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ANCHORS & THE FOURTH ESTATE

My old mum used to say, "Will your anchor hold in the sea of life?" I'm not sure where she got that from but suspect it came from a hymn or something she heard the Salvation Army singing when they used to parade up and down our street, in the days when such things were normal on a Sunday morning in northern England. Don't worry, we are not going all religious, what we are focusing on are anchors. This month, Captain Jeff Werner has put together an article describing what's available to keep your boat held to the bottom. When first I went to sea, just about every boat used a CQR anchor; they worked well and not much else was available. Today, anchors flaunting a new design appear on the market every month. Some are pretty useless, they are manufactured for a while and then disappear. Everyone has their favorite anchor and anchoring story and the anchors Captain Werner discusses are well proven. One anchor he doesn't mention is the humble Fisherman and you rarely see them on pleasure craft today. Our old 32ft wooden cutter *Driac II* sat to a traditional Fisherman anchor for hours in 80kts of wind. Granted, it was shackled to one hundred feet of chain and a hundred feet of heavy nylon warp, but the boat never moved. Fisherman anchors are one of the only anchors that will hold in weed. The triangular flukes of a Fisherman dig down, penetrating the weed instead of sliding over it.

EVERY MONTH,
Gary records a
podcast of his Column.
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Have you ever wondered what it's like to report, photograph, and video a regatta? Some would say it's a dream job but it can be very hard work with few rewards. The videos you see online and the stories and articles that appear in magazines are often hard won. More and more regattas appreciate the value of making quality text and photos available for free editorial use. What regattas gain in free publicity makes the cost worthwhile. Unfortunately, many regattas fail to make use of local media, journalists who know the islands and race competitors, and instead fly people in. This can work, but sometimes what these experts promise and what they deliver when the regatta is in full swing are two different things.

Edwin Donders (camera) and drone pilot Ewald van Vlijmen of On Air Media are part of a team of Dutch professionals who cover everything from the St. Maarten Heineken Regatta to the Volvo Ocean Race



PHOTO: OCEANMEDIA

Covering yachting events is specialized, even more so in the Caribbean, and I have been to more than one regatta where skills noted on someone's CV and business card bore little resemblance to what they were able to produce. Happily, I also have had the pleasure of working with many top professionals: writers, photographers, videographers, people who deliver on their promises and make our yachting magazines and websites shine. Their amazing work can often be found between the pages of *All At Sea*. To them, we raise a glass of rum and say thank you.

See you on the water!

A stylized, handwritten signature in black ink, appearing to read 'Gary E. Brown'.

Gary E. Brown,
Editor



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MAY 2018 @

The Caribbean's Waterfront Magazine



PHOTO BY JAN HEIN

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rigging of the 150-foot
four-masted Barquentine
Royal Albatross

A LEGEND AND A LEADER



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Transitioning from Charterers to Liveboards

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WHERE IN THE WORLD?

Congratulations Rebecca and thanks for reading ALL AT SEA!



Rebecca Low, a reporter for St. Maarten's Island 92 Regatta Radio, said when you are covering the action at the Heineken Regatta it's best to grab breakfast while you can "and breakfast just wouldn't be the same without my favorite waterfront magazine to read."

Rebecca is seen here at the St. Maarten Yacht Club as the race boats left the Simpson Bay Lagoon and headed out to the start line on the first day of the regatta.

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



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Venezuela



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Cruisers for Third Yachtie
Appreciation Week

CARIBBEAN NEWS



PHOTO: ANTHONY BALL

Britain's Kiko Matthews arriving in Barbados having smashed the world record as the fastest woman to complete a solo trans-Atlantic row

KIKO MATTHEWS SETS NEW ATLANTIC ROWING RECORD

Kiko Matthews rowed into the history books in March having set a new world record for rowing solo across the Atlantic. Matthews arrived to a hero's welcome in Barbados having completed the 3000 mile single-handed, un-supported journey in a remarkable 49 days, smashing the previous record by ten days.

Matthews (36) born and raised in Herefordshire, UK, only learned to row last year. Rowing her 21ft boat *Soma of Essex* for up to 16 hours a day for seven weeks and sleeping in two hour shifts, Matthews dealt with massive waves, sharks, and blisters on her hands and feet. Acting as her own doctor, mechanic, skipper, friend and worst enemy, she triumphed in one of the toughest physical and mental challenges known to man. Only five women have previously completed the journey solo.

In completing the challenge, Matthews has so far raised over £70,000, of her target of £100,000, for King's College Hospital Intensive Care Unit who twice removed a brain tumor from her. In 2009, she was diagnosed with Cushing's disease, a rare condition that made climbing stairs impossible. The tumor on her pituitary gland caused severe memory loss, psychosis, diabetes, osteoporosis, insomnia and muscle wastage. The second was removed in August 2017 whilst she was in training for the Atlantic crossing.

"The thought that eight months ago I was lying in hospital having my brain operated on and now I am here having rowed the Atlantic, I guess I am a bit proud. I have shown that anyone can attempt anything given the right attitude, belief, and support," says Matthews, adding, "I want to use my story to inspire women to challenge themselves."

All At Sea will publish a full-length interview with Kiko Matthews in the June edition. If you can't wait that long and would like to learn more about this remarkable woman and her voyage or perhaps support her fundraising, visit: www.kikomathews.co.uk

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

NEW HF RADIO NET SPECIFICALLY DESIGNED TO ASSIST TRANS-ATLANTIC CRUISERS

Seven Seas Cruising Association (ssca.org), and Marine Weather Center (mwxc.com) are pleased to announce the formation of a new high frequency radio net specifically designed to assist trans-Atlantic cruisers.

Since 2015, Seven Seas Cruising Association has sponsored a dedicated HF Cruisers' Radio Net, operating seven days a

week and licensed by the FCC as Coastal Station call sign KPK. This net, usually hosted by SSCA Commodore Glenn Tuttle, reaches cruisers along the southern US Coast and in the Eastern and Western Caribbean, allowing them to communicate with each other and with friends, family, and emergency services on shore.

This spring, Chris Parker of the Marine Weather Center will begin a seasonal Trans-Atlantic schedule, with a scheduled weather broadcast on frequencies 8.137 USB and 12.350 USB at 2200 UTC. Glenn Tuttle of KPK and two other Coastal Stations have committed to provide a Cruisers' Radio Net one half-hour prior to Parker's broadcast, at 2130 UTC.

Cruisers who rely on their HF radios understand that good propagation—how signals travel from one station to another—is required for effective communication and that having active stations available for relay increases that effectiveness. Curt Barth, a long-time cruiser and SSCA Commodore, understood the importance of multiple stations working together to provide relays and asked the SSCA Board to authorize and support these efforts.

"When any vessel has an emergency at sea, it's vital that they have support and contact with people who may be able to help them, either by getting to their location or by providing valuable information. Having four radio stations working together could certainly provide cruisers and their families with peace of mind and may save lives," said Barth.

The purpose of the Trans-Atlantic Cruiser' Net will be to listen for any emergency or priority traffic, to pass marine safety

information, and to assist any vessel with our land based services. These services may include radio checks, float plans, telephone contact with family & friends, boat to boat relays, access to medical or mechanical professionals, calls to marinas, internet searches, or other assistance. All members of this net are experienced in communicating with the USCG Rescue Coordination Center in Miami, FL. Glenn Tuttle is also an active member of the USCG Auxiliary as a HF Telecommunications Operator.

Utilizing a net control station and relay stations, this net should have effective communications with vessels making the transatlantic passage between Europe and the Caribbean. This new net will welcome all vessels, at no cost. These SSB nets do not require an Amateur Radio License, only a Restricted Radiotelephone Operator Permit for the radio operator, and a Radio Station Authorization License for the Vessel. No tests are required for these licenses.

The Trans-Atlantic Radio Net began operation in April, utilizing SSB frequency 12.350 at 2130 UTC (1730 Eastern Time) and will immediately precede Chris Parker's scheduled weather broadcast on frequencies 8.137 USB and 12.350 USB at 2200 UTC.

VIRGIN ISLANDS RECEIVES \$2 MILLION FOR SPORTSMEN & CONSERVATION

The U.S. Department of the Interior announced \$2,501,621 in funding to the Virgin Islands to support critical state conservation and outdoor recreation projects. The announcement is part of \$1.1 billion in annual national funding going to state wildlife agencies from revenues generated by the Pittman-Robertson Wildlife Restoration and Dingell-Johnson Sport Fish Restoration (PRDJ) acts.

Virgin Islands apportionments include \$1,173,058 in Sport Fish Restoration funds and \$1,328,563 in Wildlife Restoration funds.

"Virgin Islands sportsmen and women are some of our best conservationists and they contribute billions of dollars toward wildlife conservation and sportsmen access every year through the Pittman-Robertson and Dingell-Johnson Acts," said Secretary of the Interior Ryan Zinke.

The funds, which are distributed by the U.S. Fish and Wildlife Service, are derived from excise taxes paid by the hunting, shooting, boating and angling industries on firearms, bows and ammunition and sport fishing tackle, some boat engines, and small engine fuel.



SSCA Commodore
Glenn Tuttle of KPK
and Dick Giddings
of KNC, Dover,
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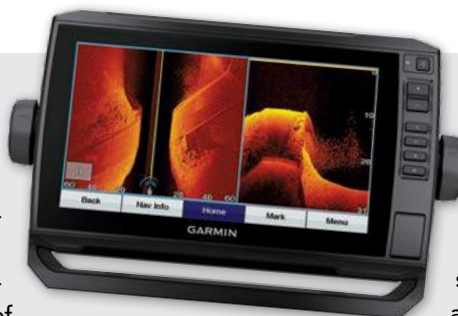
As an extension of its existing relationship with Netherlands-based Damen Shipyards, Louisiana-based shipbuilder Metal Shark has announced the availability of the new Damen FCS 7011 for the U.S. market.

With its size, range, 40-knot speed and 150-passenger capacity, the all-aluminum monohull FCS 7011 is a fast and comfortable crew supply solution for offshore production facilities. The vessel offers increased safety compared to traditional crew supply vessels. Incorporating Damen's 'Sea Axe' bow and a ride control system for roll and pitch reduction, the FCS 7011 offers increased operability in offshore sea states. Steerable skegs allow for highly accurate course corrections, while a gyro-scope maintains stability during crew transfer, with a motion-compensating gangway among its numerous available features. www.metalsharkboats.com

GARMIN UNVEILS ULTRA HIGH-DEFINITION SCANNING SONAR

Garmin International, Inc., a unit of Garmin Ltd., have announced Ultra High-Definition scanning sonar, a new technology that uses a higher frequency range to deliver stunningly clear images and detail of structure and fish below and around the boat at greater depths. Clarity and detail of fish, rocks, brush piles, structure and beyond are redefined with this new scanning sonar system that includes Ultra High-Definition ClearVü and Ultra High-Definition SideVü sonar with frequencies ranging from .8 to 1.2 MHz. The superior ClearVü image clarity lets anglers see up to 200 feet below the boat – much deeper than other high-frequency scanning sonars – so fish really have nowhere to hide.

"Our Ultra High-Definition scanning sonar will give inland



and nearshore anglers the greatest detail available from a Garmin® system to date," said Dan Bartel, Garmin vice president of global consumer sales. "It's available as a stand-alone system that's compatible with all of our current GPSMAP and select ECHOMAP Plus multi-function displays."

The Ultra High-Definition scanning sonar system includes an easy-to-install, networkable GCV 20 sonar black box, a GT34UHD transducer and both transom and trolling motor mounts. System is compatible with the GPSMAP 8400/8600, GPSMAP 7400/7600, GPSMAP 10x2/12x2, GPSMAP 12x2/12x2xsv Touch and GPSMAP 7x2/9x2 series chartplotters, and the 7- and 9-inch ECHOMAP Plus combo series. www.garmin.com/newmarine

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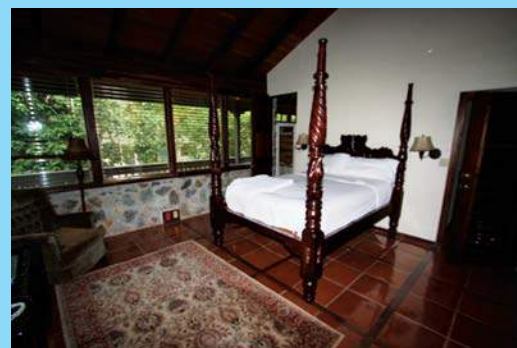
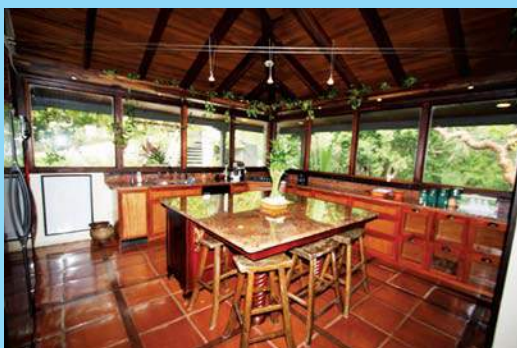
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- Saltillo tile floors

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

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EVENT CALENDAR

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

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MAY 17 – 18

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PROBLEM: THE DIRT BAG BOATER

SAILING HUMOR BY CAP'N FATTY GOODLANDER



Often different parts of a diverse community don't understand each other. These fault lines might be along ethnic, religious, or racial lines—and my life-long religion is boats. I love boats, love boaters, and love to sail—especially in the Caribbean. Many dirt dwellers don't understand my passion (nor enjoy being called dirt dwellers) and thus, for them, 'boater' has a negative connotation.

Another problem is linguistic: what is a boater? I've lived aboard for 58 years—does that make me a boater? Or the fact that I've sailed hundreds of thousands of ocean miles? Or circumnavigated? Or that my vessel is worth more than, say, \$50,000?

Does having a yacht club membership help? What about racing—should racers have an easier time establishing themselves

as boaters because racers tend to be: 1) smarter, 2) more aggressive, 3) wealthier, 4) spend lavishly, and 5) drink more?

Who is the real boater—the sailor who faithfully registers his craft, pays his mooring fees and taxes—or the one who proudly refuses to?

These are legitimate, reasonable questions—and if the marine community doesn't attempt to answer them and explain its collective position—it will have to abide by someone else's decision, perhaps a local politician who knows nothing of our lifestyle.

Where am I coming from? I am a boater who is also a grandfather and I want my grandchildren to have the same opportunities, rights, and privileges as a boater that I currently enjoy. That makes sense, right? I mean, I don't want to behave in such a manner that the shore community says, "Let's outlaw that fat jerk!" and bans boating from their waters forever just because I got drunk and rudely cursed out the waterfront from my dinghy.

It happens.

Yesterday, I and a bunch of boaters were bitching about certain boaters and what dirt bags they were. It dawned on me that if this table was pissed at the marine community, then how does the average West Indian feel when he looks out of his window and still, four months after hurricanes Irma and Maria, cannot see his beach through all the marine litter?

I am currently anchored in Great Cruz, St. John, USVI. There is a boat here that was totally unprepared for a hurricane—the owner didn't even come and reduce its windage. The owner did nothing that I can see to prepare for the storm(s)—evidently he was too busy to be bothered. Of course, the moment the storm started to build, the vessel's roller furling jib started to shred (they all do around 100 knots, this is an extremely predictable event) and the boat broke away from its mooring.

Not good. However, at this point, I still have some small sympathy for the guy. Perhaps he is a new owner and doesn't understand about hurricanes and didn't know you should take down your roller furling headsail because, if you don't, you are blatantly negligent—in the humble opinion of all experienced riggers and most of the marine community as well.

Now, if this vessel just destroyed itself and cost its negligent owner mega bucks—fine. But it didn't. It damaged other vessels—perhaps even destroyed a few—as it went ashore. And, frankly, it didn't help the ecology of the shore—nor the fancy resort's appearance that it was driven up into.

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So there it was the following day—with its genoa half shredded and flapping noisily—surrounded by photographers clicking away.

No one came down to remove the sail. Evidently, they were still too busy. But a half-shredded sail has a huge amount of windage and makes a huge amount of noise—but, hey, West Indians are easy-going folks, right? And the resort didn't want to touch someone's property and open themselves up to a lawsuit or bad PR from a marine journalist such as myself—so the sail flapped and flapped and flapped. And not just for the day or the week or the month—four plus months later the sail is still loudly flapping in the brisk Trades.

Wait. It gets worse. A Federally-funded huge crane with three or four support craft and 12 trained crew comes by—and, at taxpayers' expense—plucks that boat off the beach and re-launched it.

How many times should a derelict vessel be plucked off the beach at taxpayer expensive: six times? A dozen? More?

Alas, they did not remove the huge amount of extra windage that the half-open sail represents—and now the boat is back on a mooring and continuing to endanger all the other craft in the harbor.

Here's the question: is this a good or a bad thing? How long should a boat be able to annoy and endanger an entire harbor and its shoreside residents—does six months sound right? A year? Or would a shorter time span be preferable?

Let's take a look at another young couple in a different bay. They come down to dese islands, mon—and claim they are looking for a job. There is a derelict vessel in the harbor owned by an old hippy who moved ashore—and he rents them this derelict craft. And the young couple move aboard—and begin to party. My, this is fun! So they drink and take drugs and get into many fights—but they don't pay their rent, boat registration, nor mooring fee. And the owner comes down and demands his rent—so the stoned male tells the hippy boat owner that he will burn his house down, simple as that. The hippy boat owner believes him—probably rightly so. Now, these party-hearty folks aren't exactly good neighbors and they get into a lot of drunken brawls with other boaters—who keep fleeing the drug-fueled craziness. But one boater just watches and refuses to leave, and so they cut his boat loose—just for fun, in broad daylight. And, yeah, at this point everyone is kinda scared of these folks. They threaten people and they cut their boats loose and then openly brag about it—and, yes, there's gunplay in-

volved as well. They are firing off guns, drinking, and have a fine ole time of it. Then, on one particularly fun night, she slits his throat. The irony is that they now have no nearby liveaboard neighbors to help—and the guy is in the water bleeding out and screaming ... until one of the further vessels with a skipper who is perhaps a bit too compassionate arrives—and he fishes the dying guy out, brings him to the hospital, and the guy survives—to resume hassling the entire harbor again.

These people are loco-crazy, by any measure. But they have seized control (stolen without removing?) of a vessel-which-isn't-really-a-vessel-it's-a-crash-pad-for-dirt-bags and that impacts everyone in the harbor and hundreds of homes ashore. And still, these guys party on.

Irma and Maria blow into town—and, of course, the boat is splattered along a wide area of the shore. They strap huge knives on their legs—just in case any of the evil locals tries to mess with them. Then they wander into FEMA and begin threatening people—half of whom got so scared they hid behind their desks but the other half said, "Oh, my God! Look at these people! They have PTSD! The stress of the storm has driven them bonkers! What do they need? Money? A boat? A house?"

Both of these examples are, admittedly, unusual. But it has been widely reported in the national media that 63,000 vessels were sunk and destroyed by hurricanes in 2017. Is it really in the best interests of the Caribbean marine community—let alone the community ashore—for thousands of these craft to end up as floating 'squatters' to be re-driven ashore at public cost during the very next storm?

If we don't regulate ourselves, someone else will. Once upon a time we had marine trade groups in the Virgins such as VIMI (VI Marine Industries) and the VICL (VI Charteryacht League) that carried some weight with the boaters, local citizens, and their mutual government. We no longer do.

Should we be rationally discussing this—or clamming up and pretending the situation does not exist?

You tell me.



Cap'n Fatty Goodlander and his wife Carolyn are about to leave on their forth circumnavigation. Fatty is the author of numerous marine books. His latest, Storm Proofing your Boat, Gear, and Crew, is out now. Visit: fattygoodlander.com




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SAILING WITH CHARLIE: TOURISTS DEM

SAILING HUMOR BY JULIAN PUTLEY
GRAPHICS BY ANOUK SYLVESTRE



Charlie's occupation as a charter yacht skipper/instructor takes him around the islands several times a month and as such he has to deal with all types of personalities. There are delightful ones, difficult ones, those easy to please, others not so much and some who find fault with everything. Thankfully the latter group are rare but sometimes there are those who expect the captain to be everything from tour guide, history buff, underwater guru, cook, cleaner, mechanic, plumber, electronics expert and dinghy driver, available 24/7. Luckily, Charlie is reasonably good at filling these demands since he had his own boat for decades. But even tolerant and patient Charlie takes exception when

an irate client raps on his cabin door at three in the morning and demands attention because the air conditioning isn't cool enough. It's mid-March and about 75°C. "Open the (effing, under his breath) hatch – I'll look at it in the morning."

Air conditioning is a particularly irksome luxury – some guests expect it 24/7, even when no-one is below deck, and on rare occasions Charlie has had requests for more blankets because it's too cold! A second lesson on using the air condition controller is then required.

Blocked heads and smelly holding tanks are common com-

plaints. No matter how forcefully it is explained that nothing goes into the head unless it has been eaten first – blockages are regular occurrences. One day Charlie had the unpleasant experience of unblocking a head only to find at the discharge elbow a partial denture and a condom! Yes, I can tell, you are as aghast as Charlie was. The reason was eventually arrived at when the truth emerged that the items had fallen into the toilet bowl when the yacht heeled on a particularly windy morning.

Most sailors are a singular lot – not easily accepting of obsequious behavior, but it's a tricky business. Most mariners in the hospitality business rely in large part on gratuities to make a decent living. Not long ago, Charlie arrived at a busy marina and at the last minute and with more than gentle persuasion managed to get a slip at the water and fuel dock. All the guests immediately jumped ship for the party at the beach bar. In the late morning the head honcho guest, with a raging hangover, appeared from his cabin and was upset that Charlie had untied from the dock (at the request of the marina staff) and was heading to a quiet anchorage for a belated breakfast. With much whispering and derisive comments, it was obvious that Charlie was in the doghouse.

*... Blockages are regular occurrences.
One day Charlie had the unpleasant
experience of unblocking a head only
to find at the discharge elbow a partial
denture and a condom!*

When he arrived at the next destination it became the unbidden job of head honcho's partner to direct Charlie to the spot in the anchorage (right in the middle of the 'action' with all the other moored yachts) where she felt she would like to be, regardless of her complete lack of knowledge of depth, hazards, etc. Of course, Charlie was diplomatic, "We will go to the very best spot for most fun, party atmosphere, safety, security and convenience." Then he anchored in a safe spot.

Next morning, on a beautiful beam reach, Charlie overheard the crew, "Wow, what a job he has, so lucky, continuous holiday, blah, blah, blah ... Charlie raised his eyes to the sky and said a silent prayer – even though he's not particularly religious. ☺

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

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SINT MAARTEN HEINEKEN REGATTA: CONDITIONS PUT RACERS TO THE TEST

RACING CIRCUIT



The Caribbean-based J/122 *El Ocaso* continues her winning ways

An island that has experienced some serious winds conjured up light airs for most of the 38th Sint Maarten Heineken Regatta but this didn't stop the enjoyment or prevent days of thrilling racing.

The four day event kicked off with the Gill Commodore's Cup. In light but steady winds, 68 teams comprising Maxis, Ocean Racing, CSA and Bareboat Classes battled it out in a series of round-the-cans races off Simpson Bay.

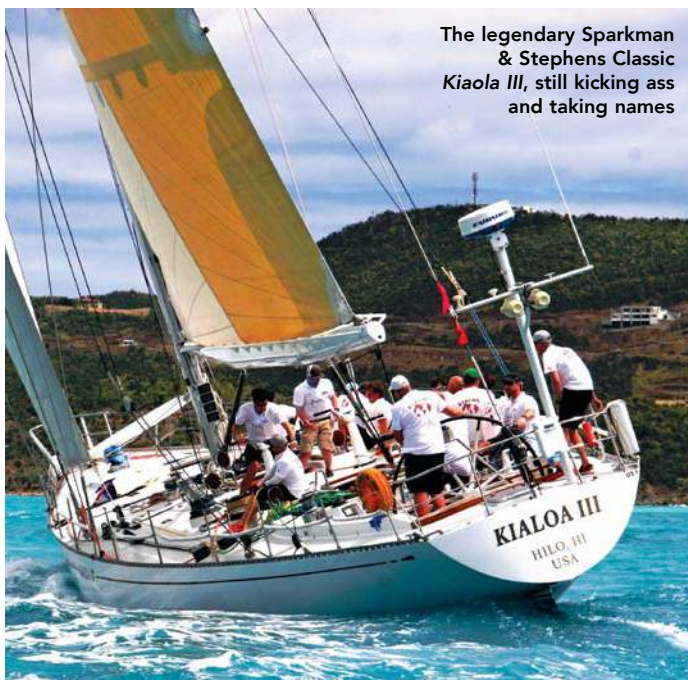
Three straight bullets in the fiercely competitive CSA 3 Class earned a delighted Sam Talbot and his team aboard the J/111 *Spike* the 'Most Worthy Yacht' trophy.

"We were up against a lot of very competitive boats that are well known on the Caribbean circuit, so we were excited with this outcome," said Talbot whose team of U.S. and BVI sailors was probably one of the youngest crews competing, with the average age onboard being 30.

Eyes and ears focused on the race officer as Friday dawned with just light airs tickling the course and the regatta's signature 26-mile Round the Island race under threat. Weighing up the options, they decided to send the Maxis, Offshore Racing and Multihull Classes on the long haul, while offering shorter courses to the other classes; and a wise decision it turned out to be. Light winds or not, the first boat to circumnavigate, the



The J/111 *Spike*, winner of the 'Most Worthy Yacht' trophy, Gill Commodores Cup



The legendary Sparkman & Stephens Classic *Kiaola III*, still kicking ass and taking names

65ft Brazilian Maxi *Camiranga*, impressed with a time of 3h 22m 41s. A good performance but not quite good enough to put them ahead of the legendary 1974 Sparkman & Stephens Classic *Kiaola III*, which beat them on corrected time.

Meanwhile, the CSA boats, Bareboats and Melges 24s that took off on 12 and 15 nautical mile courses from Simpson Bay to turning marks north of the island in the Anguilla Channel, were running into trouble.

"Conditions were a little chaotic and many boats got parked with no wind off Baie Longue" said Colin Symes, tactician aboard the J/111 *Whistler*, the day's winner in CSA 3.

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Sergio Sagramoso's Melges 32, *Lazy Dog*, leads Antigua's Taz away from the mark

Saturday, the regatta's penultimate day, saw many class leaders holding onto their positions by just a thread. Competing on a day "punctuated with abnormally light breeze" the 100-boat fleet took to the water for shorter buoy-to-buoy racing. All CSA Classes were able to get in two races, while the rest of the fleet had to make do with one.

In CSA 1, and pushing hard to win in his Melges 32, *Lazy Dog*, Puerto Rico's Sergio Sagramoso, who has competed in 14 Heineken Regattas, started the day one point ahead of the local Melges 32 *Kick 'em Jenny* skippered by Ian Hope-Ross.

"We are really hoping to win out there tomorrow (Sunday), as last year we were winning the class but lost the lead in the final race of the regatta" said Sagramoso. "This year we really wanted to make sure to make it to the event because of course being from Puerto Rico, I know what the island of St. Maarten went through with the hurricane."

Sunday brought wind, glorious wind and a not so glorious gut-churning westerly swell that played havoc with those suffering hangovers from Saturday night's party.

To capitalize on the 18-knot breeze, organizers sent Maxi and Ocean Racing Classes on a counter clockwise race around the island leaving the CSA, Ocean Racing, Bare-



With six races and six bullets, Team Island Water World's Melges 24 stormed across the finish winning their one-design class in style



While the big boys raced on the open sea, the new Island Time class sailed 12 inshore races with team Micron 99 clinching a decisive win. The third and fourth-placed boats were crewed by youngsters from St. Maarten's Kidz at Sea foundation, which is helping to train and inspire the next generation of Caribbean sailors.



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The Polish team racing the Volvo Ocean 70 *Green Dragon* won their class in the Gill Commodores Cup and the Heineken Regatta



boat and Melges 24 fleet to race a series of windward / leeward courses that culminated in winners being crowned in all 16 classes.

Having made it through the September hurricanes and now racing with a new owner, the Caribbean-based J/122 *El Ocaso*, continued to impress taking the overall win in the competitive CSA 3 Class.

"We had a really tough class, so for us to be on top means a lot," said Bob Hillier who raced onboard with owner Chris

Body. "There was no one dominant boat in the fleet, and taking the overall win came down to the last race."

Having fought tooth and nail in Maxi Class, famed *Kialoa III* was able to pull ahead of *Camiranga* to take first place overall. "We had a great race going counter clockwise around the island, which was something I hadn't seen before," said navigator/skipper Stephen Stewart.

The Polish team racing the Volvo Ocean 70 *Green Dragon* and Chris Swallow's team aboard the Pogo 12.50 *Akouavi* were able to hold on to their leads in the event's two Ocean Racing Classes.

BACK WITH A BANG!

The coveted St. Maarten – St. Martin Cup for Most Worthy Performance Overall was awarded to Jan van den Eynde and his new Esse 850, *Wanna B*.

"We won this trophy in 1999, and it feels wonderful to do it again," said van den Eynde who has raced in the Heineken Regatta since its inception in 1980 and lost his previous boat to hurricane Irma. He added that his new boat moved surprisingly well "and this was only the fourth time we had sailed it."

"This was the first time in history for our club that we won both the Gill Commodore's Cup and the Heineken Regatta," said *Green Dragon's* Przemyslaw Tarnacki. We are already looking forward to returning again next year."

For full results, videos, photos and more visit: heinekenregatta.com and regattaguru.com



Report courtesy of St. Maarten Heineken Regatta. Additional reporting by Gary Brown. Photos by OceanMedia.



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CAPTAIN ORIEL BLAKE TALKS TO ALL AT SEA'S CAROL BAREUTHER

WOMEN AT THE HELM



Captain Oriel Blake

Talk about a transformation! St. Thomas, U.S. Virgin Islands'-based captain Oriel Blake grew up inland, between rural Sussex and London in the UK, where she studied anthropology at the University of London's School of Oriental and African Studies. It looked like Blake's life would surely be land-based until she and her family took a Sunsail flotilla sail to Turkey during the university's summer holiday. After that, there was no looking or going back. Blake replaced anthropology with her captain's qualifications, and lived and worked solidly at sea for the next de-

cade. Today, Blake is still at the helm, although that helm has changed in an exciting way recently.

"My father was put out that I'd pushed aside a degree for this new-found sailing 'career', so I made certain that he trusted my decision by working steadily up the RYA (Royal Yachting Association) sailing certification ladder through to RYA/MCA Yachtmaster Ocean 200-ton and Yachtmaster Instructor (sail)," she says.

Blake has crewed and captained in the Mediterranean, Carib-



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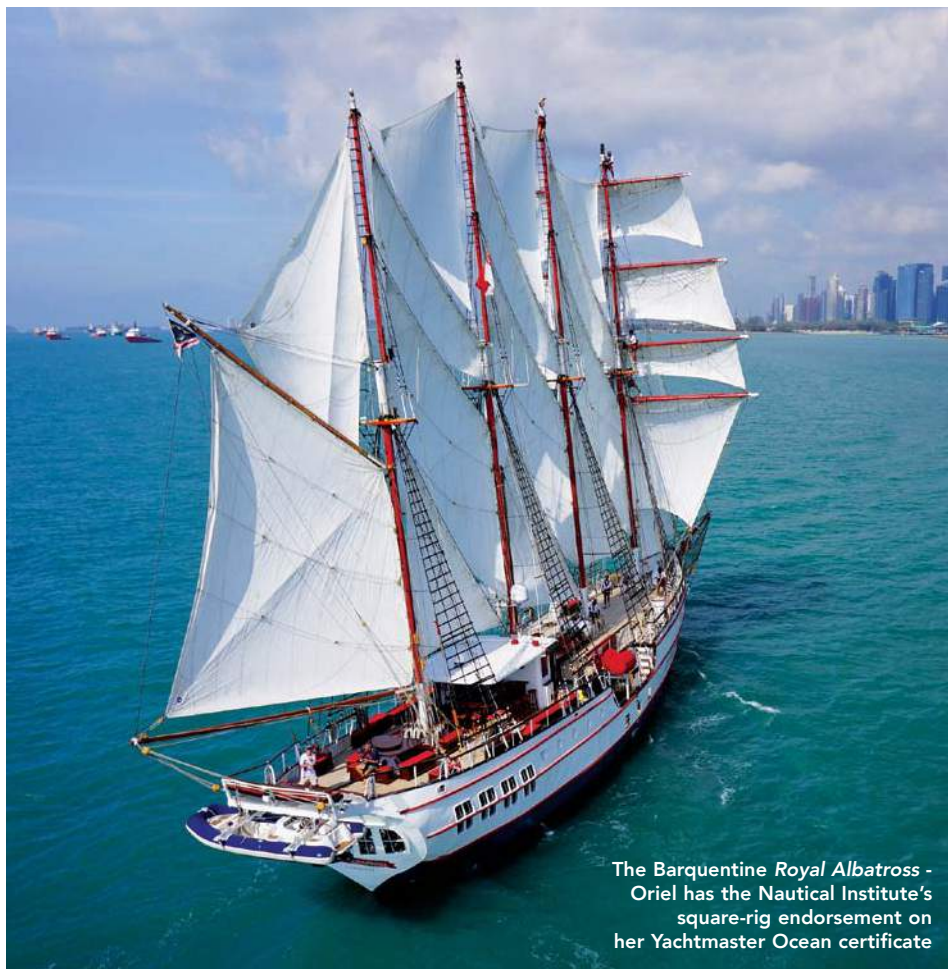
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The Barquentine *Royal Albatross - Oriol* has the Nautical Institute's square-rig endorsement on her Yachtmaster Ocean certificate


bean and Asia. She expeditioned a return winter trip from the UK to North Africa on a J24, sailed from Cape Town to Brazil on a 43ft foot steel expedition vessel, and circumnavigated the Indonesia archipelago on a 72ft wooden schooner. From mono-hull to catamaran, performance classic J-Class to tall ship, she has loved them all. However, her most recent assignment was also her most demanding and her favorite. As chief officer on the *Royal Albatross*, a 150-foot four-masted barquentine, she managed a crew of twelve navigating and sailing (22 sails!) between Thailand, Indonesia and Singapore. To complement the owner, who was a dive enthusiast, Blake became a PADI scuba instructor and qualified the crew and owner's guests. Working with an ex-Royal Navy Captain, she was driven, trained and mentored, and became the first woman to be awarded the Nautical Institute's square-rig endorsement on her Yachtmaster Ocean certificate.

"Soon after arriving in the U.S. Virgin Islands, I had made some good contacts and was offered a job," says Blake, who caught the island life bug much earlier while working on crewed yachts for the Moorings and Tradewinds, sailing in the Bahamas, BVIs, St. Martin, St Lucia, Canouan and Tobago.

"The surprising news was that it wasn't at the helm in a sense I'd known before. Instead, I was elected Executive Director of the U.S. Virgin Islands' charter industry's non-profit organization, the VI Professional Charter Association (VIPCA), where I work with a Board who represents each area of the marine sector. Last year was an interesting year with challenges for everyone. Having remained on island for hurricane season and observed the charter industry get back on its feet, I realized it was imperative to demonstrate to the world that our yachts and cruising grounds were in no means a write-off. VIPCA held the USVI charter yacht show as planned with a fantastic turn out both of boats and brokers. Thus, the 2018 season kicked off to a good start and raised money for worthy hurricane relief charities such as My Brothers Workshop and The Marine Rebuild Fund."

For 2018, Blake's goals for VIPCA are to develop membership benefits to include more marine vendor discounts documented in a VI Marine Directory; work with the Spanish Virgin Islands to provide freedom to charter between the territories; work with the BVIs to improve the status of fees; provide international marketing for the VI charter industry; track VI youth into the marine industry by providing apprenticeships and scholarships; and to develop transient mooring buoy fields in the territory to promote the cruising grounds.

What are Blake's recommendations for those who'd like to follow in her footsteps?

"As a captain, you must be self-sufficient with all the vessel's operating systems. It's one thing to be a certified sailor, but it's another to be handy in the engine compartment or to fix the air-conditioning unit, or worse still, un-block a head! If you're capable in the engineering department, or keen to learn, then there's absolutely nothing to stand between you and the next male captain. What's more, women in every industry make supremely good managers and we have nothing to prove so long as we demonstrate our capability by just doing it." 

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ANCHORS AWEIGH

SEAMANSHIP & VOYAGING BY CAPT. JEFF WERNER



Aluminum Fortress anchor

Good ground tackle is the cheapest insurance that can be purchased for a vessel. The key component of ground tackle is the anchor. Regardless of the design of the anchor, there are two basic rules that make them work properly. Horizontal pull along the shank of the anchor will set the anchor securely, and vertical pull on the shank will free it for hoisting. The fine points in between, whether the anchor drags or holds revolve around the types of anchor rode, bottom characteristics, scope and the holding power of the anchor design itself.

An often misused term, scope is the ratio of the length of the rode to the water depth below the bow. A quick mental exercise is all that is needed to realize that a scope of 7:1 causes the anchor rode to pull the anchor horizontally, while a scope of 1:1 is only proper when vertical pull is necessary to weigh anchor.

Anchor designs include patented tried and true models, look-a-likes and less expensive knock offs. And as with life, the same holds true with anchors, you get what you pay for.

LIGHTWEIGHT ANCHORS

When lowered into the water, this style of anchor lays flat against the seabed with its wide metal plate flukes. To set a lightweight anchor, horizontal pull on the anchor rode digs the flukes in at an acute angle to grip the sea bottom.



PHOTO: OCEANMEDIA

A 'gaggle' of anchors!
The choice is yours



DANFORTH

Less than five months before the attack on Pearl Harbor, a patent was granted to an American inventor, Richard Danforth, for an anchor with twin pivoting flukes. During World War II, the U.S. Navy used this anchor to kedge off the landing craft from the enemy beachheads after the soldiers stormed ashore. Once the war was over, Danforth modified his steel design to be lighter in weight and suitable for the growing recreational boating market of the 1950s.

FORTRESS

An aluminum version of the Danforth style anchor with adjustable flukes is the market niche for the Fortress anchor that was developed in 1986. Like a traditional Danforth, it folds flat, but it also has the additional feature of being able to be disassembled for ease of storage. The Fortress also has a lifetime warranty on its component parts.

PLOW ANCHORS

Think of a moldboard horse-drawn walking plow, as seen on the old television show 'Little House on the Prairie', and the

concept of this style of anchor becomes immediately clear. Depending on its design, plow anchors may bury themselves on their side or with their plowshare fluke upright.

CQR

The first plow anchor was invented in 1933 by a British mathematician, named Geoffrey Taylor. Depending on which apocryphal tale one believes, CQR stands for either 'secure' (Say CQR' three times fast) or coastal quick release'. The unique feature of the CQR plow is that it is composed of two pieces, the shank and the fluke. Where they meet is an articulated joint, which is designed to pivot the anchor so it sits more upright when the fluke is digging in. However, many times it just buries on its side particularly with harder bottoms.

DELTA

A one-piece plow anchor, that eliminated the swivel hinge between the shank and the fluke, is the hallmark of the Delta anchor, another British design developed during the 1980s.

ROCNA

New Zealand sailor Peter Smith began marketing his invention in 2004. The Rocna anchor has a concave fluke shape, a chisel tip and a roll bar to help set the anchor upright. Rocna

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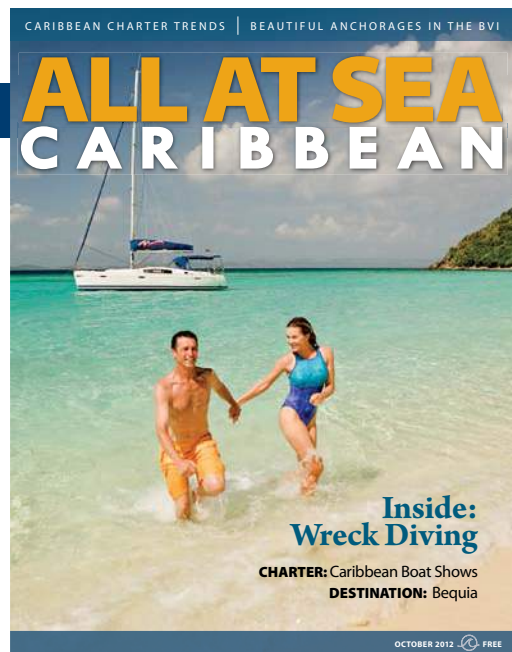
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Bruce anchors were developed to hold oilrigs in position



Rocna anchor

now manufactures the Vulcan anchor that does not have a roll bar. It is more suitable for bowsprits on powerboats and has excellent holding power.

CLAW ANCHORS

Cup the fingers of one hand together and dig your hand in the wet sand at the surf line on a beach and pull back on your arm. You have just demonstrated how a claw anchor works.

BRUCE

Initially developed to anchor the four corners of floating oilrigs in the North Sea, Peter Bruce's claw design found great interest among boaters in the early 1970s. Its 'three-fingered' fluke has the ability to reset itself quickly when the direction of pull is changed through very wide angles. This is an important feature when winds or current dramatically alter direction. Bruce stopped producing this anchor for the small boat market in 2007 to concentrate on the commercial applications. Now, a claw anchor similar to the Bruce is marketed by Lewmar.

Whatever your choice of anchor, a properly sized bow roller is



CQR plow anchor

PHOTO COURTESY OF PIXABAY

essential for both quick deployment and secure stowage underway. Be aware that some of the original manufacturers no longer fabricate their patented designs due to patent expiration. These lapsed patents are then picked up by other manufacturers, which means there may be slight design changes, quality of metal used, as well as different casting and forging techniques that may cause the newer anchors to underperform when seeking a secure night on the hook.

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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TRINIDAD AND TOBAGO BUDGET MARINE WAHOO BLOWOUT

FISHING

The Trinidad and Tobago Game Fishing Association's Budget Marine Wahoo Blowout tournament attracted ten boats comprising 46 anglers who braved rough seas and inclement weather in a superb show of good sportsmanship.

Although the tournament focuses on wahoo as the primary species, this year the committee decided to include other species due to what they claim is a continuous decline in fish stock from unregulated fishing in and around the coastal waters of Trinidad & Tobago. As it turned out, it was a good decision as only two wahoo were successfully brought to the scale. Both fish were caught by Captain Dominic Wallace with crew Dean Fakoori and Glen Charlotte on board the vessel *Roller Troller* giving them a well-deserved first place in this year's tournament.

Braving the weather on day one, *Roller Troller* motored to fishing grounds off The Sisters, in Tobago. Their hardiness resulted in two sailfish releases and a wahoo weighing in at 11.9lb., just 1.9lb above the minimum weight and the only wahoo landed that day.

On the second day and fishing being poor, many boats opted to head back early. Having decided to stick with it, *Roller Troller* continued trolling along the south coast of Chacachacare Island but without luck. As 17.00hrs and 'lines in' approached, the crew began retrieving their gear when something struck the right rigger and line screamed off the reel. The crew said excitement on board went through the roof and when the battle was over *Roller Troller* sped off to the weigh station, arriving with only seconds to spare. Their wahoo, weighing in at 62.6lb., was the biggest catch of the tournament.

According to Captain Wallace, he had to dig deep into his tackle box for this last catch, finding the most hideous red and yellow Sea Witch lure, a favorite of the late, great, local captain, Gary Story. Wallace says he set the line with the words, "This one's for you, Gaff." Whether the late Captain Story helped out or not, the wahoo gave *Roller Troller* the win



Best Angler and winner of the tournament Captain Dominic Wallace (right) of *Roller Troller*

with Dominic Wallace earning the prize of Best Male Angler.

An 11.55lb Dorado, landed by Chelsea Lock on the boat *Queen B*, won her the title of Best Female Angler and was enough for *Queen B*, with Captain Trevor Bhagwansingh to secure second place in the tournament.

A total of 143lb of fish was caught and two sailfish released over two days of fishing. Over 80lb of fish was donated to the Christ Child convalescent home.

The Trinidad and Tobago Game Fishing Committee thanked the anglers for good sportsmanship despite rough seas, and their sponsors Budget Marine, Carib and the Ministry of Sport for their continued support in this tournament as well as their support of sport fishing and conservation in Trinidad and Tobago.

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OUR MAGNIFICENT OSPREYS

OUR NATURAL WORLD BY ELS KROON

PHOTO: GARETH RASBERRY/WIKIPEDIA



Osprey in flight, Lake Wylie, South Carolina

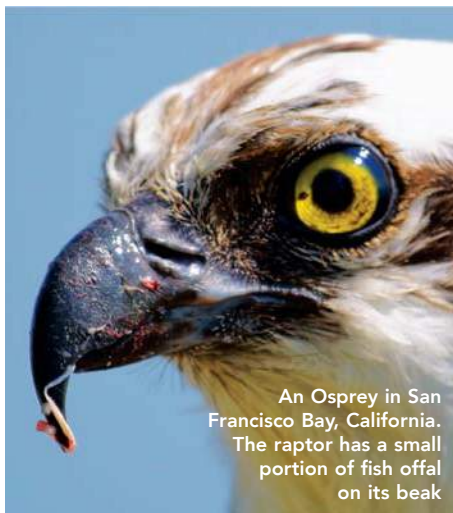
Watching an osprey soar and hover high in the sky is a fascinating sight. It becomes even more appealing if, like me, you are lucky enough to live near a breeding pair of these majestic birds.

I spend a third of the year in Florida and the rest of the year on my home island of Curaçao in the Caribbean, and it might be our common travel arrangements that makes me feel so attracted to these birds of prey and want to learn more about their habits and customs.

Over the last few years two ospreys allowed me a glimpse into their lifestyle, providing plentiful opportunities to photograph them while in Florida. In Curaçao it was harder to catch them on camera as they use the island only to and rest and refuel during their south/north migration, if in fact they migrate at all. Unlike their northern cousins, satellite tracking proves that not all Florida and California ospreys do so.

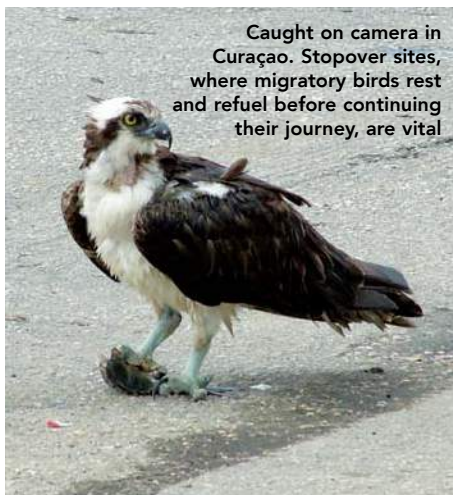
One of the most widespread birds of prey, ospreys are found on every continent in the world except Antarctica. The North American osprey migrates to the Caribbean or even further to Central and South America. Their journey may take up to 45 days. They travel by day, using thermals to gain height over land and migrate more slowly than many birds, stopping at favorite feeding sites along the way. Cuba and Hispaniola are key migration hubs for eastern ospreys. In Curaçao we usually observe them between August and March. Satellite tracking is a powerful tool for observing migration behavior. It turns out that each bird travels alone and follows its own route. Females tend to leave earlier.

It is a joy hearing their sharp and compelling whistle when returning to our Florida home, strategically situated next to a freshwater pond, almost under the wide branches of an ancient oak tree that has some dead branches reaching to the sky. The tree is in a quiet park that serves as a bird sanctuary. A



An Osprey in San Francisco Bay, California. The raptor has a small portion of fish offal on its beak

PHOTO: SIMON CARRASCO/WIKIPEDIA



Caught on camera in Curaçao. Stopover sites, where migratory birds rest and refuel before continuing their journey, are vital

PHOTO: ELS KROON

perfect place offering all that's required for a pair of breeding ospreys. The birds usually mate for life. The eggs, mostly two to four, are incubated for 35–43 days. The typical lifespan of an osprey is seven to ten years.

Also called 'fish hawks', the osprey is well adapted for hunting fish, its main diet. A reversible outer toe helps it to carry fish while in flight, and the fish is always carried with its head facing forwards. Unable to dive to more than about three feet, ospreys gravitate towards shallow fishing grounds, where fish school near the surface.

The familiar osprey tweet is a wonderful welcome each time we open our backdoor and we immediately look up. Our encounter with ospreys began several years ago when we saw a busy couple gathering sticks, pieces of palm leaves, driftwood, turf and moss. For weeks we observed the action from up close. We noticed that both the male and the female contributed to the work and that they never



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PHOTO: ELS KROON

Building a nest usually takes a month. The adult male can be distinguished from the female by its slimmer body and narrower wings. Ospreys usually mate for life

Feeding time – Almost all of the Osprey's diet consists of live fish



PHOTO: ELS KROON

MUCH-NEEDED PROTECTION

This year marks the centennial of the 1918 Migratory Bird Treaty Act, the most powerful and important bird-protection law ever passed. Over the last century the law has saved millions of birds from depredatory human activities. National Geographic, Audubon and many more organizations joined forces to officially declare 2018 as the Year of the Bird organizing special themed events to run throughout the year.

The law was necessary to curb the excesses of the early 1900s when huge numbers of birds were killed simply for feathers to decorate hats. Countless more were killed by hunters for sport rather than food. Sadly, this law is now in peril.

retrieved a piece of nesting material accidentally dropped to the ground.

Ospreys usually build their nest in open surroundings for easy approach. They create a wide, sturdy base, safe from ground predators such as raccoons, in forks of trees or even on man-made platforms. Usually the male finds the site before the female arrives. He fetches most of the nesting material and she arranges it, often while vigorously fending off ospreys that encroach on their nesting area. In the first season the nest is relatively small, but they add to it year by year until it is large enough for a man to sit in.

In 2013 'our ospreys' suffered a near fatal encounter when a fierce summer storm broke one of the branches supporting the nest and the nest, heavy from the rains, came down. One of the fledglings was hurt, but it was rescued by one of our neighbors who contacted a bird sanctuary. A month later the young osprey was returned to the site and released. The following spring a new nest was built in another tree, unfortunately out of sight, and our tree remained empty and silent, except of course for a large family of squirrels, a swarm of bees, many butterflies, frogs, crows, red cardinals and woodpeckers, who all call it home.

Two years on from the storm and, to our delight, ospreys were attempting to build a nest in the top branches of our old tree. History repeating itself and a new cycle of life begun.

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SUMMER STORAGE OF YOUR YACHT IN THE TROPICS

CARIBBEAN CRUISING STORY AND PHOTOS BY CAPTAIN GLENN HARMAN



Getting ready for summer storage in the tropics

As summer approaches in the Caribbean, many sailors are looking for the answer to the age-old question of what to do with their boat in the hurricane season.

After the disasters of 2017, most sailors think they know what NOT to do with their boat. When compared to the time and depreciation cost of sailing to the US or Europe, it may become an option to store your boat within the Caribbean. There are lots of things to think about beforehand, and quite a few things you can do to your vessel to reduce the effects of summer storage in the tropics.

First thing is to check the coverage of your insurance company for the location you are considering. Surprisingly enough, coverage is still available for named storms within the hurricane belt. If your current insurance policy does not cover you adequately, ask the boatyard or other cruisers, as there are companies that do insure year round in the tropics. Don't forget that the definitions of the 'hurricane belt' and 'hurricane season' are somewhat defined by the insurance companies, and are no guarantee of safety or risk.



A sturdy cradle ready and waiting

Something you must investigate is how the boatyards physically store boats. One of the best options is a full sized cradle with supports that cannot move. Large straps should be placed from your boat to the cradle and also secured to the ground. Another good option is to reduce the wind exposure and lower the center of gravity by placing the keel in a pit. Individual stands are the least appealing as they need to be secured to make sure they do not move. If the ground gets soft when it is saturated by heavy rains, stands can sink and cause issues.

Security is also a big question for summer storage. Other cruisers are again your best resource, either in person or on

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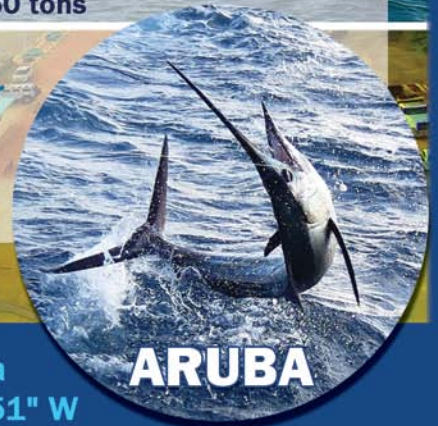
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Storage in a pit has its advantages

the Internet. Ideally there is someone trustworthy nearby, who can open the hatches a couple of times a month to let the boat air out. This is a great time to check for leaks, bugs, and mold. Additionally, they can check the batteries and give them a top up if needed. Your guardian can also make sure that deck drains are clear of leaves and debris.


Make plans to remove as much as possible from the deck and rig. The sun is more intense in the summer months, and even if there is no risk of excess wind, the elevated humidity and frequent rains can lead to problems. Not only is it a good time to inspect the parts of the sail that you don't often see, but some sail lofts will offer to do this and also store them for the summer.

Bugs and mold are your biggest concern for the interior. While traps and insecticide may give you some peace of mind, make sure to also give the bugs less reason to be there. Remove all food that has been opened. Keep in mind that unopened cardboard packaging is a food source also and will naturally decay in the heat and moisture. Write the date on any canned foods that you keep, so that you are more likely to consume them first next season.

Try and bag all textiles. Linens, pillows, and bedding can be stored in large trash bags. A better option is vacuum

storage bags that remove the air (and moisture) and take up much less space. Books and magazines should also be bagged. Hide or remove any valuables including jewelry and portable electronics. Take pictures of valuable items, the interior, the deck, and the cradle support system. Leave open any sealed boxes such as refrigerators, freezers, or ice makers. (Make sure to dry out the ice cube tray in an ice maker as there is often residual water there.) Line the inside of uncovered ports and hatches with aluminum foil to reflect the heat out.

Finally, use the haulout period as a time to check the safety equipment. Do you have expired flares on board? Is it time repack the liferaft? How about the marks on the anchor chain?

While it may take a lot of time to prepare for a summer of storage, it comes back to you in the fall when your boat is already in the warm water at the beginning of the season. 

Captain Glenn Harman has more sea miles under his keel than many boats. He is the author of Captain Glenn's Guide to the BVI's, which can be found at www.glennsguidetothebv.com and Amazon.

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SUPPLY AND DEMAND: THE CARIBBEAN ART OF SHOPPING LOCAL

STORY AND PHOTOS BY JAN HEIN

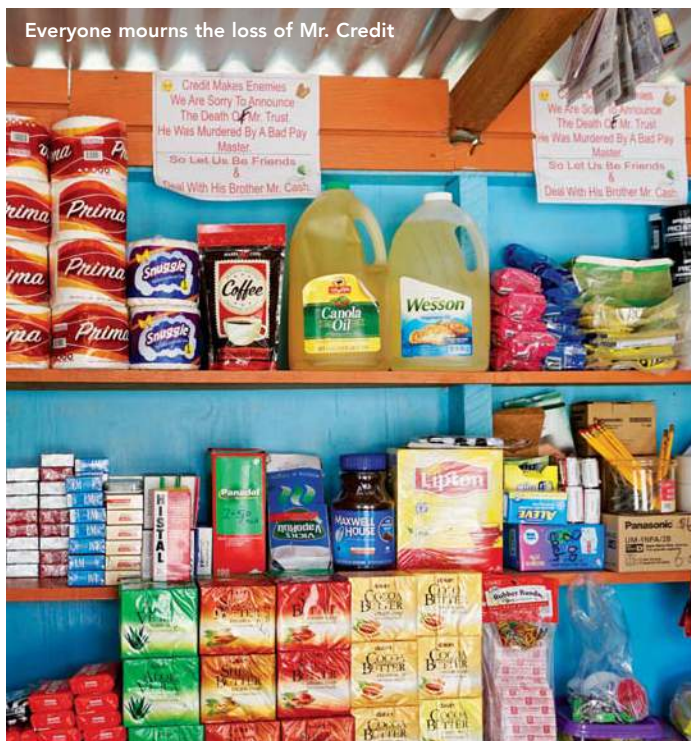


There's a surprise on every shelf

Before the big-box and mega-store era, a Caribbean island shopping excursion often resembled an Easter egg hunt. Several times a week, list in hand, hope in heart, I would set off in search of everyday items, knowing my inquiries for tomatoes, coffee or something I sorely needed might be met with, "Nah today." I tried timing my food forays with the arrival of the supply ship or by being first in line, if and when the store miraculously opened. I made special requests- even tried

sweetening the deal, only to hear, "Soon come." I finally figured it out – a menu comes to life according to what sits on the shelf.

Some years ago in Jost Van Dyke I waited for days to catch a store open. When one finally did, I darted toward it, elevated by a sign out front proclaiming FRESH FOOD. On the porch, two ladies engaged in hair braiding, while a third shelled a mountain of pigeon peas. "Good afternoon, ladies," I greeted.



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Some items are just hard to explain



Fresh today, gone tomorrow

"Afta noon, madam. How you?" replied the pea shucker.

"I'm fine, thank you. And you?"

"Blessed muh dear. Blessed today," she answered as she followed me into the store, taking her place behind the counter.

Seeing nothing but a sea of canned food on the shelves, I announced, "I'm looking for fruits and vegetables." She pointed

me toward a wall of deep bins. Peering in, I saw one onion. Nothing more. "Anything else?"

"Yeess, madam. We got plantain," she said as she hauled up a hefty stalk. "Wha' you wan'?"

"Well," I began, "I'd like some to eat today; some tomorrow; and I'll take some for later!" It was crystal clear ... plantain would float to the top of our menu.



She pulled out a rough cutlass, whacked off a couple clumps, explaining, "I cook sum today. On me George Fohman grill. Dey vera sweet."

I pulled out cash, taking note of her 'Mister Credit is Dead' sign, wondering how in her world of so little she had scored a George Forman grill. But smartly, I didn't ask.

Decades earlier on Bequia, if you wanted anything that grew from the ground, finding it meant a raucous ride to St. Vincent on the schooner, *Friendship Rose*, often in company with

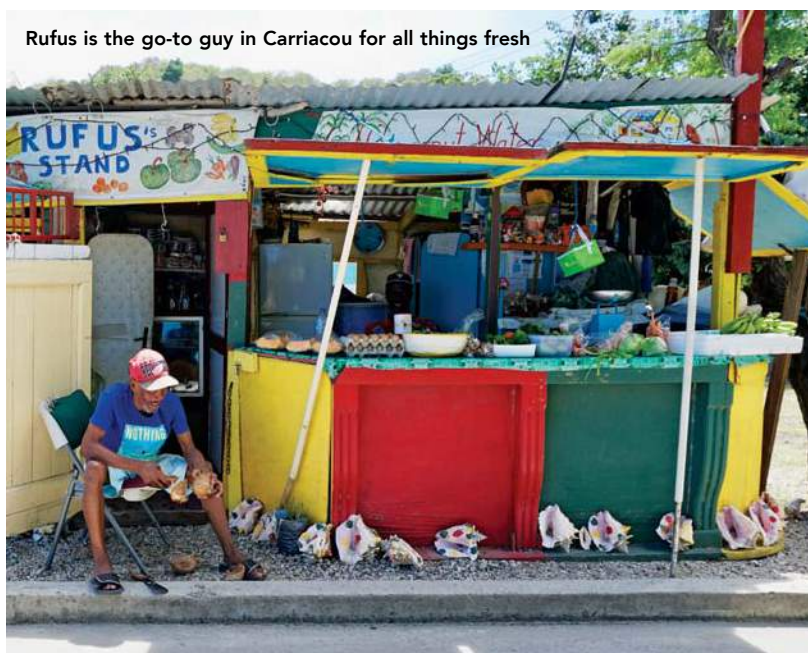
goats and chickens. At the big island's market, a few lucky shoppers scored prized tomatoes or melons but most of us heard the dreaded words, "It finish."

On Carriacou in the '90s, shopping held a similar twist. The Marketing Board, stocked one day a week, required enduring a sweaty line for hours, all with the hope of a handful of callaloo and the occasional breadfruit. After too many weeks of disappointment, I sailed off to a more abundant island.

That's all in the past and now you can fill your lockers by visit-



Rufus is the go-to guy in Carriacou for all things fresh



Some shops dispense sound advice along with all your daily needs

ing one of the newly sprouted jumbo stores. Saint Martin has Super U; Sint Maarten has Carrefour and Cost-U-less. Antigua's gem is Epicurean; in Grenada it's Food Fair. Even petite Marie Gallant has U Express, packed with all things fresh and French. I'm delighted to captain a cart through the wide aisles of a super store in search of specialty items. It's where I stock up on marinara sauce and salsa, giant containers of nuts and hard to find happy hour treats.

One stop shopping is speedy and efficient; everything under one roof. But I still prefer a local-store crawl for the permeat-

ing aroma of salt fish and an element of surprise. It's part of why I sail the Caribbean; why I love these islands so.

Recently I popped into a road-side box for okra and scallions but I couldn't pass on a jar of local honey, replete with the comb. I've scored homemade seasoning sauce from the tiniest shops, ginger beer and succulent chutney. Local means the eggs are fresher and the bread came from a nearby oven.

It takes time to comb the over-crowded aisles of a real island store but the rewards are beyond belief. Imagine finding



canned tapioca, a bottle of communion wine or toe-curling pepper sauce. I've found cocoa balls and canned ackees; nutmeg jelly and dasheen chips; off label rum concoctions and specialties spanning the chain of islands from Jamaica to Trinidad that all feed the culture of the West Indies.

Inside those one-off establishments, don't forget to check in those long box freezers, usually marked with a hint of the contents: pig snout, fish, mutton and goat galore. There's usually a medley of chicken parts, which can include beaks and feet, though I've yet to figure out why.

Provisioning isn't just about bringing home the streaky bacon. It's a challenge, an adventure, and it opens possibilities that along the way, you'll drag home something edible and enjoy a hearty laugh.

Writer, photographer, sailor, Jan Hein calls the Caribbean home when she's not on a boat in Washington State

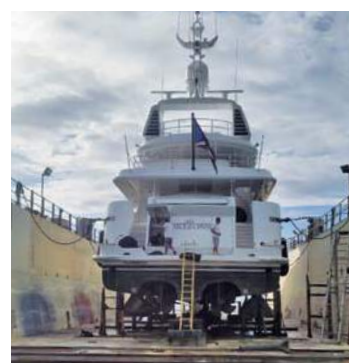


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PAN PEPIN INTERNATIONAL REGATTA: DINGHIES DOMINATE SAN JUAN HARBOR

PUERTO RICO BY CAROL M. BAREUTHER



Sunburst ... Caroline Sibilly on her way to victory

San Juan Harbor is a major destination for mega cruise and cargo ships. Yet, on the weekend of February 16 to 18, small boats dominated the waters off Club Nautico de San Juan (CNSJ) for the Pan Pepin International Dinghy Regatta. Sixty sailors from Puerto Rico, all three U.S. Virgin Islands and Curaçao raced in an equal number of Optimists and Lasers. The sailors competed in a dozen or more races in light winds that built through the weekend. In the end, it was the Virgin Islands sailors who took the top spots in the Optimist, with Puerto Rico and Curaçao sailors dominating in the Lasers.

"The regatta gave me a good chance to try all the things we had been practicing," says 13-year-old Caroline Sibilly, of St.



Regatta winners Opti Advance Overall
(from left): Caroline Sibilly and Winn
and Katherine Majette

Thomas, USVI, who earned Top Optimist Advanced sailor overall, first in the 13- to 15-year-old Red Fleet and Best Female sailor. "For me, that was mark roundings and knowing when to go deeper into the shifts."

Although Sibilly won five races, it was the last race on the regatta's last day that determined her champion status.

"Winn (Majette, from St. John, USVI) was the closest to me in points. I knew I had to beat her in the last race to win. I did. Unfortunately, she ended up capsizing," says Sibilly.

Sibilly wasn't the lone Virgin Islander on the podium at the Awards Ceremony. Majette and her sister Katherine finished second and third overall in the Advanced Optimist class and Red Fleet, respectively. Likewise, the top three places in the 11- to 12-year-old Blue Fleet were filled by Virgin Islands sailors: St. Thomas' Tanner Krygsveld first, St. Croix's Milo Miller second and St. Thomas' Max van den Driessche third. Fellow St. Thomas sailor Robbie Richards bested the age ten and under White Fleet with St. Croix's Ryan Moorhead in second.

Puerto Rico's Gian Marco Piovanetti led the beginner Optimist Green fleet. Nearly one-third of the regatta's participants took part in this fleet, boding well for the future of this event as well as the sport.

In the Laser Class, former Optimist champion Jose Arturo Diaz won in the 4.7 class. Fifteen-year-old Diaz, who sailed with CNSJ, finished with nine firsts, but that didn't mean every race was easy.

"I was glad to get a good start on the first day, because on the second day my mast and sail broke and I couldn't finish the race. I was towed in to change the sail and returned just in time to do the last race of the day. Thankfully, I had good rac-





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ing on the last day, so the two races I missed were my throw-outs. What I liked about this year's regatta was that I got to race with my friends from the Optimist years, but now in a different boat," says Diaz.

In Laser Radials, Gustavo Alayon, representing Puerto Rico's Ponce Yacht & Fishing Club won, with Curaçao's Darius Berenos second.

Trophies were hand-crafted by Puerto Rico clay artist, Beatriz Marti.

"We had a great show of support from the U.S. Virgin Islands, and perfect weather conditions during the three-day regatta. We are looking forward to even greater participation from the United States and the South American region next year," noted José Teixidor, CNSJ director.

Joe Vizcarrondo, CNSJ commodore, said the regatta and the Sailing Academy was part of the Club's mission to promote nautical sports, navigation skills, and protection of marine species for future generations to enjoy.

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



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SAINT CROIX INTERNATIONAL REGATTA

UNITED STATES VIRGIN ISLANDS BY CAROL M. BAREUTHER



29ers – Those magnificent men and women on their flying trapeze ...
Crew Lake Sanford (lead boat) and Elyssa Franklin

Hurricanes couldn't stop the 25th anniversary of the St. Croix International Regatta. Originally scheduled for November 2017, the two-in-one event kicked off with the one-day Captain Nick race to Christiansted Harbor and back to the host St. Croix Yacht Club on March 8 followed by the two-day silver jubilee regatta on March 9 and 10. Despite the date change, the Regatta hosted a highly competitive one-design Rhodes 19 class, held its reputation as a large multihull event and added a new class: 29ers.

The weekend's win in the Rhodes 19s was a triumph of survival of the fittest for Chris Stanton and crew Joseph Noel, aboard

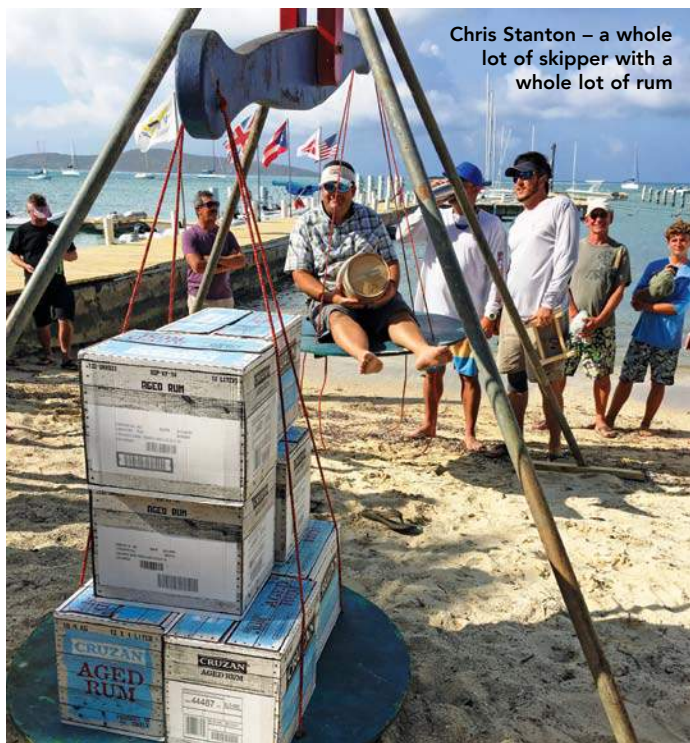
the Rhodes 19, *Rhode Devil*. Blustery wind conditions on the first day of racing caused the class to suffer a series of breakdowns. Before the start of the first race, Beecher Higby's *AVA* broke her boom. During the first race, *Up De Rhode*, with 16-year-old Rider Odom driving, damaged a chain plate. During the second race, Morgan Dale's *Rhode Runner* broke its main halyard, leaving Stanton along with the husband and wife team of Chris and Deb Schreiber on *Chrys*, in a match race.

"While on a downwind leg behind *Chrys*, I was struggling to stabilize our boat in a 25-knot gust when my rudder broke off at the waterline and sent me into a violent Chinese gybe," says Stanton. "This is when I found out it's possible to capsize

ISV 1554 Chris Stanton
1st in Rhodes Class



Chris Stanton – a whole
lot of skipper with a
whole lot of rum



a keelboat and that my boat still has enough foam in the hull to keep it from sinking even with the decks awash. Leaving one boat to finish the race. That's when the race committee said that we have had enough for the day. We were not the fastest boat on the course but our theory on keeping it simple kept us in front with the least number of mistakes."

Rhode Devil, repaired and back on the course the next day, having finished first in four out of five races, won Stanton his weight in St. Croix's own Cruzan rum, the regatta's signature prize.

A strong breeze and stiff competition in the form of a couple

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Taylor Hasson and Steve Hardee qualified for the 2018 Youth Sailing World Championships in Texas

of Corsairs proved challenging for Joe San Martin, aboard his Teegull 23, *Piglet*, winner of the Multihull class.


"When you look at them (the Corsair Sprint 750 sailed by the BVI's Eddie Brockbank and Corsair F-31 driven by Scott Johnston) at the dock they are concerning. When you look at them in motion they are scary. A big lead in multi-racing means very little. Ultimately, crew chemistry, boat preparation and constructive panic were our secrets to success," says San Martin.

Nearly 20 dinghies competed in the St. Croix International Regatta in-shore event. These included Optimists and, for the first time, 29ers. In fact, this regatta was the qualifier to choose USVI teams to attend the 2018 Youth Sailing World Championships in Texas, USA. Taylor Hasson and Steve Hardee qualified for the boys, and Kate and Lucy Klempen for the girls.

"We had great conditions both days and everything just came

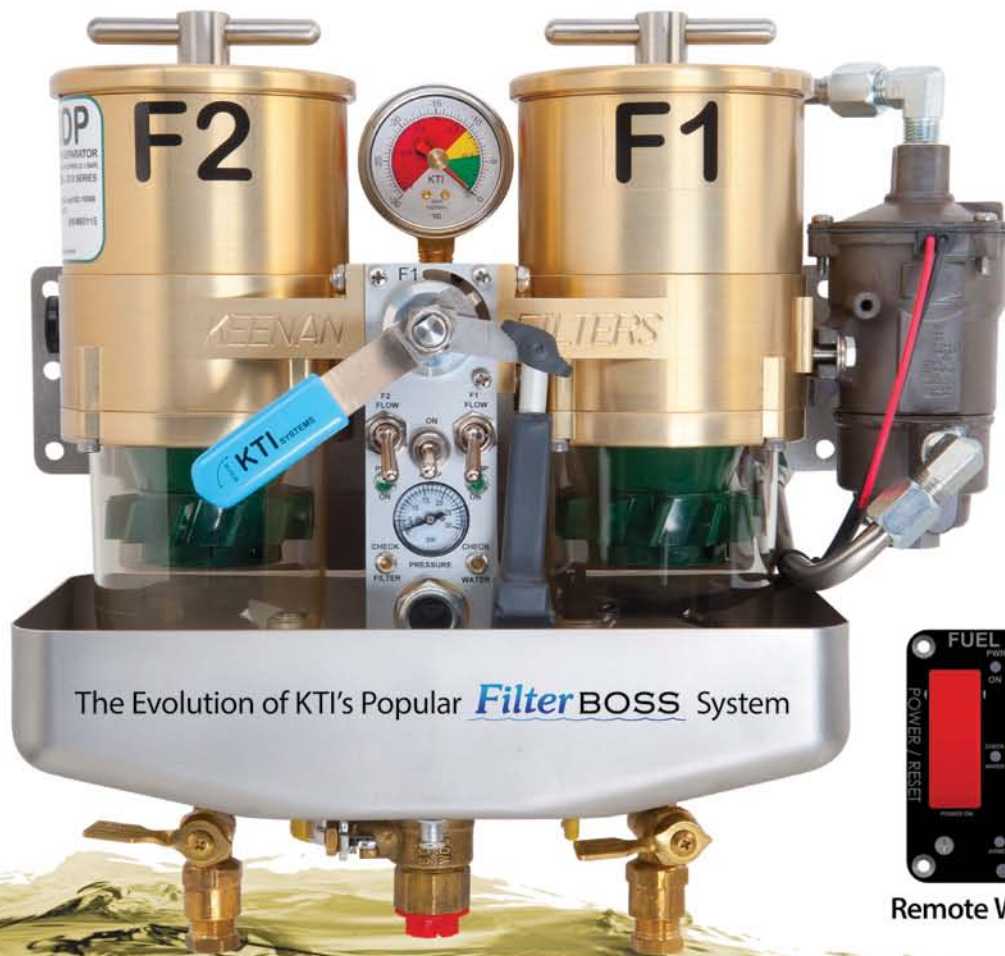
together for us. Steven and I have worked really hard to get where we are and have raced all over the world, but we will have to work even harder to be ready for the intense competition in Texas this summer," says Hasson.

Overall, the regatta went well considering many of the race boats had been on the hard since the beginning of September and some fell over in the storm.

"The regatta has had set backs over the years and hurricane Maria did not help," says regatta director Karen Stanton. "We've decided to move our dates to the spring and hope to increase participation in the coming years." 

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

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BEACH BARS OF THE USVI – FOUR NOT TO MISS!

UNITED STATES VIRGIN ISLANDS BY CAROL M. BAREUTHER



PHOTO COURTESY OF THE BAR

Living the dream ...
Rhythms on Rainbow Beach

There's nothing like the toes-in-the-sand, rum in one hand feeling of a quintessential Caribbean bar. Beach bar hopping by boat is especially fun. In fact, it's an excellent way to visit each of the three largest US Virgin Islands. Here's a sample route of how to do just that.

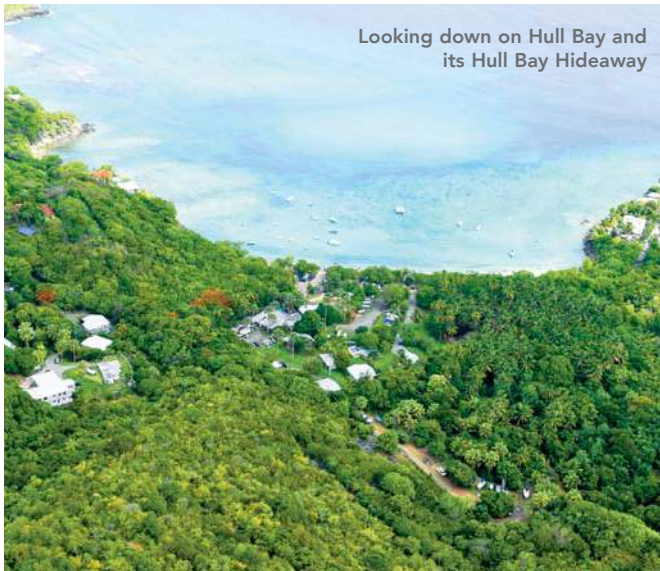
Start at Abi Beach Bar, located on the south shore of St. Thomas. Though located near to Charlotte Amalie Harbor, the white sand beach here is surrounded by such lush green foliage with virtually no buildings in sight that it's almost possible to imagine you're Robinson Crusoe. The only structure visible is the open-air bar that also serves as a restaurant.

Here, the signature drink is the Pommenade, pomegranate infused vodka, fresh mint and club soda with simple syrup to taste. The list of beers is long and the blender is at the ready for a variety of frozen drinks. Fish tacos, steaks, ribs, hamburgers and even a black bean burger for vegetarians are eats on the menu. The big draw is all you can eat crab and lobster night every Thursday from six to ten – cost \$36. There's also live music on the weekends. Owner Dan Nicolosi says eight moorings will be installed this summer to make visiting by boat easier.

Now, instead of heading to the boater-friendly east end, turn



Abi Beach Bar ... step off the boat and wade ashore



Looking down on Hull Bay and its Hull Bay Hideaway



Going coconuts ...
Abi Beach Bar



The clue's in the name: The Beach Bar,
Cruz Bay, St. John

west and take a ride on the wild side to cruise around the west end of St. Thomas. The lush green sparsely populated mountains on this end of the island make for ruggedly beautiful viewing. A good weather window is essential as a northerly Atlantic swell can make for an extra bumpy ride. The beach bar oasis on St. Thomas' northside is Hull Bay and its Hull Bay Hideaway. There's a safe harbor for anchoring and a boat ramp, but no dock or public moorings.

"This is a great neighborhood bar that also happens to be on a beautiful beach," says manager Todd Hebl. "In the early evening, fishermen are gathering together and often selling

their catch. Our number one selling drink is probably rum and coke or a Heineken. It's such a locals' bar that way. We do make a fresh squeezed Orange Crush, which is our signature drink. The menu targets beach food: tacos, burgers, chicken sandwiches and smoked wings during the day progressing to baked chicken and ribeye at dinner time."

New owners that took over prior to September's hurricanes are back onboard building a new bar in the pavilion area, a new volleyball court and expanding the kitchen. Back is sushi on Sundays, live music on weekends and kids movie night on Fridays.



Rhythms on Rainbow Beach

PHOTO COURTESY OF THE BAR

It's time to turn east, past Magens Bay and St. Thomas' east end and across Pillsbury Sound to Cruz Bay, St. John. Here sits the iconic and simply named: The Beach Bar. Drop anchor, jump into the calm bay waters and walk ashore, or stroll about 100 feet down the beach from the ferry dock. New owners Reed and Sherry Compton have their waterfront bar, located in the Wharfside Village Complex, up and running in the wake of September's storms. Bushwhackers and the Tuna Down Now (sushi grade yellow fin tuna wrapped in nori and fried in a light tempura batter) are what bring cruisers back for more. Eat on one of the custom-made picnic tables in front of the bar and wriggle your toes in the sand while you eat.



It isn't a beach bar without a sign ... Rhythms on Rainbow Beach

PHOTO COURTESY OF THE BAR

"New, there are designated swim areas in the works in Cruz Bay right in front of the bar," invites Compton.

It's time for the final stop and one that offers a front row beach-side seat for a fantastic sunset. Forty miles southwest is St. Croix, and more specifically, Rhythms at Rainbow Beach Bar & Restaurant in Frederiksted. Cruise in to drink, it's the home of the Lime in the Coconut. For eats, there's tacos, burgers, crab cake sandwiches and Rhythms wings (plain, buffalo, Thai chili, Carolina tangy BBQ or Passionfruit habanero). There's live music on weekends, bingo every Saturday afternoon and team trivia on Thursday nights.

"We are the perfect nautical Caribbean beach bar because of our laid-back atmosphere, strong drinks, fresh menu and beautiful view," says marketing manager Ashley Houdbert. "Many power- and sail-boaters visit us. They drop anchor in the sand just off the beach and swim right in," says Ashley.

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



Saint John Beach Bar sunset



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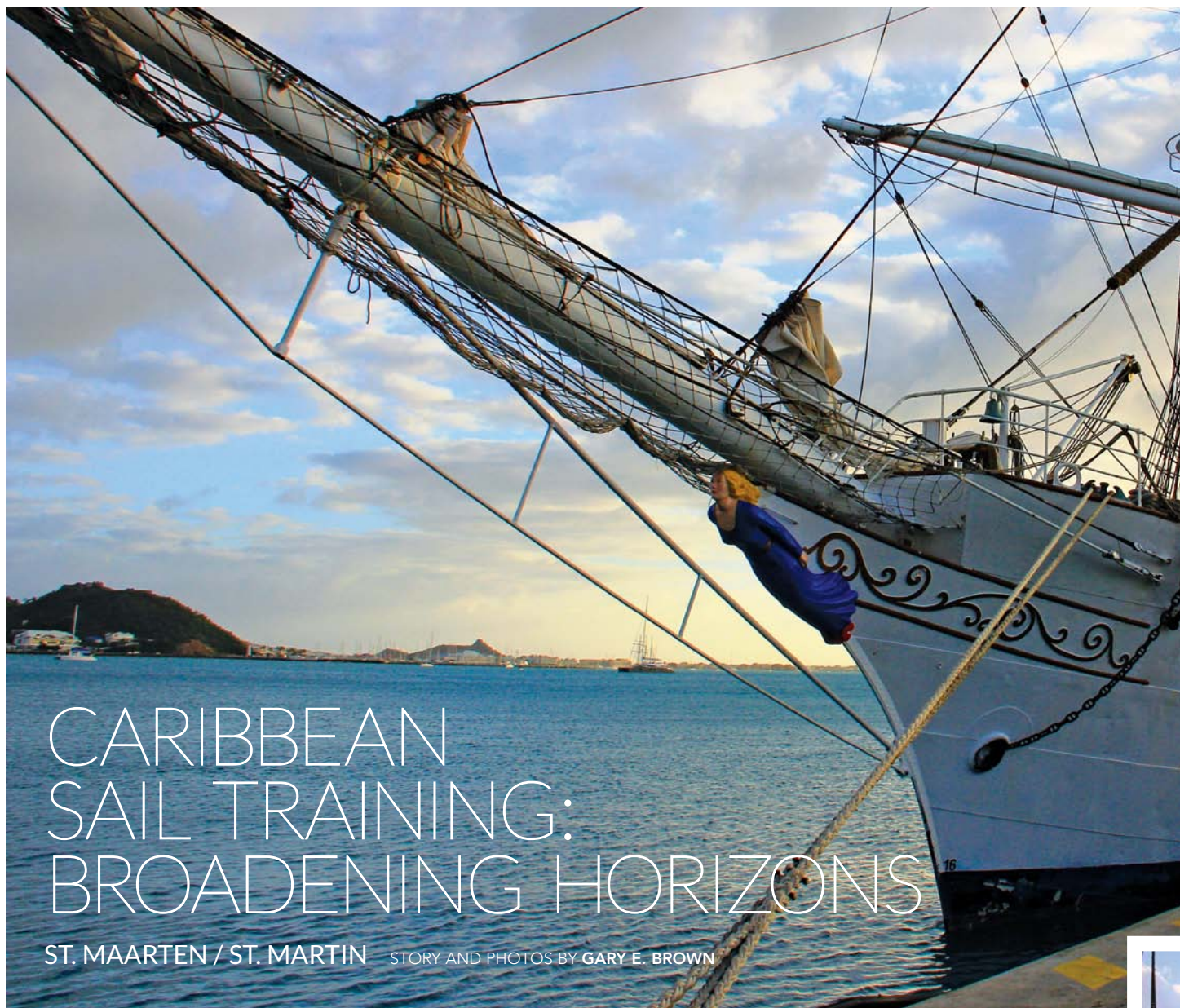
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CARIBBEAN SAIL TRAINING: BROADENING HORIZONS

ST. MAARTEN / ST. MARTIN STORY AND PHOTOS BY GARY E. BROWN

French St. Martin is fast becoming the sail training/tall ship capital of the Caribbean. The latest ship to grace the commercial port of Marigot was the beautiful three-masted square rigger *Christian Radich*. I visited the ship before she left to continue ocean wandering with her eclectic crew of professionals and trainees.

Built in Norway over 80 years ago, *Christian Radich* is resplendent thanks to constant maintenance involving hours of hard work by the crew. Sailing aboard is not a pleasure cruise but a voyage of discovery, discovery about oneself and one's ability to handle weeks amongst the raw elements of wind and waves on a powerful vessel that mixes life in the present with that of the past. Scanning the lofty

rig, it's hard not to be caught in the romance of it all but how that reconciles with reefing topsails on a dark and windswept night can only be known by those who have experienced it.

Captain Fridtjof Jungeling is a seaman's seaman, and to someone who grew up reading tales of Cape Horners and looking at photos of the shellbacks who manned them, he looked too young to command a sailing ship. He chuckled when I put this to him and described a little of what it is like to command the *Christian Raditch* and why he chose to skipper a sailing ship over a freighter or cruise ship.

"I like the diversity with the trainees we take on board, and I



Christian Radich alongside in the port of Marigot



The varnished deckhouse and ship's boat aglow in the last rays of the setting sun



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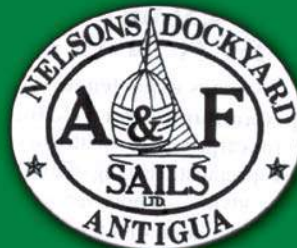


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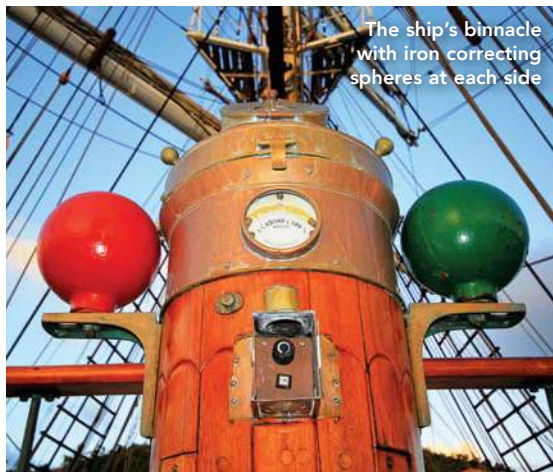
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like the sailing. I'm a sailor and we sail all year round, which makes it interesting."

Captain Jungeling says at some level he can relate to the Cape Horn ships of old. "We have no auto pilot, we are driven by the wind and it takes teamwork to make her sail. Everything is manually powered, so yes, the connection is there."

Today, running a sailing ship requires more than just sailing skill. Stringent maritime codes of practice, certification, documentation, all must be kept up to date and it's no mean feat to keep a commercial sailing ship compliant. Finance is always an issue.

Legions of volunteers support sailing foundations around the world. In St. Martin, that job is tackled by the Caribbean Sail Training Association, headed by Jan Roosens and his family. The Association, with strong support from management at the port of Marigot, are credited with bringing these magnificent vessels to the islands.

Logistically, bringing sail training ships to the Caribbean,

working to convince officials to wave port fees and offer free berthing (as the Marigot port authorities do) is not easy. I asked Jan Roosen why he continued to do it year after year.

"If you ask my wife, she'll say it's because I'm crazy," says Roosens but the humor hides a serious mission and that's to get young people onto these ships as trainees, something that can change their lives. In the past the non-profit association have paid to fly youngsters as far as Norway to take part in sail training, and the week I was onboard the *Christian Radich*, two trainees from St. Martin were joining a ship in Guadeloupe.

The work of CST to encourage ports to wave their high fees has lead more sail training ships than ever visiting the region each year, which means more opportunities for local youngsters to join their training schemes. "We have over 70 sail training ships affiliated with CST," said Roosens. He added, "Even some of the large Russian vessels that have never been here, but will visit one day, are involved."

For more information about CST or to make a tax-free donation, visit: caribbeansailtraining.com

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In spite of the many challenges posed by hurricane Irma, there was never a doubt that the 24th edition of the St Barth Bucket Regatta would set sail on March 14-18.

"In the immediate aftermath of two epic storms, the Bucket stewards made a commitment to the 2018 Bucket, despite many unknowns in those early days," said event manager Jeanne Kleene. "A number of captains contacted us, expressing their owner's concerns for the island and promising to participate this year. The stewards and yacht owners understood that a robust Bucket was the best way to support our friends in St Barth."

The 26 yachts in this year's regatta raced in six classes: Les Gazelles de la Mer, Les Elegantes de la Mer; Les Mademoiselles de la Mer; Les Grandes Dames de la Mer; Les Voiles Blanche, and J Class. The overall winner was *Nilaya*, a 34-meter Baltic Yacht designed by Reichel Pugh, which was also the winner in the Gazelles class.

"It's never easy when you have sailors like those on *Unfurled* constantly breathing down your neck; we were constantly looking over our shoulder. All week a convergence line existed over the top of the island and out to the lee, and our tactician Stu Bannatyne did a great job at recognizing this. It helped our performance for sure," said Will Oxley, *Nilaya*'s navigator. "The owner, Filiep Balcaen, steered and did a great job, with his son Louis steering sometimes, too. It was this boat's best regatta performance against the others here. We


were all very close all the time. We had nine miles to go in today's (Sunday) race, and *Unfurled* was only two and a half minutes behind us. It was great weather, and this is a wonderful place. It's a credit to the island that they came back from the hurricane in the way they did. The camaraderie and hospitality have been wonderful."

Local artist Kay Quattrocchi created a new trophy, presented by president Bruno Magras to the first-time-ever local St. Barths entry, the 32-meter *Child of LIR*. The All Star Crew Award, for the peer-recognized yacht that most focuses on professionalism and fun, was presented by Rybovich's Carlos Vidueira to the yacht *Rebecca*, while the Wolter Huisman Memorial Award, given to the yacht that stands out as competing in the true spirit of the event, was presented by Royal Huisman's Jaap Gelling to *Visione*. Perini Navi's Edoardo Tabacchi presented the Perini Navi Cup to *Rosehearty*. Of the three exceptional J Boats, the winner was *Svea*, followed by *Velsheda* and *Topaz*.

Every year the Bucket makes a \$20,000 donation to a worthy charity on the island. This year, that donation was made in September 2017, immediately following hurricane Irma to help with the overall recovery of the island. An additional 11,200 euros was added to that effort, with 100% of the proceeds from the sale of the official Bucket poster via Space SBH Gallery.

For information on all winners and Bucket news, visit: bucketregatta.com

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DOMINICA WELCOMES CRUISERS FOR THIRD YACHTIE APPRECIATION WEEK

DOMINICA BY CAROL M. BAREUTHER



PHOTO: MACARIO ADVANTAGE

Reinstalling
the PAYS sign
and open for
business

Yachtie Appreciation Week started in Dominica as a way for islanders to say 'thank you' to sailors for recovery assistance in the aftermath of Hurricane Erica in 2015. Three years later, following the devastation caused by Hurricane Maria, this bond between the local community and visiting cruisers is stronger than ever. In fact, some 70 boats rallied to this year's event, held February 18 to 25 and hosted by the Portsmouth Association of Yacht Services (PAYS), for a mix of sight-seeing and humanitarian activities including the installation of new moorings.

"Fun activities for the week featured tours and dinners,"

says Joan Conover, the Seven Seas Cruising Association's (SSCA) cruising station coordinator, who attended with husband Greg, aboard their Morgan 51, *Growltiger*. "Monday was the Indian River tour with complimentary drinks at the Bush Bar. This was followed by other day tours to waterfalls, the Roseau Valley and Kalinago Territory. All areas showed damage and recovery of the foliage. While the lower vegetation is growing back rapidly, it will take years for the tropical rainforest to mature again. There were also potlucks, BBQs and reggae music on the beach. PAYS BBQs, where cruisers share tables with their PAYS friends over rum punch, robust green salads and Jerk chicken, are always fun-filled."



Yachties were kept busy painting and repairing




Fuel to keep the chainsaws running

PHOTO: BYRON SARCHET


Many cruisers, who represented organizations such as the SSCA, Ocean Cruising Club and Salty Dawg Sailing Association, equally took part in charitable projects. In fact, some volunteers dove the Portsmouth Bay area prior to the event to help clear debris and roofing from the seabed so as not to obstruct navigation. Roofing and framing, digging out foundations, painting the local primary school, in which the Conover's participated, and trail clearing were among the work projects.

"Our crew helped to clear segment 13 of the Waitukubuli National Trail," says Hank Schmitt, founder and chief executive officer of Halesite, NY-based Offshore Passage Opportunities



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PHOTO: BYRON SARCHET

Always Beautiful, Dominica,
the Land of Many Rivers

(OPO), who has spearheaded the philanthropic project of establishing a mooring field in Portsmouth to encourage more yachts to visit Dominica. "Just as we have an adopt-a-highway program in the US and a company will take care of cleaning a mile or two of highway, the owners of Mango Cottages, where my wife and I stayed for the week, took it upon themselves to clear this section of the trail. We had seven yachties, three locals and Sylvia, who with her husband Eddison Vaville run the cottages, all hike 45 minutes into the trail carrying chainsaws, fuel, water, and each a cutlass. We cleared about two miles of the 17-mile trail. It's important to get the trails open so visiting hikers will return."

Dominica is indeed open for visitors in the wake of last fall's hurricanes, especially to those who arrive by sea. Earlier this year, Schmitt's OPO group shipped 30 new moorings to the island from the Gilman Corporation in Gilman, Connecticut, USA, which makes buoys with sturdy mooring floats guaranteed to last for 12 years. The floats are big barrel types, where the mooring pennants can sit on top and not in the sea to grow grass, which can dirty decks when pulled in. There are 20 smaller buoys and ten large ones. Each is signed with PAYS on top. PAYS is a non-profit organization that provides services and security to visiting yachts. The mooring floats arrived two weeks prior to Yachtie Appreciation Week, so only a few were installed off the Purple Turtle Beach location in Portsmouth by the time of the February event.

Clearing the trails



PHOTO: BYRON SARCHET

"I'll be back in November to make sure all 30 moorings are in place, but in the meantime, cruisers are most welcome," says Schmitt, who cruises aboard his Swan 48, *Avocation*. "There is internet at Smithy's a short walk from PAYS. The PAYS pavilion and office is open as are the toilets and showers. The Sunday BBQs are running and the Dominicans are very welcoming." 🌿

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



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Antigua	Falmouth Harbour Marina www.antigua-marina.com	268-460-6054	20'	380'	60	●		110/220/380 3 phase	●	●	●		●	●		●	68/10	●	
Antigua	Jolly Harbour Marina www.jhmarina.com	268-462-6042	13'	200'	160	●		110/220			●	●	●	●	●	●	68	FREE	
Aruba	Renaissance Marina Aruba	297-588-0260	13'	200'	50	●		110/220			●			●	●	●	16/69	●	
Aruba	Varadero Caribe www.varaderoaruba.com	297-588-3850	8'	120'	75	●		50/30 amp					●		●	●	68	●	
Curaçao	Barbara Beach Marina	5999-840-0080	15'	130'	6	●		380V 250A			●	●	●	●	●	●	67	FREE	
Curaçao	Curaçao Marine	5999 465 8936	13'	120'	30	●		110/220/380			●		●	●		●	67	FREE	
Curaçao	Curaçao Yacht Club www.curacaoyachtclub.com	5999-767-4627	16'	160	10			110/220 v; 50 hrz			●	●	●			●	68	FREE	
Curaçao	Seru Boca	5999 560 2599	14'	150'	140	●		127/220					●	●	●	●	67	FREE	
D.R.	Casa de Campo Marina	809.523.8646/ 8647	16'	250'	350	●		110/220 v to 60 hrz	●	●	●	●	●	●	●	●	68	●	
D.R.	Marina Zar Par	809-523-5858	12'	120'	110	●		110/220 308	●	●	●	●	●	●	●	●	5	FREE	
D.R.	Ocean World Marina	809-970-3373	12' +	250'	104	●		110/220	●	●	●	●	●	●	●	●	16/68	●	
Grand Cayman	Barcadere Marina	345-949-3743	8'	150'	83	●		30, 50, 100 & 200 amp single phase; 100 & 200 amp 3 phase; 60hz			●	●	●			●	16	FREE	
Great Exuma	The Marina at Emerald Bay	242-336-6100	14'	250'	150'	●		30 & 50 single phase; 120/208 3 phase	●	●	●	●	●	●	●	●	16	FREE	
Green Turtle Cay	Green Turtle Club Resort and Marina	866-528-0539	6.5	120'	40	●		50/100 amp			●	●	●	●	●		16	●	
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Grenada	Grenada Marine	473-443-1667	15'	70'	4	●		110/220			●		●	●		●	16	FREE	
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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	●		110 volts / 220 / 480 for megayachts			●	●	●	●		●	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		

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St. Lucia	The Marina at Marigot Bay	758-451-4275	16'	250'	40	●	110/220/380, 50/60 Hz	Cable	●	●	●	●	●	●	●	16/12	●
St. Maarten	Bobby's Marina www.bobbysmarina.com	721-542-2366	12'	130'	80	●	110/220V		●	●	●	●	●	●	●	16/69	●
St. Maarten	Island Water World Marina	599-544-5310	8'	90'	54	●	Available	Cable	●	●	●	●	●	●	●	74	FREE
St. Maarten	Lagoon Marina Cole Bay Waterfront	599-544-2611	9'	100'	45	●	110/220	●	●	●	●	●	●	●	●	16	FREE
St. Maarten	Simpson Bay Marina www.igy-simpsonbay.com an IGY destination™	721-544-2309	13'	196'	114	●	480V 3-phase 100 amps/ leg; 220V 3-phase 100 amps/leg; 220V 50 amps; 110V 30 amps 60hz	●	●	●	●	●	●	●	●	16/ 79A	FREE
St. Maarten	The Yacht Club at Isle de Sol www.igy-isledesol.com an IGY destination™	721 544 2408	18'	320'	45	●	480V 3-phase 100 amps/ leg; 220V 3- & single- phase; 100 amps/leg; 220V 50 amps 60hz	●	●	●	●	●	●	●	●	16/ 78A	FREE
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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
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Virgin Gorda	Virgin Gorda Yacht Harbour	284-495-5500	10'	180'	94	●	110/220		●	●	●	●	●	●	●	16/11	●
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Montauk, NY	Montauk Yacht Club www.montaukyachtclub.com an IGY destination™	631-668-3100/ 888-MYC-8668	12'	200'	232	●	30/50/100 amp single phase, 100 amp 3-phase	Cable		●	●	●	●	●	●	9/11	FREE
NY Harbor - Jersey City	Newport Yacht Club/Marina www.igy-newport.com an IGY destination™	201-626-5550	10'	200'	154	●	110V, 220V 30/50/100 amps		●	●	●	●	●	●	●	16/78	FREE
NY Harbor - Manhattan	North Cove Marina at Brookfield Place www.igy-northcove.com an IGY destination™	917-677-7680	16'	175'	18	●	110V, 220V; 480V 3-phase					●	●	●	●	69	FREE

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CARIBBEAN BOATYARDS

All At Sea's Caribbean Boatyards Guide

		Latitude	Longitude	Phone Number	Maximum Draft	Maximum Length	Maximum Beam	Maximum Air Draft	Power Supply	Arrival Hours	Lift 1 Type / Capacity (Tons)	DIY Friendly	Electronic Shop	Carpentry Shop	Electrical Shop	Prop Shop	Paint Shop	Onsite Crew Facilities
Antigua	Jolly Harbour Marina / Boat Yard	17 04 46.4 N	61 54 37.0 W	(268) 462-6041	13'	80'	19'	no limit	110/220	8am-5pm	70 	•	•	•	•	•	•	•
Antigua	North Sound Marine	17.1167	-61.7500	(268) 562-3499 \ (268) 764-2599	15'	no limit	31'	no limit	Anything	24x7	150 	•	•	•	•	•	•	•
Aruba	Varadero Caribe	12 32 N	70 02 W	297-588-3850	8'	120'	45'	no limit	50/30 amp	8am-5pm	60	•	•	•	•	•	•	•
Freeport, Grand Bahamas	Bradford Marine Bahamas	26' 31.189 N	78' 45.566 W	242-352-7711	35	400	50	no limit	30/50/100/480	24/7	150 	•	•	•	•	•	•	•
Tortola, BVI	Nanny Cay Hotel & Marina	18 25 0 N	64 37 0 W	(284) 494-2512	11'	160'	45'	no limit	110v 30amp/220v 50amp/ 3phase 100 amp	7am-6pm	70 	•	•	•	•	•	•	•
Tortola, BVI	Soper's Hole	18°23' 46"	-64° 41' 53"	(284) 495-3349	7'	65'	18' and 40'	no limit	110/220	8-5, Mon-Sat	45	•	•	•	•	•	•	•
Tortola, BVI	Tortola Yacht Services	18 25 N	64 37 W	(284)-494-2124	10'	68'	20'	no limit	220V, 50A, 110V, 30A	7-4, 7days	70 	•	•	•	•	•	•	•
Virgin Gorda, BVI	Virgin Gorda Yacht Harbour	18.45222	-64.43750	284-495-5318	10	150	34	no limit	110/120	7am-6pm	70 	•	•	•	•	•	•	•
Curaçao	Curacao Marine	12' N	68' W	599 9 562-8000	9'	120'	33'	193	110/220 380	8am-5pm	60	•	•	•	•	•	•	•
Boca Chica, D.R.	Marina ZarPar	18 26.4 N	69 37.23 W	(809) 523-5858	7.5'	65'	28'	no limit	110/220 380	9am-5pm	70 	•	•	•	•	•	•	•
La Romana, D.R.	IBC Shipyard	18° 23' 55" N	68° 53' 55" W	+809 449 3321/3323	12'	110'	26'	no limit	110/220 3 phase 100/50/30 amp	8-5 M-F	120	•	•	•	•	•	•	•
Grenada	Clarks Court Boatyard & Marina	12° 00.6' N	061° 44.0' W	473-439-3939	11'	150'	37'	0	110/220; 50Hz	7:30am-4:30pm	242	•	•	•	•	•	•	•
Grenada	Grenada Marine	12° 01:20	61° 40:42	00-1-473-443-1667	12'	75'	31.5'	0	110/220	8-5, M-F; 8-12, Sat	70 	•	•	•	•	•	•	•
Grenada	Spice Island Marine Services	12.041 N	61.45 W	473-444-4257	12'	70'	25.4'	0	110/220	8-4 M-F	70 	•	•	•	•	•	•	•
Panama	Bocas Yacht Services	09° 17.3' N	082° 23.06' W	507-6619-5601	10'	65'	20'	no limit	120/220	7:30-3:30pm	60 	•	•	•	•	•	•	•
Puerto Rico	Varadero @ Palmas	18 04' 37" N	65 47' 57" W	787-656-9211	11'	110'	26'	no limit	50/30 amp	8-5, 7days	110 	•	•	•	•	•	•	•
Puerto Rico	Puerto Del Rey Marina	18° 17.3 N	65° 38 W	787-860-1000	15'	150'	33'	no limit	120/208V single & 3 phase; 30, 50, 100 & 200 amps; 60 Hz	8am-5pm	155 	•	•	•	•	•	•	•
Sint Maarten	Megayard	18°02' 13.24 N	63°05' 08.52 W	1-721-5444-060	12'	200'	33'	12'	110/220	8-5 M-F	150 	•	•	•	•	•	•	•
St. Lucia	Rodney Bay Marina <small>an IGY destination™</small>	14°04 '32.72" N	60°56 '55.63" W	758-458-4892	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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SOUTHEAST U.S. MARINAS

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

					Maximum Draft	Maximum Length	# of Ships	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	30/50 Amp	24x7	50 ton travelift	●	●	●	●	●	●	
Beaufort	NC	Jarrett Bay Boatworks	252-728-2690	10'	130'	30'		no limit	30/50/100 Amp	24x7	50/75/ 200 ton travelift	●	●	●	●	●	●	
Beaufort	NC	Beaufort Marine Center	252-728-7358	10'	130'	30'		no limit	30/50/100 Amp	8-4:30 M-F	50/75/ 200 ton travelift	●	●	●	●	●	●	
Beaufort	NC	Moore's Marine Yacht Center	252-504-7060	10'	130'	30'		no limit	30/50/100 Amp	8-4 M-F	50/75/ 200 ton travelift		●	●	●	●	●	
Beaufort	NC	True World Marine	252-728-2541	6'	100'	20'		no	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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1
CAP CANA, DOMINICAN REPUBLIC. Horse lovers and beach-goers will enjoy Los Establos at Cap Cana, a masterplan development that provides 4 to nearly 8 acre lots located three minutes from the Caletón Beach Club and Juanillo Beach. Features include two impressive polo arenas and facilities for eventing competitions, Riding Trails, Enduro, Cross-Country, Terrace for Paso Fino exhibitions and much more. Price: US \$900,000 to \$1,000,000

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2
CORAL BAY, ST. JOHN, USVI. See views to the harbor and Norman Island beyond from this 4-unit income producing property located a short jaunt downhill to boats, restaurants and shopping. Masonry construction side-by-side units house 2 BR/1 BA on upper level, 2 studios (plumbed for kitchenettes) w/private entrance on the lower level. Room to add a pool. Additional lot included in sale. Price: US \$1,350,000

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marynickbarg@gmail.com | www.marynickbarg.com
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3



SIMPSON BAY, ST. MAARTEN. Enjoy captivating views from this 1-acre hilltop lot that provides total privacy, yet is only minutes away from beaches, restaurants, marinas and night life in Simpson Bay. The Government has issued a Building Permit. A truly unique parcel for a dream home. No annual property taxes or capital gains taxes in Dutch St. Maarten. Price: US \$1,300,000

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Rodger@ParadiseFoundSXM.com

www.ParadiseFoundSXM.com

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4



CHRISTOPHER HARBOR, ST. KITTS. Ocean Song Way 118 offers three beachfront lots that span 2.187-acres. Currently, this largest homesite available in this development is centered on Sandy Bank Bay and provides endless views of the ocean and coral reefs on both sides of the bay. Direct access to natural white sand beach. Steps away from dining, pool and shoreside activities at members-only beach club. Price: \$8,500,000

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6



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7



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8



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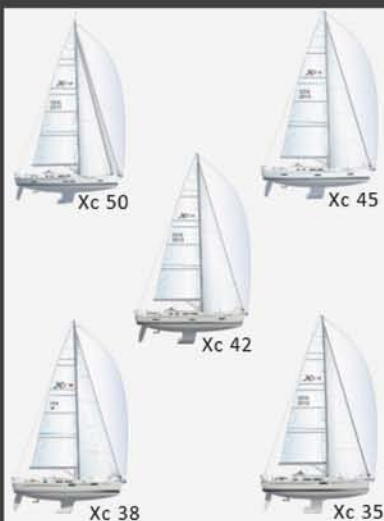
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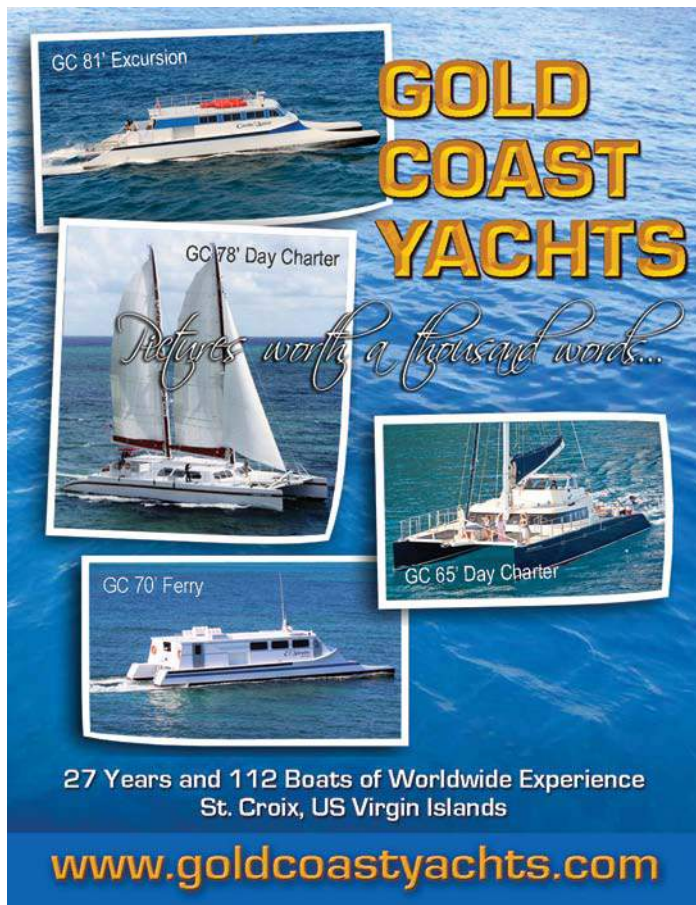


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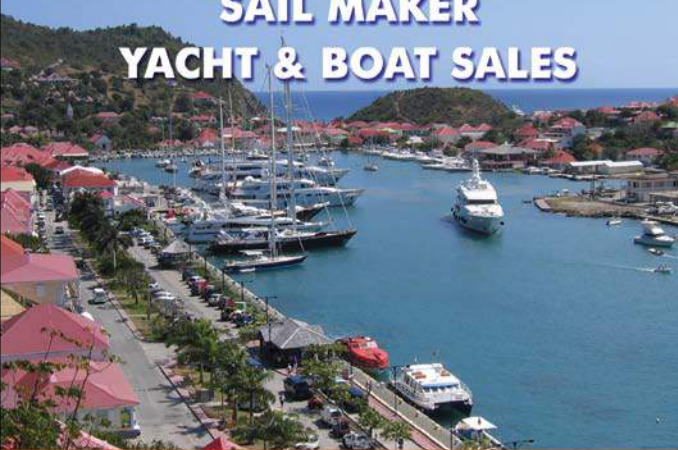
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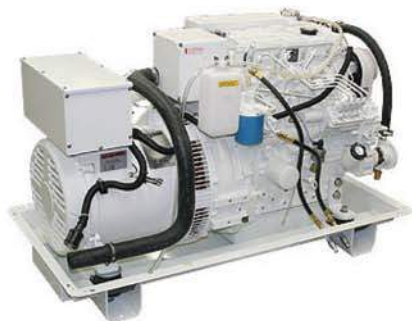
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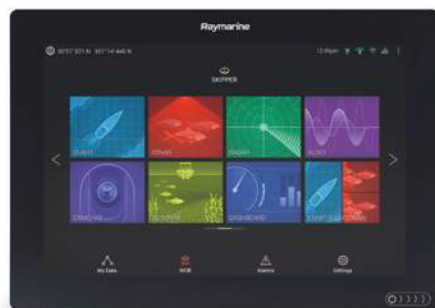
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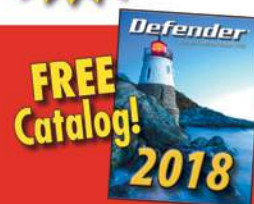
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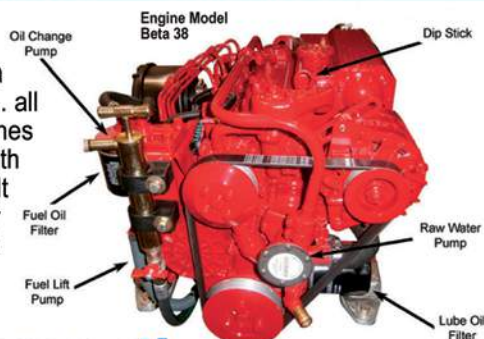
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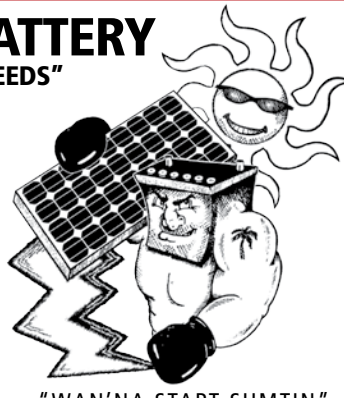
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NOT JUST A LOAD OF OLD RHUBARB

THE DISH BY CAP'N JAN ROBINSON

May is a great time to enjoy the warm weather and outside entertaining. Also a great time to try fresh vegetable soups (lettuce or carrot), delicious crunchy salads using fennel, parsley, asparagus, and interesting dishes with mushrooms. Rhubarb is a vegetable, but often cooked, sweetened and sometimes combined with other fruits. When growing up in New Zealand it was quite a popular dessert and the health benefits of rhubarb include an array of antioxidants. Rhubarb also has loads of fiber, lots of Vitamin K, reduces fever and will cleanse the body!

PAN-ROASTED MUSHROOMS WITH BAKED EGGS

Prep time: 15 minutes. Cooking time: 15 minutes. Serves: 2

2 tbsp grape seed oil (or olive oil)

2 tbsp salted butter (New Zealand or Irish)

***6 cups mixed sliced mushrooms of your choice—stems removed, sliced, washed, and dried**

½ tsp Himalaya Pink Salt (or sea salt)

Freshly ground black pepper, to taste

1/3 cup Ricotta cheese

****2 large fresh eggs**

GARNISH: 1 tbsp finely chopped green onions or chives

Preheat oven to 375°F. Place rack in the middle of the oven. In a large heavy-bottomed pan over medium-high heat; heat a little of the oil and butter until it sizzles. Cook mushrooms in small batches enough to cover bottom of pan. Stir until cooked and crispy, move to warmed dish. Repeat until all mushrooms are cooked. Return all to large frying pan and stir in Ricotta cheese. Divide mushroom mixture into two shallow individual baking dishes. Make an indentation in each dish of mushrooms and crack an egg into each hole; season with salt and pepper.

Place baking dishes in oven and bake for about 10 minutes, until egg whites are set and the yolks still runny. Garnish.

* Note – e.g. oyster, cremini, shitake and button mushrooms

** Note - 2 indentations for two eggs

TIP: Mushrooms are cooked in small un-crowded batches so they will not "sweat"

ROMAINE, CELERY, AND PARMESAN SALAD

Prep time: 15 minutes. Serves: 2

¼ cup olive oil

1 tbsp red wine vinegar

½ tsp Himalaya pink salt or sea salt



½ tsp freshly ground black pepper

8 stalks of celery (from the heart), thinly sliced crosswise

¾ cup fresh flat-leaf parsley leaves

12 romaine lettuce leaves, torn into bite size pieces

3 oz piece of Parmesan cheese

In a large salad bowl, combine the olive oil and vinegar, salt and pepper; set aside.

Add the celery, lettuce, and parsley to the bowl with the dressing and toss to combine, then arrange on a platter. Using a grater, vegetable peeler or a paring knife, shave the cheese to make thin sheets and layer them over the celery. Serve immediately

STEWED RHUBARB AND RED BERRIES

Prep time: 10 minutes. Cooking time: 15 minutes

Cooling time: 30 minutes. Serves: 2

2 lb fresh rhubarb cut in ¾ inch chunks (about 7 cups)

1 cup sugar

½ teaspoon kosher salt

2/3 cup water

1 pint fresh or frozen strawberries, hulled and thickly sliced

½ pint fresh or frozen raspberries

2 oranges freshly squeezed (about 1/3 cup)

2 tbsp orange liqueur (optional)

GARNISH: Plain yogurt or vanilla ice cream

Place the rhubarb in a large saucepan; add the sugar, salt, and water. Bring to a boil over high heat, then lower heat to simmer for about 10 minutes, stirring occasionally, until the rhubarb is tender and starts to fall apart. Remove from the heat, stir in the strawberries, raspberries, lemon juice, orange, juice and orange liqueur; allow to cool. Serve warm, at room temperature or cold with a dollop of plain yogurt or (if being naughty) a scoop of ice cream.

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