

ALL AT SEA CARIBBEAN

**25TH
ANNIVERSARY
ISSUE**

JUNE 2018
FREE

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WHAT'S A LITTLE WEED BETWEEN FRIENDS?


This month we publish Part Two of our Regatta Preview. This one takes us from June through December. I remember the days when Caribbean regattas in the summer months were quite rare but now there's more of a demand for them. A shortage of editorial space dictates that we can only cover the larger regattas in our preview, but plenty of smaller, local regattas take place all year round. These small regattas play a vital role. They offer people a chance to sail without the pressures and costs associated with the larger regattas and this is where island yacht clubs, large and small, come into their own. Caribbean yacht clubs are pretty much open to everyone. Membership is usually affordable and you don't even have to sail. Many people become yacht club members in order to enjoy the many social activities on offer such as liming at the bar or dining in the club restaurant, usually at discount prices. Others delight in organizing events like regattas in the knowledge they won't pull a muscle while grinding a winch or get their backsides wet. Almost every Caribbean yacht club runs a youth sailing program and they do a wonderful job. Sailing teaches youngsters so much; it shows them how to operate as part of a team, while allowing them to shine as individuals when out on the water. Many Caribbean youngsters who were

taught basic sailing and seamanship in Optimist dinghies have gone on to represent their country in the Olympic Games. Others captain international race boats and superyachts or have taken up a career in the marine industry. If you are visiting the islands then make a point of stopping at the local yacht club, you will be made welcome.

Having lived for many years in the islands I have grown accustomed to hearing how lucky I am to live in paradise, and how marvelous it must be to spend my days sailing or swinging in a hammock on a golden beach sipping umbrella drinks under the endless summer sun. Okay, I admit to doing some of that but like most fairytales, we have a couple of wicked witches hovering in the wings intent on spoiling the fun. We all know about the big winds but the latest crone to

curse our idyllic lifestyle wears a leathery mantle and frankly, she stinks. Sargassum weed is back in the Caribbean (p42) and it is causing problems on some beaches. Sargassum is the bane of sport fishermen who report that in some areas they find they spend more time clearing hooks than actually fishing. Sargassum in the Caribbean is nothing new but it does seem to be happening more often and if, as some say, it is due to climate change then I fear it may get worse as years go by. Removing weed from affected beaches is a costly business and what to do with the stuff once it has been removed can be challenging

Countries affected by sargassum landing on their beaches are looking into ways to utilize sargassum including its use in crop and livestock production ...

for a small island. Like most things in the natural world, when it comes to sargassum there are some positives. Many creatures benefit from sargassum at sea, including juvenile sea turtles that use it for protection from predators. Other species, such as billfish, use the sargassum mats as sort of a mobile nursery, providing food and shelter for fish to grow. According to US National Parks Service, as many as 70 species live in the floating masses of weed offshore. Countries affected by sargassum landing on their beaches are looking into ways to utilize sargassum including its use in crop and livestock production but they still have a way to go. On my island, French St. Martin, only one beach has been affected by sargassum. With thousands of beautiful Caribbean beaches to choose from, I guarantee that if one beach has a sargassum problem the beach around the corner has not, that's where to sling your hammock. Cocktail, anyone? 

See you on the water!



Gary E. Brown,
Editor



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JUNE 2018 @

The Caribbean's Waterfront Magazine



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COVER SHOT:
A steady hand and a keen eye aboard the Ketch *Ticonderoga*, Antigua Classic Yacht Regatta
Photo: Jan Hein

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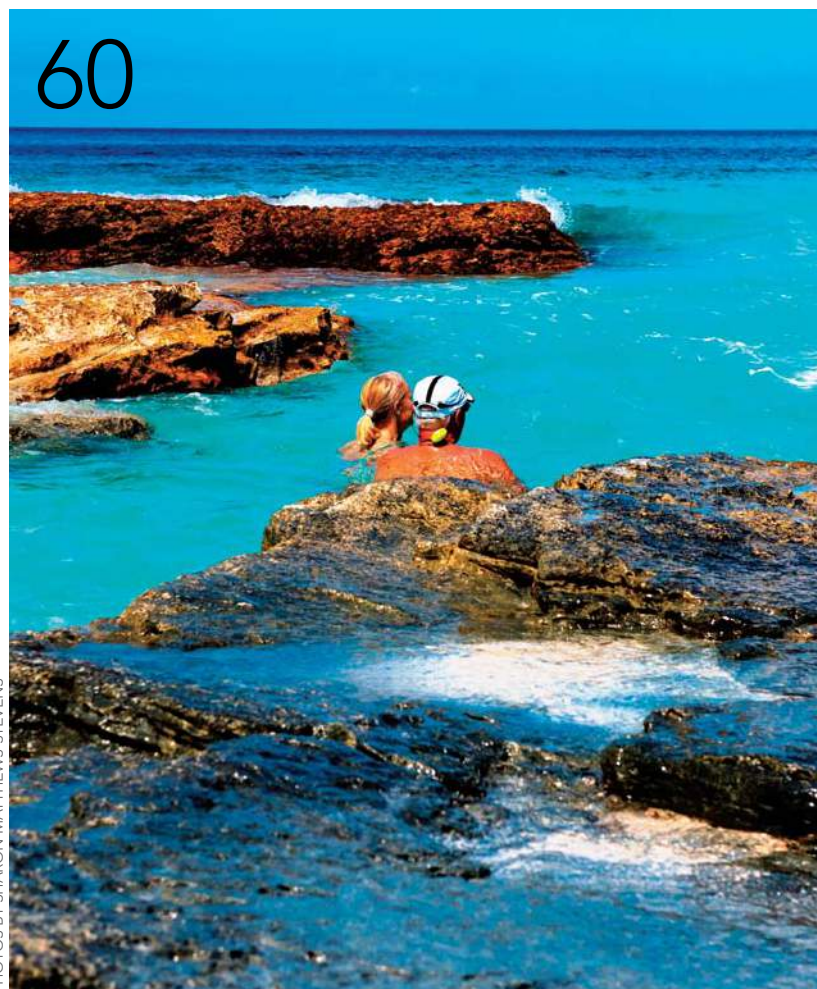
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PHOTOS BY SHARON MATTHEWS-STEVENS

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Ten Top Caribbean Rum Distilleries to Visit & Sample

ALL AT SEA CARIBBEAN

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Subscriptions:**
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Owned and Published by
Kennan Holdings, LLC
382 NE 191st Street #32381
Miami, Florida 33179-3899
phone (410) 929-2248
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The views and opinions of the contributors to
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WHERE IN THE WORLD?

Congratulations Charlotte & Gillian and thanks for reading *ALL AT SEA*!



DOUBLE TROUBLE!

Twins, Charlotte and Gillian, anxiously await their copy of *ALL AT SEA* each month to get an update on what's going on in and around the Caribbean. It is always a competition to see who will be the first to grab it!

Ed - Love the hats!

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CARIBBEAN NEWS



OVER US\$5800 RAISED AT THE SINT MAARTEN YACHT CLUB DOCK OPENING & FUNDRAISING EVENT

A large gathering of members, supporters and sailors came together for the official Dock Opening & Fundraising Event at the Sint Maarten Yacht Club in late April. After months of rebuilding, the Club invited the community of St. Maarten to come and witness the progress that was made at the Club since hurricane Irma. The event combined a fundraising and sailing event to generate awareness for the youth sailing program and around US\$5800 was raised for the Club's rebuilding efforts and sailing school.

The Minister of Education, Culture, Youth and Sports Affairs, Jorien Wuitte, represented the St Maarten Government at the official dock opening.

The day started off with a sailing event showcasing 36 competitors in five different classes. Winds were strong but they didn't deter the youngest sailor, nine year-old Caii Banting, who left a memorable impression by winning the Optimist class. Racing finished at the rebuilt dock where people were awaiting the sailors and cheered them on as they came in.

The event concluded with a raffle for which the Club received many donations from restaurants, hotels, businesses and individuals.

If you have a news story to share,
CONTACT NEWS EDITOR GARY BROWN
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UNIQUE BAHAMAS FLY AND SAIL

The Moorings yacht charter company has partnered with Tropic Ocean Airways, a seaplane operator in the eastern US, to offer a one-of-a-kind travel experience to guests visiting the Bahamas.

The 'Fly & Sail' service allows yacht charter guests to reserve a private flight directly to their desired Bahamas destination out of Tropic Ocean Airways' lounge at the Fort Lauderdale International Airport's private FBO, Sheltair, or the Miami Seaplane Base. Upon arrival, the private Sail, Power, or all-inclusive Crewed Moorings yacht of choice will be prepped and ready for guests to come aboard to begin their unforgettable island-hopping vacation in the unspoiled Abacos or Exumas.

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St. Maarten celebrate the rebuilding of the yacht club dock



The St. Maarten Yacht Club dock was officially reopened by Minister Jorien Wuitte (2nd left), Alec Scarabelli (one of the top St Maarten youth sailors), Yacht club Commodore Michel Soons and former Commodore Chris Marshall

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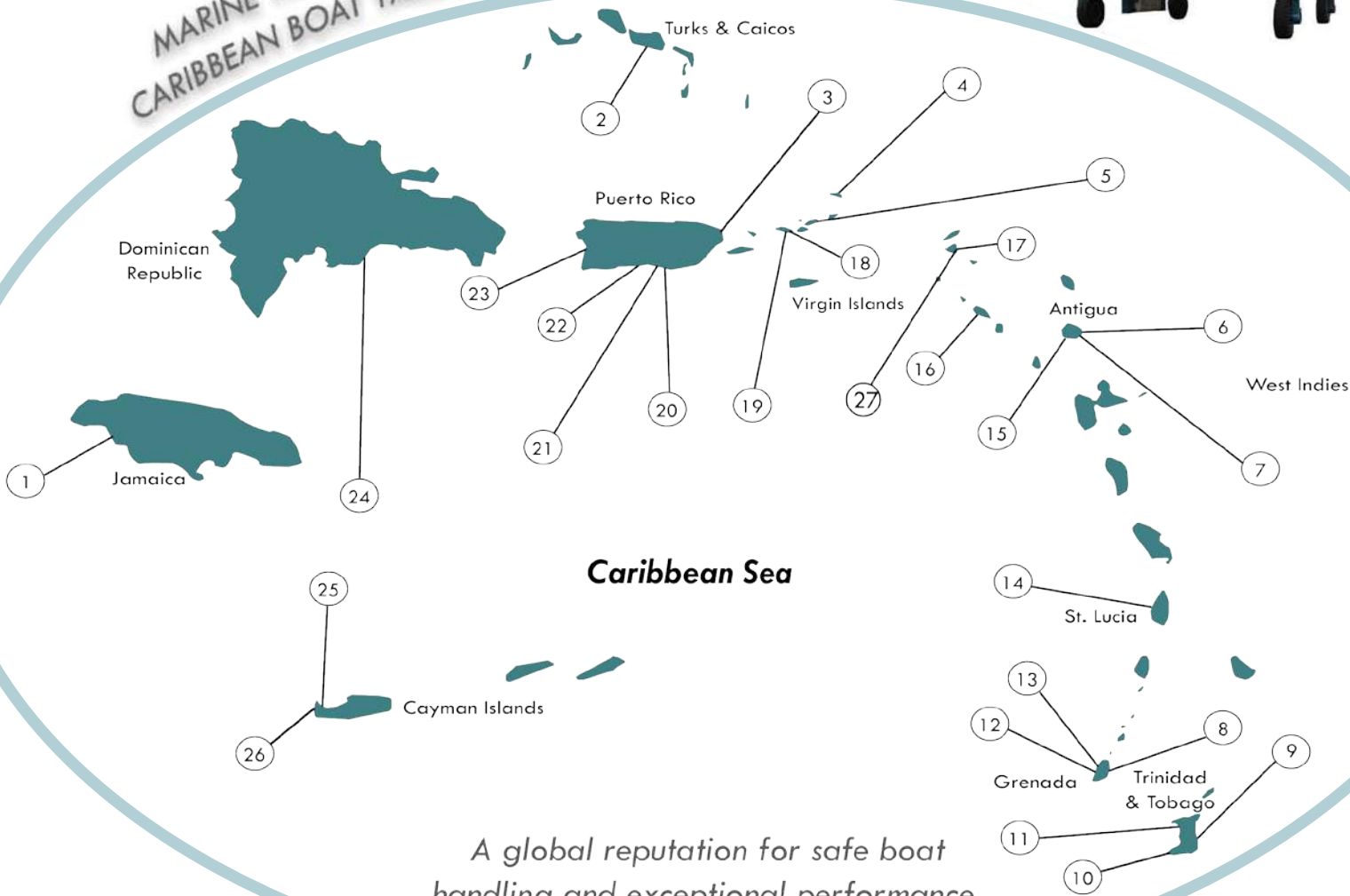
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| ⑫ Spice Island Marine Service: 70 BFM, Approved, 7/24/17 | ㉖ Harbour House Marina: 70 BFM/150 AMO, Pending, 4/27/16 |
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EVENT CALENDAR

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

FISHING TOURNAMENT:

ABACO, BAHAMAS

MAY 30 – JUNE 2

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Blue Marlin Invitational
www.skipstournaments.com
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BERMUDA

JULY 3 – 7

Bermuda Billfish Blast
www.bermudabillfishblast.com

JULY 8 – 10

Bermuda Release Cup
www.bermudatriplecrown.com

JULY 12 – 16

Bermuda Big Game Classic
www.bermudabiggameclassic.com

JULY 18 – 22

Sea Horse Anglers Club
Billfish Tournament
www.bermudatriplecrown.com
407-571-4680

PROVIDENCIALES, TURKS AND CAICOS

JUNE 28 – JULY 2

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Release Tournament
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SQUEEZING THE LAST FEW INCHES OUT OF YOUR WHITE FLOPPY THINGS

SAILING HUMOR BY CAP'N FATTY GOODLANDER



I'm an offshore sailor so cheap he squeaks. Once, at Chicago's O'Hare airport, I was in a bathroom with a pay toilet that cost a dime—naturally, I threw up into a sink instead. Yes, I squeeze a penny so hard that Abe Lincoln cries. And, thus, I hate buying anything, especially sails.

Here's the good news—modern Dacron sails can last a long time with proper care IF you are a cruiser. If you are a racer, however, the truth is slightly more complicated. You will constantly be approached by conmen sailmakers saying, "Lookit, pal, your expensive racing vessel is slow as poop! That means

either you are an idiot and don't know how to sail—or your rags need replacing. Which is it?"

Have you ever known a racing idiot who will admit to being an idiot? I didn't *think* so! Yacht racers are just water-borne cash-cows to keep 'the men who sew' in thimbles and thread.

The problem with sailmakers is that they're everywhere—disguised as normal human beings. While it is true that I consider myself a liberal and have compassion for most conmen and thieves, I draw the line with any man who knows what a walking foot is.

Seriously! If approached by anyone from North, just run screaming into the sea. That's what I automatically do and it *works*!

The trouble is that—if you start to listen to a sailmaker drone on—they consider you a mark and attempt to sell you a 'hi-tech' sail versus their normal crappola one.

How long should a modern well-made Dacron sail last in hard-but-careful use? Ten years? 50,000 ocean miles? Yeah, I get both out of my sails. Then again, I reef early and well.

What's a high tech sail? One that costs twice as much and lasts half as long. What is a *super* high tech sail with a small 'i' in front of its name? Well, those cost *four* times as much and last less than a quarter of the lifespan of a typical vanilla rag.

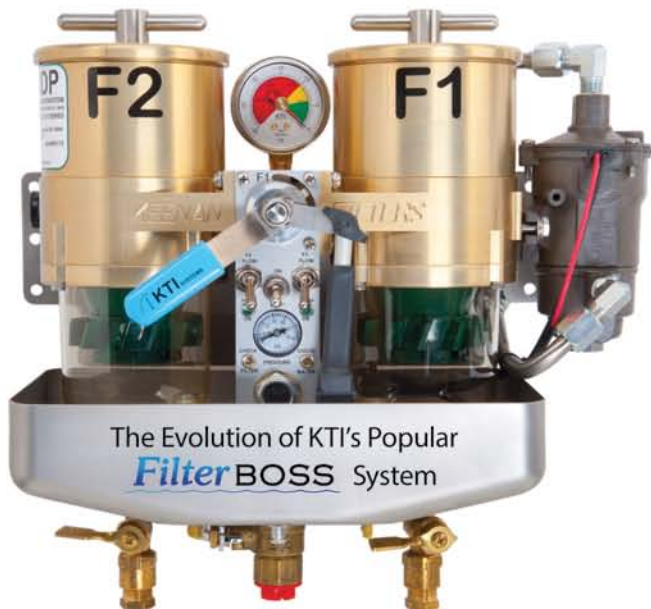
How much does a new suit of sails cost? Well, that depends on gullibility, ego, and bank balance. Yes, more than one racing yachtsmen has had to give up his mistress in a hopeless attempt to be first at the weather mark.

Sailmakers don't confine themselves to sails, of course—they market expensive 'stack pack' sail covers as well because: 1) they cost a lot, 2) people like the convenience, and 3) the sailmakers know their lazy-ass customers will never zip them!

It's a total win-win for the sailmaker—a new profit center, and one that accelerates the demise of their main cash cow. Yippee!

Of course, not all sailors want to avoid sewing machine jock-

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eyes. In that case, I recommend fully battened mainsails (as those are eternally in need of repair).

I used to buy Lee Sails from Hong Kong but they are now strictly 'one use' rags—with cloth as robust as cheap toilet paper. (If I sound bitter, that's because I am.)

The French, of course, are so busy and broke from attempting to buy anchors that don't drag, that they have no euros left over for sailcovers. (Evidently it is chic in Nice to have sun-damaged sails spilling off your boom onto your cabin top—even sail ties are out-of-fashion in trendy Martinique.)

Speaking of such, the more expensive sailcovers become, the more often they are stolen—by Brits and Yankees, mostly.

Okay—time to be serious!

I write this from Colon, Panama. Immediately after our canal transit, we will cross the Pacific once again. My publically stated goal is to have the safest, strongest, most reliable boat out there—and then load it up far less than the fool sailing next to me.

Chafe is a major factor, especially for circumnavigators who spend most of their time off the wind. Thus we keep the aft edges of our spreaders smooth and clean.

We just purchased a new Ullman mizzen sail in South Africa (a lovely, lovely sail) and used it on the 5,500 mile nonstop run from Cape Town. Once in the Caribbean, we took it down and Carolyn sewed patches in all the dirty places (those areas that show signs of chafe).

On long passages (more than, say, 2,000 nautical miles) we often take down (or relax) our topping lifts and lazy jacks to prevent any minimize chafe.

Many cruisers use too much halyard tension in light air. To put it another way, those vertical wrinkles aren't fast in gentle conditions.

Don't forget to relax almost all your halyard tension if you are not going to use your headsail for a while—stretching

and deforming your Genoa and staysail while not in use is silly, right?

Reefing is another factor. The main difference between a coastal sailor and an offshore passage maker is that the latter always has the correct amount of sail up.

What is the correct amount? Well, usually less than you think.

I write this from Colon, Panama. Immediately after our canal transit, we will cross the Pacific once again. My publically stated goal is to have the safest, strongest, most reliable boat out there—and then load it up far less than the fool sailing next to me.

I want to 'finesse' my vessel across oceans, not bash through them.

Part of the problem is that so many newbies think that their boats are like automobiles and designed not to break. They are not. Cars have gas pedals. You'd never drive a car with a stuck gas pedal, would you? I wouldn't. And that's why I'd never go to sea in a vessel I couldn't easily reef in 45 knots of wind on a dark night.

Recently a guy on a Hallberg Rassey 52 invited me aboard for sundowners and showed me seven pieces of broken gear in an attempt to convince me his boat (my dream boat) was shoddily made. Of course, all I saw were seven perfect examples that the man didn't have a clue how to sail or what offshore seamanship was all about.

There is nothing on a boat some idiot can't break given half a chance.

How long should a modern well-made Dacron sail last in hard-but-careful use? Ten years? 50,000 ocean miles? Yeah, I get both out of my sails. Then again, I reef early and well. I have even asked to have the words 'He was perfecting his mainsail reefing system right up to the end...' engraved on my headstone.

EDITOR'S NOTE: Fatty and Carolyn Goodland are nursing their rags in mid-Pacific as we go to press. Their new book, Cruising Boat Basics, is available through amazon.com worldwide.



Cap'n Fatty Goodlander and his wife Carolyn are currently on their fourth circumnavigation. Fatty is the author of numerous marine books. Visit: fattygoodlander.com for details.



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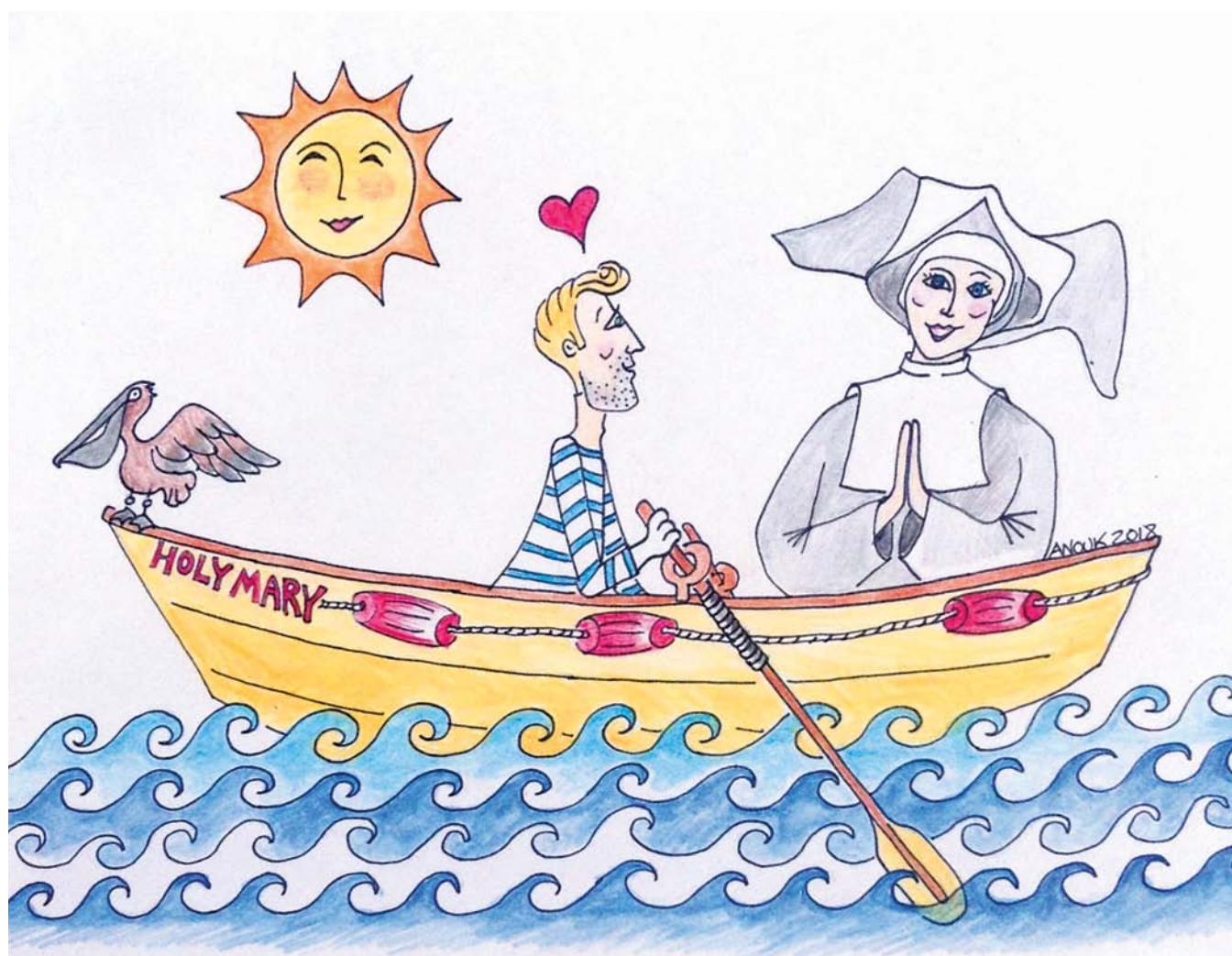


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SAILING WITH CHARLIE: RANDY O'LEARY AND THE GENTLE ART OF SEDUCTION

SAILING HUMOR BY JULIAN PUTLEY
GRAPHICS BY ANOUK SYLVESTRE



Randy O'Leary was a likely lad of Irish descent and a single-handed sailor. Slim of waist and broad of chest, with a sing-song lilt to his voice and a shock of blonde hair, he had little trouble attracting the opposite sex. On the occasion of our story Randy found himself standing at the bar of the Mermaid Tavern talking to Commander Fownbottom of the U.S. Hydrographic Office.

O'Leary and Fownbottom drank their way into a friendly argument on how fast each other's yachts were and by closing time a race had been organized. O'Leary complained that he was a single-hander and thus would be at a disadvantage, but Fownbottom said he knew of a young lady who was dying to crew on a sailboat and Randy smiled and nodded with approval. All was arranged for the morrow and he was to meet the lady on the dock at 9am.

In the morning our likely lad, dressed in raggedy cutoffs and a bandanna, rowed to the dock in his pram dinghy, feeling somewhat hungover. He grabbed a couple of six packs of Heineken from the store and waited for his crew whom he had been told would be waiting for him. There was a nun out for an early morning stroll but no one else was in sight. They crossed paths several times as they wandered back and forth along the jetty until finally she struck up enough courage to ask if perhaps he had seen a yachtsman thereabouts who was looking for someone. O'Leary didn't look anything like a yachtsman in her mind's eye so she was quite taken aback when O'Leary, equally taken aback, said that he was that person. She had been expecting a smart young man dressed in whites with possibly gold epaulettes. He had been hoping for a well-endowed and tanned blue-eyed blonde.

Although Sister Mary was wearing a long white robe and a little white, folded three-cornered hat, she was certainly not ugly. Randy was not about to be put off by religious zeal and gestured Sister Mary towards his dinghy. She, though, was rather more cautious and it took quite a bit of persuasion and several mentions of Commander Fownbottom before she hitched up her habit and stepped precariously into O'Leary's leaky dinghy. There was quite a stir in the anchorage from neighboring yachts. It wasn't uncommon for O'Leary to be seen rowing young floozies ashore early in the morning, but a nun being rowed out at 9.30 in the morning was cause for much speculation, pointing, and passing of binoculars.

Soon the unlikely couple were sailing out of the anchorage. O'Leary's boat, *S/V Foreplay*, was just ahead of Fownbottom's *Victory*. Their course was to take them through a narrow channel and into a large sound before returning on a downwind leg. Mary (Randy had dropped the prefix Sister) explained that sailing had been a secret dream and that getting close to nature, the wind, waves and salt spray, was a way of increasing her devotion to God's creation. Randy nodded enthusiastically and explained that nature was indeed wonderful, especially the procreative aspect. But as soon as sex was mentioned, Mary changed the subject. Randy managed to persuade our heroine to doff her protective habit and was surprised to see a curvaceous body, albeit modestly covered in a non too revealing black swimsuit. There was no question that Mary was devout, pure, virginal and dedicated – a life without sensual pleasure was the path she had chosen, a righteous path that would lead to eternal peace. O'Leary had a completely different philosophy and wanted all the sensual pleasure he could get ... now. He had stripped down to the briefest of Speedo type swimwear. He grabbed yet another Heineken, sat close to his innocent crew, intending to seduce her with stirring sea stories.

After a short time, something else began stirring and as Sister Mary turned she noticed a bulge in Randy's swimsuit. She turned red as a beetroot, gave a scream and jumped off the boat. O'Leary, unthinking, tossed his beer over the side and jumped to the rail. He was midway through the narrow channel that marked the entrance to the sound. He desperately reached for the VHF radio when suddenly Fownbottom came on, "Where's the channel?" he called frantically.


It took O' Leary just a second to gather his thoughts, "Just leave the green can to port and the red nun to starb'd," replied the Irishman ... (And to this very day that rule applies in international waters when entering a channel from seaward.)

Randy managed to persuade our heroine to doff her protective habit and was surprised to see a curvaceous body, albeit modestly covered in a none too revealing black swimsuit.

Mary was picked up by Fownbottom. Her normal temperate nature succumbed to temporary weakness when she finally got aboard the *Victory* and in a moment of temper slapped the commander roundly on the cheek for his insensitivity at ever suggesting she go with the randy Irishman. During the ensuing fracas the commander veered out of the channel and ran aground.

O'Leary won the race. Commander Fownbottom lost a few more chunks from the bottom of his keel but all was soon forgotten and 'splice the main brace' was ordered by the illustrious captain of the defeated *Victory*.

Sister Mary returned to her convent and proceeded to write the 'Rules of the Road' for those girls choosing a life of abstinence. No.1: Never, under any circumstances, go aboard a boat with a single-handed sailor.

Secretly, though, she had never had quite so much fun in her whole life. 

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

LEGACY WINS BARBADOS INTERNATIONAL FISHING TOURNAMENT

FISHING BY CAROL M. BAREUTHER



PHOTO: LESLIE JOHN

Captain Jono Jones (third right) and Team Legacy receive their Champion Boat Award

The third day proved a charm for the anglers and crew aboard *Legacy*. The Bajan-based team fishing on the 30-foot Pacemaker earned the Champion Boat title in the Barbados International Tournament, held April 3 to 7, out of Port St. Charles. It wasn't easy. After all, the *Legacy* fishermen, with local charter captain Jono Jones at the helm, were up against 30 other talented teams and 169 sports fishermen from the Caribbean and the rest of the world.

"The first day we went to the north of Barbados where one of

our anglers, John Sheridan, caught and released a blue marlin at 9a.m.," says Capt. Jones. "That was the first fish of the tournament and it put us right there on the scoreboard. We didn't see anything more for the rest of the day, and throughout the entire second day of the tournament, except a couple of dolphin. We went into the third and final day of the tournament in third place. That's when we decided to go even further offshore. Right away, John caught another blue marlin followed around 15 minutes later by Andrew Harris releasing our second billfish of the day and third of the tournament. Those fish shot us straight into the lead. The last few hours

of the tournament were really nerve-racking to see if other boats, like *Mamzelle*, which was right behind us on the scoreboard, would catch anything and beat us to the prize."

Legacy's three blue marlin releases, plus bonus points earned for the tournament's iconic Bimini start, gave the team a whopping and winning 1000 points.

"Hard work and preparation paid off," says Jones.

The top placement secured *Legacy* entry into the Offshore World Championships, held annually each spring in Quepos, Costa Rica; the Barbados International Tournament being a qualifier for this event.

Meanwhile, in angler standings, *Legacy's* Sheridan scored Champion Overall Angler. Barbados' Paul Hamel-Smith, aboard second place boat, *Mamzelle*, a 30-foot Bertram, won the Champion Local Angler trophy with the catch and release of a blue marlin the first day and white marlin the second day of the tournament.

"The secret to our team's success was that we capitalized on the bites that we got," says Hamel-Smith, who enjoyed fishing for the first time offshore aboard his own boat rather than crewing for someone else. "Throughout the three days of fishing, we had three billfish strikes and managed to convert all into points. In my opinion, this is attributable to the style of fishing we use, that being a bait and switch method with circle hooks."

In total, tournament anglers caught 14 blue marlin, four white marlin and five sailfish, as well as 16 mahi-mahi, three wahoo and two yellow-fin tuna.

"This year's tournament was difficult for all teams," says host Barbados Game Fishing Association secretary Josh Delmas. "Sargassum seaweed blanketed the Caribbean islands this year and keeping lines clear of the seaweed was a full-time job for all crews. Luckily, the conditions were great with little to no wind for all three days of fishing. Consistently though, and from the start, the teams that found clean water or were willing to constantly keep putting in the work of clearing lines did well in the tournament."

For full results, visit: <https://bgfa.profishingtournaments.com/> 

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

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BVI SPRING REGATTA: THEY MADE IT HAPPEN!

RACING CIRCUIT



BVI Spring Regatta foredeck fun

On the final day of racing in the 47th edition of the BVI Spring Regatta, the story was really about the fantastic job Nanny Cay and the regatta organizers have done to make this year's BVI Spring Regatta event happen post Hurricane Irma. Seventy boats registered to race and the outpour of support from the international sailing community was heartfelt.

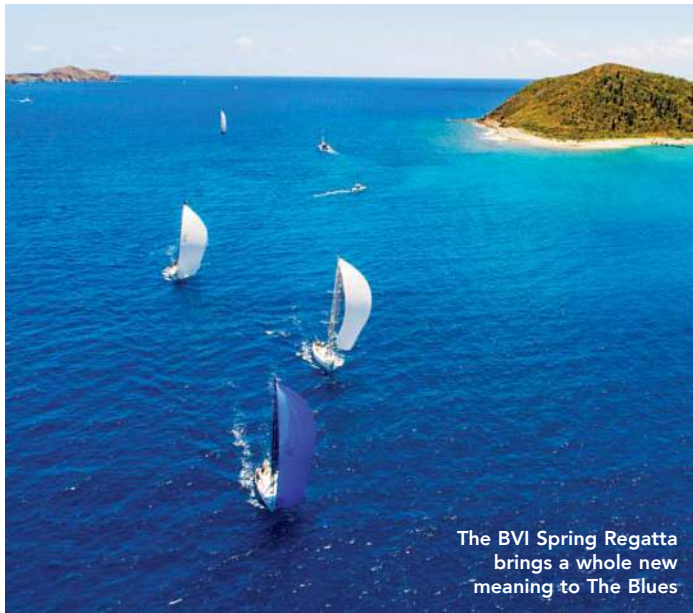
Over and above winning his class, 87-year old Robin Tattersall from Tortola took home two prestigious awards: The International Yacht Club Challenge and the Best BVI Boat award. Tat-

tersall and crew, sailing in CSA Bareboat 3, aboard *Gatos del Sol/Makin' Memories*, a Sunsail 41, won all of their six races. "We had perfect starts for the first three starts," said Tattersall. He added, "Our last three starts weren't great, and we weren't winning until the last legs which we did by cutting some corners. We were perhaps more comfortable going near the rocks, which the other guys didn't do."

In CSA Racing 1, the Belgian team on the Swan 45 *Samantaga* finished first in class, two bullets consolidating their position over *Blitz*, the King 40 owned and skippered by Peter Corr. Koen



The Belgian Swan 45
Samantaga finished
first in class



The BVI Spring Regatta
brings a whole new
meaning to The Blues

de Smedt, *Samantaga* tactician, said, "We had a good start in the first race although it was hard as you must concentrate more in light air. We focused on being refined in our movements and sail trim. We started better than our opponents and were able to dominate and push them to the side where they didn't want to go. It's been magic, we're very happy!"

On the final day, Peter Stanton, skipper of the *Melges 24 Boogaloo*, finally beat his nemesis, *Touch2Play*, the *Reflex 38* skippered by Canadian Rob Butler, by taking two bullets in CSA Racing 2. A very tired Stanton said, "Today was a lot

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Jeremi Jablonski Hanse 43
Avanti sailed to victory in CSA
Jib & Main class



of concentration. The light conditions were better for us. It feels great to win and knock a monkey off our back beating *Touch2Play*."

With four bullets out of five races in the Offshore Multihull class, *Flow*, a Gunboat 60 owned and skippered by Steve Cucchiaro, finished tops in their division. Cucchiaro was full of praise for the organizers. "The highlight of the week though is just being back at Nanny Cay who promised they'd have a miraculous recovery from Irma, and they delivered. We had a fantastic time, kudos to Race Committee and organizers for a fun event, we look forward to next year," he said.

In CSA Bareboat 1, the Lazy Sheets team from St Petersburg, FL, took first overall, racing on a Moorings 51. "It's the first time we've done this Regatta," skipper Antony Dalton said. "Last fall we held a fundraiser at the St Petersburg Yacht Club to raise money for the people here and additionally a group of us got together to race this event because we wanted to help."

The Dutch team *Aquaholics*, racing on a Moorings 45 and participating in their fourth Spring Regatta, won for their third time, this year in CSA Racing 3. Skipper Raymond 'Rocket Man' Perridon said his team did well because they sailed the shortest distance. "We did a good job of staying close to the shore while avoiding rocks. Our goal was to beat the Russians and we did!"

Jeremi Jablonski, skippering his Hanse 43 *Avanti*, took two bullets on the final day to secure a win in CSA Jib and Main. "We had an epic regatta against *Cachondo* when we were here three years ago, trading bullets the entire regatta and we were lucky to win against them then," Jablonski said. "The same has happened this week – they are still friends but they now need to recover!"

Chris Haycraft, a Tortola local, regular Spring Regatta participant and co-skipper of *Godspeed*, a Swan 51, said, "Two months ago we weren't sure how this event was going to work out this year but here we are. It's so good to see so many people and friends returning to the BVI."

Along with Tattersall, Haycraft and crew also took bullets for every race sailed, finishing first in the Performance Cruising class.

Eddie Brockbank on *Lucky 7*, a Corsair Spring 750, sealed the deal in the Multihull class with five bullets over six races. Brockbank attributes his success this week to his son Chris, 24, who recently did an Olympic campaign in the 49'er with Alec Anderson, also from Tortola. "Chris was very switched on, calling all the shifts, and with three almost identical boats, the competition was great."

For full results, visit: www.yachtscoring.com/event_results_cumulative.cfm?eID=4419



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ST. THOMAS INTERNATIONAL REGATTA: TIME FOR WINNERS!

RACING CIRCUIT



In the pink! *Touch2Play*, CSA Spinnaker 2 class winner

Great racing is what the St. Thomas International Regatta (STIR) is renowned for. This year, the 45th annual, held only seven months after two Category 5 hurricanes, certainly didn't disappoint. In fact, there were close scores in all classes and tied scores among top competitors in three of five classes going into the third and final day of racing.

"Heading into the last race we knew we had a pretty solid cushion between us and Marco (Teixidor), but even then we were able to turn a terrible start around and fight back to finish the regatta with a win," explains St. Thomas' Addison Caproni, who skippered *Bill T* to a win in the largest and most competitive STIR 2018 class, the one-design IC24s. The *Bill T* team was assembled by Chris Rosenberg, one of the originators of the IC24 design.

Puerto Rico's Teixidor aboard *Cachondo*, a past multi-time podium finisher in this class, entered the regatta's final day with a two-point lead over *Bill T*.



Spinnaker Racing 1 class winner, *Samantaga*

"We had an idea who our competition was on entering the event, but it wasn't until the first race that we fully grasped the level of skill and talent and how we had to sail almost perfect to stay on top. In a one design class, small mistakes can cost you the regatta, and that's one thing we tried to minimize as a team and were able to execute. Having Chris Rosenberg, Cy Thompson, Eric Cousins, and Sarah Suhich on board was a

blessing by being able to trust them and not have to second guess every decision. The credit really goes to the crew as they performed flawlessly under pressure and when we got in some sticky situations, which we did the second day, we were able to get through and live to fight another day," says Caproni. On being awarded the Omega-brand timepiece prize for the class win, owner Rosenberg magnanimously handed it to Caproni for his skippering skills.

Puerto Rico's Marco Teixidor aboard *Cachondo* and Frai-to Lugo on *Orion*, finished second and third in the IC24 class, respectively.

"We sailed well and made no mistakes. I think that was our key to winning," says Koem De Smedt, tactician aboard Belgian owner Philippe Moortgat's Swan 45, *Samantaga*, who led the CSA Spinnaker 1 Class throughout the three-day event."

In CSA Spinnaker 2, Canada's Rob Butler's new Reflex 38, *Touch2Play Racing* and St. Croix's Peter Stanton's Melges 24, *Boogaloo*, were tied on points. Ultimately *Touch2Play* emerged victorious by one point.

"This is our third regatta on the new boat and we had pretty well worked out the kinks," says Butler. "Basically, the winner was down to who won the race today."

The CSA Non-Spinnaker Class saw St. Thomas' Lawrence Aquí's well-sailed Dufour 40, *Wild T'ing* turn in a solid performance by scoring four firsts in five races.

"We didn't make mistakes, while the other boats took flyers when they saw us ahead and it ended up costing them," explains Mike Williams, who called tactics aboard *Wild T'ing*.

The one-design Hobie Wave class was a STIR first, although beach cats in general have always been represented at this event. St. Thomas' Bill Bacon and Pierre-James Zani were tied for first going into the final day. In the end, it was St. Thomas' Kyree Culver who won literally single-handedly and in her first major regatta.

"I was always taught to pay attention to the sails and boat speed and that's what I did. Plus, John Holmberg gave a clinic the day before the regatta and that really helped," says Culver, who works at the St. Thomas Sailing Center, which chartered six Hobie Waves for STIR. Another six were brought over from Cruz Bay Watersports, in St. John.

In total, nearly 50 boats ranging from 13- to 70-feet in length raced. Crews represented everything from professional sailors to weekend warriors. Boats hailed from the U.S. Virgin Islands, Puerto Rico, Antigua, the U.S.A, Canada and Europe.

The 2018 Round the Rocks race was sponsored by Rock City Brewing Company. STIR is sponsored by the U.S. Virgin Islands Department of Tourism; Southern Glazer's Wine and Spirits; Margaritaville St. Thomas; Omega; K3 Waterproof Gear; and The Moorings.

Report by Carol Bareuther. Photography by Dean Barnes. 



Bill T (right)
winners in the
IC24 class

UK WOMAN ARRIVES IN BARBADOS TO SET SOLO TRANSATLANTIC ROWING RECORD

ADVENTURE

ALL AT SEA'S CAROL BAREUTHER TALKS TO ROWER KIKO MATTHEWS

PHOTO: ANTHONY BALL



Kiko Matthews arriving in Barbados having smashed the World Record as the fastest woman to complete a solo trans-Atlantic row

Back in 2009, no one who saw Kiko Matthews would have predicted that less a decade later the Herefordshire, UK native would single-handedly row unsupported across the Atlantic Ocean in record time. After all, Matthews lay seriously ill in intensive care following surgery on a tumor at the base of her brain. Yet this phenomenal feat is exactly what she accomplished on March 22. On this day, Matthews rowed into Port St. Charles, Barbados at 11:30pm., and, by doing so, bested the former world record by nearly a week to become the fastest woman to complete a solo trans-Atlantic row covering the 3000 miles between Gran Canaria and Barbados in 49 days.

"I spent a long time recovering after I was first sick in 2009," says Matthews. "I couldn't walk upstairs or get myself out of a bath and I experienced memory loss. I wanted to see how different my body could be. In other words, from extreme illness to maximum endurance. I'd never rowed before and never been on the sea like that. However, I've always felt that if you wanted something, built a team of support and had an honest purpose, it could be achieved. My purpose was to raise funds for King's College Hospital in London, the hospital that saved my life."

Kiko's family was there to welcome her home (from left): Brother Robin, father Paddy, mother Genevieve and nephew Louis



PHOTO: ANTHONY BALL

Matthews, a science teacher by profession is a self-described challenge seeker and adventurer who has visited 43 countries and counting. She founded a paddle-boarding business in 2015, and in November of that year, organized and led an expedition circumnavigating Ibiza as well as co-founded The

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The Original

Ahead of schedule and with the end of her row in sight, Kiko battles the swell off North Point, Barbados

PHOTO: ANTHONY BALL



Big Stand, a charity that aims to empower with education and inspire through adventure. Last year, in preparation for her transatlantic solo attempt, Matthews taught herself how to row. It was something she would log some 1000 hours doing before launching for Barbados. This was despite the return of her tumor in August 2017 and several days spent in ICU again.

"The biggest challenge I faced during the transatlantic row was secondary to the medical challenges. Since the pituitary tumor had returned, I had to monitor my cortisol levels while underway. In week two and three I was really struggling with exhaustion," says Matthews, whose pituitary tumor related illness is called Cushing's disease.

Matthews' craft was a 21-foot long Rannoch ocean-going rowing boat called *Soma of Essex*, a light-weight high-tech vessel, in which she rowed up to 16 hours a day, seven days a week, sleeping in two-hour shifts.

"What I liked best was to stand on the boat and look all around. There was complete solitude. Think about it? What is the furthest you've ever been from another human being? At some points, I was closer to the satellites circling the earth than to other people," she says.

There were dozens of other stories, little stories, that all added up to one grand crossing adventure. Examples include navigating 80-foot waves, seeing one of only a few white whales in the world, getting hit in the face with a flying fish, watching sharks circle, and jumping off the boat to scrape barnacles off

the exterior with a small plastic credit-like card. Best of all was the little bird, the storm petrel, that followed Matthews from the second day of the voyage until the last watching over her along the way.

"My GPS and navigation equipment had died, so I was very excited to see land. I thought to myself, life is about to change, meaning that after nearly seven weeks there would be no need to row the next day. I was also thinking about that mojito I was going to have once I was on land."

Matthews arrived to cheering crowds lining the shore and yachts offshore honking horns. The Union Jack-toting Brit was also welcomed by her family who flew to Barbados to meet her. By successfully completing her voyage, Matthews raised nearly US \$100,000 for King's College Hospital.

"What I learned from this row and what I'd recommend to all is to take life by the balls. If you believe in something, then give it a go. What's the worst that can happen. After all, if you don't do it today, there might not be a tomorrow."

Next up, Matthews is planning another adventure in 2019 that she plans to formally announce in September. As a teaser, she says it will take place on two wheels, involve distance and raise awareness about the environmental detriments of single use plastics.

For more information and news about Kiko Matthews, visit: www.kikomathews.co.uk



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TRANSITIONING FROM CHARTERERS TO LIVE-A-BOARDS

CRUISING LIFESTYLES STORY AND PHOTOS BY ROBERT AND TONI ERDMAN



Robert and Toni aboard *Our Time*

Robert and I caught the sailing bug while watching sailboats from the shore of Cinnamon Bay Campground in the USVI over 30 years ago. Robert grew up in Ft. Lauderdale motor boating but it took ten years after Cinnamon Bay to finally start our sailing dream. We stumbled upon Castle Harbor Sailing School in Matheson Hammock Park in Miami, Florida where we started with a Christmas gift of sailing lessons on Biscayne Bay with our

three boys. We received our Basic Keelboat Certification and became the typical charterer guests. Over the years our sailing skills improved as we chartered monohulls off the Florida coast and catamarans in the Virgin Islands, St. Martin, and Antigua with a few different charter companies.

Our story seems quite similar to many charter/new boat owners that we meet; we all want more of the experience. Somewhere

around age 55 we realized that although we may not feel like we have enough money to own a boat, we sure as heck knew that we will run out of time to physically handle a sailing lifestyle. Our new philosophy: any day on the water is better than a day in the office; no matter the weather there is always something good.

THERE IS ALWAYS A STORY

Let's face it, we have a reputation to overcome. Not all charterers are equally qualified. Everyone has a "you should have seen..." charterer story to share. In fact, I am willing to share our own less than glorious moments: backing over our safety swim line; crunching a corner of the boat on a metal dock in high winds; and, racing for a mooring ball in the Virgin Islands to avoid being on anchor. Lessons learned! Oh, the shame ...

Our path to ownership went through the Miami boat show in 2016 where The Catamaran Guru, Stephen Cockcroft, facilitated the purchase of our Lagoon 450 F. We choose a catamaran as I battle seasickness and the cat offers great stability. Robert flew over to France in November and was part of the three-person crew delivering *Our Time* from factory launch to her new home as part of the Dream Yacht Charter fleet in English Harbor, Antigua. The Atlantic crossing was Captain Andy's fiftieth and one of his most weather intensive. Yet the experience has proven invaluable to building confidence in both our Lagoon 450 and Robert's sailing acumen.

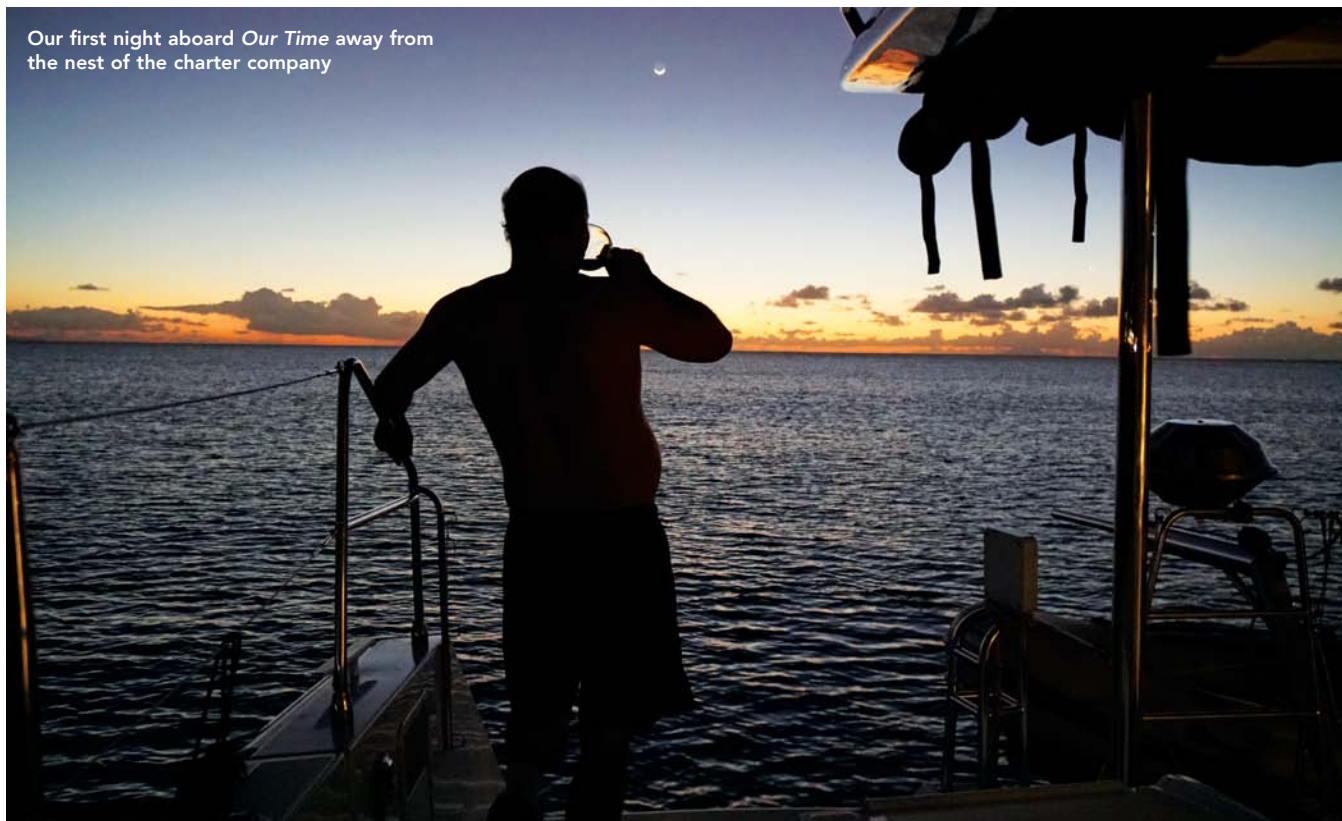
CHARACTER AND KINDNESS MATTER

Our Time arrived in English harbor on December 29 2016 to do her one year 'Peace Corp' service to others as Robert and I returned home to sell our business and prepare for our new life adventure. Over the past year we visited her twice for one month stints to acquaint ourselves to boat living. We do not underestimate the efforts of so many who aided in our growth from charterers to owners; from past charter base personnel and others in the sailing community who helped us attain our dream. (U-tubers, keep the videos coming!) Many willingly shared their personal experiences and have given us courage to step out and experience this lifestyle. We tip our hats to all of you. The highest thank you we can give in response is to become safe, caring and equally sharing boaters. We are ready to go—well, almost.

THE RUBBER MEETS THE ROAD OR THE RUDDER MEETS THE SEA

What do you say when the moment arrives for you to cut the proverbial umbilical cord from the charter company, launching into being totally independent? Perhaps, "Oh my God, what were we thinking?" Or, "Yea! Bon voyage." In our situation it is probably a bit of both. A critical factor for us is the confidence we have in the boating community to help one another when in need based upon what we have already experienced. We have received top notch care from the Antigua

Our first night aboard *Our Time* away from the nest of the charter company





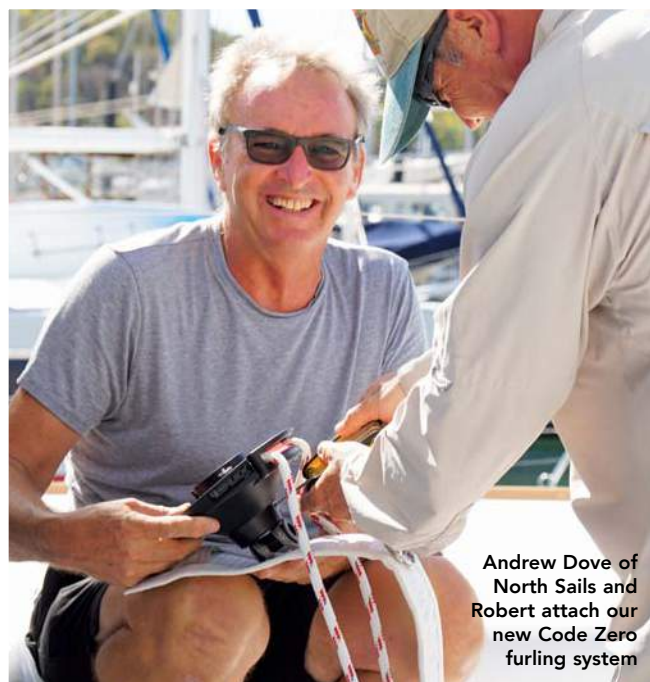
Dream Yacht Charter base manager Thierry Ote, his wife, Isabelle and their entire team. Getting *Our Time* shipshape has taken a lot of their time for attention to details, maintenance and negotiating vendors and customs.

SAFETY FIRST

Our top priority has always been safety. Having the boat in great repair prior to our departure has been overwhelmingly important to us and honestly a lot of pressure on the charter company handover team. We have been treated with true professionalism and patient kindness. Besides the boat herself, our next big investment was a Code Zero asymmetrical sail for our trip back towards Florida. Andrew Dove from North Sail Antigua was as creative, inventive and entertaining as they come. I consider the many individuals who had a hand in preparing us to depart Antigua our friends.

DINGHY OVER

Robert and I know that as live-aboards we will continue to grow in our sailing and boating proficiency and continue to contribute to the high standards within the boating community. We noticed in the past that many live-aboards know one another, visit while at anchor and sadly shunned charter guests and catamaran lovers, a tad. We are no longer 'marked' as a charter boat; however, we do love our catamaran, no apologies there. So, if you see us at anchor, whether



you are a charterer, a live-aboard, a monohull or catamaran lover, please stop by, we are eager to meet you and to hear your story.

*Toni and Robert Erdman hail from central Florida and plan to spend this year sailing *Our Time* to Ft. Lauderdale, introduce her to family and friends and then continue north to Annapolis. Toni@ourtimecharter.com Robert@ourtimecharter.com*

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SARGASSUM WEED: BOON OR CURSE?

ENVIRONMENT STORY AND PHOTOS BY ELS KROON



Ascension inlet, Curaçao, where vulnerable ecosystems may be under threat

Until just a few years ago few people other than marine biologists and researchers had heard about sargassum, but when the invasive weed, originating from the mid-Atlantic Sargasso Sea, began devastating the shorelines of many Caribbean islands, scientists began taking a closer look. Policymakers too are now seeking ways to address what has become a recurring problem.

Beginning in 2011, dense mats of foul-smelling sargassum weed have impacted marine resources, fisheries, waterways, shorelines and tourism.

The 2015 season was the worst on record, with 2016 and 2017 showing a slight downturn. Satellite imagery, new on-line tracking systems and reports from citizens, however, show

that this year the Caribbean may once again have a serious problem with impact sargassum weed.

As the islands under the Miami based Caribbean Hotel and Tourism Association (CHTA) experienced a significant nuisance in 2015, the umbrella organization for 32 Caribbean countries issued a 'resource guide for the Caribbean' to inform the tourism industry, local governments, environmental groups and residents about sargassum weed, its impact and uses, and best practice mitigation and management measures which are being undertaken. In the meantime providing additional information about ongoing studies to further educate the tourism sector and other stakeholders.

The excessive growth of sargassum in 2018 seems grim. Re-



Decomposing sargassum can turn the water into a toxic soup



searchers from the University of South Florida and NASA conclude that the past months showed the largest bloom in the central West Atlantic, as compared to the same months in past years. They suggest that the influx of sargassum in the Caribbean is due to pollution and a rise in water temperatures and low winds, which both affect ocean currents. In essence



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St. Jorissbay, Curaçao - When not removed sargassum could damage mangrove roots

pieces of the sargassum are becoming entrained in currents which head towards the islands of the eastern Caribbean.

In the Sargasso Sea, the Mid-Atlantic 'pool' between four major Atlantic currents, about ten million tons of sargassum serves as an important habitat for many marine animals providing food, shade, and shelter from predators to fish, shrimps, crabs, and turtles. However, excessive amounts on beaches in populated areas can cause a lot of problems and the weed must be physically removed. Sargassum rotting on beaches smells bad, attracts insects, and causes many environmental problems, economic problems and possibly health problems. According to The US Occupational Safety and Health Administration of the United States Department of Labor exposure to hydrogen sulfide gas, which is given off as part of the natural decomposition of the rotting weed, can be a health risk.

Among the ABC islands, Bonaire's windy southeastern coastline was first affected in early March, forcing hundreds of volunteers, forty military workers and several supporting organizations to undertake a massive cleanup of two species of brown algae: Sargassum Fluitans and Sargassum Natans.

Soon after, some of Curaçao's bays and inlets on the exposed north coastline were affected. Alerted, NGOs, coordinated and supported by the government, joined forces. In Boca Patrick military workers placed a fence to collect the weed before it could reach the shore.

As it is expected that more weed will wash up in the coming years several companies are looking for new and faster cleaning meth-

ods than the current manual labor with pitchforks and rakes.

It might not be all bad. Sargassum may serve as fertilizers for sand dunes and thus protects shoreline stability. It is also a marine resource for other uses such as organic mulch, biomass for food, fuel, and as a possible source of pharmaceutical materials.

An application to predict and monitor the track of the sargassum masses was developed at the University of South Florida. An internet site with satellite imagery of sargassum, resulting in an online 'Sargassum Watch System (SaWS)' allows countries in the impact areas time to prepare. The site distributes information and daily images with surface currents, allowing viewers and researchers visually estimate sargassum aggregation and movement directions.

<http://optics.marine.usf.edu/projects/saws.html>

Cruisers as well as concerned citizens can report their findings. To report sargassum sightings, visit: www.usm.edu/gcrl/sargassum/sargassum.observation.form.php

For the CHTA Resource Guide PDF, visit:

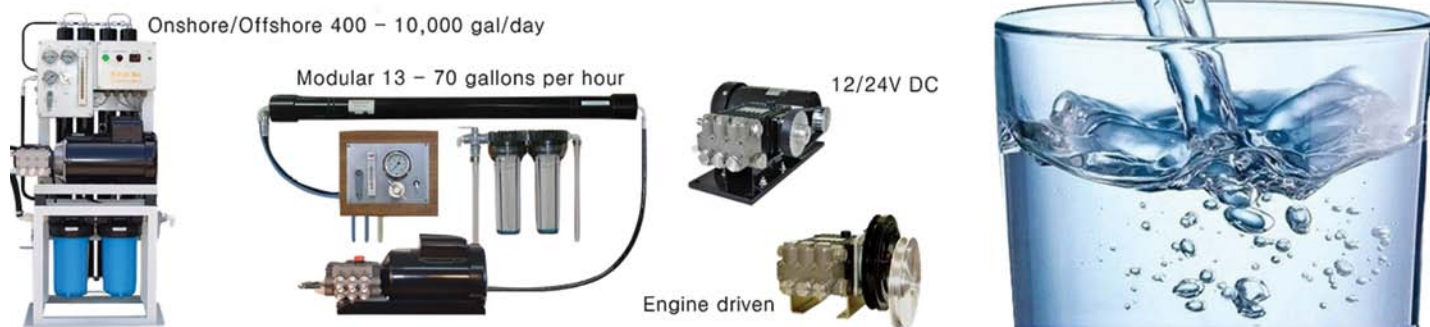
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For more information, including an impressive look below the surface, visit: <https://robertscribbler.com/2015/08/19/massive-sargasso-seaweed-bloom-is-choking-the-caribbean-climate-change-a-likely-culprit/>

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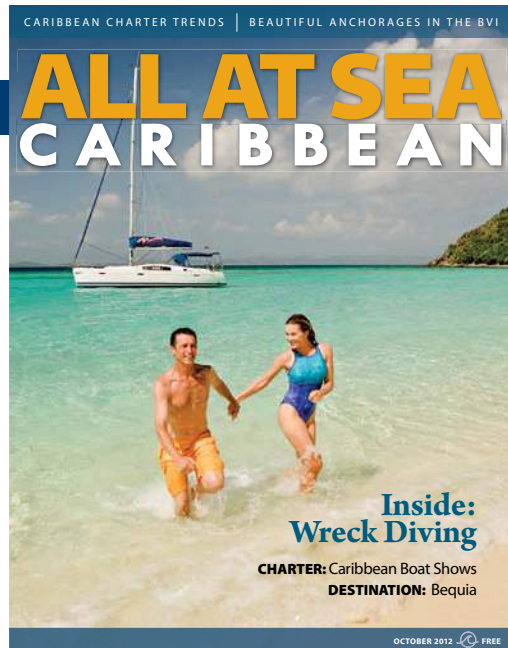
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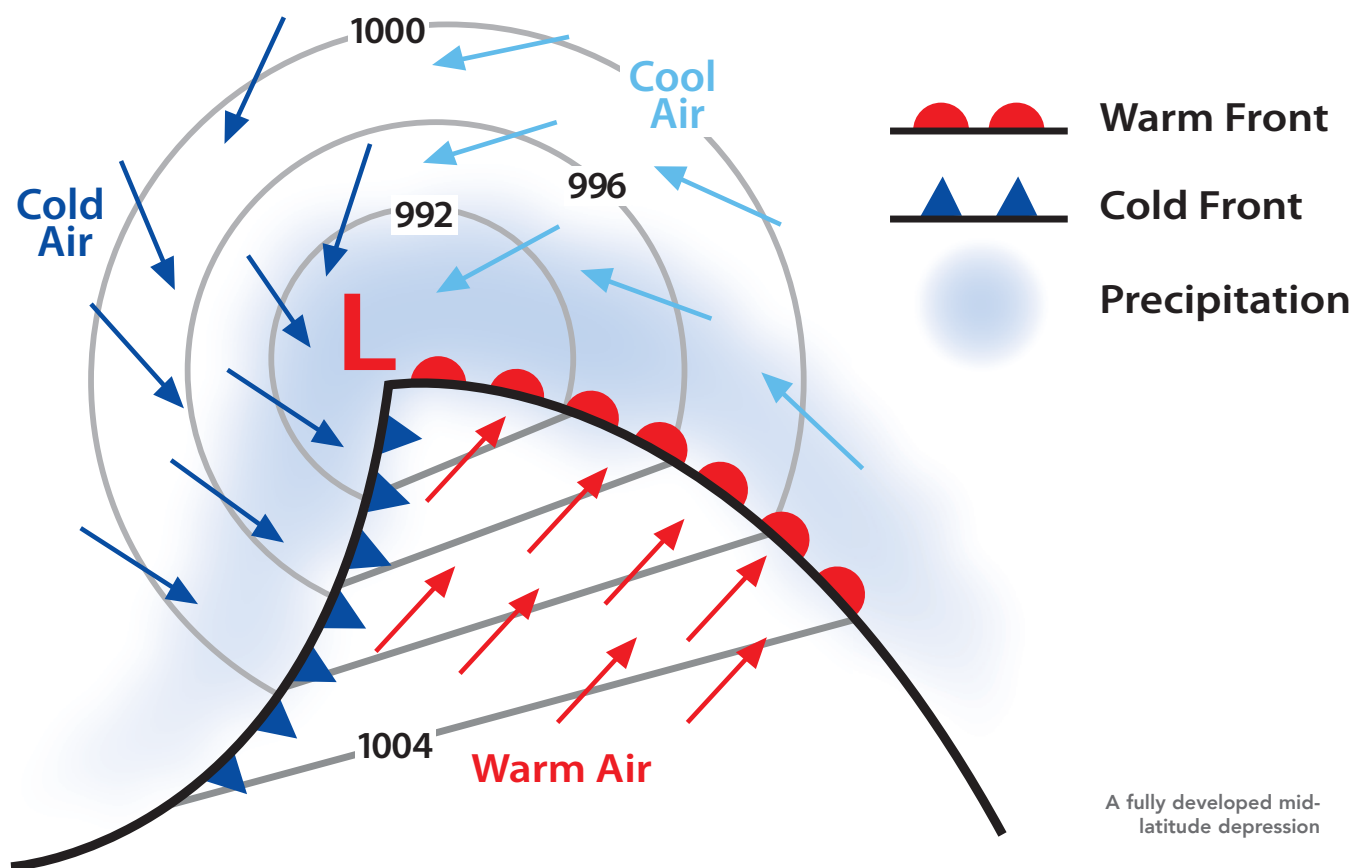


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SHORT TERM WEATHER FORECASTING

SEAMANSHIP & VOYAGING BY CAPT. JEFF WERNER



Being a boater, whether under power or sail, requires situational awareness. Knowing what to expect from the tides, currents and weather when out on the water can make the difference between a relaxing cruise and a harrowing experience. Tides and currents can be accurately predicted from tables provided by government agencies that have compiled data over many years. Weather forecasting, on the other hand, can be a bit more problematic. Therefore, it is important that the prudent mariner has the skill to predict the weather for their vessel on a short-term basis (12 to 36 hours ahead) by observing the sky.

In the northern hemisphere the wind band known as the Prevailing Westerlies, between 60 degrees and 30 degrees north latitude, is where most boaters sail throughout the year. The wind blows across the continents and oceans from west to

east within its boundaries. Following this same path around the globe are a train of low and high barometric pressure systems. The low-pressure systems, also called mid-latitude depressions, develop into warm and cold fronts. These frontal systems are what most sailors call weather as they pass overhead of their vessels. Weather is defined as the state of the atmosphere with respect to heat or cold, wetness or dryness, calm or storm, clearness or cloudiness. Using cloud identification and a rule of thumb, called Buys Ballot's Law, every sailor can confidently predict the frontal weather approaching their yacht.

In the northern hemisphere, wind circulates around the center of a low-pressure system in a counterclockwise or cyclonic direction. In 1858, the Dutch meteorologist Christophorus Buys Ballot formulated a law for predicting the location of the

center of a low-pressure system north of the equator. Simply stated, "with your back to the wind, low pressure is to the left, higher pressure to the right." With this knowledge, a skipper can predict if the center of the low will pass to the north, south or directly over their boat, as the depression moves generally from west to east.

A fully developed mid-latitude depression has a leading warm front followed by a cold front both radiating in a southerly direction from the center of the low (see diagram).

As a warm front advances, it slides up the cooler air mass in front of it. At this boundary layer clouds and precipitation form. The sequence of clouds observed, over a period of about 24 to 36 hours prior to the warm front arriving, are cirrus, cirrostratus, altostratus and nimbostratus. This lowering cloud deck eventually brings steady rain and overcast skies.

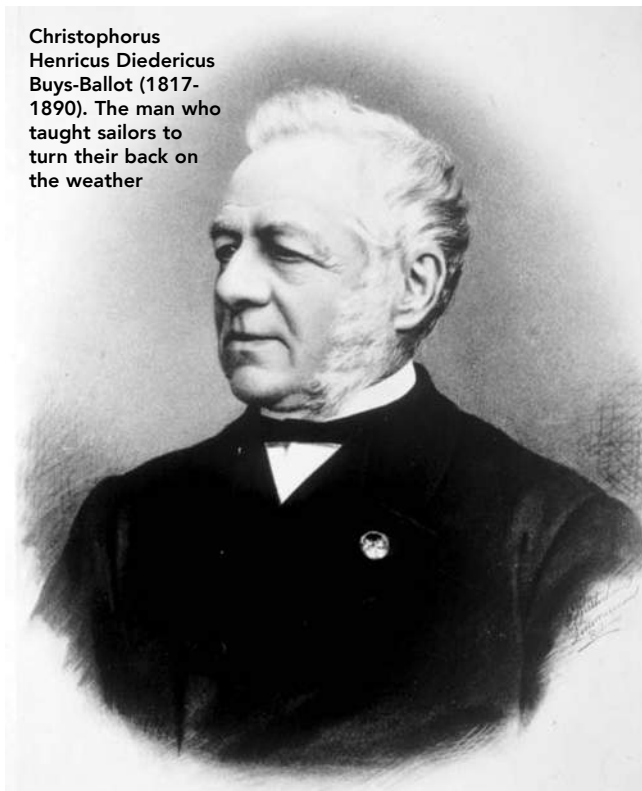
Cirrus clouds are high altitude, wispy clouds that are also known as 'mares' tails'. They are the first sign that the approaching warm front boundary is about 600 nautical miles away. Cirrostratus clouds are lower in altitude than cirrus and contain ice crystals. The sun when seen through the thin layer of cirrostratus will produce a visible halo that will portend rain as the warm front continues closer. Altostratus clouds are lower still and made up of water droplets. These clouds appear to be grayish layers that diffuse the sun as it tries to shine through, and scattered showers may begin. Nimbostratus, are the lowest level of clouds that pass overhead as the warm front arrives bearing steady rain and dark gray fully overcast skies.

The cold front that follows the warm sector of the low-pressure system bulges into the warmer air with a cooler and denser air mass. This causes vertical air movement and updrafts that develop into towering clouds. This frontal boundary layer is quite different than the layered clouds that characterize a warm front boundary.

The approaching cold front's signatures are cumulonimbus clouds, which lead with squall lines and are embedded with thunderstorms and produce high winds and downpours. These are dangerous conditions for boaters, sailors generally heave-to, while power boaters will use storm tactics that will keep sufficient headway and directional stability to avoid broaching. Once the cold front has passed, strong gusty cooler winds will follow and so will puffy cumulus clouds leading to the fair weather of the following high-pressure system.

Since the winds of the mid-latitude depression circulate counterclockwise and align slightly inward toward the center of the low; as the warm front, then the warm sector and finally the

Christophorus Henricus Diedericus Buys-Ballot (1817-1890). The man who taught sailors to turn their back on the weather



Cirrus clouds accompanied by cirrocumulus upper center and upper right



PHOTO: PICCOLO NAMEK / WIKIPEDIA

Small cumulus clouds



PHOTO: PICCOLO NAMEK / WIKIPEDIA

Cirrostratus nebulosus, invisible but revealed by the halo presence

PHOTO: WIKIPEDIA



cold front pass over a vessel the wind will veer in direction from southeasterly to southwesterly to northwesterly.

Studying cloud identification and learning the characteristic of frontal weather clouds, precipitation, barometric pressure and wind direction gives day sailors and cruisers alike additional tools for short term weather forecasting that will make for safer outings on the water.



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).



Altostratus associated with a warm front

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FOOD & CARIBBEAN CRUISING STORY AND PHOTOS BY JAN HEIN



Local food wrapped in a rainbow of color in Deshaies, Guadeloupe

The Caribbean is awash with restaurants offering hip cuisine. Flashy menus feature gourmet beef delights, chicken delicacies and fish fresh from the sea. Few can resist the intoxicating aromas pouring from these tricked-out kitchens, and why would you?

Strolling past, I inhale, imagining the gastronomic origins, picturing the presentation of the perfect plate. I admit, it's tempting. But I tack away, preferring instead the rickety snack shack or colorful, cramped hole-in-the-wall where I'm sure to experience a taste of the island I worked so hard to sail to. I want local. I'm after food that's steeped in generational tradition; recipes that are worn and well loved.

Every country boasts a national dish. In Barbados it's Coucou and Flying Fish. Grenada's special, Oil Down, is as much about the prep as the edible product. Montserrat's specialty is Goat Water; Trinidad's is Crab and Callaloo; and in Martinique, Grilled Snapper swims under luscious creole sauce.

Some dishes are regional, like salt fish and Johnny cake or pigeon peas and rice.



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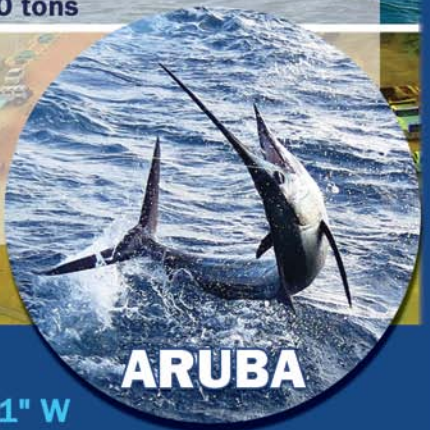
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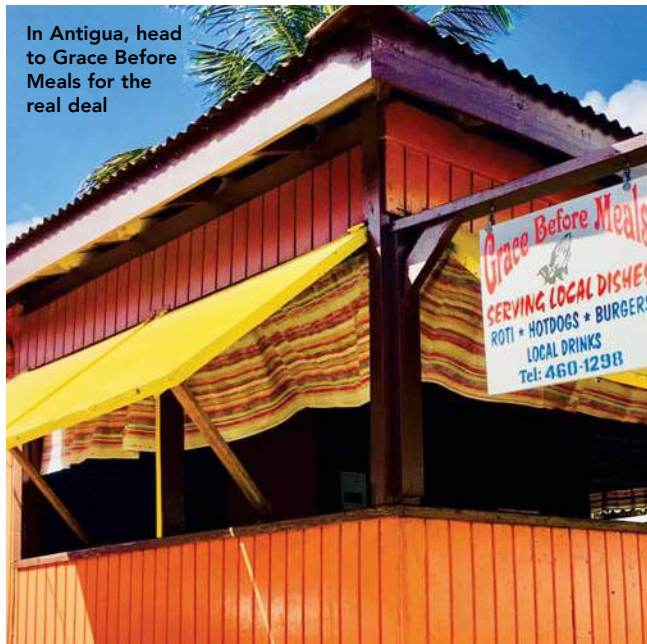
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Off the Hook's owner, Curtis, serving customers with a smile



In Antigua, head to Grace Before Meals for the real deal

Fried chicken is a street staple and conch water a favorite no matter where you roam. Of course, nothing beats a plate of grilled chicken- unless it's barbecued ribs.

To stretch my taste buds, I look for dishes with odd names and unusual ingredients. Dukana, I learned, is a savory steamed dumpling made of sweet potatoes. Chop-up, a soft mash of okra, pumpkin, eggplant and spinach. Buss Up Shut (with its

memorable name), is curried meat wrapped in flatbread.

My dining horizon was rapidly expanding until the little marsupial, manicou, crossed my plate. Maybe it was those tiny feet or that rat like tail that caused me to decline a taste, though everyone around me seem delighted. Even the iguanas, sharing the same coals, didn't elicit pangs of hunger. Maybe it was the presentation ...

It's important to remember that finding exemplary local cuisine can be a challenge. Most one-off eateries run by their own set of norms. Hours of operation are often set to island time. A menu, when there is one, might be missing some truth. Chances are, the dish you want is yesterday's news, so push on. In the West Indies, perseverance can be your key to gastronomic success.

Recently, rave reviews for a Bokit, the Guadeloupean sandwich fried in sunflower oil, sent me to find one on the sister island of Marie-Galante. The first sample, from a food truck, didn't meet the mark. The second was no better but when I bit into the third one and it was 'just right', I was Goldilocks, heading back to the boat for a nap.

As cruising sailors, we find ourselves in foreign grazing territory, which adds a new dimension to eating local. Not grasping the language taught me the Spanish words for liver and brains. It also taught me to eye the pot before asking for a

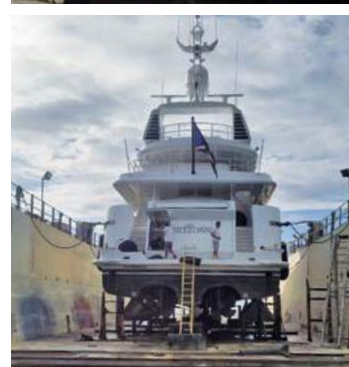


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Meeting the chef is part of the prize when searching for island food

bowl. In Monte Cristi, a tiny town tucked in the northwest corner of the Dominican Republic, I mimed my way into the darkest little kitchen where the cook toiled over open fires. Pot by pot she lifted lids, pointing in, then out to the barnyard to clarify the contents. Her chicken stew was sublime and if not for the long sail, I'd go there again for more.

A break from bad weather held us captive in a Panamanian bay with only one wooden structure on shore. Atop it was a misleading sign shouting ALKASELTZER! Despite the warning, we wandered in and when we asked about lunch, the cook hauled us into her kitchen for a tour and language lesson. The next meal, even better, featured handmade flashcards.

Questions are an important tool when seeking that perfect meal. I ask about the specials, the chef's favorite dish and I like to know about those secret ingredients. I'm a fan of chicken roti but I like mine without bones. A bowl of souse can hit the spot but not if my spoon collects an ear or snout. Once I discovered that the main ingredient for Manish Water is the head of a goat, complete with teeth and eyes, I had to draw the line. I'm a little picky that way.

Finding the best island food is a lot of work and the search is prone to failure. I've had more than one mission result in hunger and believe me, I've crossed a few restaurants off my



chart—like the place that knowingly served rotten 'poo-cante sauce'. The upside, of course, is that mouthwatering plate of perfection. It's the cook's secrets shared at the table. For me, it's also the adventure that landed me at the table and the convoluted stories collected along the way.

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

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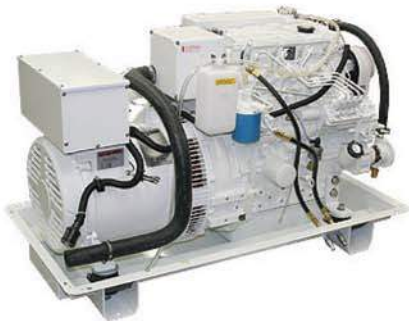
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REGATTA PREVIEW – JUNE TO DECEMBER: RACE ON!

COMPILED BY CAROL M. BAREUTHER



Traditional boats in the Carriacou Regatta get ready to race

The winter and early spring are known as 'regatta season' in the Caribbean. Yet there are competitive sailing events in the summer and fall too. Here is a sampling of what's happening, where and how to join in the fun.

June 30th – July 1st:

AROUND 100 SPANISH VIRGINS RACE

This inaugural event features a 100-nautical mile race around Culebra and Vieques. Classes invited are PHRF and CSA Cruisers and Racers 30-feet or longer. "We intend this new event to be an annual one and hope to attract all Caribbean sailors. Every year, many boats from our fleets participate in neighboring island regattas, however, seldom

do boats from these islands participate in our events. By offering an offshore race and a great festive environment at Puerto del Rey Marina in Fajardo we hope to entice many top-notch sailors to visit our waters," says Graham Castillo, president of the Borinquen Islands Sailing Association (BRISA). www.facebook.com/BrisaSailing

August 3rd – 6th:

CARRIACOU REGATTA

Sea-lovers and land-lubbers alike will enjoy this 53rd annual regatta. More than 40 boats were registered as of April with a resurgence in Antiguan sloops. Other classes include Tobago large open deck sloops, Carriacou double enders, and large open boats from the Grenadines. New, some



Microboats are a colorful part of the Bonaire Regatta

PHOTO: GABRIEL MERCERA

courses will be nearer to shore and more spectator-friendly. Traditional shore side cultural activities include: the may-pole dance, donkey races and the famous greasy pole. "A diverse offering of activities and rich history is what makes this event special," says Nikoyan Roberts, nautical development manager for the Grenada Tourism Authority. www.facebook.com/carriacou.regatta

August 17th-19th: ARUBA REGATTA

Inclusiveness is what makes this regatta special, with something for everyone from traditional microboats, Optimists and self-built boats to Sunfish, Beach Cat and Yacht classes. Lately there's been a shift towards racing yachts like J/105s, J/35s,

Swan 441Rs and several Beneteaus that assure the competition is tight. "This year, the regatta will put extra emphasis on coral protection," says organizer Eric Mijts. "We have obtained the screening rights for the documentary 'Chasing Coral'. The screening will take place on August 16th and the Captain's Meeting and Registration will be on Surfside Beach, on Oranjestad Harbour, on August 17th. <https://aruba-regatta.com/>

October 10th-13th: BONAIRE REGATTA

This 51st annual national celebration features four days of sailing competition by day and a festival at night. Several classes are offered and the courses run between Bonaire



PHOTO: CARLOS LEE

Discover the Caribbean Dinghy Regatta

and Klein Bonaire. The festival, which features live entertainment, food and craft vendors, takes place on the streets of Kralendijk. www.regattabonaire.com

October 27th:
FOXY'S CAT FIGHT REGATTA
& MASQUERADE BALL, JOST VAN DYKE

Race and party at Foxy's Tamarind Bay on Jost Van Dyke in the British Virgin Islands. "This regatta draws everyone from serious sailors from the VI to visitors who have never sailed in a regatta and just want to join the fun," says organizer Susan Zaluski. The Cat Fight, one of the Caribbean's fastest growing multihull regattas with some 30 entries expected, is open to 'one legged cats' (monohulls) as well. Afterwards, the famous Beach BBQ and Masquerade Ball is the hottest Halloween party in the territory. www.foxysbar.com

November 2nd – 4th & November 17th – 18th:
DISCOVER THE CARIBBEAN REGATTA, AND

DISCOVER THE CARIBBEAN DINGHY
REGATTA, PUERTO RICO

Big boats race on the first of this two-weekend event, hosted out of the Ponce Yacht & Fishing Club in Puerto Rico, with some 40 entries expected. Dinghies, Optimists, Lasers and Sunfish, race the second weekend. "The social event we like best is the sunset beach party. It's really nice to have music, food and drinks and enjoy the beautiful sunsets in Ponce Bay," says David Kerr, who often officiates. www.ponceyachtandfishingclub.com

November 29th – December 2nd:
CARLOS AGUILAR MATCH RACE, ST. THOMAS

St. Thomas' Charlotte Amalie harbor is the venue for this finale of the Women's International Match Racing Series. "It is a pleasure for the Carlos Aguilar Match Race to again host the female sailors competing on the WIMRA tour for a second year," says organizer Bill Canfield. www.carlosmatchrace.com



A large number of classes race during the Aruba Regatta



The Mango Bowl is hosted out of the St. Lucia Yacht Club on Reduit Beach



Carlos Aguilar and the Women's International Match Racing Series

PHOTO: DEAN BARNES

November 30th – December 2nd: MANGO BOWL, ST. LUCIA

Some 40 boats are expected to race in one of four classes at this regatta hosted out of the St. Lucia Yacht Club on Reduit Beach. "Last year we had a mini Mango Bowl Dinghy Series of races for our young sailors to get them involved and we will do that again," says regatta director Lily Bergasse. Onshore, there will be a Saturday Night Social with live music and a prize-giving BBQ on Sunday. The regatta will collaborate again with Sailors for the Sea's Clean Regatta program. <http://stluciyachtclub.com>

December 1st – 2nd: FIRECRACKER 500 PURSUIT RACE AND GREAT CHILI COOK-OFF, BVI

The BVI's Royal West End Yacht Club hosts this fun regatta that also features a culinary competition. It's one of the only events the Club plans to host in 2018 due to hurricane damage. However, commodore Louis Schwartz says, "The 2019

season should commence with our participation in defense of The Manhattan Yacht Club Trophy, followed by the Sweethearts; Dark & Stormy; Foxy's Wooden Boat Regatta and the Gustav Wilmerding." www.facebook.com/groups/weycbvi

December 31st: NELSON'S PURSUIT RACE, ANTIGUA

Ring in the New Year with an old-time re-enactment of Lord Nelson's famous pursuit of the French fleet two centuries ago. Hosted by the Antigua Yacht Club, this is an all-comers event that welcomes boats of all sizes, racers and cruisers alike. Later, enjoy the annual fireworks display at Nelson's Dockyard. www.antiguayachtclub.com

EDITOR'S NOTE: If you have a sailing event you would like us to include in future regatta previews, then please email details to: editor@allatsea.net



THE UNBELIEVABLE COOLNESS OF BAHAMAS

BAHAMAS STORY BY MARK STEVENS
PHOTOS BY SHARON MATTHEWS-STEVENS

On the morning of our last sailing day the sun climbs over Elbow Cay in the Abacos, waking me in my berth aboard *Tropical Escape II*, a Sunsail 444 catamaran we'd chartered out of Marsh Harbour almost a week ago.

The boat swings on her mooring, revealing pastel-painted historic Cape Cod homes nestled in a green quilt of palms and pines. A red and white candy-cane lighthouse appears.

On that first afternoon in Marsh Harbour, where I attended the Sunsail chart briefing held in an upstairs room with big windows boasting seductive harbour views, Rose, the Sunsail staffer, called these waters the "best sailing in the world." She said it at least three times.

A week later, in Hope Town – before we cast off and return to the Sunsail base at Marsh Harbour – even the local church conspires in the seduction. At noon a carillon of bells serenades us: a medley of hymns carried on twenty knots of wind.

But this morning I'm still waxing philosophical, reflecting on

the past week. I'm thinking about a movie called *The Unbearable Lightness of Being*, when it hits me: they could make a movie about sailing the Abacos. Call it *The Unbelievable Coolness of Bahamas*.

Maybe Rose was on to something after all.

UNBEATABLE SAILING

Despite my initial cynicism about that Sunsail briefing, halfway through our first full day I've come around.

Marsh Harbour to Great Guana Cay: turquoise waters and a romp under fifteen knots of steady wind, full sails, eyeballing our first port and the weekly pig roast on the beach at Nipper's. We're making seven knots close-hauled; one tack.

Once in harbor a sea turtle raises its head to greet us, spotted rays swim beneath the boat.

Great Guana to Green Turtle: Rose, our Sunsail briefer, warned us about this area. "Winter can be unkind to boaters," she said, referring to a passage outside Whale Cay that's open to



Cool Bahama



Aboard the catamaran *Tropical Escape II*, a Sunsail 444



Life's a beach

the Atlantic and often downright unsettling.

But the weather cooperated. Fifteen knots close-hauled over flat waters, then a broad reach then back to close-hauled on a day that ended when we pulled in to the friendly and convenient Leeward Yacht Club on Green Turtle, doing Happy Hour poolside.

Next day winds are equally amiable. Twenty knots today but flat waters, though they're crisscrossed with a flock of whitecaps. Reefed main but *Tropical Escape II* loves it and we love it.

Winds next day are every bit as delightful, though now they're pushing twenty-plus steady. We fly down in the lee of Great Abaco Island on a broad reach then gybe for another exhilarating reach.

I take the helm for a bit and look over at my friends, John Kupers and Ed North (their wives, along with my wife, Sharon, lounge in the cockpit). "Maybe Rose was right," I say.

"Pretty good sailing," says Ed.

"I'd come back," says John. "Bring the family."

UNEQUALLED PORTS

One of the appeals of this cruising ground is the variety of ports. Do an ambitious sail or just do a couple of hours.

New Plymouth on Green Turtle Cay is full of period buildings thanks to the original British Loyalist settlers, along with a sleepy ambiance that makes you want to stay longer.

But then you'd miss Man 'o' War and Great Guana.

We check out the legacy of boat-building on Man 'o' War, we pick up ice cream cones – world's best butterscotch (never mind the sailing).

We explore the historic charm of Hope Town and we moor overnight at Treasure Cay.

Two more selling points for the Abacos: unbeatable sailing and ports unequalled for their charm. And unparalleled beaches.



UNPARALLELED BEACHES

On Man'o'War John and Judy shop, while Ed and Kim seek a beach with their names on it.

My wife and I find our own patch of sand. Just us.

On day one we'd played in the surf at Great Guana Cay, at the foot of a cliff dominated by a beach bar boasting rainbow-colored picnic tables.

On Treasure Cay we basted on an icing sugar beach nuzzled by cerulean waters.

No ordinary beach, that spot. Caribbean Travel and Life has rated it the Caribbean's best, National Geographic called it one of the world's top ten.

Unparalleled.

UNBELIEVABLE COOLNESS

Sometime between Hopetown and the Sunsail base at Marsh Harbour on our last day, Kim suddenly points. Dolphins.

I later relinquish the helm, joining Judy in the cockpit.

They're experienced sailors but they've never chartered or visited the Abacos.

Their thoughts?

"Dream come true," says Judy. "A sailing trip to remember."

Unbeatable sailing, unequalled ports, unparalleled beaches.

And unbelievable coolness.



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

For more images by Sharon Matthews-Stevens, visit: sherry@sherrypix.com. Mark and Sharon Blog about their travels at: www.travelwriteclick.com

FLOAT PLAN

To check itineraries, sailing conditions and available boats in the Sunsail fleet out of Marsh Harbour, go to: www.sunsail.com/yacht-charter/caribbean/bahamas

For the other allures and attractions found in the Abacos, Northern Bahamas, visit: www.bahamas.com/islands/abacos



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MARINE-MANNED AID ORGANIZATIONS READY FOR 2018 HURRICANE SEASON

BRITISH VIRGIN ISLANDS BY CAROL M. BAREUTHER



PHOTO: ALASTAIR ABREHART

Chris Haycraft (mic) with Scott Meyers and his daughter Isla, Don Makowiecki (cap) and BVI Premier Hon. Dr. Orlando Smith. Scott and Don were on stage at the end of the Spring Regatta award ceremony in acknowledgement of the contributions made by the BVI Immediate Relief Fund and Sailors for Hope after hurricane Irma.

The number of hurricane relief organizations that sprang up and helped hard-hit Caribbean islands in the wake of last year's storms was heartwarming. One of these, Sailors for Hope, drew extensively on the love of sailors globally for this region to create a network of assistance. What is noteworthy is that nearly a year later, many organizations such as Sailors for Hope are still in operation. These operations have continually changed focus to adapt to the needs of those they serve, from supplying generators and making roof repairs in the immediate aftermath of the storms, to helping with normal everyday needs today.

Most of all, with the 2018 Atlantic Hurricane Season starting on June 1st, it's heartening to know these organizations are ready to help should disaster strike again.

"Sailing, by its very nature, requires the best of you," says Don Makowiecki, an East Patchogue, New York, USA-based US Sailing International Judge, Senior Judge and Umpire, who has officiated at many Caribbean regattas and who founded Sailors for Hope last fall. "Sailors must learn to be creative, take risks and keep a steady helm. What I'm saying here is that sailors have goals, to win a race, to get to the next port

etc. Once that goal is defined it usually is achieved. In this case, we all worked in our own way to achieve our goals, one of which was to get relief aid to the British Virgin Islands right after the storm."

Right from the start, Makowiecki's team of on-island and stateside sailors brought their collective talents to the table. These included the BVI's Judy Petz and Puerto Rico's Diana Emmanuelli on communications, the BVI's Chris Haycraft as a port agent and principal in two shipping companies, the USA's sailing journalist and website writer, Michelle Slade, the USA's Luiz Kahl of Yachtscoring.com to source supplies, the UK's sailing photographer Ingrid Aberly, and the BVI's Aristocat charter owners, Scott and Brittany Meyers on fundraising.

The scope of support quickly branched out as Makowiecki's Caribbean sailing friends recommended local help organizations that could benefit. Many of these groups had, and continue to have, limited resources and presence for raising funds even before the hurricanes. One of these is the BVI's Family Support Network, which aids those involved in domestic violence. Sailors for Hope donated generators for many single parent households and financially made it possible to feed 3,000-plus family members through the Christmas and New Year's holidays.

"Hopefully, our page on the Sailors for Hope website will give us a broader audience and likely more donations," says board president Judith Charles.

Adopt a Roof and Youth Sailing in the BVI, Project Promise in St. Croix, USVI, and the K1 Britannia Foundation in St. Maarten, are other organizations for which Sailors for Hope currently raises awareness and funds.

Looking ahead, Slade says, "I think organizations like Sailors for Hope, which have deep seated personal connections throughout the Caribbean, is the most efficient way to reach those in need following a disaster. Sometimes working directly with local people on the ground who really understand exactly who needs what and when is more efficient than the big NGO efforts, although clearly there is a place of those organizations also."

For more information, visit: www.sailorsforhope.com 

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

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LES VOILES DE SAINT-BARTH: PROTEUS TAKES THIRD CONSECUTIVE WIN

ST. BARTHELEMY BY ELLEN LAMPERT-GREAUX
PHOTOGRAPHY BY ROSEMOND GRÉAUX



Boisterous conditions marked this year's Voiles de St. Barth

No stranger to Les Voiles de Saint-Barth, American George Sakellaris and his Maxi 72, *Proteus*, swept to victory for the third consecutive year in the ninth annual edition of Les Voiles, sailed April 8-14. Sakellaris also went home with the RM 60-01 Regatta Flyback Chronograph, a navigational watch provided by Les Voiles' title sponsor Richard Mille.

Stu Bannatyne, tactician aboard *Proteus*, said conditions were pretty challenging on the last day when they found themselves in a duel with *Sorcha*. "I admit that at times it was a little stressful. To unfurl the spinnaker in 30 knots of wind, that can be a little risky. At the finish line, we were just one minute apart. That's the kind of finish we like. We really gave it our all. It was hard, and important to find a good balance between speed and being prudent. At the end of the day, we took first place and we



Proteus continued her winning ways

are enormously satisfied. For my part, it's my fourth victory at Les Voiles de Saint-Barth and the third aboard *Proteus*. This edition was really perfect. What we will remember the most are the good weather conditions and the great courses for the Maxis."

It was also a really close call in the CSA 3 class, where the last day was a duel between *Crédit Mutuel-PTO* and *Team Island Water World* to see who would stand atop the podium. In spite of a broken halyard and a wrong turn on the course, the win went Claude Granel and Marc Emig of *Crédit Mutuel-PTO*. This gave them the class win, even though both boats finished the regatta with the same number of points.

"This is disappointing for us, but the rules are the rules, and in the case of a tie, it's the last race that counts," said *Team Island Water World's* Frits Bus, who has won this CSA class in the past with his *Melges 24*.

With 53 boats on the starting line this year, organizers François Tolède and Luc Poupon are already looking forward to the tenth anniversary of Les Voiles, with new dates of 14-20 April 2019, which moves the regatta into low season. This means housing and other costs are lower for participants, and the organizers expect a large crowd as they are inviting every boat and every crew that has sailed in Les Voiles to date to return and compete once again.

For complete news about Les Voiles and all winners, visit: www.lesvoilesdesaintbarth.com

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



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MORE THAN A FLASH OF LIGHTNING

ST. MAARTEN / ST. MARTIN STORY AND PHOTOS BY THE EDITOR



Bound for the Central American and Caribbean Games (from left): Garth Steyn, Jolyon Ferron and Alec Scarabelli alongside their recently acquired Lightning dinghy during the launch ceremony hosted by Budget Marine, St. Maarten

For the first time since becoming a country, Sint Maarten is sending a sailing team to the Central American and Caribbean (CAC) Games, where they will compete in the Lightning class.

Garth Steyn, President of the Sint Maarten Sailing Federation (SIMSAF) and Kidz At Sea Foundation, and Cary Byerley, also of SIMSAF, are the driving force behind the scheme to send a team to the games, however, Steyn points out, "this is a dual purpose project." Following the games, students at the island's Milton Peters College will build a fleet of Lightning dinghies from basic plans. Once in production, the robust three-man plywood dinghies, which were designed by Sparkman & Stephens in 1933, will join two 30ft racing yachts already built by the students and incorporated into the Kidz at Sea program.

Cary Byerley has taken on the role of Sailing Delegation Team Leader. "It's the first time St. Maarten is able to compete in the Games. It's very exciting," she said. "I'm on the Regional



A steady hand – Budget Marine's Philbert Baptiste launches the Lightning dinghy into Simpson Bay Lagoon

Games Committee for World Sailing so I'm covering two bases, St. Maarten and my job on the Games Committee."

The well-used Lightning shown in this article was purchased secondhand in the States and shipped to the island so the team could practice. Practicing will be intense as the games, held in Baranquilla, Colombia, start July 17th and no one on the team has ever sailed a Lightning before.

To compete in the Games, new boats have to be rented at the venue. Steyn said the combined cost for the team to compete could top US \$15,000 and noted fundraising was underway.

The Lightning team comprises Garth Steyn, Jolyon Ferron and Alec Scarabelli. Traveling with them to the games is veteran sailor Frits Bus who will represent St. Maarten in the Laser competition. This will be Bus's fifth CAC Games.

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ANTIGUA CLASSIC YACHT REGATTA: HONORING AGE AND BEAUTY

ANTIGUA PHOTOS AND STORY BY JAN HEIN



Aschanti IV - overall winner and Classic Yacht Regatta legend

The Antigua Classic Yacht Regatta (ACYR) proudly began a fourth decade of showcasing maritime history and tradition during six days of high-spirited races between some of the world's most stunning yachts. The energy in Falmouth Harbour spiked as each entry sailed in –Vendia (70ft) and *Free in St. Barth* (42ft) from Grenada; *Ticonderoga* (86ft) from St. Barths; *Ruth* (100ft) from Barbados; and the schooner *Columbia* (141ft), which made a last minute, ten-day dash from the States to be there.

This year's matriarch, *Samsara* (52ft), built in 1924, returned with her pirate-clad entourage who nailed last year's prize for Best Dressed Crew. Newest builds, alike in rig but worlds apart in size and style were *Free in St. Barths* (42ft), launched on the beach in Carriacou, and the sloop *Atalante* (127ft) from the Claasen Shipyard in the Netherlands.



Near miss between schooner *Columbia* and *Sweetheart*

Two hurricane survivors, *Ocean Star* (77ft), dismasted in the BVI, and *Russamee* (50ft), that rode out both of last year's monster storms at anchor in Culebra, miraculously joined the fleet. Always at the ACYR are vessels saved from the curse of

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Sweetheart and
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Ticonderoga heads
offshore

time. This year's star was *Mah Jong* (52ft), winner of 2018 Best Rebuild by Classic Boat Magazine.

Spontaneous celebrations clogged the docks as old friends reunited and new ones joined up like links on a chain. Dark & Stormy cocktails toasted Neptune and good fortune for bringing an amazing fleet together for the thirty-first year. Mount Gay red hats kicked off the party before Thursday's final flurry of primping for the Concours d'Elégance. Judges, including UK author/sailor Tom Cunliffe, boarded boats seeking a winner amidst the beauty and brawn. Legendary *Ticonderoga* of Greenwich was the overall winner and *Russamee* honored with the Arne Frizell Award for most seaworthy vessel.

This year's 'Single-Handed Race' took place in 20 knots of shifting trades with gusts topping 25 knots. Steep seas washed decks and everyone on them. The winner, the 115ft schooner *Aschanti*, was impressively captained by Karl Ebner.

After a night of blustery rain squalls, followed by hours of uncertain calm, the weather geared up to a respectable 20 knots

for Race One. Rowdy conditions separated the fleet until they all pulled into the station at the leeward mark. From there, the photographic drama began on the upwind crawl to the windward mark as bows bit deep into each chunky wave sending leftovers flying over crew and cameras.

Saturday's action for Race Two began with gear failure as *Ticonderoga* left the dock and a brief exit horn blast turned into an extended play. Being that this is the gentleman's race, *Columbia* joined the band, then *Ocean Star* until finally *Big Ti's* horn ran out of air. On the water, boisterous weather convinced skippers to employ cautionary reefing and prudent headsail choice for the grueling Butterfly course.

The evenings Sea Shanty Contest was beyond expectations. All four performances were over the top but the most outrageous group, comedically disguised as Pirates of the Caribbean, was a troupe of ACYR volunteers.

Race Three, the Kenny Coombs Memorial Cannon Course, is the first parade of the day. For history aficionados, it mimics

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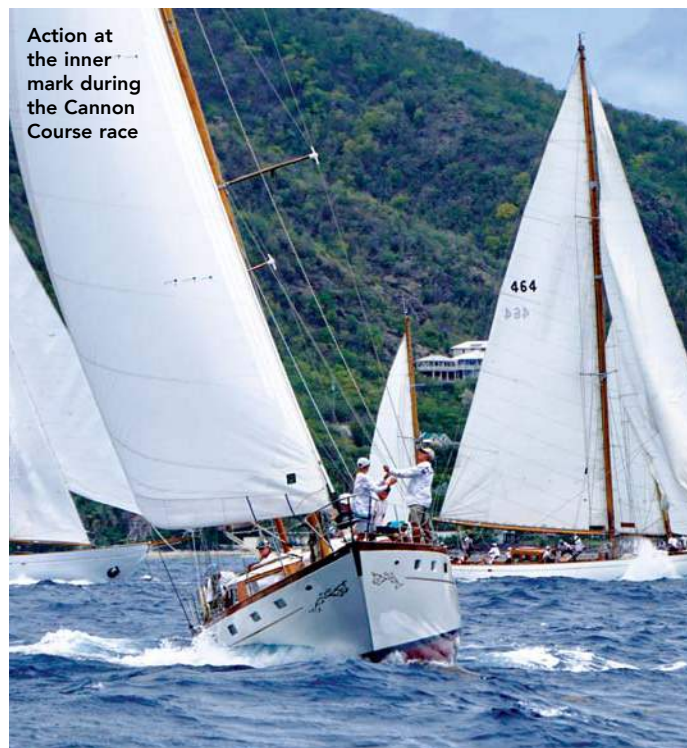
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Women's Doubles at the Gig Races



Sea Shanty Contest with announcer Tom Cunliffe (far left) and the Antigua Classic Yacht Regatta volunteers

a military parade as each stoic veteran sails by. Among them, *Frolic* (44ft), built as a US Navy Training vessel in 1944, and *Mariella* (79ft), which served as a WWII coastal patrol boat for the British Admiralty. The schooner *Russamee* did reconnaissance missions in the Vietnam War; *Seefalke II* was built as a sail trainer for the German Navy; and *Ticonderoga of Greenwich* was painted gray and placed in the US Corsair Fleet.

Post race, salty vessels spiffed up for the Parade of Sail through English Harbour. *Petrana* dressed in XXL Antigua flags; *Columbia*, always looking for a black powder excuse, cannoned a round of BOOMS; and high in the rig of *Mah Jong*, aerial acrobat Nichole Raab teased the fleet with a performance she repeated that night during the highly anticipated 'Vendia's Epic Dock Party'.

For the fourth and final race, lead boats set off hoping to hold fast while the rest of the fleet went out in full battle mode. Weather predictions for light winds were fake news. Cranky squalls, rain, and the longest upwind leg of the regatta pushed rails down and boat speed up.

Throughout the week, a theme of disaster and survival haunted the Carriacou sloops. *Free in St. Barths* pulled into Antigua with a broken mast; *Genesis* broke her gaff during Race One and after Race Three spent the night in the boatyard ER. The operation to repair a rudder post was successful, thanks to a team of wood doctors and epoxy specialists. She missed

the start of Race Four by twenty minutes but finished a respectable fourth place. Then there was the hair raising close encounter between the 141ft *Columbia* and 36ft *Sweetheart* prompting the exchange of a case of champagne.

For the final prize giving, the sky matched a sparkling stage of trophies. The action-packed week, captured by talented photographers, scrolled before spellbound, salty sailors. Proud crews paraded across the stage as winners were announced in each class. Fittingly, the top three prizes for Lowest Total Elapsed Time, Winner of the Most Competitive Class and Overall Winner went to *Aschanti IV*. It was on her decks, in 1977, that the ACYR was born. Rum was involved, of course.

The highly anticipated Gig Races and Cream Teas brought the week to a close.

The 2018 ACYR is over but memories and friends made during each moment of the Regatta will sail into the future and, hopefully, bring the fleet back together in 2019.

For more information and complete results visit: www.antiguaclassics.com



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



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St. Maarten	Lagoon Marina Cole Bay Waterfront	599-544-2611	9'	100'	45	●	110/220	●	●	●	●	●	●	●	●	16	FREE
St. Maarten	Simpson Bay Marina www.igy-simpsonbay.com an IGY destination™	721-544-2309	13'	196'	114	●	480V 3-phase 100 amps/ leg; 220V 3-phase 100 amps/leg; 220V 50 amps; 110V 30 amps 60hz	●	●	●	●	●	●	●	●	16/ 79A	FREE
St. Maarten	The Yacht Club at Isle de Sol www.igy-isledesol.com an IGY destination™	721 544 2408	18'	320'	45	●	480V 3-phase 100 amps/ leg; 220V 3- & single- phase; 100 amps/leg; 220V 50 amps 60hz	●	●	●	●	●	●	●	●	16/ 78A	FREE
St. Martin	Captain Oliver's	590-590-87- 33-47	10'	150'	160	●	110/240		●	●	●	●	●	●	●	16/67	
St. Thomas	American Yacht Harbor www.igy-americanyacht harbor.com an IGY destination™	340-775-6454	10'	110'	134	●	120/208Y/240 VAC 30 to 100 amps, 60 Hz	Cable	●	●	●	●	●	●	●	16/6	FREE
St. Thomas	Crown Bay Marina www.crownbay.com	340-774-2255	24'	200'	99	●	30, 50, 100amp 120v, 208v, 220v, 480v	Cable	●	●	●	●	●	●	●	11	FREE
St. Thomas	Yacht Haven Grande www.igy-yachthaven grande.com an IGY destination™	340-774-9500	18'	656'	48	●	120/208Y/240/480Y VAC 50 to 600 amps, 60 Hz Ability to hard wire	Cable	●	●	●	●	●	●	●	16/10	FREE
Tortola, BVI	Nanny Cay Marina	284-494-2512	12'	125'	200	●	110/220		●	●	●	●	●	●	●	16	●
Tortola, BVI	Soper's Hole	284-495-4589	25'	170'	50	●	110/240	Cable	●	●	●	●	●	●	●	16	Cafe
Tortola, BVI	Village Cay Marina	284-494-2771	12'	200'	106	●	110/220/308	Cable	●	●	●	●	●	●	●	16/71	FREE
Trinidad	Power Boats Ltd	868-634-4346	13'	65'	40	●	115/220		●	●	●	●	●	●	●	72	●
Turks & Caicos	Blue Haven Marina & Resort www.bluehaventci.com an IGY destination™	+649-946-9910	8.5'	220'	78	●	30/50/100 amp, 3 phase, up to 480V	Cable	●	●	●	●	●	●	●	16	FREE
Turks & Caicos	Caicos Marina & Shipyard www.caicosmarina.com	649-946-5600 649-232-1905	9'	150'	100+	●	30/50/100 amp		●	●	●	●	●	●	●	16	FREE
Virgin Gorda	Virgin Gorda Yacht Harbour	284-495-5500	10'	180'	94	●	110/220		●	●	●	●	●	●	●	16/11	●
Colombia	Marina Santa Marta www.marinasantamarta.com an IGY destination™	+574363601	11.5'	132'	256	●	110/220V, 60hz		●	●	●	●	●	●	●	16/72	FREE

OUTSIDE OF CARIBBEAN:

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

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CARIBBEAN BOATYARDS

All At Sea's Caribbean Boatyards Guide

		Latitude	Longitude	Phone Number	Maximum Draft	Maximum Length	Maximum Beam	Maximum Air Draft	Power Supply	Arrival Hours	Lift 1 Type / Capacity (Tons)	DIY Friendly	Electronic Shop	Carpentry Shop	Electrical Shop	Prop Shop	Paint Shop	Onsite Crew Facilities
Antigua	Jolly Harbour Marina / Boat Yard	17 04 46.4 N	61 54 37.0 W	(268) 462-6041	13'	80'	19'	no limit	110/220	8am-5pm	70	•	•	•	•	•	•	•
Antigua	North Sound Marine	17.1167	-61.7500	(268) 562-3499 \ (268) 764-2599	15'	no limit	31'	no limit	Anything	24x7	150	•	•	•	•	•	•	•
Aruba	Varadero Caribe	12 32 N	70 02 W	297-588-3850	8'	120'	45'	no limit	50/30 amp	8am-5pm	60	•	•	•	•	•	•	•
Freeport, Grand Bahamas	Bradford Marine Bahamas	26' 31.189 N	78' 45.566 W	242-352-7711	35	400	50	no limit	30/50/100/480	24/7	150	•	•	•	•	•	•	•
Tortola, BVI	Nanny Cay Hotel & Marina	18 25 0 N	64 37 0 W	(284) 494-2512	11'	160'	45'	no limit	110v 30amp/220v 50amp/ 3phase 100 amp	7am-6pm	70	•	•	•	•	•	•	•
Tortola, BVI	Soper's Hole	18°23' 46"	-64° 41' 53"	(284) 495-3349	7'	65'	18' and 40'	no limit	110/220	8-5, Mon-Sat	45	•	•	•	•	•	•	•
Tortola, BVI	Tortola Yacht Services	18 25 N	64 37 W	(284)-494-2124	10'	68'	20'	no limit	220V, 50A, 110V, 30A	7-4, 7days	70	•	•	•	•	•	•	•
Virgin Gorda, BVI	Virgin Gorda Yacht Harbour	18.45222	-64.43750	284-495-5318	10	150	34	no limit	110/120	7am-6pm	70	•	•	•	•	•	•	•
Curaçao	Curacao Marine	12' N	68' W	599 9 562-8000	9'	120'	33'	193	110/220 380	8am-5pm	60	•	•	•	•	•	•	•
Boca Chica, D.R.	Marina ZarPar	18 26.4 N	69 37.23 W	(809) 523-5858	7.5'	65'	28'	no limit	110/220 380	9am-5pm	70	•	•	•	•	•	•	•
La Romana, D.R.	IBC Shipyard	18° 23' 55" N	68° 53' 55" W	+809 449 3321/3323	12'	110'	26'	no limit	110/220 3 phase 100/50/30 amp	8-5 M-F	120	•	•	•	•	•	•	•
Grenada	Clarks Court Boatyard & Marina	12° 00.6' N	061° 44.0' W	473-439-3939	11'	150'	37'	0	110/220; 50Hz	7:30am-4:30pm	242	•	•	•	•	•	•	•
Grenada	Grenada Marine	12° 01:20	61° 40:42	00-1-473-443-1667	12'	75'	31.5'	0	110/220	8-5, M-F; 8-12, Sat	70	•	•	•	•	•	•	•
Grenada	Spice Island Marine Services	12.041 N	61.45 W	473-444-4257	12'	70'	25.4'	0	110/220	8-4 M-F	70	•	•	•	•	•	•	•
Panama	Bocas Yacht Services	09° 17.3' N	082° 23.06' W	507-6619-5601	10'	65'	20'	no limit	120/220	7:30-3:30pm	60	•	•	•	•	•	•	•
Puerto Rico	Varadero @ Palmas	18 04' 37" N	65 47' 57" W	787-656-9211	11'	110'	26'	no limit	50/30 amp	8-5, 7days	110	•	•	•	•	•	•	•
Puerto Rico	Puerto Del Rey Marina	18° 17.3 N	65° 38 W	787-860-1000	15'	150'	33'	no limit	120/208V single & 3 phase; 30, 50, 100 & 200 amps; 60 Hz	8am-5pm	155	•	•	•	•	•	•	•
Sint Maarten	Megayard	18°02' 13.24 N	63°05' 08.52 W	1-721-5444-060	12'	200'	33'	12'	110/220	8-5 M-F	150	•	•	•	•	•	•	•
St. Lucia	Rodney Bay Marina an IGY destination™	14°04 '32.72" N	60°56 '55.63" W	758-458-4892	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
FORT LAUDERDALE, FLORIDA. USA. Adagio Ft. Lauderdale Beach is under construction with 31 Waterfront Luxury Residences, designer ready flow through east and west views with sophisticated, clean and modern construction and floor to ceiling windows. Life at Adagio is centered around deep terraces with summer kitchens, spacious floor plans and splendid well-designed spaces in 11 floors with 2 pools and 53' deeded yacht slips available. Price: Starting at US 1,800,000
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Ginger@GingerHornaday.com
www.GingerHornaday.com
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2
PROVIDENCIALES, TURKS & CAICOS. Located beachfront on the prestigious North Shore, within the protected Princess Alexandra National Park, this 4 BR/7 BA meticulously-maintained villa boasts a view of the sea from every room. Past the villa's waterfront seating area and fire pit, the tidal beach is the perfect point for a swim or snorkel over the coral reef beyond. Impeccable design and room for family and entertaining friends. Price: US \$6,500,000
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Turks & Caicos | buyintci@gmail.com
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RINCON, PUERTO RICO. Walk to some of the best surfing beaches in Puerto Rico from this 2 BR/1.5 BR bungalow. Amenities include laundry, 11kw propane generator with 100-gallon tank, 300-gallon water backup, beautifully remodeled chef's kitchen and open living space. Four folding glass doors open to the wraparound lanai. with ocean views and breezes. Well landscaped. Fenced yard. Price: US \$368,000

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| <input type="checkbox"/> Sailboat | <input type="checkbox"/> Boat Sharing | <input type="checkbox"/> Boat Wanted |

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5 MAMORA BAY, ANTIGUA. Nestled at the eastern end of the beach within the famed St James' Club Resort, Villa 468 is a 2 BR beachfront villa. First time on the market! St James's Club is a four-star resort offering a choice of two beaches, water sports, a gym, tennis courts, kids club, variety of pools, four restaurants, several bars and entertainment. Only 5 minutes' drive from famed English Harbour. Price: US \$695,000

BRADLEY ESTY, Stanley's Estate Agents, Ltd.
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6 ST. PHILIP, BARBADOS. Gorgeous views down to the Caribbean Sea span from this circa-1722 elegant private estate. There are 3 BR/3 BA within the main house and 3 additional en suite BR in the charming self-contained guest cottage plus annexed 1 BR villa on two levels. Offered for sale furnished. Swimming pool, old sugar mill, and enchanting gardens. A one in a million property! Price: US \$2,700,000

SUSAN ARMFIELD, Terra Caribbean
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7 MORIAH, TOBAGO. Enjoy spectacular views of the ocean and surrounding hills from this house, which features two self-contained 3 BR apartments on each level and is located on 1-acre of land. Spacious living and dining areas lead to the wrap around verandas overlooking the fabulous infinity swimming pool. Only 25 minutes to the nearest beach. Good income potential. Price: US \$399,000

BRIAN ABRAHAM, Abraham Tobago Realty
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8 KRALENDIJK, BONAIRE. Relax by the pool and watch the sunset from the garden courtyard of this spectacular 2 BR/2.5 BA villa, which also boasts an additional guest or rental cottage. Main house features include a gourmet kitchen, pantry and living area that overlook the sea, with a pass-through window to the terrace. An additional outdoor room can easily convert to a third bedroom. Pristine condition. Ready to move in. Price: US \$595,000

KATE BUTLER, RE/MAX Paradise Homes
 info@bonairehomes.com | www.bonairehomes.com
 Cell (+599) 700-1717 | Office: (+599) 717-7362

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



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

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

Other features include:

- Completely fenced, with electric gate
- Large solar array on WAPA net metering program to reduce your electric bill
- Large Generator on Automatic Transfer switch to cover power outages
- Two full kitchens, one on each level
- Ample outdoor living space on both levels
- Central Air Conditioning
- Wired for offices, with dedicated server room
- Huge temperature controlled wine room
- Hurricane resistant windows eliminating the need for shutters
- Lots of driveway space for parking
- Professional Landscaping
- Granite counters in upstairs kitchen
- Hardwood accents
- Saltillo tile floors

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

CONTACT: chris@yourislands.com • 954-667-7769



Little Bay is an exclusive, secluded beach-front property on the island of Virgin Gorda in the British Virgin Islands with a private island feel, encompassing the Beach House and the separate Guest House Camelia Point.

Little Bay's exquisitely stunning, panoramic views this property is situated on the north-east arm of Virgin Gorda on the North Sound Channel, neighboring YCCS and sitting across from Prickly Pear, Eustasia, and Necker Island.

The geographical location is one of the highlights of Little Bay. It is on the mainland of Virgin Gorda but it's only accessible by boat, so it has that private island feeling of being exclusive...It has the best in views from Camelia Point at the height of Little Bay and The Beach House.

Overlooking the North Sound Channel, decorated with its myriad of sailboats and cruising yachts, Little Bay's vista includes Prickly Pear, Eustasia, and Necker Island. The location of the property benefits the yachting lifestyle.

From the property, the view panning to the right allows sight of Saba Rock and Bitter End Yacht Club, and to the left is Mosquito Island and the coastline of Leverick Bay and Gun Creek.

Comprising approximately seven acres of land, the property includes the Beach House with interior cover of 5,055

square feet and 1,350 square feet on the exterior, and the Guest House at Camelia Point with 1,500 square feet under cover.

The Beach House is the newest addition to the property estate and has two levels. The first floor is slightly elevated off the ground and has a porch, which spans the front of the villa and the beach side. An outdoor dining table promotes alfresco dining and relaxation while enjoying the attractive seascapes.

The interiors of the property comprise an ultra-contemporary theme in a minimalist, classic, timeless style from Design Within Reach. White oak flooring channels throughout the property with concrete and plaster walls. Stairs have stainless steel cable and oak flooring on the treads.

The first floor has a spacious drawing room with a king-size lounge bed, dining table and chairs, and clusters of couches and lounge chairs.

The Beach House has four bedrooms and Camelia Point Guest House has two. There are seven bathrooms in the guesthouse. The Master bedroom has two bathrooms, (his and hers) and a 72 x 36 Oceana Tub with aero massaging jets. The three guest suites all have one bathroom, and the staff's bathroom and visitor's powder room are additional.

The kitchen has a six-burner Brigade range cooking ap-



pliance, two dishwashers, three refrigerators, a walk-in pantry, maid's room, and laundry area.

Camelia Point has three bedrooms and three bathrooms all fitted with pleasantries that maintain the warm, modern hospitality.

A road linking Camelia Point, the Beach House, and the docks allows fluidity between the areas. The two docks and water-sport ramp are the aqua enthusiast's idyllic scenario. Near the beach, there is a storage house accommodating water-sport equipment.

With Little Bay situated adjacent to YCCS, Biras Creek Resort, Bitter End Yacht Club, and Saba Rock, easily accessible luxury amenities are offered; exquisite restaurants, water sports, and docks for residents who may have a passion for sailing are present.

Being 20 minutes by boat from Terrance B. Lettsome International Airport, 20 minutes from Virgin Gorda Air-

port, and 20 minutes from Spanish Town—the commercial centre of Virgin Gorda—shopping and travel are effortlessly afforded too. This is an attractive boast of Little Bay; although secluded like a private island, everything can be reached with simplicity, giving the owner the choice of blissful solitude or bustling sociability.

Little Bay, VG

Beds - 7

Baths - 10

2 full laundry rooms

Interior Square Footage - 5,055 main house

Exterior Covered square footage - 1,350 guest house

Main House built 2017

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2017 Dixon 72
\$3,495,000



2013 Nautitech 542
\$949,000



2003 Catana 522
\$619,000



2001 Contour 50
\$290,000



2006 Lagoon 500
€390,000



2009 Sunreef 70
\$1,995,000



1993 G&B Mitchell Design
\$725,000



2015 Catana 47
€700,000



2016 Malcolm Tennant 60
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1993 Outremer 55 STD
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2012 Lerouge Barramundi 470
€345,000



2015 Lagoon 560
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2017 Sunreef 62
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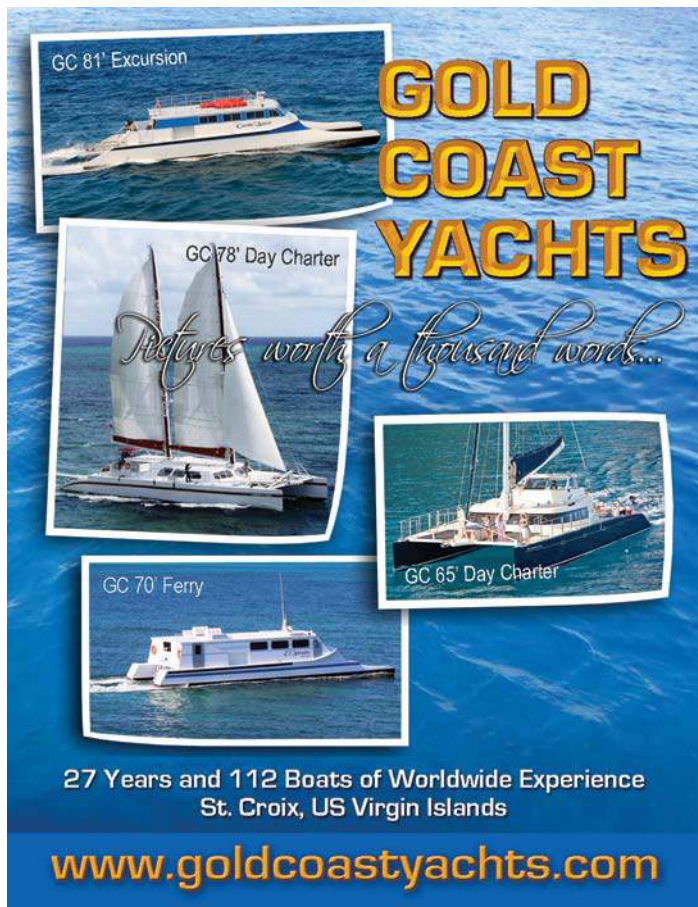


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Bavaria 50 Cruiser
2010 - \$ 264.000

Hanse 400E
2007 - Online price information

Prout 45
1997 - \$ 189.000

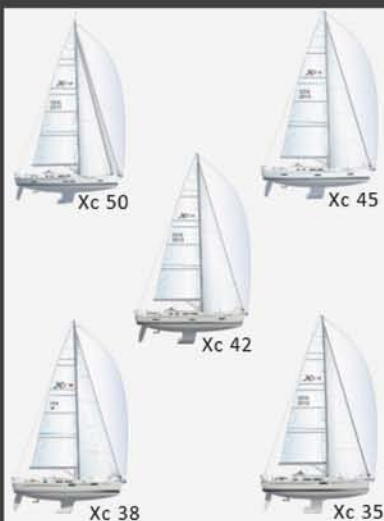
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Leopard 4700 Owners version. Check website for details



2013 Scape 39 Day charter cat. Check website for details



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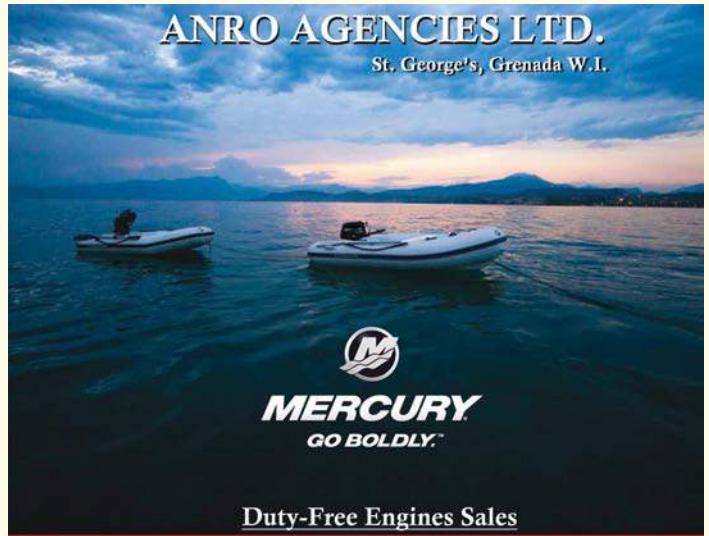
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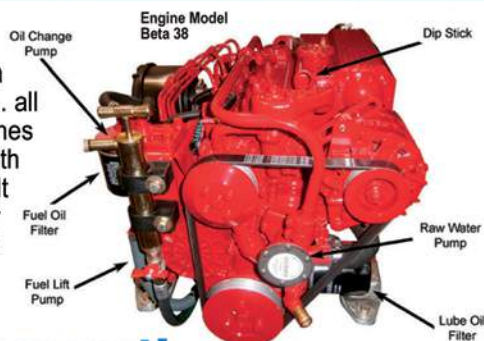
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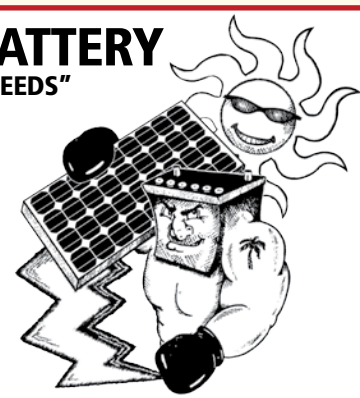
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SUMMERTIME FAVORITES

THE DISH BY CAP'N JAN ROBINSON

Recently I was in London and ate at a chic restaurant called Henrietta's. It is here that Marcus Sebastian, from Antigua, is working and gaining experience to chef onboard a yacht.

June is all about summertime favorites – salads, fresh vegetables, grilling outside, and delicious desserts!

GRILLED *MACKEREL WITH POTATO AND GARLIC

Prep time: 10 minutes. Cooking time: 40 minutes. Serves: 4

1 lb small red potatoes, unpeeled
2 tsp sweet paprika
4 tbsp olive oil, plus extra for drizzling
8 mackerel fillets, skin on
1 tbsp lemon juice
Sea salt, to taste

Freshly ground black pepper

GARNISH: Water Cress Stems and Wild Garlic Emulsion, optional

FOR THE SAUCE:

1 cup plain Greek yogurt
1 tsp tarragon, finely chopped
3 spring onions/scallions, thinly sliced
¼ cup extra virgin olive oil
Sea salt and freshly ground pepper
2 cloves of garlic, crushed

**NOTE: Mackerel is underappreciated but overwhelmingly delicious when it's fresh.*

In a bowl, mix the sauce ingredients and taste – should be quite spicy, so adjust if necessary. Set aside.

Cook potatoes in salted water until very tender (about 30 minutes). Drain and put to one side in a warm place.

Preheat grill to it's highest setting. With a sharp knife slash the flesh of the mackerel a few times, then season with sea salt and pepper and drizzle with olive oil. Place the mackerel, skin side up on the barbecue; either directly, or on a greased baking tray or in a fish basket. Cook for 2 minutes. Flip fish over and cook for an additional 2 to 3 minutes for skin to be crispy and flesh opaque.

To assemble, cut the warm potatoes into thin slices. Arrange a layer of them on a serving plate and spoon a little sauce on top. Continue with a couple more layers of potato and sauce and finish with the fish. Drizzle with some olive oil and sprinkle on some sea salt. Garnish.

NOTE: May also be cooked in a heavy bottomed frying pan.



PARSLEY SALAD WITH FETA, RAISINS AND PINENUTS

Prep time: 15 minutes. Serves: 4

4 cups flat-leaf parsley leaves, chopped
3 tbsp raisins
1 cup curly parsley leaves, chopped
3 tbsp extra virgin olive oil
1 red onion, thinly sliced
1 tbsp fresh lemon juice
1/3 cup crumbled feta cheese
Sea salt and freshly ground pepper
GARNISH: 4 tbsp pinenuts, toasted

In a salad bowl toss together flat and curly parsley, with onion, feta, and raisins.

In a small bowl, mix together olive oil, lemon juice, salt and pepper. Garnish.

ALMOND AND CHERRY CLUSTERS

Prep time: 15 minutes. Cooking time: 40 minutes. Makes: 12 - 18

1 cup lightly toasted almonds, coarsely chopped
1/3 cup dried cherries, coarsely chopped
6 oz dark chocolate, finely chopped

Prepare a large flat plate or baking sheet with waxed paper. Melt half the chocolate in the top of a double boiler over simmering water, stirring frequently. Or, melt the chocolate in the microwave for a few seconds, watch it carefully.

Remove chocolate from heat and stir in the other half of the chocolate, until it is all melted. Keep the chocolate over the warm pot of water and stir in the almonds and cherries. Spoon out heaping teaspoon-sized (or tablespoon size if you prefer bigger clusters) of the mixture onto the prepared sheet about 1-inch apart. Put in the refrigerator to set until firm, about 15 minutes. Store and serve at room temperature.

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