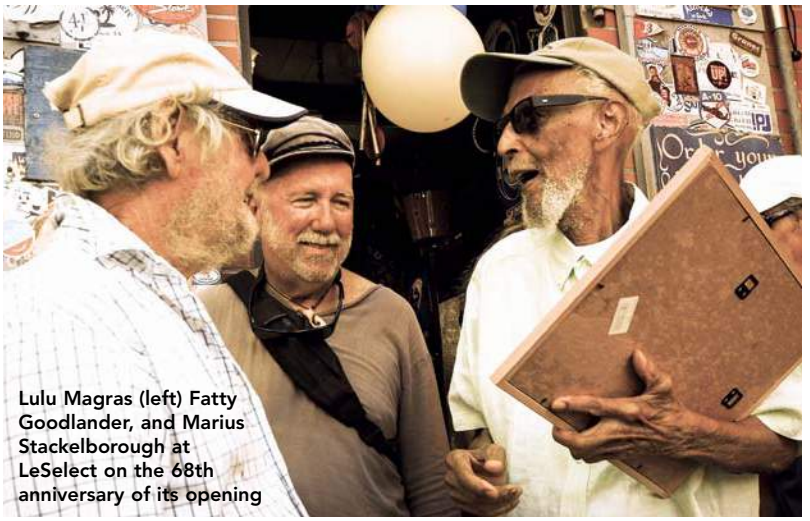
I started trotting toward my dinghy. Stanley was beside me. There was shouting. "Stop, stop!" the guy was yelling. The crowd parted. I managed to jump into my dinghy, cast it off, and was about crank it up—when I noticed poor Stanley's feet swinging through the air like a rag doll's.

The Frenchman had him by the neck and was holding him totally off the ground. He was spit-screaming in Stanley's contorted face.

Everything slo-moed. I thought, that's not right—not *Stanley*!

I was in my dinghy. All I had to do was push off three feet and I was safe. I'm 66 years old. My street fighting days are over. But he had Stanley by the neck and Stanley was turning blue and Stanley was asking politely to be let down and Stanley was pointing out that he didn't want his neck broken. I was suddenly out of my dinghy beside the man (with my open palms in the air to show non-aggressiveness) and said forcefully, "Put him down, pal."

My idea, the only thing I could figure, is that the guy had some racial issue with Stanley—but that evidently wasn't true as the guy instantly dropped Stanley and grabbed *my* neck! Oh, darn! Now *I* was confused—and having difficulty breathing. He seemed to be trying to smash me into a wall by the garbage bins. He was strong. We were on the quay. The crews of *M/V Terra Nova* and the mega yacht *Illusion IV* watched



Lulu Magras (left) Fatty Goodlander, and Marius Stackelborough at LeSelect on the 68th anniversary of its opening

nonchalantly from their cockpits. It seemed surreal—that after three circumnavigations I'd be in imminent danger on friendly, peaceful St Barths.

The guy still had me tightly by the throat. I tried to break away. I could not. I was still yelling to be let go—with raised arms and open palms. He hit me. My hat flew off. I tried to cover up with my arms. I didn't want my teeth knocked out. Stanley was just behind me off to my right. *Bam!* There went my Maui Jim's. *Damn it!* He suddenly had ahold of my backpack—with hundreds of US dollars and Euros, and a thousand dollar Olympus camera. All I wanted was to get away from this madman—but there was no escape from him. He was all over me. I couldn't run. I was constantly backing up and begging him to stop—but there was no more room to back up—and suddenly he had my backpack.

I saw red. I lashed out. He went over backwards. "Stay down," I shouted.

He got back up and came at me—low and growling with hatred.

I never thought about it, planned it, envisioned it … I just reacted. My right foot came up forcefully—and my Topsider caught him full in the face. His eyes rolled back in his head and he pole-axed over backwards.

I thought to myself, "If he's a drunken undercover cop, you're going to jail, Fatty!"

I have never done anything that brutal in my entire life—totally by reflex.

Stanley's jaw dropped. He looked at me with amazement. "Chicago-style!" he said with disbelief.

I collected all my gear scattered on the ground—and ran for the dinghy. The guy seemed bionic. He was starting to get up—like the undead.

"Hold 'em," I shouted to Stanley as I cranked up the dinghy.

Stanley is brave. He daintily sat on the guy—in the politest, gentlest, most Singaporean manner possible.

"Okay, Stan!" I screamed. Stanley ran towards me at full gallop, and leapt into the dinghy. I sped away. My last vision of the guy was waving one of Stanley's flip-flops in an angry fist. He (we learned later) immediately went to the Port Captain—who immediately felt threatened by him. The Port Captain immediately called the gendarmes—who also felt threatened.

As I hauled up my anchor chain, the man was in handcuffs and being led away to jail.

Across the harbor, I popped open the Genoa—and *Ganesh* heeled sharply to port.

Stanley was painfully rotating his bruised neck, trying to work the crick out.

I was opening and closing my fist—staring at the damage to my knuckles.

Stanley blinked and bit his lip in concentration.

I glanced over—and hoisted an eyebrow.

"You're right," said Stanley. "The West *is* different."

AUTHOR'S NOTE: Once in safe harbor, I immediately called the officials of Barths and filed a complaint via telephone and email. They were extremely cooperative. This unusual incident has in no way diminished my love for that tiny, normally peaceful isle.

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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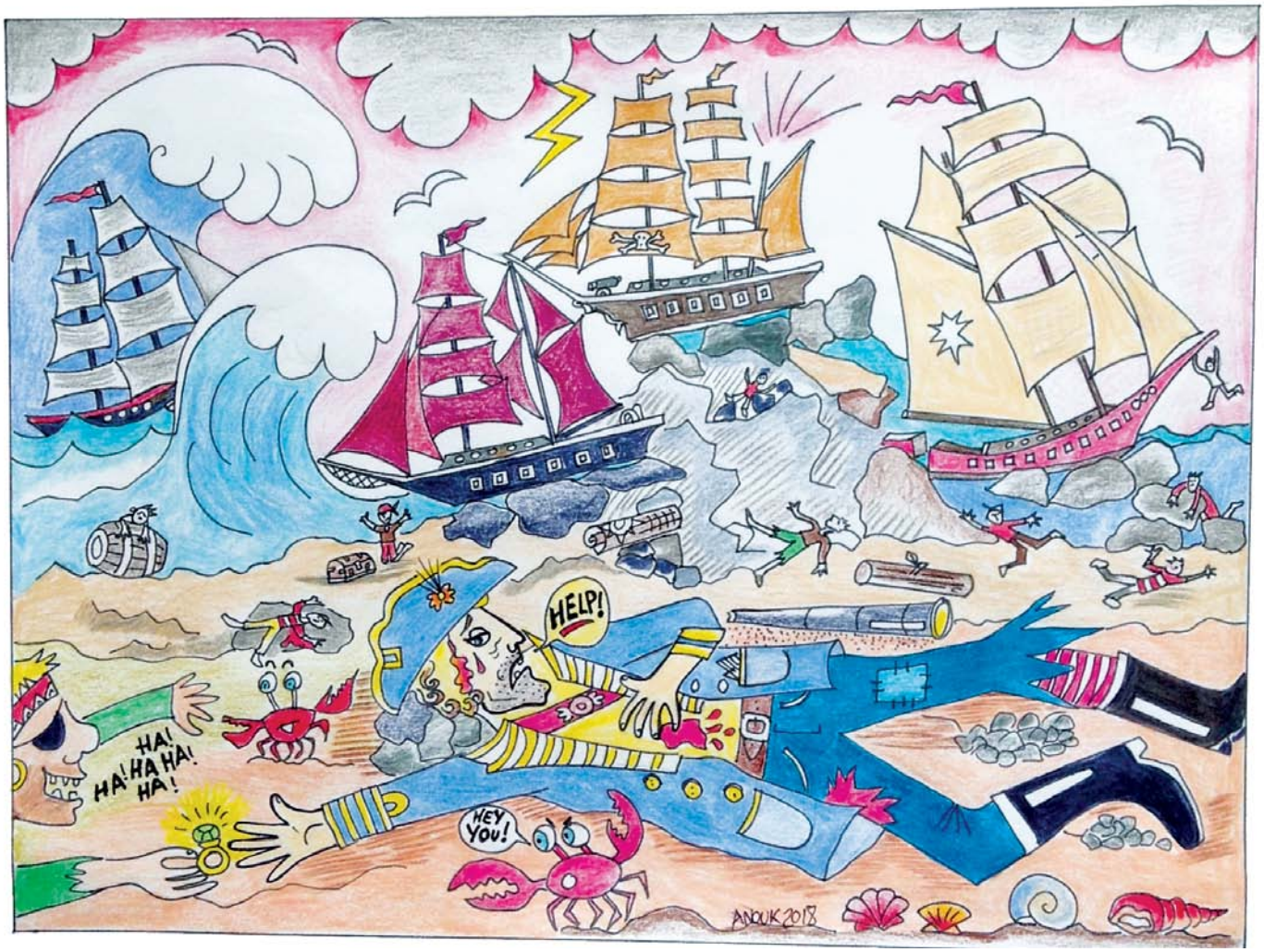
SAILING WITH CHARLIE: MISUNDERSTANDING

SAILING HUMOR BY **JULIAN PUTLEY**
GRAPHICS BY **ANOUK SYLVESTRE**



A slightly deaf ear, a breaking wave at just the wrong moment or perhaps an interruption by a shipmate can cause confusion in a word, phrase or sentence to create an unintentional change in meaning. The other day I was describing one of my publications to a shipmate …

"And another of my publications, a cartoon book of tongue in cheek nautical expressions is, The A to Zed of the Sea."

"What!' he exclaimed, An Aid to Celibacy?"

Perhaps I mumbled a bit but really! Sailors are usually red blooded lusty folk who not only relish adventure but like to 'kiss life smack on the lips', as Cap'n Fatty would say. Is it likely I would write a book whose target audience might be limited to Tibetan monks or Indian ascetics? Indulging in the sensual pleasures of life goes with the sailing lifestyle.

My old Mum, a bit deaf in her latter years, roared out laughing at the following brief exchange by a couple of old geezers, themselves somewhat hard of hearing ...

"C'mon, let's go for a sail."

"Isn't it Windy?"

"No, it's Thursday."

"Me too, let's go for a drink."

If there was anything more inviting of misunderstanding it's the old nautical terms for left and right. Larboard was left and starboard was (and still is) right. Now, just imagine the lookout on the bow or in the foretop of a square-rigged vessel shouting to the helmsman 'Hard to XXXboard! His instruction starboard or larboard might depend on how many teeth he had, whether he was chewing a bit of hard tack or whether he'd got at the rum ration. How many fatal errors were there until it was changed to port and starboard.

As if navigation wasn't difficult enough without the larboard, starboard confusion. In 1705 the longitude problem had still not been solved. Ever heard of Sir Cloudesley Shovell? No, not a celestial laborer but a celebrated Admiral in the Royal Navy in the early 18th Century. He was commanding a fleet of ships homeward bound from a Mediterranean action when, in difficult conditions, four of his ships of the line grounded on rocks near Britain's Scilly Isles and sank. Between 1400 and 2000 seamen lost their lives (record keeping was a bit slack in those days – like the treasuries in many Caribbean Islands). Apparently, Sir Cloudesley himself was still breathing when his battered body hit the beach. It seems that the large emerald ring on his finger disappeared simultaneously with his last breath. The culprit explained the skullduggery on her deathbed, hoping the truth would ease her way through the golden gates – or so legend would have us believe.

The incident prompted the government to do something about it. A Board of Longitude was set up and a prize was advertised to encourage all the great minds of the day to arrive at a solution. There were two schools of thought to come up with an answer – the movement of celestial bodies or time based on an accurate clock to compare it to high noon at a predetermined place. The place turned out to be Greenwich, England and a clockmaker named John Harrison created the first accurate shipboard 'chronometer'. Captain James Cook, the great navigator and cartographer gave it the green light. The tight-fisted Board of Longitude held on firm to the prize money until Harrison, after 45 years of effort, got the final payment – he was 80 years old.

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

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ISLAND WATER WORLD GRENADA SAILING WEEK

RACING CIRCUIT BY **CAROL M. BAREUTHER**

TIM WRIGHT/COURTESY OF GSW

***Dingo* – winner of Racing Class**

The sixth Island Water World Grenada Sailing Week (GSW), held January 29 to February 3 out of St. George's, Grenada, kicked-off with a blast. First, there was a record 50 registrations, over 40 participating yachts in five classes and more than 350 sailors contending. Secondly, competition literally kicked-off with a blast of breeze. Squally weather with strong winds for the first few days were followed by almost nonexistent winds, providing something for everyone, fun for all and boatloads of good stories.

"Racing Grenada's South Coast the first day was brutal – big winds, three-knot tides, waves and rocks everywhere," says Antigua's Sandy Mair, who helmed his Beneteau First 35, *Cricket*, to fifth in Racer/Cruiser II, which was won by Grenada's Peter 'Champy' Evans with a string of bullets aboard his Elan 37, *Julie Rule*. "My own little boat misjudged the tide at the top mark and rapidly went from first to last with the buoy around her rudder and successfully towed the mark over half a mile. The language was 'blue' – or should that be called Scottish."

It wasn't the conditions, but a last-minute lack of registration, that proved most trying to Evans and his *Julie Rule* team. "After some scrambling around at the start of the skippers' briefing, the situation was rectified. As for the racing, I'd have to say that winning the class and the overall resulted from knowing my boat well and choosing a good crew, also, local knowledge. Mostly it's the fact that I have been racing for over 50 years and have experience in most sailing conditions."

A string of bullets carried Grenada's Peter 'Champy' Evans and his Elan 37, *Julie Rule* to a class win and victory overall

PHOTO: TIM WRIGHT

Lighter winds on day three suited Trinidad & Tobago's Peter Morris, whose Racer/Cruiser I class winner, *Jaguar*, a Frers 43, lived up to its name. "The first race from Prickly Bay to Port Louis and the long spinnaker run in lighter winds on the west coast of Grenada suited us perfectly."

Competition was even closer in the Racing Class, won by Trinidad & Tobago's Mark Chapman on his Ker 11.3, *Dingo*. Nipping at his heels was Grenada's Jason Fletcher sailing his newly-built and just-in-time launched Caribbean 33, *Nickatime*. "On the last day, we were leading in the first race until *Nickatime* overtook us," said Chapman. "They led us by one point going into the last race. In that last race, we had some favorable wind and took the lead again by one point to win."

Meanwhile, *Team Tigress*, a UK-based race chartered First 40, put up a good fight in the Racing Class, but ended up good sports rather than with a podium finish. "We had a tricky GSW as the vessel shipping our brand-new sails from the UK was canceled and we were left to race with our old Dacron ones that we used to bring the boat across the Atlantic. This was very tough on our team who had flown from the Hamble (UK) and Canada. Despite this, we had a fun regatta and enjoyed the sailing and the parties."

One of the prettiest of GSW's classes was the Classics. Grenada's Judd Tinius' 70 foot 1899-built classic yawl, *Galatea* won. Yet second place finisher, the UK's Mathew Barker's Alfred Mylne 65, *The Blue Peter*, almost didn't make it to the start line. "We sprung a leak racing around Barbados falling off a 12-foot wave. Quite often wooden boats heal themselves, but this didn't so with a little help from Clarke's Court and Driftwood we hauled her, plugged the leak using car headlights to work by and put her back two hours before the first race."

Another classic beauty, *Savvy*, a 43-foot Petite Martinique Sloop, owned and chartered by Grenada's Danny Donelan, was raced by Donelan, Grenadian boat builder Walter Ollivierre and a team of U.S. sailors from New Orleans. Although the visitors made sure to win the best costume prize for the pirate party, as they did last year, they didn't take home a race trophy. However, Donelan perfectly summed up the widespread appeal of GSW by his fellow sailors: "I would say it's a more personal regatta than many of the bigger ones that employ professional crews, where everyone goes home early to prepare for the next day. Instead, it's the combination of racing and partying all night plus the fact that many of the participants come back every year that makes this one of the most fun regattas around."

For full results, visit: www.grenadasailingweek.com

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

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WIND WAS THE WORD AT JOLLY HARBOUR VALENTINE REGATTA

RACING CIRCUIT BY **CAROL M. BAREUTHER**

PHOTO: HENRY TREMBECKI

Skipper John Wills drives *Ocean Harmony* through blue Antiguan seas

Those who love wind and lots of it got their wish at the Jolly Harbour Yacht Club's Valentine Regatta (JHVR), held February 9 to 11, out of Jolly Harbour, Antigua. In fact, it called for a combination of savvy sailing tactics and survival of the fittest to win the day. This was especially true when gusts of 35 plus knots canceled the second day of racing and both trophies and bragging rights depended on just one day of competition.

PHOTO: HENRY TREMBECKI

Huey Too chases eventual class winners Caribbean Alliance Blue Peter

"The JHVR makes a really nice tune-up race for teams doing the RORC 600, getting ready for the Caribbean racing season or just wanting to compete in an intimate local regatta," explains Bob Hillier, owner of Racing Class winner, *El Ocaso*, who moved the J/122 from the British Virgin Islands to Antigua in June, launched it a couple of days prior to the JHVR and wanted to check out the boat's systems and new sails. "For Saturday's racing, we boned up the #3 and #4 headsails and loaded our smaller kites due to the forecast. Four races were planned, and we did all four, which were a nice mix of basic windward-leewards and a modified Olympic course. We had some really nice racing with *Team Liquid*, but other boats had to drop out due to damages from the heavy breeze."

Sir Rodney Williams, KGN, GCMG presents first prize to *Caribbean Alliance Blue Peter*, Cruiser/Racer Class

Team Liquid, Antigua-based Pamala Baldwin's J/122, were able to stay in the game and finish second. "Our success was mostly due to the decision to race conservatively with white sails only and no flying sails, particularly because we were prepping for the RORC Caribbean 600," says mainsail crew, Matt Kasprzycki.

Since Antigua's Bernie Evan-Wong was also prepping his Reichel-Pugh 37, *Taz*, for the RORC Caribbean 600 he opted to race the JHVDR in his Cal 40, *Huey Too*. This put Evan-Wong and his team in the Racer/Cruiser class, of which they finished second behind winners *Caribbean Alliance Blue Peter*.

"I rated with a spinnaker and had fun trying to fly it two times in the event but gave up as trying to dodge oncoming competitors as you hoisted the kite as the next class started upwind was just too dangerous. I did enjoy the event and would do it again," Evan-Wong said.

Regatta director and JHYC commodore Grahame Williams also finished runner up in the Cruising Class aboard his Bavaria 42, *Full Monty*, behind Colin Vinall and his team aboard the 1987-built O'Day 35, *Seal*. Vinall, who has taken part in several JHVRs but always as crew on someone else's boat, realized his dream of skippering his own boat. He purchased *Seal*, with friend Peter Lansdale, after last year's Antigua Sailing Week and this was his first race after carrying out improvements and as a complete crew.

"Peter and I took turns to helm, not only for fairness but also to let us get our breath back from winching. In the first race, Peter made a fantastic start and we led. Fifty yards later, all went wrong when the reefed genoa decided to completely unravel. Then, five minutes later the reef was back and we were last until we fought our way back up. The second race was again with a good start but this time we held on with no mishaps and managed a win. This was repeated in races three and four, although *Full Monty* stayed close on our heels. Day two of the regatta was even windier. Racing was declared abandoned. No complaints by those on *Seal*, as it meant we had won our class. Two dreams realized; win the regatta, and on our own boat. Only problem we have is how do we improve on that next year?!"

For full results, visit: www.jhycantigua.com/regattas.html

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

BUDGET MARINE SPICE ISLAND BILLFISH TOURNAMENT

FISHING

The winning team *Magic Lady* with Budget Marine staff

The 49th annual Budget Marine Spice Island Billfish Tournament, the longest running continuous sport fishing tournament in the Southern Caribbean, featured big fish and big drama when one of the boats sank.

The big winner of the tournament was the boat *Magic Lady*, scoring 3000 points with one blue marlin, two white marlin and five sailfish. The catch earned the Trinidad & and Tobago competitor the title of Top Boat. *Magic Lady* and the team also earned the right to take part in the Offshore World Championship Tournament in April in Costa Rica.

Glen Chartlett fishing aboard *Magic Lady* earned 1500 points for the most releases, earning him title of Top Angler. Second place went to Ryan Agar from *EZ Axcess*, the Trinidad & Tobago team also finished second in the overall standings with a total of 2700 points. Top Female Angler was Tricia Thompson and Top Junior Angler was Amelee Mayers, both were fishing onboard *Remember Me Now* from Barbados.

Drama came on the last day of the tournament when *GODDA GO*, out of Trinidad and Tobago, took on water and sank. Fortunately, no was injured and the boat *Cool Runnings* stopped fishing to rescue the crew and bring them to shore.

Organizers said that despite the drama, the Budget Marine Spice Island Billfish tournament was again a huge success with 56 boats participating.

Looking ahead to next year's tournament, chairman of the organizing committee Richard McIntyre, said they were looking into adding another dock to accommodate the growing amount of participants that enjoy the tournament.

"Organizers have also taken steps to ensure that the tournament continues, by continuing to catch and release billfish species that are below the required weight. This year, 80 billfish were released with the heaviest yellow fin tuna to scale being 165 pound, just ten pounds short of the current record of 175 pound," Mr McIntyre said.

Nicholas George, manager of Budget Marine said the Spice Island Billfish Tournament is very well organized and that the company are proud to be the main sponsor of such a major Caribbean fishing event with boats coming from all over the region. "Next year will be the 50th anniversary, make sure you are part of this great event!" he said.

For full results, see news section on the Budget Marine website: www.budgetmarine.com/NewsItem.aspx?id=5232

60' BENETEAU OCEANIS 2017
DANIA BEACH, FLORIDA

57' BENETEAU SENSE 2017
DANIA BEACH, FLORIDA

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$1,245,000 // MIAMI, FL

ANALISA 58' HATTERAS 2002
$189,000 // POMPANO BEACH, FL

FAR AND AWAY 53' JEANNEAU 2011
$275,000 // PALM BEACH, FL

STRING MUSIC 52' BENETEAU 2006
$259,000 // ST. THOMAS, U.S.V.I.

BOSSA NOVA 46' OCEANIS 2009
$195,000 // MIAMI, FLORIDA

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THE CARRIACOU SLOOP

CHARTERING STORY BY **MARK STEVENS**
PHOTOGRAPHY BY **SHARON MATTHEWS-STEVENS**

... we sailed there on *Savvy*

We cast off from the dock at Grenada's Port Louis Marina and ease into the channel leading to the Carenage at St. George's.

The sun shimmers on the water as we glide past a parade of majestic Georgian buildings made from ballast brick, a postcard-worthy view of one of the Caribbean's most beautiful harbours. Behind this timeless cityscape green hills reach skyward, decorated by rainbow-painted houses scattered across their slopes like children's building blocks. A colonial fort squats atop one hill off our starboard bow.

I'm preparing to set sail with Savvy Grenada Sailing Charters.

My friends and I have booked one of their signature tours: we'll sail north in Grenada's lee, making for Molinere, a unique underwater sculpture park lazing in protected waters. Proprietor Danny Donelan, along with 'The Captain' and first mate Timmy, will lash us to a mooring ball and we'll snorkel this surreal seascape before heading south under sail, past beaches so beautiful they could make a power boater cry.

Great adventure all round. But the appeal for me is here on the deck of *Free in St. Barth*. Feels like a piece of history: taming the tiller, a carved wooden monstrosity, raising the sail, or working the sheets.

For in casting off and sailing this 40-foot-plus vessel, we're doing more than just experiencing an excellent tourist excursion (though Savvy Grenada Sailing Charters is one of Grenada's premier attractions).

We're part of a Grenadian nautical tradition, plying the Caribbean in a Carriacou sloop.

That tradition of shipbuilding that once dominated Grenada's sister islands, Carriacou and Petit Martinique, lives on today.

Up at Windward on Carriacou, McLawrence Antony works on a vessel at water's edge. Last time we were in Petit Martinique we stopped to admire a masterpiece-in-progress (we'd actually sailed there on *Savvy*, a sloop built on that very spot).

It all began in the 18th century with the arrival of Scottish immigrants who brought their boatbuilding skills with them.

Settling in Windward on Carriacou, they hand-built the vessels, choosing the materials carefully. The ribs are white cedar with silver bali planks, built up from a greenheart keel.

As time passed the Scots intermarried with locals and now the tradition is truly Grenadian.

Built as fast sloops, their chief cargo was livestock and salt but sometimes their manifest included smuggled booze from St. Barth.

Nowadays the remaining boats are primarily tourist attractions and participants in regattas across the Antilles. 'Savvy' boats have raced in Grenada Sailing Week, Antigua Classic Yacht Regatta, Bequia Easter Regatta and Carriacou Regatta, and thanks to tourists who are looking for a more authentic experience there's been a rebirth in that boat-building tradition.

"I'm proud to be part of this," says Donelan, as we chat on our course back to St. George's. "We offer that experience at Savvy Grenada Sailing Charters. Here's one example: all our captains are also boat-builders. This gives our guests the chance to experience that history up close and personal.

A view from the bow

Keeping traditions alive

Book a private charter with us and connect with the people of Grenada and our vibrant boat-building culture."

He outlines all the sailing options they offer: the half-day sail including snorkeling that we've experienced, a full-day sail; a sunset cruise.

"Or," he adds, standing as he nods at Timmy, "book the two-day adventure up to the Grenadines and lose yourself in time and history."

Unfortunately we don't have that luxury today. On the upside, Timmy acknowledges Donelan's gesture and dives into a big cooler, re-appearing with a generous jug of another Grenadian tradition – rum punch.

We're all looking longingly at the proffered libation, even though everybody's downright soporific by now. Some of our party lounge on the foredeck; others recline on the transom waiting for their turn at the helm. "Highlight of my Grenada trip so far," someone says.

SHIP'S LOG

For a complete list of adventures on one of their traditional Carriacou sloops, *Zemi*, *Free in St. Barths*, *New Moon*, and *Savvy* (including a multi-day voyage to the Grenadines), log on to *sailingsavvy.com* or check them out on Instagram at *#savvysailing*.

To find your way to Savvy Grenada Sailing Charters (or to find a place to stay, a place to eat or a multitude of other great experiences), visit: *www.grenadagrenadines.com*

"Can't believe how relaxing this is," another remarks.

Now Timmy does the rounds, apportioning the spirits (another appeal of this excursion: everything – including this dastardly rum – is locally sourced).

Danny takes a glass and raises it in a toast.

Everyone joins the celebration.

Getting ready for a celebration up on Carriacou too. McLawrence Antony works busily on final preparations for his launch.

"Whole community get in on it," he says, pausing to survey his progress beside a dilapidated jetty and a mound of conch shells. "Ladies start to cooking food. The priest blesses the boat. We name a child as 'godfather'. Might be they sacrifice an animal on the deck – the blood sanctifies her. Then everyone gets on the rollers."

Then there's rum, for how could it be any other way?

On Carriacou, perfect partner to our own afternoon festivities courtesy of Savvy Grenada Sailing Charters, it's time for a fete, Caribbean-style.

It's almost time for launch.

The launch of one more Carriacou sloop.

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

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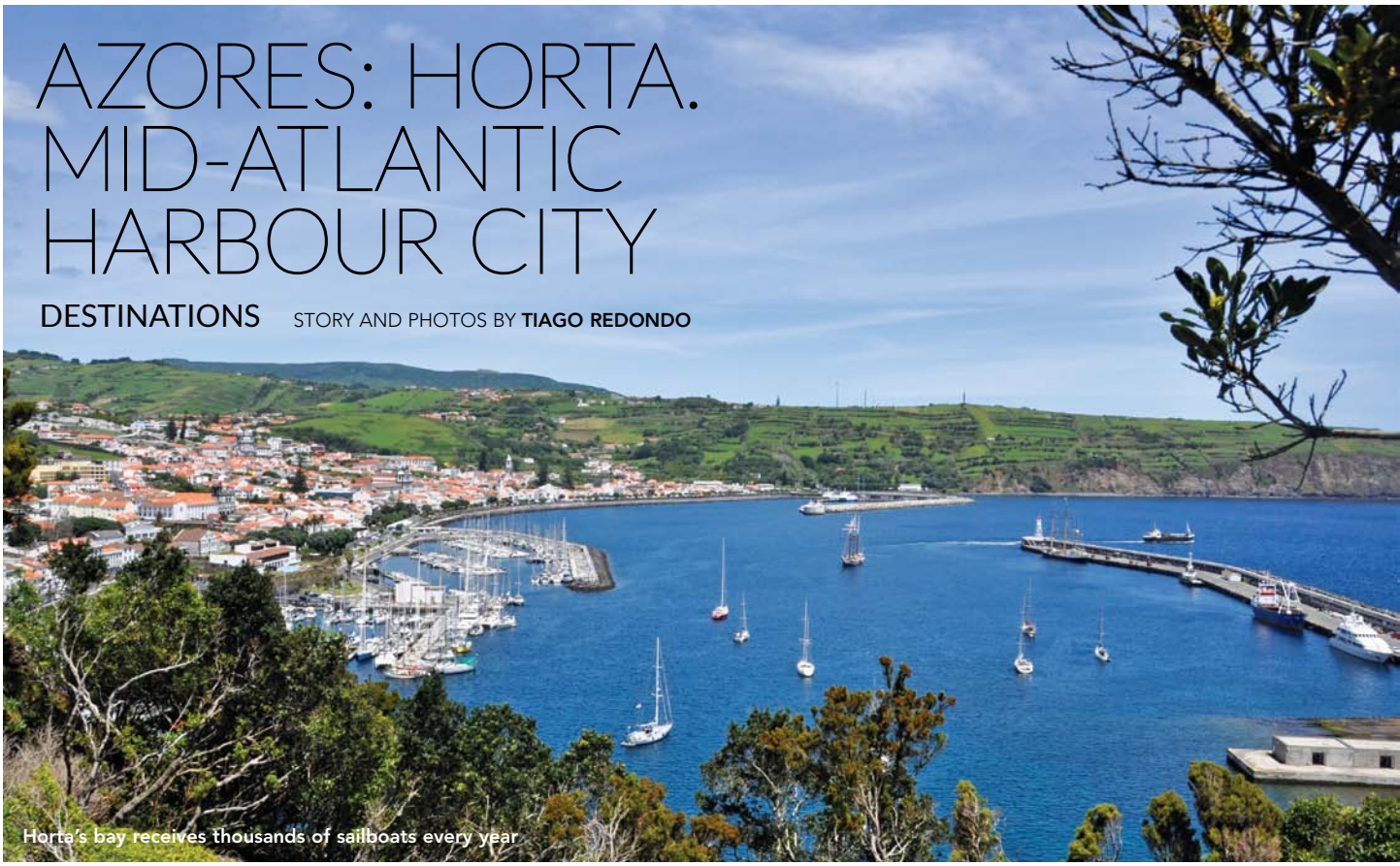
AZORES: HORTA. MID-ATLANTIC HARBOUR CITY

DESTINATIONS STORY AND PHOTOS BY **TIAGO REDONDO**



Horta's bay receives thousands of sailboats every year

Crossing the Atlantic from west to east, Horta, on the island of Faial, has almost become a mandatory stopover for yachtsmen and other seafarers; a mid-way, safe, inexpensive and useful port offering respite from the oceanic hardships and welcome repair for boats and men alike.

Aside from the beautiful landscapes, the temperate yet somewhat unpredictable climate, the ever present whales and dolphins, there's something else about Horta that you can only discover if you take some time to see, listen and most of all, feel. It's the spirit of the port.

Most port towns have their own character but Faial's is quite unique and it derives from the island's history and geographical position and, in a significant way, from the mix of people who decided to come and live on a tiny spec of land in the middle of the vast Atlantic.

The melting pot started with the first Flemish settlers in the late 15th century creating, in a place that was then the 'World's End', a lucrative export of textile dye. It continued with the Portuguese fleets returning from India, and later the Spanish galleons filled to the brim with South-American gold and Caribbean spices. The first intercontinental submarine communication cables saw an influx of German and British nationals and the giant transatlantic Clipper seaplanes brought Americans to the island. All of these visitors, many of whom stayed, added their own language, customs and world view to the diverse canvas of Faial's life and culture.

With a safe and large harbour, mid-way between Europe and America, and a multicultural and peaceful community, it was only natural that many sailors and yachtsmen made Horta their regular port of call, and thus seafarers made, and continue to make, a lasting impression on the island.

This seafaring heritage can be seen in the thousands of paintings that cover all of the Marina's walls, each one marking the passage of a boat, a safe arrival and a hope for future good winds and calm seas. A custom that has evolved into a mandatory superstition that no seaman dares to defy, and those paintings now feature on the most popular postcards of Faial.

Unlike other European ports, there is no physical barrier between the marina and the adjoining streets. Like a seasonal tide, activities at the port occasionally spill over into the town with yachtsmen and other seafarers filling up the shops and

bars and visiting the local festivities around the island. The town repays in kind with the biggest festival on the island, Semana do Mar (Sea Week), which takes place just above the marina and celebrates this ancient – but very much alive – relationship between sea and land, port and town, sailors and shore dwellers, locals and foreigners. In the ruckus of that August week it's hard to tell them apart, underlining how little actually separates one world from the other.

Faial has the highest percentage of foreign residents of all of the Azores, a great part of them sailors that, for whatever reason, decided to stay on the island instead of continuing their voyages. They are an inescapable part of the spirit of this port. People who brought the world with them to Faial, connect the island to all the other places where they lived and worked, adding something new to this Azorean, Portuguese ocean speck, sowing the seeds of a far-reaching, diverse, Atlantic community.

People aren't that different and it's only a short 2000nm sail from the northern Caribbean to here. We're practically neighbours!

Tiago Redondo is a photographer/blogger at Azores Tradewinds, Faial.

An enduring tradition – Paintings made by passing sailors completely cover the Marina's walls

Horta's Marina fills up with visiting sailboats every summer

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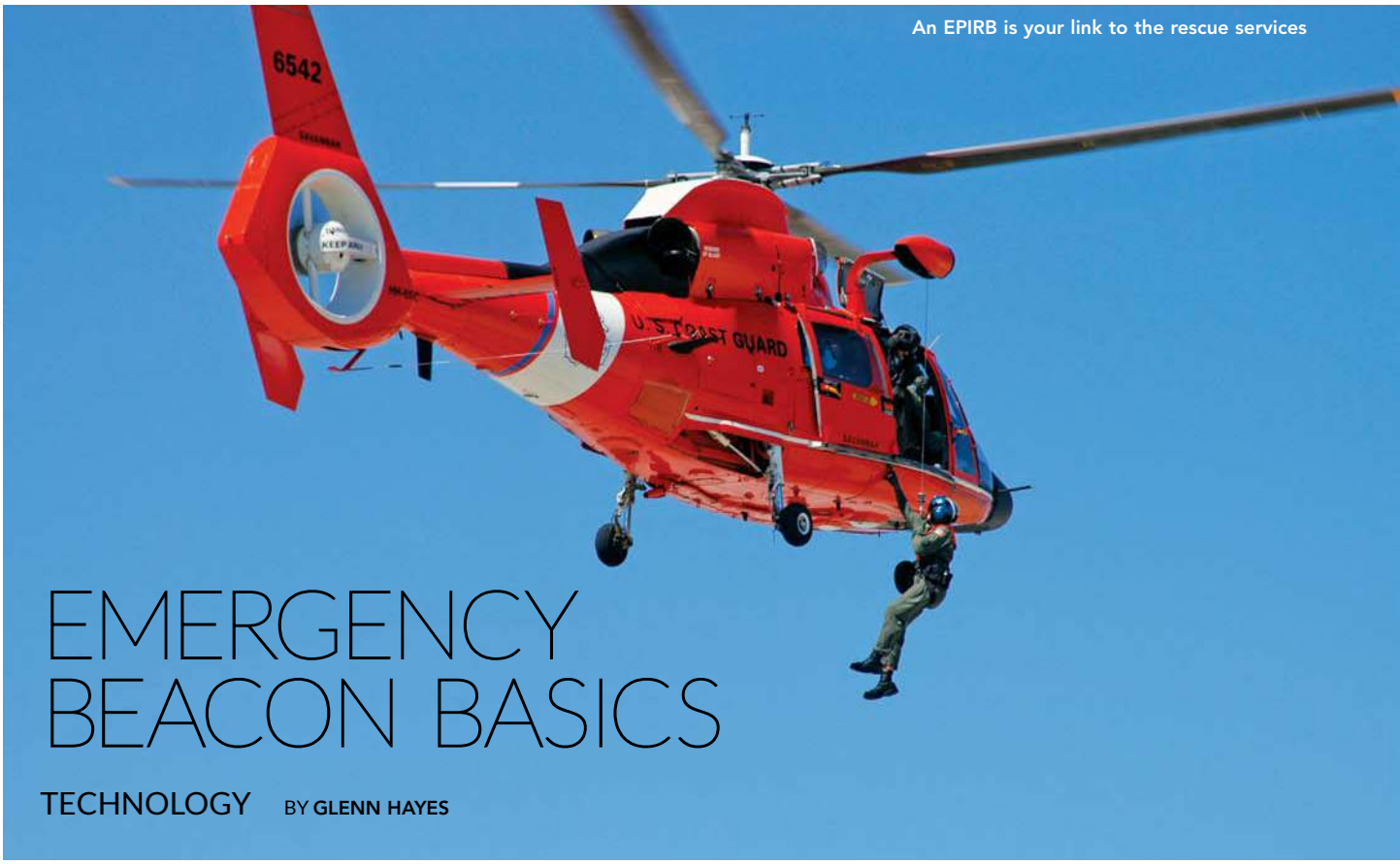

An EPIRB is your link to the rescue services

PHOTO: MASTER SERGEANT RICK COWAN, UNITED STATES COAST GUARD (USCG)

EMERGENCY BEACON BASICS

TECHNOLOGY BY **GLENN HAYES**

Emergency positioning beacons can be the single most important piece of equipment aboard should something go catastrophically wrong. When all other means of rescue have failed having one goes a long way to assuring you and your crew can come away with your lives intact. Thanks to these beacons countless lives have been saved from dire situations such as sinking, medical emergencies and accidents. As the technology and features have improved and prices have come down, there really is no good reason not to have one aboard. Whether you are on a SUP or a superyacht there are many options available and at price points just about everyone can tolerate.

Deciding which beacon is right for you is not as complicated as it first may seem. There are three popular types of beacons available to boaters. The EPIRB (Emergency Position Indicating Radio Beacon) is probably the most widely known variety. Then there is the PLB, or Personal Locator Beacon, a generally smaller beacon that can be carried with you rather than mounted to the vessel. The least known and newest beacon available to boaters is the PAB, or Personal AIS Beacon. Unlike the previous two this beacon transmits to vessels nearby rather than to a satellite network. Selecting which of these is best for your needs depends on your application.

ACR's GlobalFIX V4 EPIRB with internal GPS and user replaceable battery

PHOTO: GLENN HAYES

The EPIRB is a marine-only beacon registered to a specific vessel that can transmit a mayday signal to an international network of satellites and terrestrial towers. They in turn relay your message and identification information to a central communication center. There, monitors on watch are able to determine the owner of the EPIRB and will contact the list of registered emergency contacts associated with the beacon. By doing so they can identify your itinerary and dispatch the closest and most appropriate search and rescue operators to quickly and effectively initiate a rescue. The beacon is registered to the vessel and is usually attached to the boat via a mounting bracket. A Class 1 EPIRB would be encased in a special enclosed housing/mount armed with a hydrostatic release. These Category 1 units are designed to automatically activate and release from their bracket once submerged but can also be manually deployed and activated if needed. Upon submersion (anywhere from three to 12 feet depending on model and manufacturer) they are released via a spring-loaded mechanism and float to the surface, beginning transmission to the Cospas-Sarsat network of government monitored satellites. When considering one of these units it is important to remember that they need to be mounted in a location where they can float free and not become entangled in rigging even if the vessel is inverted. Another variety is the Category 2 EPIRB. These are also mounted to the vessel via a bracket but need to be manually removed from the bracket in order to float free and transmit. On most a simple flip of a switch will begin transmission.

Generally the largest of the emergency beacons available to boaters carry a larger battery that is capable of transmitting for longer periods of time than their smaller brethren, the PLB and PAB. These larger units also have some of the highest transmission wattages of available beacons, allowing the signal to penetrate through heavy cloud cover with ease. Varieties can include built-in GPS units to not only transmit the distress signal but also GPS position, bringing your location to a very tight circle for search and rescue efforts. These units are proving to be more popular and in some cases no more expensive than others that have GPS interfaces that require hardwiring an external GPS to the beacon, or no internal GPS at all. When considering a unit the minor added cost of an internal GPS can translate into a more rapid rescue as the search area is narrowed significantly. Some varieties of these beacons have display windows indicating operation rather than using LED lighting, and still others have a user replaceable battery such as the ACR Global Fix V4 that does not require the unit to go back to the factory for replacement, a feature we will see on more models in the future.

Personal Locator Beacons (PLBs), are becoming increasingly popular and come at a price point that fits many budget-minded boaters. These beacons are different from their larger brethren because they are registered to the individual rather than the vessel. This means you can take them from boat to boat, on backcountry trips, hunts or anywhere you feel you might need to summon help. Just like their larger cousins they are to be used only in life threatening situations where no other option is available. PLBs must be manually activated by pressing or flipping a switch and will work in the same manner as EPIRBs transmitting your distress to search and rescue operators. These handheld beacons are very compact and can be easily attached to one's lifejacket, belt or even in a pocket.

When considering one of these it is important to remember that some will not float on their own and need a flotation case. If yours is one that needs a case make sure it is installed in it. The last thing you want is to drop it overboard and watch it sink along with hopes for rescue. They come in various compact sizes from the tiny resueME PLB from Ocean Signal that is not much bigger than a box of matches to the slightly larger and more powerful ACR AquaLink View that has a long battery life and a display indicating its operation. The internal batteries in these units need to be replaced by the manufacturer or a certified repair facility and have a shelf life of five to seven years depending on model. Most have self-test modes and on some this mode can act as a way to send a limited number of predetermined text messages to up to five recipients. ACR offers this service with most of its PLB units for an annual subscription. If these messages are not important to you then there is no subscription required and there are no fees.

WHITE One of ACR's Category 1 automatically deployed EPIRBS

PHOTO BY GLENN HAYES

Ocean Equipment offers compact PLB and EPIRB beacons

PHOTO: GLENN HAYES

A hybrid beacon that works similar to a traditional PLB is the SPOT GEN3. This is a small handheld beacon that operates via a private network of satellites dispatching search and rescue in a similar manner to the beacons mentioned above. These units also have added features available depending on the chosen subscription, such as tracking for third parties, a check-in feature that lets others know you are OK, and even the possibility of contacting non-emergency help such as a towing service. All of these added features come at a cost by way of higher subscription rates.

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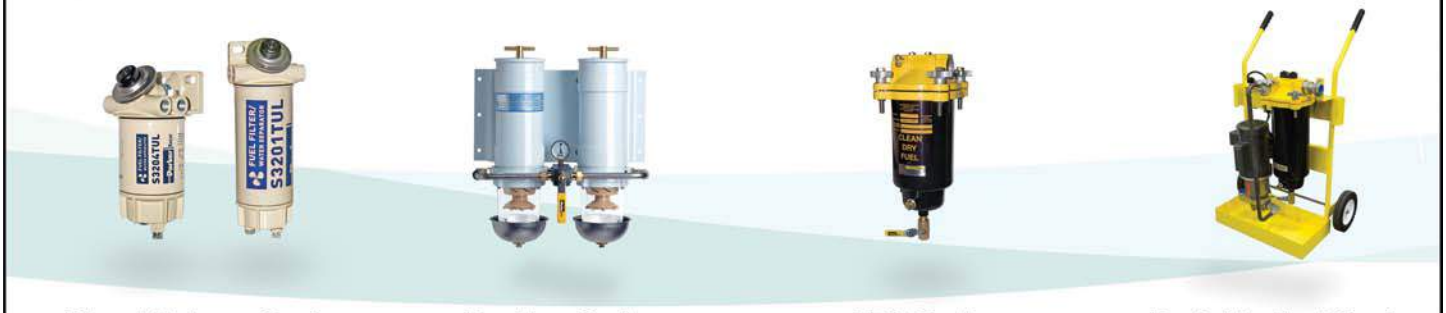

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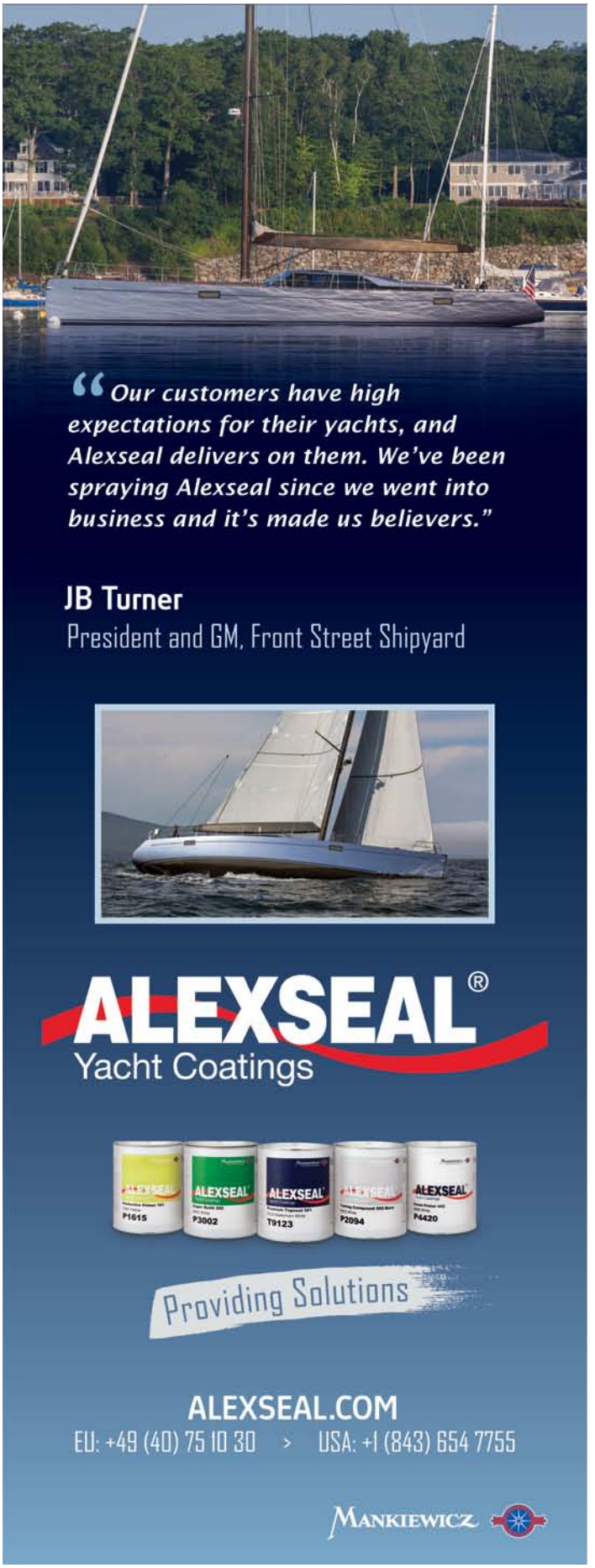
ACR's ultra-compact and floating ResQLink+ PLB

PHOTO: GLENN HAYES

The newest form of emergency beacon is the PAB, or Personal AIS Beacon. These are designed to be attached to your life jacket and can be activated in an emergency once overboard. They transmit both GPS location and AIS (Automatic Identification System) data showing bearing and distance. Vessels with AIS receivers within approximately a four-mile radius can see your distress call and respond. These work well in areas with heavier boat traffic but do not have the range or capability of a PLB or EPIRB. Effective on every crew members' life vest they are a great addition to any vessel for man overboard situations.

No matter which you choose (or better yet, you equip your vessel with one of each type) the simple fact is this equipment saves lives and might just be the most important piece of equipment on board if needed.

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



POWERING UP: SELECTING ENGINES & DRIVES

MOTORBOATS BY **CAPT. JEFF WERNER**

Powered by water jets

PHOTO COURTESY OF YAMAHA

When the sailing ships of the 1800s gave way to steam power new propulsion systems were invented to move cargo ships, ferries and tugboats to windward. Paddlewheels, both side and stern, and propellers offered shipbuilders and masters new methods of maneuvering their vessels. The descendants of these early power systems have been refined and updated, and today's recreational boaters have a variety of choices for power and propulsion for small craft.

OUTBOARD ENGINE

Gustave Trouvé, a French electrical engineer, invented the first outboard engine. The battery powered electric motor had its debut on the River Seine in 1881. Almost 30 years later, Ole Evinrude developed a very succesful three horsepower gasoline outboard.

The outboard is a self-contained unit that is mounted on the transom of a boat. It consists of a powerhead, which contains an engine that can be fueled by gas, electricity and even propane. The lower unit contains the gear box and method of propulsion, usually a propeller, although water jets are available as well. Both methods of propulsion use directional vectored thrust rather than a rudder for turning.

INBOARD ENGINE WITH SHAFT DRIVE

Outboard engines are popular for smaller, open watercraft usually up

Outboards big and small …

PHOTO COURTESY OF WIKIMEDIA COMMONS

to the 35 foot LOA range. For traditional cabin cruisers and larger motoryachts an inboard engine with a propeller shaft extending through the hull is most common. A shaft seal, stuffing box or stern gland provides a watertight fitting where the prop shaft passes through the hull. The engine and transmission are secured inside an engine compartment with a propeller providing the thrust. Steering is controlled with a rudder connected to a steering wheel.

Inboard engine with stern drive

PHOTO COURTESY OF WIKIMEDIA COMMONS

INBOARD ENGINE WITH STERN DRIVE

What looks like the marriage of an inboard engine with the lower unit of an outboard is an apt description of a stern drive. Also known as I/O (Inboard/Outboard) propulsion, it was first developed by Mercury Marine after World War II by mating a performance automobile engine with the lower unit of an outboard motor. Modern outdrives are a now two part affair, divided into an upper unit and a lower unit. The upper unit is connected to the drive shaft of the inboard engine and powers a transom-mounted gearbox angled at 90 degrees. The lower unit contains the propeller driven from the gearbox.

Compared to inboard engines with prop shafts, the I/O offers more interior space for the boat builder to use as a living area in smaller boats such as sport cruisers. It is also easy to trailer

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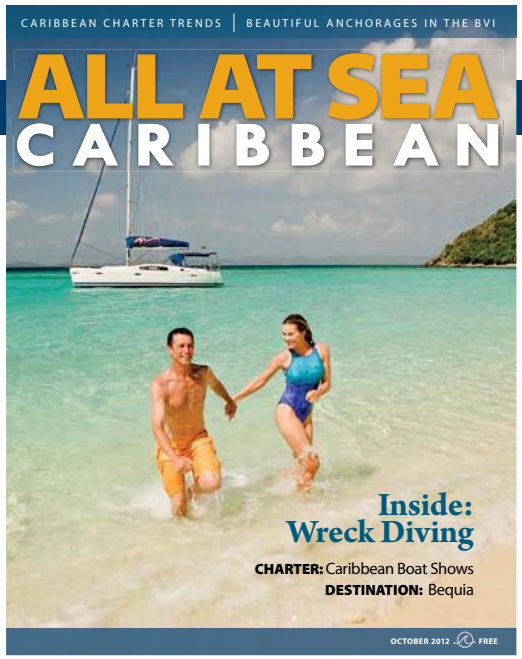

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PHOTO: OCEANMEDIA/GEBROWN

Inboard engine with shaft drive

since the outdrive can be tilted up and a rudder is not needed for steering.

INBOARD ENGINE WITH WATER JET DRIVE

Jet drives use water for propulsion. A high volume impeller pump, protected by a debris screen, sucks water from under the boat and then discharges it through a nozzle on the transom. Steering is accomplished by swiveling the nozzle port and starboard with a steering wheel. Since this is vectored thrust without a rudder, like an outboard engine or a stern drive, as soon as the jet stream ceases, so does the ability to steer. Reversing the flow of the water jetting out of the nozzle allows the drive to maneuver astern. Instead of using a transmission with a reverse gear, a deflector, known as a 'clam shell' or 'bucket', is lowered to direct the discharge flow forward under the boat, and that causes the boat to move backwards.

INBOARD ENGINE WITH POD DRIVE

Azimuthing podded drives, or azipods, were developed in the late 1980s for use on commercial vessels, such as oil tankers, cruise ships and tugs. These drives have a fixed propeller on a steerable pod mounted underneath the vessel. Rotating the pod through large angles allows ships to steer without the need of a conventional rudder.

The trickle down of this technology to recreational powerboats began in 2004, when Volvo Penta introduced its Inboard Performance System (IPS) pod drive. The IPS uses dual forward facing vertical drive legs protruding through the hull from an inboard engine. The forward facing propellers operate in a "pull" mode like a propeller driven aircraft engine. Zeus, a pod drive developed by Mercury Marine, uses aft facing propellers that operate in the traditional 'push' mode.

Both manufacturers' pod drives offer a greater efficiency over fixed shaft drives since much of the running gear is eliminated under the hull, which reduces drag dramatically. Combined with a joystick control, pod drives remove the need for bow and stern thrusters. Just tilt the joystick in the direction of desired travel and the boat responds immediately, whether it is forward, reverse or sideways.

Choosing the best engine and drive combination to purchase, factors in ease of boat handling, waters to be cruised, necessary maintenance and cost. The final selection, if done carefully, will give years of enjoyment on the water with the desired level of performance.

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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10 TOP CARIBBEAN ACTIVITIES FOR CRUISING KIDS

COMPILED BY **CAROL M. BAREUTHER**

PHOTO: WWW.JOLLYROGERCAYMAN.COM

Avast, you scurvy dogs! The *Jolly Roger*, Cayman Islands

The Caribbean Sea is a huge aqueous playground for cruising kids. Yet there are great activities to explore ashore as well. Here are ten top suggestions:

1. SAIL ON A PIRATE SHIP

The *Jolly Roger*, a near replica of Columbus' galleon *Nina*, is a regular on the Cayman Islands day charter scene. Take the two-hour afternoon swim and snorkel tour along Seven Mile Beach and feel like Captain Jack Sparrow in search of buried treasure. There's plenty of grog onboard, with rum for parents and without for kids. *www.jollyrogercayman.com*

2. MEET CHRISTOPHER COLUMBUS

Actually, visit his final resting place. This famed New World

Columbus Lighthouse, Dominican Republic – the final resting place of Christopher Columbus

PHOTO: MARIORDO (MARIO ROBERTO DURÁN ORTIZ) / WIKIPEDIA

explorer featured in every history textbook is claimed to be buried in the Columbus Lighthouse in the Dominican Republic, near Santo Domingo. This huge cross-shaped monument offers many history lessons, 63 to be exact, in exhibitions depicting the past and culture of Spain and the countries in the Americas. One of the coolest exhibits is the anchor from Columbus ship, the *Santa Maria*. *www.godominicanrepublic.com*

3. BE PART JEDI, PART PIXIE

"As awesome as the blue light of a Star Wars' Jedi's lightsaber and as magical as a sprinkle of pixie dust," is a great way to describe the brilliant way dinoflagellates (marine organisms) light up the water in Mosquito Bay, Vieques, Puerto Rico, when a hand or paddle is swept through the water at night. The Bio Bay here is so bright it's recorded in the Guinness Book of World Records. *vieques.com/island-biolumi nescent-bay*

4. SNORKEL AN UNDERWATER TRAIL

Watch for blue tang reef fish that look like Dory from Disney's movie, Finding Nemo, when snor-

Mosquito Bay, Vieques

PHOTO CURTESY OF PUERTO RICO TOURISM COMPANY UK ©

Trunk Bay, Underwater Trail

PHOTO: DEAN BARNES

keling off Trunk Bay, part of the Virgin Islands National Park on St. John. Even more fun, snorkel the 225-yard-long underwater trail and read the submerged plaques that tell about other types of fish life here. The bay is usually calm, and lifeguards are on duty during the day. *www.nps.gov/viis/planyourvisit/placestogo.htm*

The Baths, Virgin Gorda, BVI

PHOTO COURTESY OF BRITISH VIRGIN ISLANDS TOURIST BOARD

5. HIDE & SEEK

If the cartoon Flintstone family had built a playground out of big boulders, it would have looked like the Baths on the British Virgin Island of Virgin Gorda. The mix of large and little rocks at the sea's edge makes for a great game of hide and seek. The granite giants trap sea water to form kiddie pools. A short trail leads down to the Baths and another quick trek through the boulders ends at another white sand beach. *www.bvitourism.com/baths-national-park*

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A little TLC at the Antigua Donkey Sanctuary & Animal Shelter

6. PET, BRUSH & ADOPT A DONKEY

Donkeys were once the 'workhorse' of the Caribbean, carrying both people and cargo up the steep mountain hills. Today, there are still many in the islands. The Antigua & Barbuda Humane Society runs the Antigua Donkey Sanctuary & Animal Shelter for some 150 of these animals near Bethesda. Visitors, especially families, are welcome to help brush and pet the donkeys. T-shirts for sale, plus a US $25 Adopt an Antigua Donkey program, help to provide food and vet care. *www.antiguaanimals.com/donkey*

7. PLAY SOLDIER

Walk along the row of cannons perched atop the massive Brimstone Hill Fortress in St. Kitts and pretend to watch for enemies approaching from the Caribbean Sea beyond. There's a short movie that shows the history of this 17th century former British stronghold. However, the real fun is exploring the fort itself and checking out all the rooms and alcoves, which feature displays and relics. The large grassy lawns outside are a great place to run and play. *brimstonehillfortress.org*

8. SWIM IN A WATERFALL

There's no need to visit a manmade waterpark when islands like Dominica boast beautiful and easy to reach waterfalls. The Emerald Pool, set in the rainforest outside the capital of Roseau, is located at the end of less

Brimstone Hill Fortress

PHOTO: UKEXPAT / WIKIPEDIA

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Emerald Pool, Dominica

PHOTO: ANEIL LUTCHMAN / WIKIPEDIA

than a mile-long round-trip trail that is an easy walk. The cool pool below the 40-foot falls is sufficiently calm for a grade schooler or older child to swim with a parent. *www.dominica.dm*

Sulphur Springs geothermal area near Soufrière, Saint Lucia showing hot pools and steaming fumaroles

PHOTO: GORDON LEGGETT / WIKIPEDIA

9. VISIT A VOLCANO

See the bubbling hot springs that dot the lunar-looking landscape, turn up your nose at the rotten egg-like sulfur smells from the shooting plumes of steam and afterwards jump into a bathwater warm pool for a mud bath. The Sulphur Springs near the town of Soufriere in St. Lucia boast the Caribbean's only 'drive in' volcano, named due to the ease of driving right into the dormant crater itself and seeing it close-up from a viewing platform. Park rangers lead 30-minute tours. *www.soufrierefoundation.org*

Getting ready for my first snorkeling adventure

PHOTO COURTESY OF BELIZE TOURISM BOARD

10. EXPLORE AN AQUARIUM COME TO LIFE

This is what it's like for kids to snorkel, or even look down into clear waters from a tour boat, off Ambergris Caye, Belize's largest island. There is a rich diversity of finned and other sealife here, plus there are calm shallow areas that are perfect for young children just learning to snorkel. *ambergriscaye.com*

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

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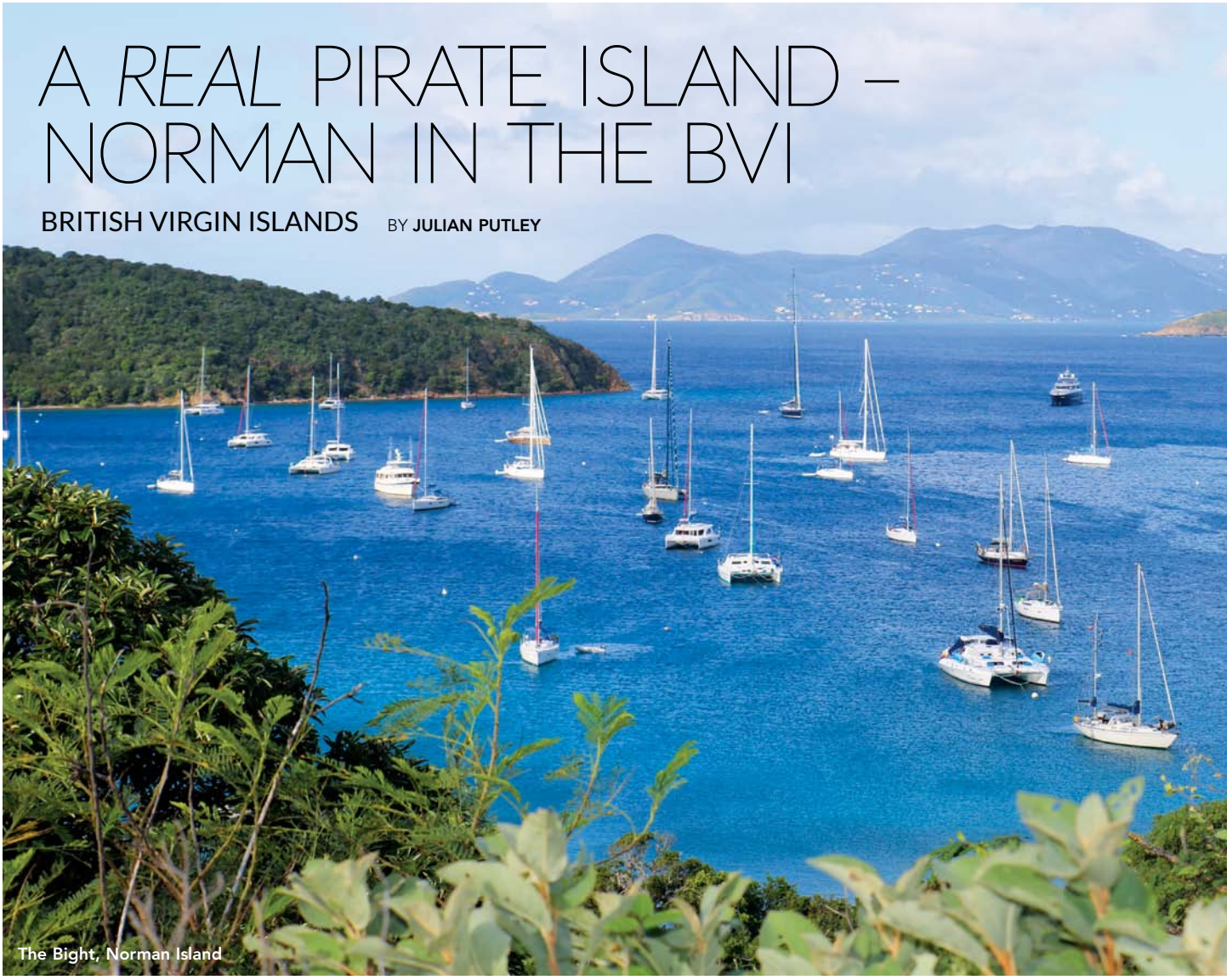
A *REAL* PIRATE ISLAND – NORMAN IN THE BVI

BRITISH VIRGIN ISLANDS

BY **JULIAN PUTLEY**



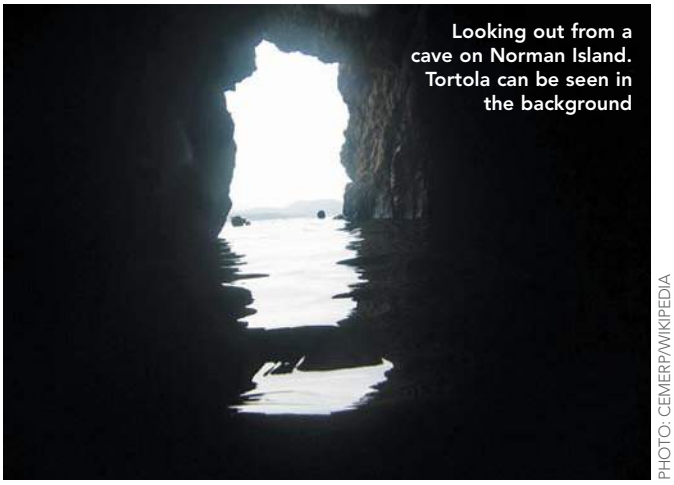
The Bight, Norman Island

I once quoted the 50 or 60 islands, islets and cays of the BVI as a playground that even Disney, the theme park magnate, could not have replicated, as perfectly diverse as they are. Norman Island is unique in that it actually was the backdrop of an audacious piracy and subsequent hiding place of a vast treasure – and there are substantial documents to prove it.

In 1750 the Spanish flotilla of galleons was on its way to Spain when a monster hurricane hit the fleet south of Cape Hatteras and drove the heavily laden Nuestra Senora de Guadalupe aground and eventually ashore at Ocracoke Inlet (where Blackbeard met his end). Here, two opportunistic brothers, Welshmen Owen Lloyd and John Lloyd plotted with the owners of two bilanders (twin-masted vessels with lateen sails on the mainmasts) to abscond with the treasure. John Lloyd, with a peg leg, ran aground on nearby shoals but Owen got clean away. With a complement of fourteen men it was eventually decided to head for St Croix and then the uninhabited island of Norman in the British Virgin Islands. Here the treasure was divided, with Wade the shipowner taking five chests of silver and mastermind Owen Lloyd taking an equal share. The crew all got their share - but what do you do with large amounts of cash on a deserted island – you hide (bury) it. There was also a large quantity of trade goods including tobacco and valuable cochineal and indigo; its fate is unknown but it was likely sold in St Thomas.

Unfortunately for the pirates the unusual activity in Norman Island's Bight was noticed by several Tortolans. A certain Thomas Wallis arrived on the scene and inquired of the bilander why the vessel had not exercised the required pratique. This put the cat among the pigeons, as it were, and the players disbanded in all directions. Much of the treasure was buried on Norman Island and subsequently much was dug up by BV Islanders and dispersed.

The story unfolds to include the local authorities of St Thomas, St Croix, Anguilla, St Eustatius and St Kitts. Spain was furious at the hijacking of its treasure and threatened war if Britain did not find, apprehend the pirates and return the valuable cargo. This led to heated exchanges between Spain and England and eventually the Lieutenant Governor of the Leeward Islands, Gilbert Fleming, whose authority included the territory now known as the British Virgin Islands, set sail for Tortola with two companies of the best officers and men at his disposal. His goal: to survey the island of Norman in an effort to retrieve the treasure. On his arrival in the territory he found the Tortolans to be resolute in their refusal to divulge the whereabouts of the booty. There had been many injustices and injuries inflicted on them by the Spaniards. In the end a compromise was reached whereby a finder's fee would be awarded to those who returned their ill-gotten gains.



Looking out from a cave on Norman Island. Tortola can be seen in the background

PHOTO: CEMERP/WIKIPEDIA

In 1910 or thereabouts it was reported in more than one account that a chest of silver was found in one of the caves near Treasure Point. The caves coupled with great snorkeling make this spot one of the most visited in the entire BVI.

There can be little doubt that Robert Louis Stevenson used the Norman Island piracy as the basis for his popular children's book Treasure Island. Among other things, the year of Stevenson's treasure map coincides exactly with the actual events, August 1750.

Norman Island's circumference is dotted with beautiful protected bays and anchorages, many with names related to its nefarious past. Privateer Bay, Treasure Point and Money Bay all belong to this category. The Bight is a large protected Bay with upwards of a hundred moorings. The popular 'Pirates' restaurant is on a pretty sand beach at the head of the bay. From here you can walk the scenic trails to the summit of the island, east to Benures Bay and on to Money Bay or west along the ridge. Benures is a good sandy-bottom anchorage with wonderful coral reefs but swinging room is required and depths of 30 ft or more are common. A stern tie is often a good idea. Privateer Bay has about ten mooring balls and offers great sunset views over St John and good snorkeling nearby.

The island is within easy reach from central Tortola and makes for a good first and last stop for those on charter. Besides being a beautiful island with a large protected Bight it has the added attraction of real pirate action, stimulating the mind and having you reach for the rum bottle. Aaaarrrh, here's a toast to adventure!

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

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IF WOODSTOCK WOULD

ANTIGUA STORY AND PHOTOS BY **JAN HEIN**

A steady hand – Gino Athill puts the finishing touches to his work on a J-Class yacht

Nestled in the Antiguan village of Falmouth sits a cluster of yellow buildings, each defined by what lies inside. Open doors reveal tools, paint, welding supplies and building materials, in fact everything needed to construct, repair or enhance a vessel as part of an enterprising boatyard.

There is no water access to the place and space for boats is limited but it doesn't take long to see that Woodstock Boatbuilders is strategically located in the middle of yacht central. Just a few blocks away, left and right, are marinas occupied by the leading maritime ladies of the world. Megas, superyachts, classic beauties of every breed and size, all in Antigua specifically for the wide range of services offered – many of them pouring from this busy, eclectic yard.

Founder Andrew Robinson launched Woodstock with his newly acquired shipwright skills after sailing to Antigua in 1990.

"We started with just a carpenter and an engineer. By 1995, more services were requested, so we added work on," says Robinson.

These days, with a crew that averages 20, they handle carbon fiber, fiberglass, composites, stainless fabrication, metal, plumbing, engineering systems, paint and refinishing.

Robinson says there isn't much they won't touch except varnishing – leaving that to the Antiguans who've honed the skill. "And mirrors," he adds with a grin. "We don't do mirrors."

Inside the office, a lengthy job-board reads like a who's who

Working Janley into the Woodstock yard

Andrew Robinson on his daily drive

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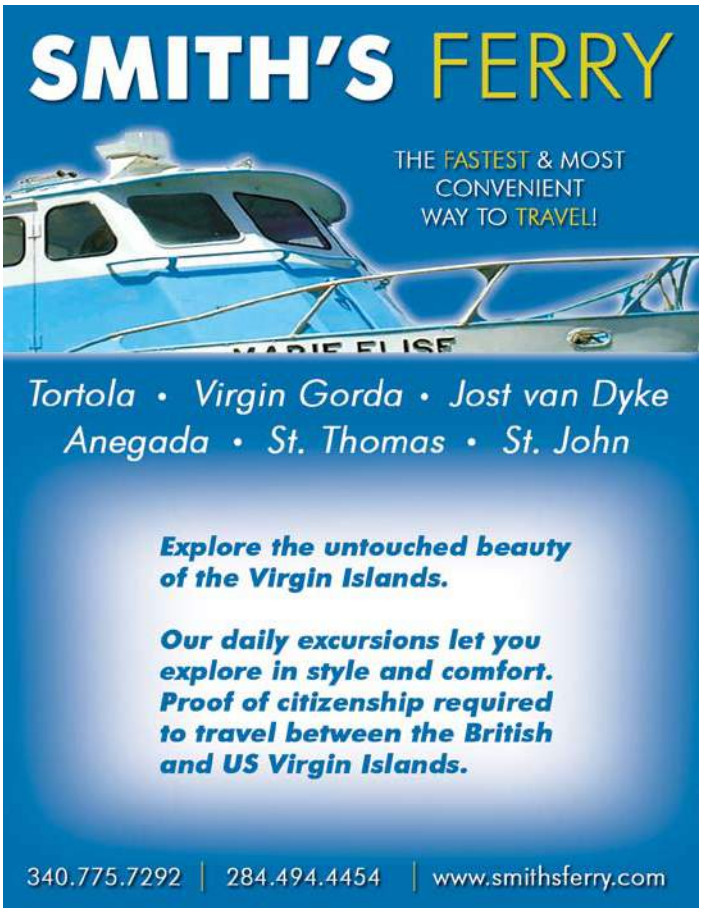

Jim Child and the famous shirt

of yachting with dozens of 'cover girls' on the list. "One of the most amazing things about this yard is the client list," says Robinson. "We work on the sexiest, fanciest boats. Most of the yards are jealous as hell."

One can only imagine the stories compiled after a quarter century in the business of servicing yachts for the rich and famous.

Woodstock's success comes, in part, from meeting the demands of the ever changing industry by adding new specialists when need arises. Their foray into metal work began when a sub-contractor couldn't deliver on a J-boat helm hub. "There were mistakes and delays; so we purchased our own lathe to get the job done," says Robinson. "There's an advantage for us to do it over an engineer- we're sailors."

Work can be routine but given the distinctive character of their clients, it's usually a foray into problem solving. "We're frequently inventors," notes Robinson, "because we never get the same job twice."

When asked about the most unusual task taken on, Robinson and Project Director, Jim Child, grinned. They've dabbled with gold plating; done a bit of marble polishing; and there was a certain wood carving that won't be mentioned here. The team has handled art installations including some priceless dinosaur eggs that needed showcasing on *Maltese Falcon*. That mission required some out of the box engineering and fabrication.

Project demands change with the seasons. Summer deadlines are somewhat relaxed until fall kicks off with the Antigua Charter Yacht Show, leaving a wake of work behind. Winter begins with the Super Yacht Challenge followed by the Caribbean 600; and spring is all about the island's Classic Regatta and Race Week.

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Summer Cloud racing in the West Indies Regatta

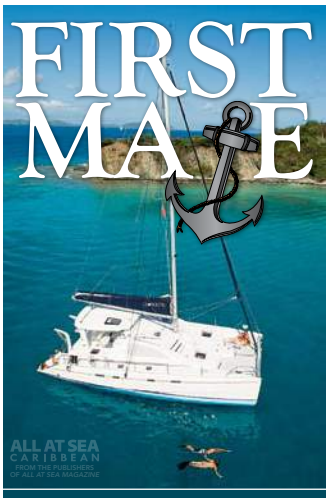
For Robinson and Childs, the best jobs take place in their own yard. The 1930 Fife, 6 metre *Nada* came back to life there during a total restoration in 2006. More recently, the 46ft Kettenburg PCC sloop, *Janley*, underwent a year-long refit; marking that success by winning First in Class, First Overall and earning the prized Panerai Trophy at the Classic Regatta in 2016.

The crew at Woodstock earn respect in Antigua for more than their talent with boats. To enhance local employability and widen the hiring pool, they bring in apprentices, offering work alongside master craftsmen. The company joined with GAARD, a NGO from the UK, to train at-risk Antiguan youth. Students experience a wide range of marine trades followed by local job placement. Perhaps closest to Robinson's heart is a reforestation project he started as part of the Global Environment Fund. Seeds of fire-resistant trees are grown at his house then planted in an area prone to bush fires.

Juxtaposed against the gleam and glamour of Woodstock's floating clientele is Robinson's own boat, *Summer Cloud.* It has no bronze, no varnish. Systems are minimal at best. There isn't even an engine. Built on the beach in Carriacou, it's a former work boat that isn't far removed from its intended purpose. He races it from St. Barth to Carriacou, always with a lively, salt-stained crew.

Woodstock Boatbuiders Ltd., have earned international recognition. Their name is synonymous with quality and finesse. The workmanship that pours from their yard is sought after, almost as much as their t-shirts that pose the perplexing question: What wood would Woodstock stock if Woodstock would stock wood?

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



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SCHOELCHER INTERNATIONAL NAUTICAL WEEK

MARTINIQUE BY **CAROL M. BAREUTHER**
PHOTOGRAPHY BY **SOPHIE REINACH**

José Volny-Anne pushes his Sunfish to the limits

The number of racers and countries represented, as well as the talent of the sailors themselves, made the 28th Schoelcher International Nautical Week (SINW), hosted by the Cercle Nautique de Schoelcher in Martinique, February 9 to 13, something special. Add to this the number of races and classes represented, and the description moves to spectacular. At a time when many regattas in the Caribbean are struggling, the SINW is a bright spot that excels in enticing entries and putting the region on the map for its quality and quantity of competition in both dinghies and keelboats. Win or not, the sailors certainly echoed these sentiments.

"I was disappointed that Hugo (Chave) overtook me for first place in the Laser 4.7 Class, but I was very happy to sail successfully in the strong wind. It was not easy, but I did it," says Lilou Pudai, who finished second and only two points behind his fellow sailor from Club Nautique Le Neptune, Martinique.

Some 166 sailors from Martinique, Guadeloupe, St. Lucia, St. Barths, Antigua, Cuba, the USA, Canada, Colombia, Belgium, Switzerland and several regions in France, competed in ten classes, including Lasers, Optimists, Bic and Sunfish dinghies; Windsurfer and Surprise keelboats.

"Our race committee did a very good job setting the courses considering the winds averaged 25 to 30 knots, with gusts up to 40 knots," says Michel Zougs, regatta organizer and head coach for the Martinique team. "By the second day of racing, it was clear to see who would win in some classes. For others, winners weren't decided until the last race on the last day. All the sailors did a good job at adapting to the strong wind, as there were not a lot of boat breakages. In fact, it was bright smiles on the faces of the younger Optimist sailors after racing that was the best reward for regatta organizers."

The Optimist was largest class of boat represented in the SINW. Antigua's Shanoy Malone held his own very well in the Optimist Benjamin Class.

"The conditions were complicated with strong winds. I had to thoroughly analyze the conditions to prevail," says Malone, who finished tied on points with Guadeloupian sailor Titouan Obelliane.

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Meanwhile, two St. Barths Yacht Club sailors, Lorenzo Mayer and Elio Gilbert Boutin, finished first and second in the older age group Optimist Minime Class. "This speaks volumes about this duo's sailing skill," says Zougs, as they placed ahead of two Martinican sailors, Arthur Peltier and Maxime Colotroc, whose talents take them to the French Nationals this month (April).

The Windsurfer Cadet Class was one that seemed destined to be won right from the start by Martinique's Kyllian Lostau who scored bullets in six of eight races.

"I liked this regatta and the rainy and windy conditions we had. I had good speed and I thought it prepared me well to go to the Med Cup in Marseille (France) at the end of February," says Lostau.

Like Lostau, the younger Timothé Bappel from Club Nautique de Vauclin in Martinique, also won six of eight races and will likely follow Lostau in attending national and international windsurfing competitions in the future.

For the second year, the Surprise Class participated in SINW with seven keelboat entries. The winner, *Kreole Sandwich*, skippered by Stanley Dormoy, clearly had the better boat speed over second place finisher, *La Morrigane North Sail,* sailed by Jean Francois Terrien and his crew.

"This regatta has always assured competitors have a number of races in which to sail. European regattas may have more boats, sometimes up to 500, but they never manage to realize more than two to three races. In Schoelcher, competitors get to sail at least seven to eight races. Schoelcher is indeed a very good place to race," says Zougs.

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

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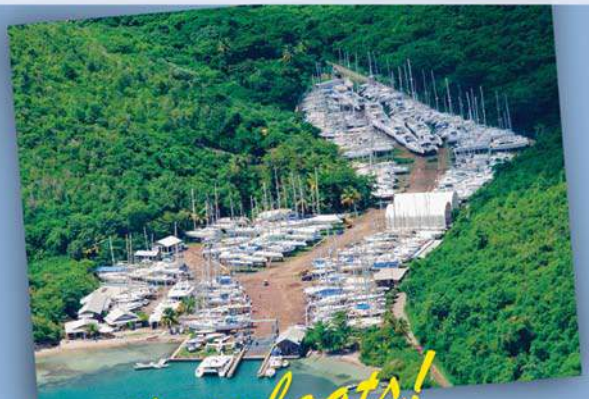

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A DAY IN THE LIFE OF A REGATTA VOLUNTEER

GRENADA BY **ROSIE BURR**

PHOTO: TIM WRIGHT / COURTESY OF GRENADA SAILING WEEK

Regatta manager Karen (center) receives a 'Thank You' prize from Rosie Burr for all her hard work

It's the second race day of the regatta. I crawl out of bed at an ungodly hour, my body still heavy with sleep. I am part of the organising committee for Island Water World Grenada Sailing Week 2018. Yesterday was a long day starting with opening (and organising) the 'new' office, organizing the volunteer crew, followed by registration and skippers' briefing in the afternoon and the first night's party. It's another blustery day – the weather hasn't been co-operating – it's wet and windy, which certainly makes for challenging racing. I jump in my dinghy with a change of clothes (I'm about to get soaked), meet other volunteers ashore and drive to Secret Harbour Marina, our host venue for the first four days of the regatta.

Crews are milling about the restaurant area freshly showered and grabbing breakfast before heading out for the first races. I don't envy them as the skies darken but they look like they are having fun as they talk strategy amongst themselves. I take a deep breath and brace myself for the hour of madness that is about to follow as I rush about provisioning the committee, safety and mark boats with sandwiches, drinks and ice for the coming day. There are the usual requests for more of this or less of that. The bread is too hard or the ice is melting! I just smile and say, "I'll see what I can do." By 8.30am the chaos is over and boats are heading out to lay the marks or get in position.

I look like I have been dragged through a hedge backwards and could do with another shower.

For our office, we have commandeered one of the rental cottages belonging to the marina and we share it with the Chief Juror, David, who is staying there. I thought he might be put out by the invasion of privacy but it turns out David is pretty used to this kind of setup and has a sense of humour which entertains us all. We re-group, grabbing a cup of coffee as Karen, the regatta manager, myself and Marie-Anne - another volunteer, talk about what we are doing for the rest of the day. David is pottering around organising what he needs for the protest table and making himself breakfast. Karen dashes out

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Sorting the coveted skippers' bags into classes to give out to the racers

PHOTO: TIM WRIGHT / COURTESY OF GRENADA SAILING WEEK

The handsome Mount Gay trophies ready to be presented to the winners

PHOTO: TIM WRIGHT / COURTESY OF GRENADA SAILING WEEK

to try and find an alternative to the not so great internet that obviously doesn't like the weather.

Marie-Anne and I start to gather the prizes for tonight's prize giving. Each race day has a different sponsor, today is Mount Gay Race Day. Mount Gay has provided all sorts of goodies for us to present that evening for first, second and third places. But as we are doing this I find I'm short on one bottle of the precious XO rum and spend ages hunting, hoping I hadn't left it in the storage office. After ten minutes of me tearing the place apart, David, ever the comedian, pipes up to suggest that maybe someone drank it. I think he is cracking another of his jokes but as Marie-Anne says in her quiet French accent, "Rosie – I think he is not joking!" David disappears into his room and comes out with a half-empty bottle of the amber liquid. To be fair to David we do not believe he was the instigator, but he will not reveal any names. Though Karen and I both know who it is straight away and start to rib the group of troublemakers. I think the culprits feel bad, but take the ribbing we give them well.

My role changes in the afternoon to that of 'Protest Secretary' – something I haven't done before. But as David says, "It's not rocket science." we run through the forms that need filling out, and what needs to be logged or posted on the notice board. I am quite happy to be sat at the desk after all the running about earlier in the day.

As boats return to the marina, two protests come in but both ultimately are withdrawn. Phew!

Results are in, protest time is over and crews are hanging around the notice board trying to find out how they have fared in the day's races. The committee boats are in and we take a break, hanging out on the cottage balcony, the crew regaling stories of tangled boats and marks or various other incidents from out on the water.

Then it's back to work – the beginning of the day and the end of the day are the always the busiest. The prizes need to be shuttled from the safe keeping of the office to the presentation area and arranged nicely in first, second and thirds. But once again it's raining, Tracy, another volunteer, and I dash backwards and forwards carting cases of rum and huge boxes of prizes, getting totally soaked. The bar is abuzz. Over 40 boats have raced, bringing together over 350 crew from countries near and far. Everyone is waiting to start prize giving, but the MC isn't getting out of his car until the rain has stopped – Tracy and I look at each other in sodden disbelief. We are finally graced with his presence, prizes are awarded and the party eventually starts.

Phew, what fun ... tomorrow is another day.

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

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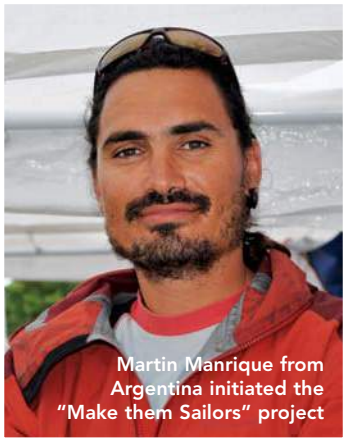
CURAÇAO STORY AND PHOTOS BY **ELS KROON**

Despite the unpredictable weather spirits were high throughout the week-long event



Martin Manrique from Argentina initiated the "Make them Sailors" project

February brought a vigorous start to the season for sailors in Curaçao. While many were under the spell of carnival, considered the largest cultural event of the island, die-hard sailors of all ages flocked to Spanish Water and put to sea to compete in a series of long established races.

First up was the famous Carnival Race. Started back in 1985, the event still attracts many Sunfish sailors some of whom have raced in most of the 33 editions. With no entry fee, the event encouraged sailors to spend even more time at sea following the rigors of carnival. Although won by15 year old Darius Berenos, the event was dominated by veterans. Running parallel to the event, young sailors enjoyed sailing clinics in the run-up to the Curaçao Youth Championships (CYC) the following weekend.

Organized by Youth Sailing Curaçao (YSCO) for the 12th consecutive year, The CYC again attracted young sailors from many corners of the world including the ABC islands, the USA, Colombia, The Netherlands and Belgium. Intensive instruction during the four days of clinics and workshops sharpened competition as the event got underway at its new venue in Caracas Bay.

Under the leadership of YSCO chairman Wybe Bruinsma and CYC committee chief Mieke van Aken, the CYC was able to engage top coaches from Argentina and The Netherlands. The clinics focused on technique, tactics and physical conditions using the latest teaching methods. Practice on the water was supported in the classroom through audio visual material.

Wet and squally conditions during the championships challenged the 50 young participants whose ages ranged from eight to and 18, but spirits were high and remained that way throughout the event.

As well as teaching the young sailors of Curaçao, professional coach Martin Manrique and his Dutch wife Carlien run a social project called 'Make Them Sailors', in which they provide opportunities for unprivileged children, teaching them about sailing and sustainability.

The Argentinian coach has been sailing Optimists, Cadets, Lasers and 420s since he was eight.

"There is no end for the things you can learn within this sport," is the coach's mantra and the message that he wants to get across to young sailors throughout the Caribbean and South America.

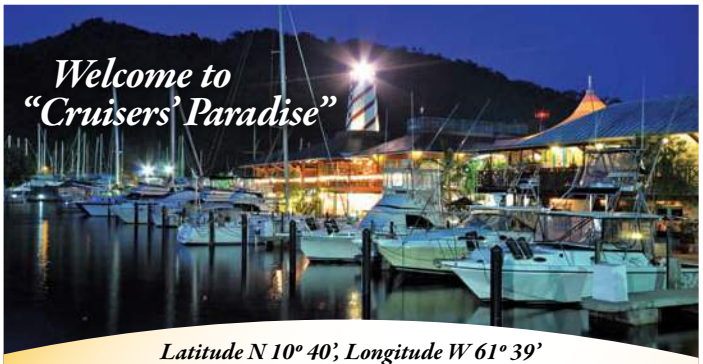
Manrique says his inspiration came from Juan Pablo, a fisherman's kid from a tiny island in Colombia, whose dream was to learn how to sail.

As an aid to raising funds and support for 'Make Them Sailors' Manrique creates short movies to connect the two worlds. As a coach, he says his goal is to "take my sailors to their highest potential, whatever this may be."

More than just helping Caribbean kids fulfill their dreams, Manrique strives to unite children from all walks of life. He hopes by teaching them social skills and sailing techniques, along the way it will help them find solutions to future environmental issues and give them the tools and opportunities for a better life.

Full race reports and results from the Curaçao Youth Competition and information about Make Them Sailors can be found on their Facebook pages.

Sunfish veterans congratulate winner Darius Berenos



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Guadeloupe	**Marina Bas-du-Fort**	590 590 936 620	15.5′	210′	1,100	●	110/220/380		●	●	●	●	●	●	●	9	FREE
Jamaica	**Errol Flynn Marina & Shipyard**	876-715-6044	32′	600′	33	●	110/220/480 1&3PH 50/60HZ	Cable	●	●	●	●	●	●	●	16/9	FREE
Jost Van Dyke	**North Latitude Marina**	284-440-4322 284-495-9930	12′	50′	N/A	●	N/A		●	●			●			16	
Panama	**Bocas Marina** www.bocasmarina.com	507-757-9800	20′	150′	83	●	110 -220v		●		●	●	●	●	●	68	FREE
Panama	**Red Frog Beach Marina** redfrogbeach.com an IGY destination℠	+507 6726-4500	20′	300′	84	●	50 Amp 110/220V 60 Hz, 100 Amp 220V 60 Hz, 200 Amp 480V 60 Hz 3-phase		●	●	●	●	●	●	●	68	●
Puerto Rico	**Club Nautico de San Juan**	787-722-0177	31′	250′	121	●	120/240		●	●	●	●			●	16/10 68	●
Puerto Rico	**Marina Pescaderia**	787-717-3638	8′	65′	97	●	110/220		●	●	●	●	●	●	●	16/68	●
Puerto Rico	**Ponce Yacht & Fishing Club**	787-842-9003	20′	150′	169	●	110/220V, 30A, 50A and 100A		●	●	●	●		●	●	68	FREE
Puerto Rico	**Puerto Del Rey Marina**	787-860-1000	15′	260′	1,000	●	120/208V single & 3 phase; 30, 50,100 & 200 amps; 60 Hz	Cable	●	●	●	●	●	●	●	16/71	FREE
Puerto Rico	**Sunbay Marina**	787-863-0313	12′	75′	287	●	110/220	Cable	●	●	●	●	●		●	16/12	●
St. Croix	**Green Cay Marina at Tamarind Reef Resort**	340-718-1453	8′	100′	154	●	110/220V - 30A, 50A, 200A	●	●	●	●	●		●	●	16	FREE
St. Croix	**St. Croix Marine**	340-773-0289	11′	150′	44	●	110/220	●	●	●	●	●	●	●	●	16/18	

			Maximum Draft	Maximum Length	# of Slips	Fresh Water	Electrical Supply	Cable / Satellite TV	Diesel	Gas	Shower / WC	Laundry	Provisioning	Bar / Restaurant	Security	VHF Channel	Wireless Internet
St. Lucia	**Rodney Bay Marina** www.igy-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 an IGY destination℠	721 544 2408	18′	320′	45		480V 3-phase 100 amps/ leg; 220V 3- & single-phase; 100 amps/leg; 220V 50 amps 60hz	●	●	●	●	●	●	●	●	16/ 78A	FREE
St. Martin	**Captain Oliver's**	590-590-87-33-47	10′	150′	160	●	110/240		●	●	●	●	●	●	●	16/67	
St. Thomas	**American Yacht Harbor** www.igy-americanyacht harbor.com an IGY destination℠	340-775-6454	10′	110′	134	●	120/208Y/240 VAC 30 to 100 amps, 60 Hz	Cable	●	●	●	●	●	●	●	16/6	FREE
St. Thomas	**Crown Bay Marina** www.crownbay.com	340-774-2255	24′	200′	99	●	30, 50, 100amp 120v, 208v, 220v, 480v	Cable	●	●	●	●	●	●	●	11	FREE
St. Thomas	**Yacht Haven Grande** www.igy-yachthaven grande.com an IGY destination℠	340-774-9500	18′	656′	48	●	120/208Y/240/480Y VAC 50 to 600 amps, 60 Hz Ability to hard wire	Cable	●	●	●	●	●	●	●	16/10	FREE
Tortola, BVI	**Nanny Cay Marina**	284-494-2512	12′	125′	200	●	110/220		●	●	●	●	●	●	●	16	●
Tortola, BVI	**Soper's Hole**	284-495-4589	25′	170′	50	●	110/240	Cable	●	●	●	●	●	●	●	16	Cafe
Tortola, BVI	**Village Cay Marina**	284-494-2771	12′	200′	106	●	110/220/308	Cable	●	●	●	●	●	●	●	16/71	FREE
Trinidad	**Power Boats Ltd**	868-634-4346	13′	65′	40	●	115/220		●	●	●	●	●	●	●	72	●
Turks & Caicos	**Blue Haven Marina & Resort** www.bluehaventci.com an IGY destination℠	+649-946-9910	8.5′	220′	78	●	30/50/100 amp, 3 phase, up to 480V	Cable	●	●	●	●	●	●	●	16	FREE
Turks & Caicos	**Caicos Marina & Shipyard** www.caicosmarina.com	649-946-5600 649-232-1905	9′	150′	100+	●	30/50/100 amp		●	●	●	●			●	16	FREE
Virgin Gorda	**Virgin Gorda Yacht Harbour**	284-495-5500	10′	180′	94	●	110/220		●	●	●	●	●	●	●	16/11	●
Colombia	**Marina Santa Marta** www.marinasantamarta.com an IGY destination℠	+574363601	11.5′	132′	256	●	110/220V, 60hz		●	●	●	●	●	●	●	16/72	FREE

OUTSIDE OF CARIBBEAN:

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

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CARIBBEAN BOATYARDS

All At Sea's Caribbean Boatyards Guide

		Latitude	Longitude	Phone Number	Maximum Draft	Maximum Length	Maximum Beam	Maximum Air Draft	Power Supply	Arrival Hours	Lift 1 Type / Capacity (Tons)	DIY Friendly	Electronic Shop	Carpentry Shop	Electrical Shop	Prop Shop	Paint Shop	Onsite Crew Facilities
Antigua	**Jolly Harbour Marina / Boat Yard**	17 04 46.4 N	61 54 37.0 W	(268) 462-6041	13′	80′	19′	no limit	110/220	8am-5pm	70	•		•	•	•	•	•
Antigua	**North Sound Marine**	17.1167	-61. 7500	(268) 562-3499 \ (268) 764-2599	15′	no limit	31′	no limit	Anything	24x7	150	•		•	•	•	•	•
Aruba	**Varadero Caribe**	12 32 N	70 02 W	297-588-3850	8′	120′	45′	no limit	50/30 amp	8am-5pm	60	•		•	•		•	•
Freeport, Grand Bahamas	**Bradford Marine Bahamas**	26′ 31. 189 N	78′ 45. 566 W	242-352-7711	35	400	50	no limit	30/50/100/480	24/7	150		•	•	•	•	•	•
Tortola, BVI	**Nanny Cay Hotel & Marina**	18 25 0 N	64 37 0 W	(284) 494-2512	11′	160′	45′	no limit	110v 30amp/220v 50amp/ 3phase 100 amp	7am-6pm	70	•	•	•	•	•	•	•
Tortola, BVI	**Soper's Hole**	18°23″ 46′	-64° 41″ 53′	(284) 495-3349	7′	65′	18′ and 40′	no limit	110/220	8-5, Mon-Sat	45	•	•	•	•	•	•	•
Tortola, BVI	**Tortola Yacht Services**	18 25 N	64 37 W	(284)-494-2124	10′	68′	20′	no limit	220V, 50A, 110V, 30A	7-4, 7days	70	•	•	•	•	•	•	•
Virgin Gorda, BVI	**Virgin Gorda Yacht Harbour**	18. 45222	-64. 43750	284-495-5318	10	150	34	no limit	110/120	7am-6pm	70	•		•	•	•	•	•
Curaçao	**Curacao Marine**	12′ N	68′ W	599 9 562-8000	9′	120′	33′	193	110/220 380	8am-5pm	60	•		•	•	•	•	•
Boca Chica, D.R.	**Marina ZarPar**	18 26.4 N	69 37.23 W	(809) 523-5858	7.5′	65′	28′	no limit	110/220 380	9am-5pm	70	•		•	•	•	•	•
La Romana, D.R.	**IBC Shipyard**	18° 23′ 55″ N	68° 53′ 55″ W	+809 449 3321/3323	12′	110′	26′	no limit	110/220 3 phase 100/50/30 amp	8-5 M-F	120	•	•	•	•	•	•	•
Grenada	**Clarkes Court Boat-yard & Marina**	12° 00.6′ N	061° 44.0′ W	473-439-3939	11′	150′	37′	0	110/220; 50Hz	7:30am-4:30pm	242	•	•	•	•		•	•
Grenada	**Grenada Marine**	12° 01:20	61° 40:42	00-1-473-443-1667	12′	75′	31.5′	0	110/220	8-5, M-F; 8-12, Sat	70	•	•	•	•	•	•	•
Grenada	**Spice Island Marine Services**	12.041 N	61.45 W	473-444-4257	12′	70′	25.4′	0	110/220	8-4 M-F	70	•	•	•	•	•	•	•
Panama	**Bocas Yacht Services**	09° 17.3′N	082° 23.06W	507-6619-5601	10′	65′	20′	no limit	120/220	7:30-3:30pm	60	•		•	•		•	
Puerto Rico	**Varadero @ Palmas**	18 04′ 37″N	65 47′ 57″W	787-656-9211	11′	110′	26′	no limit	50/30 amp	8-5, 7days	110	•	•	•	•	•	•	•
Puerto Rico	**Puerto Del Rey Marina**	18° 17.3 N	65° 38 W	787-860-1000	15′	150′	33	no limit	120/208V single & 3 phase; 30, 50,100 & 200 amps; 60 Hz	8am-5pm	155	•	•	•	•	•	•	•
Sint Maarten	**Megayard**	18°02′ 13.24 N	63°05′ 08.52 W	1-721-5444-060	12′	200′	33′	12′	110/220	8-5 M-F	150	•	•	•	•	•	•	•
St. Lucia	**Rodney Bay Marina** an IGY destination	14°04 ′32. 72″ N	60°56 ′55. 63″ W	758-458-4892	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	•		•	•	•	•	•

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= MARINE TRAVELIFT

SOUTHEAST U.S. MARINAS

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

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

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SOUTHEAST U.S. BOATYARDS

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

				Maximum Draft	Maximum Length	Maximum Beam	Maximum Air Draft	Power	Arrival Hours	Lift Type/ Capacity	DIY Friendly	Electronic Shop	Carpentry Shop	Electrical Shop	Prop Shop	Paint Shop	Onsite Crew Facility
Washington	NC	**Washington Yacht Service**	252-975-2000	7′	70′	21′	no limit	30/50 Amp	24x7	50 ton travelift	●	●	●	●		●	
Beaufort	NC	**Jarrett Bay Boatworks**	252-728-2690	10′	130′	30′	no limit	30/50/100 Amp	24x7	50/75/ 200 ton travelift	●	●	●	●	●	●	
Beaufort	NC	**Beaufort Marine Center**	252-728-7358	10′	130′	30′	no limit	30/50/100 Amp	8-4:30 M-F	50/75/ 200 ton travelift	●	●	●	●	●	●	●
Beaufort	NC	**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 IGY destination	727-867-1102	8′	62′	18′	no limit	Outboard, I/O, Inboard	8am M-F	50 ton travelift		●	●	●	●	●	●
Gulf Shores	AL	**Saunders Yachtworks**	251-981-3700	10′	130′	28′	74′	30/50/100 Amp 3 phase	24x7	165 ton travelift		●	●	●	●	●	
Mobile	AL	**Dog River Marina**	251-471-5449	8′	85′	22.5′	75′	30/50/100 Amp 3 phase	24x7	70 ton travelift		●	●	●	●	●	
Orange Beach	AL	**Saunders Yachtworks**	251-981-3700	6′	85′	21.5′	no limit	30/50 Amp	7-5 M-F/ Sa-Su by app't.	60 ton travelift		●	●	●	●	●	

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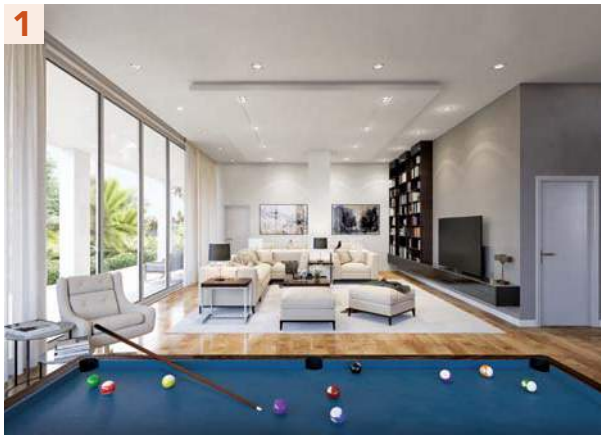

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3

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6

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8

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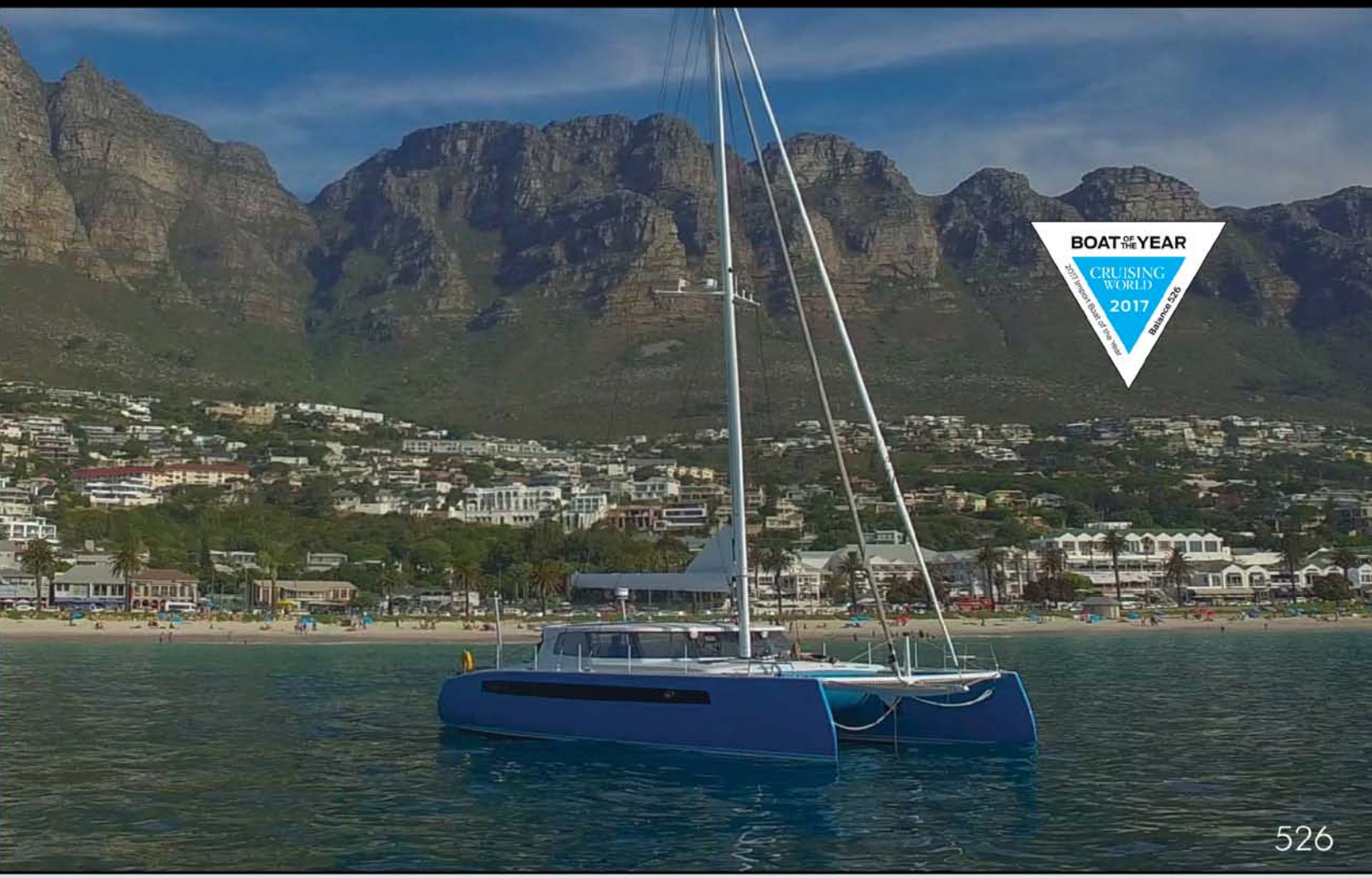

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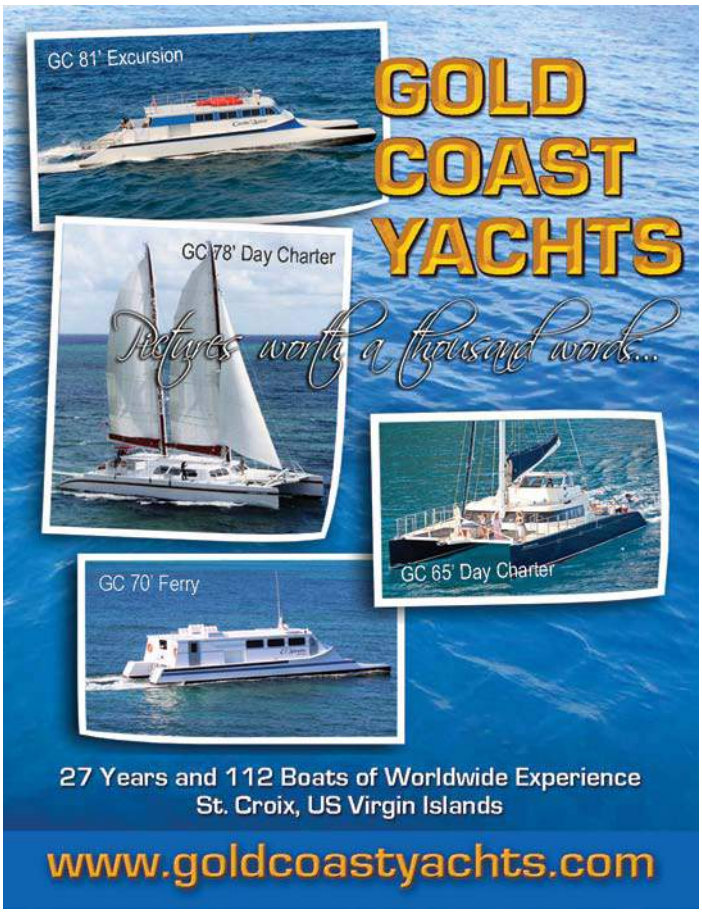

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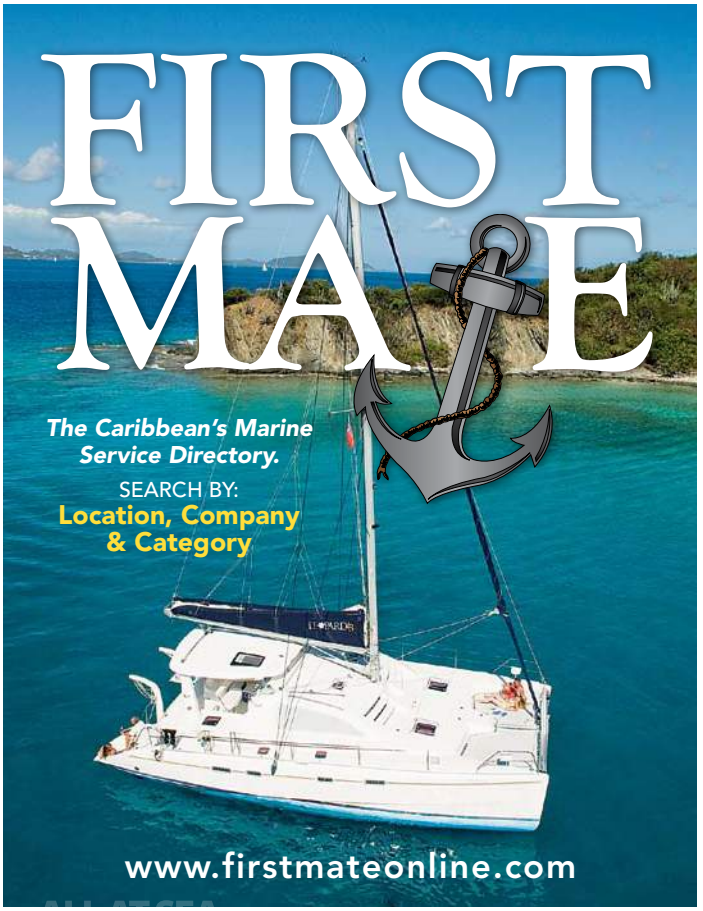
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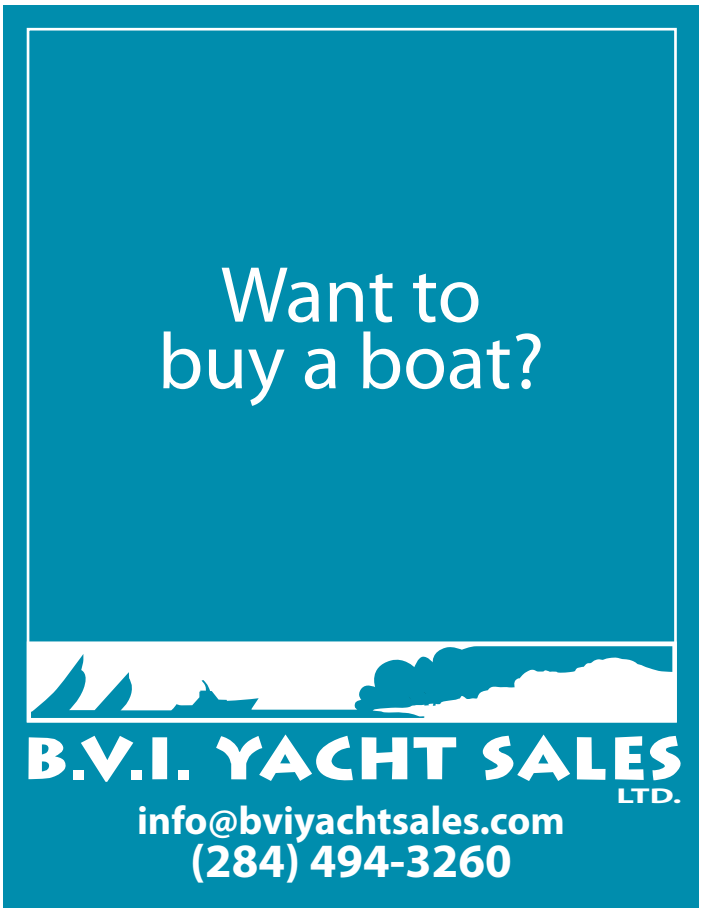
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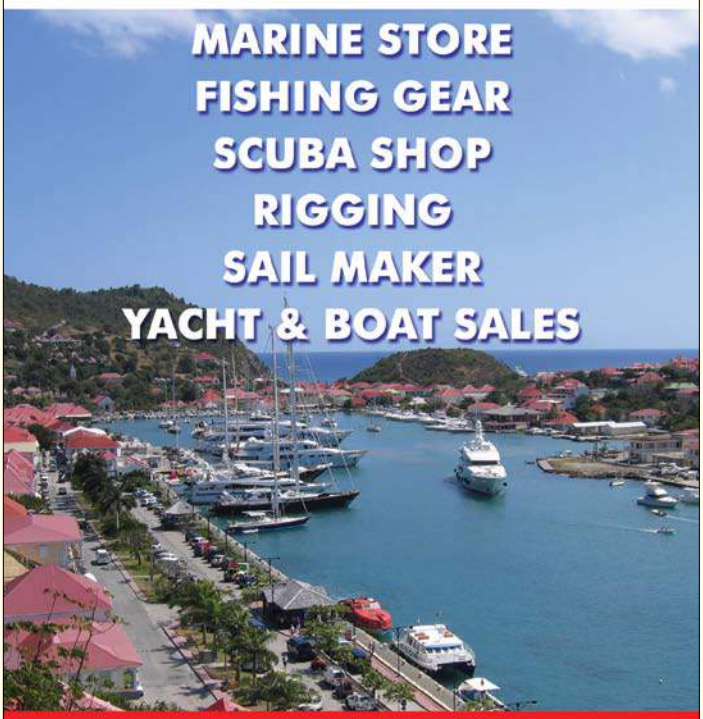

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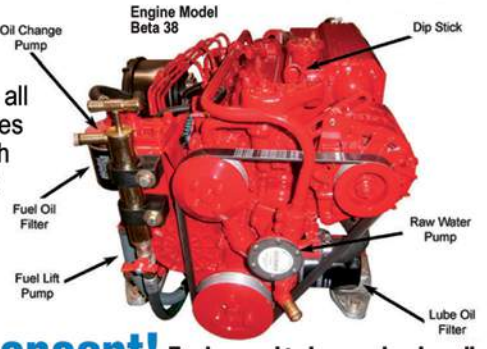

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HELLO SPRING!

THE DISH BY **CAP'N JAN ROBINSON**

In February I started a 100 mile walk from Greenville South Carolina to Charlotte in North Carolina to raise money for and in support of 'Warrior Momz' Kay Ledson. Kay is walking across America to raise awareness for Spinal Cord Injuries (SCI) and the need for Below Injury Activity Based Therapy.

One of Kay's friends on the walk Laurie Kennedy helped me create the recipe below. This recipe can be used two ways – one as a stew or as a main dish.

SEAFOOD STEW WITH CHICKPEAS AND SPINACH

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

1 tbsp olive oil
1 large onion, chopped
5 garlic cloves, finely chopped
1 (15.5 oz) can chick peas
1 tbsp paprika
1 tsp crushed red pepper (or to taste)
1 tbsp dried oregano
1 cup white wine
1 (26.46 oz boxed) Pomi brand tomatoes or canned
2 cups water
1 jar roasted peppers, chopped
Large package Spinach
2 garlic cloves, finely chopped
1lb white fish, chopped in ¾ inch pieces

In a large saucepan, heat oil and sauté onions and garlic, until soft, but not browned. Add chick peas; sprinkle with paprika, crushed pepper and cook for a few minutes. Add white wine, tomatoes, water, and roasted peppers. Cover and simmer for 20 minutes.

In a separate frying pan, heat oil and sauté spinach with a little garlic. Set aside. Heat a little more olive oil and in a hot pan sauté the fish.

To serve immediately, assemble as in picture one, place spinach on plate along with sautéed fish and spoon vegetable mixture over. To serve later, add fish and spinach to vegetable mixture, keep warm and serve in a soup bowl (picture two).

THE BEST SNACKS are ones that taste great, are good for you, fill you up and are easy to make. Below are some suggestions:

BAKED ROSEMARY BEET CHIPS WITH CURRIED YOGURT

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

4 *large beets, peeled
2 tbsp extra virgin olive oil
Sea salt to taste
Freshly cracked black pepper
Rosemary sprigs

CURRIED YOGURT:
1/3 cup plain non-fat Greek yogurt
1/3 tsp curry powder, or to taste

Seafood stew with chickpeas and spinach serving suggestion 1

Seafood stew with chickpeas and spinach serving suggestion 2

Preheat oven to 350°F. Using a mandoline slicer, thinly slice beets to about 1/16in. In a large bowl toss beets slices with oil, salt and pepper, to coat evenly. On prepared baking sheets, arrange as many slices as will fit in a single layer, without crowding. Add a few Rosemary sprigs and bake until crisp, 25-30 minutes. Rotate pans halfway through baking. Remove from oven and place on paper towels to cool and remove any excess oil. Repeat, using a cool prepared baking sheet, until all sliced beets are baked. Toss chips with salt and pepper and serve with Curried Yogurt.

Mix together the yogurt and curry powder. Serve with beet chips! *Hint: *Use large beets as the raw slices will shrink considerably when baked.*

DARK CHOCOLATE NUT CLUSTERS

Quick easy delicious dessert, that is also healthy!

Prep time: 10 minutes. Chilling time: 30 minutes. Serves: Many, maybe

1 -1/4 cups melted dark chocolate (70 or 80% cocoa)
1-1/2 cups whole almonds or unsalted roasted nuts

Prepare a baking sheet or flat dish lined with wax paper. Mix together dark chocolate and either almonds or unsalted roasted nuts. In heaped teaspoons drop onto wax paper and refrigerate until set.

For more information about the walk, visit: www.quadfoundation.org and FB page Warrior Momz Walk.

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