

ALL AT SEA CARIBBEAN

**25TH
ANNIVERSARY**

JULY 2018
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Inside:
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WINDSURFING: Inflatable Boards
DESTINATIONS: Ten Caribbean Rum Distilleries to Visit



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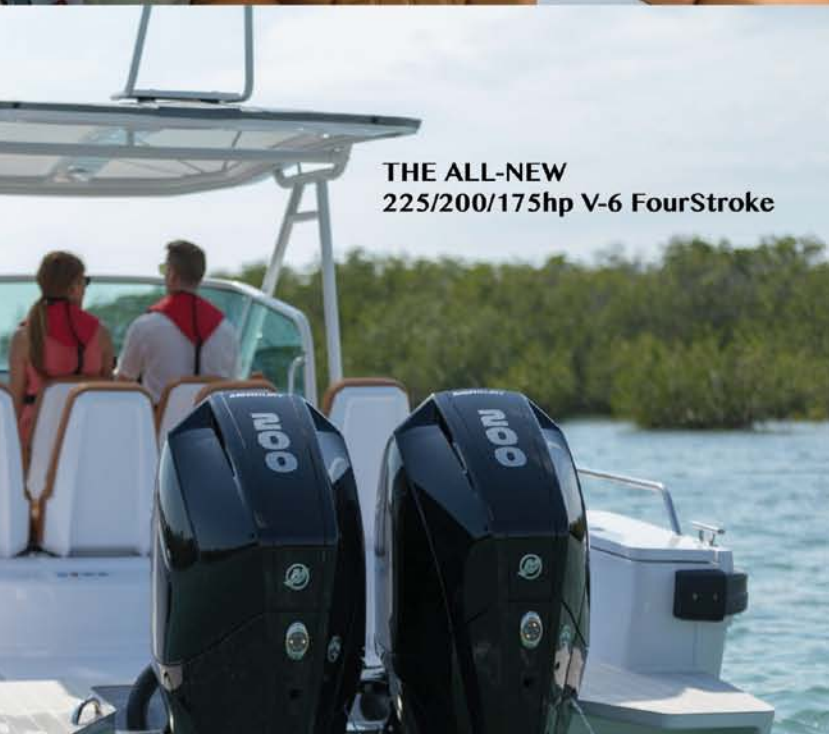
Mercury Marine introduces new V-8 225hp, 250hp and 300hp SeaPro commercial outboard engines

FOND DU LAC, Wisc. (May 18, 2018) – Mercury Marine the world leader in marine propulsion and technology is pleased to announce the expansion of its SeaPro family of commercial outboard engines with new 4.6L V-8 models. Building on the launch of the 200hp V-6 SeaPro in February, the new 225hp, 250hp and 300hp V-8 SeaPro engines bring the durability, reliability and efficiency that the SeaPro brand is known for.

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YO-HO-HO ...

This month we continue our series 'Women at the Helm' with Captain Kelsey Dunn. Kelsey holds a 100-ton captain's license and together with her husband runs term yacht charters out of the USVI (p34). It's good to see more women pursuing careers in the marine sector but in many branches of our nautical world female participation has been slow to develop. To put it into perspective, it's now almost 30 years since Tracy Edwards and the yacht *Maiden* made history as the first all-female crew to sail the Whitbread Round the World Race. Sailors such as Ellen MacArthur, Dee Caffari and Florence Arthaud showed the world what women can achieve in ocean racing yet women still have to deal with prejudice in what remains a male-dominated sport. Away from racing, more women are taking top jobs on superyachts and in the merchant marine, a trend that we hope will continue.

A submission from a cruising couple titled 'The Best Boating Day Ever' caught my eye this month, in fact it was the title that hooked me. My wife and I have had thousands of 'best boating days' and looking back through our log books allows me to relive them. (And that's another reason to keep a detailed logbook beyond navigation and weather observations.) Our writer's story focuses on a 24-hour period when they crossed the Caicos Bank and what they experienced along the way

(p46). Such a happy article deserved a follow up, so if you have a Caribbean 'Best Boating Day Ever' that you would like to share with our readers, sit down at your computer, type it out, attach a couple of high-resolution images, send it to editor@allatsea.net and we'll get it published. See how easy we are to work with!

Yo-ho-ho, and a bottle of rum! Or in this case, a whole rum distillery. Rum and the Caribbean go together, believe me, I'm an expert. Rum is distilled throughout the islands and many of the distilleries run tours at the end of which you get to sample their products before you leave. *All At Sea's* top tippler Carol Bareuther has put together a guide to ten of the Caribbean's top distilleries and you can pull the bung on page 56.

The publication of our July edition marks one month since the start of the Atlantic Hurricane Season. Officially, the season runs from June 1st to November 30th, however, the weather cares little about what is official and likes to break the rules. The big news last year was the September hurricanes. It's our job as journalists to report the stories around hurricanes even though we run the risk of being accused of scaremongering. Shortly after the events of last year, I received a slew of articles about what I now refer to as 'those-that-shall-not-be-named', and ran a number of them over a period of a few months. Eventually I turned down articles about hurricanes in the belief it was time to move on and bring sunshine and warm trade winds back into our lives

The publication of our July edition marks one month since the start of the Atlantic Hurricane Season. Officially, the season runs from June 1st to November 30th, however, the weather cares little about what is official and likes to break the rules.

because that is what the Caribbean is all about. Having turned down articles about the storms I have now published another, and here's why. Last year taught us a hard lesson. Those of us in the path of the storms got many things right, unfortunately we also got many things wrong, hence the article on page 36. In it we interview those who were on the front line last September and ask them what, with hindsight, they would do differently to stay safe. I look on the article as similar to the public service announcements you hear on radio and hope that by sharing their knowledge and experiences with our readers, those interviewed help us navigate through the next few months with confidence.

See you on the water!



Gary E. Brown,
Editor



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JULY 2018



The Caribbean's Waterfront Magazine



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COVER SHOT: R-SIX in full flight at Antigua Sailing Week
Photo: Paul Wyeth Marine Photography / pwpictures.com

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PHOTOS BY SHARON MATTHEWS-STEVENS

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Windward and the Magic of Carriacou

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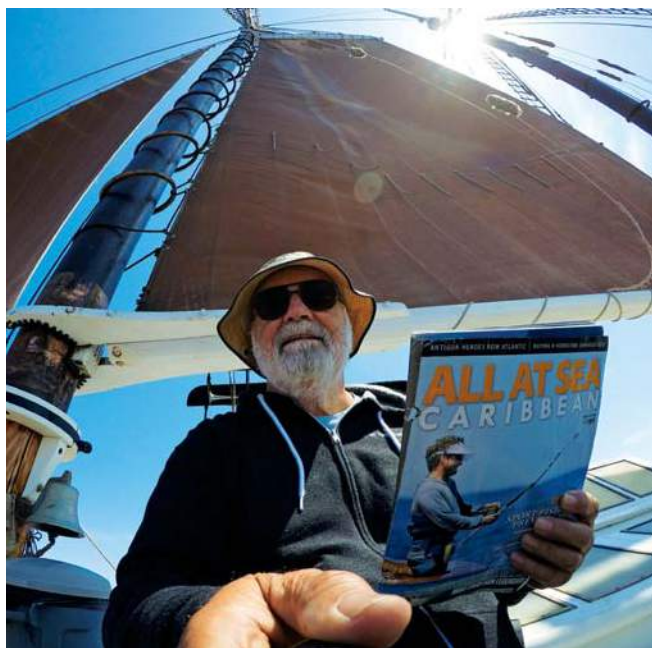


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WHERE IN THE WORLD?

Congratulations David Baird and thanks for reading *ALL AT SEA*!



ALL AT SEA GOES BLUE WATER WITH DAVID BAIRD ON THE FAMOUS SCHOONER ROSEWAY!

Built and launched in Essex, Massachusetts on 24 November 1925, the gaff-rigged schooner is still going strong.

David tells us that the photo was taken during a relocation trip, somewhere in the Old Bahama Channel, off Cuba, in March. What better place to relax with a salt-stained copy of the Caribbean's favorite waterfront magazine.

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CARIBBEAN NEWS



CARENANTILLES SHIPYARD EXCELS

Carenantilles Shipyard in Martinique made history in May when they hauled out a 400 ton yacht with their travelift, the heaviest yacht to be hauled by travelift in the Caribbean to date.

The 150ft yacht *Pipe Dreams* needed emergency repair work done on its stern tube and stayed five days at the shipyard.

NEW PATROL BOATS FOR DUTCH CARIBBEAN COAST GUARD IN CURAÇAO

Four new high-speed patrol boats manufactured by Louisiana, USA-based shipbuilder Metal Shark for the Dutch Caribbean Coast Guard (DCCG) have been commissioned on the island of Curaçao. The vessels are the first to be delivered to the DCCG under a 12-boat order announced last year.

The 38 Defiant patrol boats are the result of a multi-year effort by the DCCG to procure a replacement for its fleet of open-cockpit RIBs. The new vessels will serve as the DCCG's



main interceptors, patrolling the territorial waters of Aruba, Bonaire, Curaçao, St. Eustatius, St. Maarten, and Saba.

Powered by twin Cummins Marine QSB6.7 diesel engines coupled with Konrad 680B counter-rotating dual-prop stern drives, the 38 Defiant reaches top speeds in excess of 45 knots.

"Metal Shark collaborated extensively with the Dutch Ministry

of Defense as well as the end users in Aruba, Curaçao, and St. Maarten to optimize our design to accommodate a very challenging mission set," explained Henry Irizarry, Metal Shark's Vice President of International Business Development. "From adapting a stern drive propulsion system for crew familiarity and fleet commonality, to altering the vessels' physical dimensions to clear low bridges while preserving pilothouse headroom, all with the demands of high speed, open-ocean operation in mind, these boats have been specifically tailored for the DCCG."

Additional Metal Shark vessels for the islands of Aruba and St. Maarten are currently in production, with deliveries slated for later this year. www.metals sharkboats.com



HORIZON YACHTS EXPAND TO MEET DEMAND

Horizon Yachts – offering brokerage, project management, marine engineering and guardianage services in Grenada have seen a great increase in business since they opened their new workshop at Clarke's Court Boat Yard and Marina in February 2017. They expect an even greater increase this summer as more yachts are predicted to travel south for the hurricane season. To meet the demand for their services they have taken on three new employees including project manager Ricky Thomas. They are also looking to further expand their team and are actively looking for an experienced and qualified marine engineer.

"We already have a great team in place, having another engineer on board will mean we will be able to continue to deliver our high standard of work, to more yachts," said Gary Haynes, manager of Horizon Yacht Services. *For more information, email: gary@horizongrenada.com or call: +1473 415 0431.*

PUERTO DEL REY INAUGURATES NEW FACILITIES

PUERTO RICO – Puerto del Rey recently debuted its Dock Center, a new amenity that offers a range of services to its custom-

ers right on the main dock. The modern facilities are part of the continued investment in the Marina by Putnam Bridge, the investors who purchased the Marina out of bankruptcy in 2013.

"To continue improving the customer experience in Puerto del Rey, we completely redesigned the Dock Center. It is a new concept that was created based on client needs," said Carolina Corral, Chief Executive Officer of Puerto del Rey.

The new center includes a first aid room; a gym equipped with 'state of the art' cardiovascular and muscular endurance exercise equipment, luxurious bathrooms with air-conditioned showers, captain's lounge, a business center and a spacious terrace that allows visitors to appreciate a spectacular view of the marina. www.puertodelrey.com/en/general-information

NEW TRAVELIFT FOR MARINA CASA DE CAMPO

IBC Shipyard are expanding services at their Marina Casa de Campo facilities with the new acquisition of a 330st Travelift. The new lift should be in operation by August.

Marina Casa de Campo say the new expansion project will focus on a broader market of vessels creating new jobs in the area of La Romana and the Dominican Republic.

Giacomo Moriconi, CEO of IBC Shipyard, said that with their original travelift of 120st, they were often at maximum capacity, so with the incorporation of the new 330st Travelift, in this strategic location, the availability of hauling and launching services will increase. The new machine will provide greater strength, efficiency, safety and versatility that will help increase the productivity of the yard.

By bringing in the new Travelift, Marine Casa de Campo, which is located at La Romana, has the capacity to haul catamarans, sport fishing boats, barges, tugboats, sailboats and boats of all sizes up to mega yachts. *For more information, visit: www.ibinautica.net*



NEW PRODUCTS

INSIGHTS INTO ADVANCES IN ANODE METALLURGY

Boat owners have always embraced innovation. They have an innate ability to see the benefit of a new product or technology, and how it will affect their time on the water. Except for anodes. In the face of modern alternatives, generations have continued to rely on zinc for salt water and magnesium for fresh. Performance Metals offers a brief overview of the science of galvanic corrosion and insights on how best to leverage advances in metallurgy to better protect a vessel, in all water salinities.

Galvanic corrosion occurs when dissimilar metals, say stainless steel and bronze, make contact in a moist or submerged environment. It creates a battery of sorts—even without electrical power on the boat. One of the two metals becomes 'sacrificial', and gets eaten away. This can be a propeller shaft, outdrive or inexpensive, easily replaced anode.

Two metals have traditionally been used for anodes: zinc and magnesium. Each has its merits, but with varying results depending on the environment and application.

Over time, zinc hydroxide forms an insulating barrier, reducing its effectiveness. This grey deposit can be scraped away, but is often difficult to access, especially when in the water. Zinc does not protect in fresh water and is questionable in brackish. It's also environmentally toxic. The US EPA has identified it as a major source of pollution in marinas. It's so harmful, the state of Maryland is considering banning it.

Magnesium is the least noble of anode metals, meaning it corrodes the quickest and offers no protection in salt and brackish water. It's so effective, it can easily overprotect aluminum hulls, outboards and outdrives in polluted water—even a few hours immersion can result in paint being lifted off.

Modern alternatives are available, however. Lightweight Navalloy® is a proven aluminum alloy that protects in salt, brack-



ish and fresh water. It lasts 30% longer than zinc and up to four times that of magnesium. Cadmium free, it is 20 times less toxic than zinc. A trace of indium prevents oxidation and the maintenance required for zinc. It meets military specification MIL-DTL-24779B(SH) and ABYC standards.

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TEA TREE OIL

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(from left) SeaSucker Naked Flex Mount, Flex-X Phone Adapter and GoPro Adapter

HAND-HELD DEVICES: SEASUCKER WILL TAKE IT FROM HERE

Whether aboard a powerboat, sailboat, SUP or kayak, portable electronics are everywhere on the water. But tablets, cell phones, GoPros, MP3 players, fishfinders and GPS units can only be held in the hand for so long. The versatile SeaSucker Naked Flex Mount tames all these accessories. It securely attaches to almost any surface—without drilling—and safely holds small devices at the perfect viewing angle.

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

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RIGS EXPLAINED, MOCKED, & PONDERED

SAILING HUMOR BY CAP'N FATTY GOODLANDER



Fatty loves his ketch rig, especially in a blow

Chances are your boat has the rig it needs. If it doesn't—buy a new boat, don't replace the rig. Alas, there are many misconceptions about various rig configurations. Thus, I feel it might be fun to add to the misinformation.

It's kinda my job.

The vast majority of modern sailboats sold today are sloops—with good reason.

Sadly, contrarians such as myself abound. They refused to accept the most popular way as best—insisting unto death that 'mob rule' is stupid and that they know better.

That said, I personally like ketch rigs. There, I blurted it out and revealed what an idiot I am. There are almost no ketches sold today. One of the primary complaints is that they are slow.

That's okay, my wife points out I'm a tad slow myself. But what sane sailor is in a big rush? Not I. And, once the wind pipes up, ketches really come into their own.

Ketches have two masts, the small one aft. To put it crudely, they are sloops with a small mainsail-type sail aft (but forward of where the rudderpost bisects the waterline).

Their advantages are: 1) All the sails are small and manageable, 2) the rigging and sheet loads are lower, 3) the rigs tend to be lower in aspect and thus are more easily stayed, 4) the mizzen acts as an air rudder and dialing in or out weather helm is as easy as tweaking its sheet, 5) a mizzen staysail can be deployed and is easily doused. Plus, it is nearly as large as the mainsail but weighs almost nothing, 6) the mizzen mast is a convenient place for radar, wind generator, and various other gear to be mounted and, 7) instead of reefing the mainsail, that difficult-to-handle sail can be completely doused for

a passing squall with jib & jigger (headsail and mizzen) pulling nicely in the heavy air.

Yawls are basically ketches with smaller mizzens that reside *aft* of where the rudderpost bisects the waterline. If you are a fan of yawls, you believe their mizzens are just the perfect size to do their job—and no more.

Yawls tend to be faster—with bigger mainsails and lower windage in comparison to a ketch.

Ketch fans disparage yawls as half-breeds with all the trouble, weight, and expense of a ketch—without any of the benefits.

Yes, at various 'wooden boat regattas for wooden boat freaks', fists often fly between the 'ketchers and the yawlies'—often egged on by the local schooner trash.

Sad.

As long as there is wind, there will be sailors looking aloft and thinking to themselves, I can do better. With each advance in technology (carbon-fiber, canting keels, foils), new vistas of engineering opportunity open up.

Schooners are, according to one trouble-making Downeaster in Maine, just backwards ketches. Their foremast is smaller, their aft mainmast is far taller.

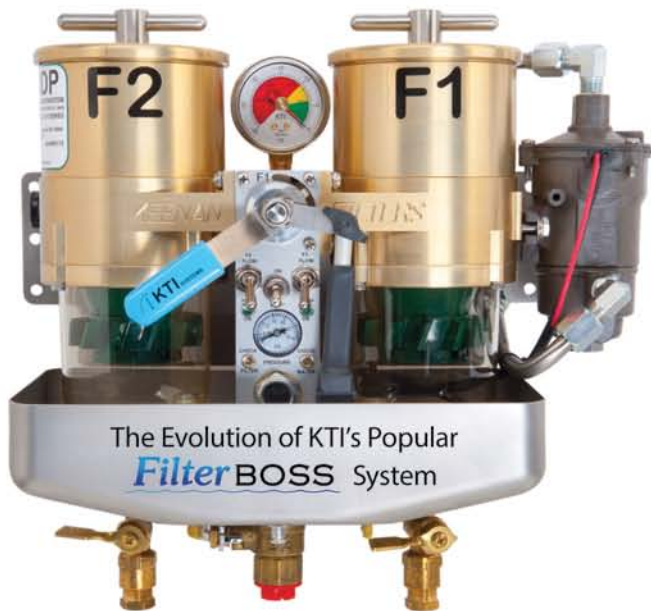
The result is a rig that was perfect for the pilot boats that used to have to stay offshore outside windy NYC in winter because their large-area mainsails hove-to so well in a gale. The negative side is that their foretriangle is low and small—killing their ability to point high while sailing to weather.

While vessels over seventy feet are often still schooner rigged, on a thirty-foot schooner all those sails interfere with each other—to trim one sail is to be forced to trim them all.

Are there other choices? Sure! The free standing 'Cat Ketch' has had a resurgence of interest recently. Ditto, the Aero rig, which perches the bowsprit on the leading edge of a rotating mast.

Multihulls sport some interesting spars. *Cool Change* of New Zealand features two masts, one on each hull directly athwart ship of each other. It's designer says they don't blanket each oth-

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Fatty's first boat was a wooden double-ender sloop purchased when he was 15 years old



er while either close reaching or broad reaching—but if he wants to instantly reduce the force on his hull, he just beam reaches and the windward sail cancels out the leeward automatically.

Interesting!

The best is the simplicity of running 'wing and wing' with such a rig—full strength with the fully exposed sails winged out, and lesser strength with the sails winged in (and partially blanketing each other).

Are their variations of the above? Of course—hundreds.

For instance, a sloop has a larger main than working jib.

But if the single mast is placed further aft and the main and headsail are about the same size—then the rig is called a cutter. (Please note: Adding an inner forestay and staysail to a sloop doesn't make it a cutter—it is a double-headsail sloop.)

Of course, since caveman days the local boat designers have attempted to expand the rig, balance that expanded rig with effective lateral resistance (keel), and minimize the superfluous hull.

The result of that ancient design brief are the recent America's Cup foiling catamarans—or, even better and more minimal—a foiling kite surfer.

As long as there is wind, there will be sailors looking aloft and thinking to themselves, I can do better. With each advance in

technology (carbon-fiber, canting keels, foils), new vistas of engineering opportunity open up.

The result is boats going faster and faster—though not necessarily better or safer.

But for every 'extreme' sailor, there is a traditional counterpart. I sail around and around the world on low-tech, slow vessels precisely because they are so safe, stodgy, and dependable.

Speed costs money, and speed kills both on the road and at sea. It's the old story of the turtle and the hare. Robin Knox Johnson won the first single-handed race around the world aboard the slowest boat on the course because he was able to keep plugging away.

Each to his own. And that's why every sailor in every sailor's bar in the world looks out into the harbor at his vessel and thinks with delight ... ain't she pretty! And then glances at his fellow boater's craft, frowns, and thinks, how stupid can you get?

EDITOR'S NOTE: Cap'n Fatty and Carolyn are currently in mid Pacific—attempting to figure out what all those strings do on their 43-foot ketch Ganesh.



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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SAILING WITH CHARLIE: OLDIES & GOODIES

SAILING HUMOR BY JULIAN PUTLEY
GRAPHICS BY ANOUK SYLVESTRE



We've heard a lot about various groups of mariners not quite fitting into the mold of expectation. 'Women at the Helm' is now an interesting monthly column. There are those who sail in ever smaller craft. Rowing across the Atlantic to beat records is becoming popular and high latitude challenges in racing machines are nearly always in the news. Younger and younger sailors single-handing around the world, often at the behest of parents, were regularly reported by the media until recognition was discouraged and the safety aspect highlighted. But what of the aging wannabees with their dreams of the

cruising lifestyle – the septuagenarians, the octogenarians, perhaps even nonagenarians – we hear little about them.


'Old sailors never die, they just smell that way', or 'Old sailors never die they just get a little ding(h)y'. Yep! We know you're out there. John Smith, septuagenarian, of the *Mermaid of Carriacou* is still at sea living aboard his old wooden Caribbean gaffer. He's not doing much sailing but he's not giving up the lifestyle. Cap'n Fatty is not seventy yet but likewise he's not giving up the wifestyle – oops, lifestyle. Small boat cruising sailors Lin and Larry Pardey have swallowed the anchor but

enjoyed nearly 50 years of cruising their beautifully crafted small boats. There can be little doubt that when the sea gets into your blood it's hard to get it out – and it's got nothing to do with rum ... well, there may be a few exceptions.

Long distance voyaging really captured the attention of the world with the Golden Globe round the world non-stop race in 1968. The event was the ultimate adventure of the day and it was exceptional in that the competitors covered a range of experience from almost none to just a bit more and nearly all the boats were small. The event required skills of seamanship and navigation very different then to now. Modern yachtsmen have electric winches, autopilots, GPS with multiple features – it'll almost make your afternoon tea. I think it behooves all wannabee yachtsmen to read or watch one of the movies of that iconic race. Interestingly there will a 50-year anniversary race this summer with many of the conditions of the 1968 event, a requirement.

The event required skills of seamanship and navigation very different then to now. Modern yachtsmen have electric winches, autopilots, GPS with multiple features – it'll almost make your afternoon tea.

There are only four of the original contestants still alive: the winner, Robin Knox Johnston, Chay Blyth; John Ridgeway and Alex Carozzo. All are pretty long in the tooth but they all still have the sea in their blood. In 2003/4 John Ridgeway (formerly an Atlantic rower with Chay Blyth) completed another circumnavigation – to investigate the plight of the albatross. Well, if you need an excuse to cruise ...

The wonderful thing is that more and more retirees are finding peace and adventure in cruising. Charlie has introduced thousands of folk to the lifestyle. One of his all-time stars of cruising is 70 year-old Shirlz who single-handedly cruises the world in her 25ft junk-rigged yellow Vertue, *Speedwell of Hong Kong*. She has just transited the Panama Canal and is on passage to the Gambier Islands. Check out her fascinating blog: <http://speedwelladventures.com/blog/> 

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

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FISHING BY ALL AT SEA FISHING CORRESPONDENT CAROL M. BAREUTHER



Top Boat, Mama Who, celebrate at the awards ceremony

Being in the right place at the right time paid off in double dividends for the *Mama Who* at the 5th Casa de Campo International Blue Marlin Classic. The team aboard the 77ft Jarrett Bay earned Top Boat in the April 18th to 21st tournament fished out of Marina Casa de Campo, in the Dominican Republic, with six blue marlin releases. What's more, *Mama Who's* Thomas Garmany caught five of these fish landing him the Top Angler award.

"The first day, we saw three blue marlin and caught two; I caught both of them," says Garmany, who fished this event a few years ago aboard *Reel Passion* but didn't have as much luck. "The fish were nearly back to back. I released the first around eleven o'clock and hooked up the second less than

Top Angler Thomas Garmany is one happy guy!



PHOTO: CHARLIE LEVINE

an hour later. Both were small, about 120 pounds, caught off teasers after a short fight."

The second day, *Mama Who's* Capt. Wil Thornhill kept finding the marlin by primarily fishing the FADs (fish aggregating devices) off the south side of the island. Success came early in the form of a double-header by both Garmany and fellow angler Charlie Lewis. Lewis hooked his blue marlin off the long rigger and released it after a half hour fight. Garmany had to work a bit harder, for nearly an hour, before his release and ultimate point score. It was a double-header that was all up to the anglers to fight as both fish went in opposite directions leaving Thornhill on the helm with limited maneuvering options. Mid-afternoon, Garmany teased up another blue marlin on the short rigger and released it after a 10- to 15-minute fight.

"The third and last day, we only had one early and I got that one. We didn't see anything else the rest of the day. I wasn't worried, although in sport fishing anything can happen. But I had five blue marlin at that point and the next angler only had two. On boat standings, the next closest had three and they would have had to catch four more marlin to beat our six. We knew we were sitting pretty there at the end," says Garmany.

In boat standings, the Brazilian-homeported team aboard the Florida-based 72ft Merritt, *Business Stinks*, ended second with five blue marlin, while *Builders Choice*, a 64ft Jarret Bay, finished third with four releases. Eli Blake of *Builders Choice* was runner-up angler with three blue marlin releases and *Business Stinks'* Lucas Abud third with three blues. Kary Gomez, a member of the all-girl team aboard the 58ft Viking *Amazing Grace* earned Top Lady Angler over six other ladies competing in the tournament.

In total, 35 anglers on ten boats released 22 blue marlin and one white marlin.

Rough weather and huge areas of sargasso weed made fishing challenging for some this year. However, there was certainly plenty of fun ashore.

"The fishermen had a great time at the nightly Happy Hours, Fiesta Latina Night on the second day and at the elegant banquet with great trophies and sponsor prizes on the last day. It all kicked off on registration day with the infamous Donkey Polo match at Casa de Campo's Equestrian Center," says tournament director Rick Alvarez.

The next Casa de Campo International Blue Marlin Classic will be held from 10-13 April 2019. For more information, visit: www.intlbillfishtourns.com



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ANTIGUA SAILING WEEK: RENASCENCE

RACING CIRCUIT



Sir Peter Harrison's Farr 115 Superyacht *Sojana*, winner of the Lord Nelson Trophy and 1st in CSA 2

One hundred and sixteen teams from 37 different countries raced in the 51st edition of Antigua Sailing Week. Strong trade winds blew all week delivering heaven-sent conditions to over 1,000 competitors.

Sir Peter Harrison's superyacht *Sojana* was awarded the coveted Lord Nelson Trophy after a perfect scoreline of seven race wins in CSA 2.

"This is fantastic. It is the second time we have won the Lord Nelson Trophy and I am really thrilled to win it again," commented Harrison. "We have had beautiful crew work, everybody was really on their game. We had our boat restored three years ago and have new sails and the crew have all done her justice."



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The turbo-charged Volvo 70 *Warrior* sailed by Stephen Murray Jr. won CSA 1, scoring a win in all but the first of seven races. "These were extreme conditions; right out of the Antigua Sailing Week brochure and it was brilliant sailing. If you were skiing you would call it powder days. I am so proud of the team. It is the best crew I have ever sailed with and it's humbling to be around them."

Robert Szustkowski's Polish HH66 *R-SIX* was the winner of the Multihull Class, winning four out of five races. Seamus Hourihan's American Gunboat 55 *Thirst* was second and John Streicker's American Leopard 45 *Spellbound* was third. "We feel great! Another success!" laughed Robert Szustkowski. "We have had such a great time here for the last two years and of course we will be back next year."

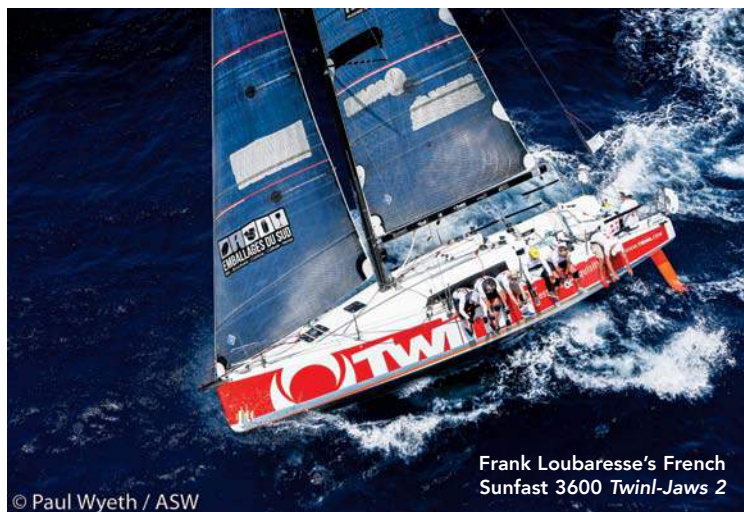


OnDeck's Antigua Farr 65 *Spirit of Juno* won CSA 3 after an epic battle with Oyster 82 *Starry Night of the Caribbean*. "This is marvelous," commented OnDeck's Peter Anthony. "I tell you what this has done, it has re-engaged me. I did fall out of love with sailing as for a little while it was just a business, but once again I absolutely love sailing."

Mark Chapman's Trinidadian modified Ker 11.3 *Dingo* was victorious in CSA 4, winning the class in the very last race by a single point from Bernie Evan-Wong's Antigua RP37 *TAZ*.

Jonty and Vicky Layfield's Antigua Swan 48 *Sleeper* was the winner of CSA 5, winning all seven races. Jonty and Vicky are residents in Antigua and are very active in encouraging young Antiguan to the sport. Teenage Antiguan Shanoy Malone was calling tactics on board. "I love this regatta and we had perfect conditions for the boat. This regatta really puts Antigua on the map for sailing. It's fantastic," Malone said.

Frank Loubaresse's French Sunfast 3600 *Twinl-Jaws 2* was the winner of CSA 6 winning the class in the very last race after an intense battle for the win with Carlo Falcone's *Caccia Ala Volpe* and Peter McWhinnie's *Leon*.



The National Sailing Academy's (NSA) Cork 1720 NSA *Spirit*, skippered by Jules Mitchell was the runaway winner in CSA 7, scoring six race wins. All six teenagers are the product of the NSA. Three of them, Jules Mitchell, Rocco Falcone and Louis Bavay have all rep-



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Bernie Evan-Wong's Antigua RP37
TAZ placed 2nd in CSA 4



resented Antigua internationally and all of the team aspire to become professionals in the yachting world. A special mention must also go to the teenage crew from the Grieg City Academy in North London, which scored three podium finishes having never sailed a Cork 1720 or visited Antigua before.

Robbie Ferron at the helm of the modified 6 Meter *Biwi Magic* was the winner of CSA 8 after a great battle with *Biwi Magic's* owner Geoffrey Pidduck who was racing the Bavaria 42 *Minnerva*. "That was a real battle and it came down to the last race. *Biwi Magic* goes fantastic to weather and that was the key to this week, especially as the conditions were tough, particularly upwind. This has been a very good Antigua Sailing Week but I have always been in love with it since my first one in 1982. It has always been a mysterious, wonderful and iconic experience. This regatta always exceeds expectations."

In Club Class, Jonathan Constantine's Feeling 39 *Imagine of Falmouth* won the class in the last race from Grahame Williams' Bavaria 42 *Full Monty*; both from the Jolly Harbour Yacht Club, Antigua. "That was down to the wire; as close as it gets and it went to the last beat for the finish line," explained Constantine. "It was great of Grahame and his team to come and congratulate us at the prize giving and that is the right spirit."

Twenty six teams raced in the Bareboat Classes with Alexander Pfeiffer's KH+P *La Bella Vita* the resounding winner in Bareboat One, taking five race wins.



It wasn't all
plain sailing for
Black Lion

"It has been a fantastic week," commented Alison Sly-Adams, President of Antigua Sailing Week. "We have had been fine tuning this format for six years and it finally is where we want it to be; an amazing competition on the water, with fantastic camaraderie ashore." She added, "Sailing always comes first at Antigua Sailing Week."

Sly-Adams said the Youth to Keelboat Program had been a great success with 26 young sailors racing on boats.

Entry is now open for the 52nd edition of Antigua Sailing Week, which will take place from 27th April to the 3rd May 2019.

For full results, video and photographs, and detail of Race Week 2019, visit: <https://www.sailingweek.com/>



Report by Louay Habib

Photographs by Paul Wyeth Marine Photography / pwpictures.com



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WOMEN AT THE HELM



Kelsey is also a SCUBA instructor

A long-time love of the water, chance to work side-by-side with her husband and the prospect of seeing and learning something new every day is what led Kelsey Dunn to obtain her 100-ton captain's license and run term yacht charters. What's impressive is that Dunn wasn't born with a silver tiller in her hand nor did it take something superhuman for her to reach this successful stage in her career. Rather, Dunn's voyage to becoming one of a minority of women charter captains is something that provides inspiration for young women who would like to follow in her wake.

"I was always on and around the water while growing up," says Dunn, a Vermont, USA-native, who, with husband Tyler co-captain and crew the Lagoon 56, *Playtime*. "Swimming was second nature, and I learned about the same time as I learned to walk. When I was eight, I started sailing with my best friend and her family on their sail boat on Lake Champlain at first, then Long Island Sound. My friend's grandfather showed us the lines and how the sails worked with the wind rather than against it. We kept sailing together all through



Kelsey and Tyler

college. Some of my fondest memories are of the silly and wonderful adventures we had out there."

Dunn attended Queen's University, located on Lake Ontario, Canada, where she studied Environmental Science and fell in love with scuba diving. After graduation, and with a desire to



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find warmer water, she accepted an internship in Key Largo, Florida, to become a scuba instructor. It was here she realized that she enjoyed working on and around boats as much as she did diving. That led Dunn to start cataloging her sea time and slowly build up the hours required for a U.S. Coast Guard captain's license.

"I met my husband during my Key Largo internship and we both shared a love of diving and sailing. We moved together to St. John and I started working on the big catamarans that ran day trips in the U.S. and British Virgin Islands out of the Westin St. John, Caneel Bay Resort and Ritz-Carlton, St. Thomas."


The Dunns soon realized that they were both working 16-hour-plus days, but often on different schedules such that they hardly saw each other. That's when they decided to swap day chartering for term chartering and spend 24 hours a day together. It's a situation that works because of the couple's cardinal rule. That is, they split all duties, everything from cooking and cleaning to driving and fixing generators at 3:00am. Dunn says it's a nice balance and the variety keeps them both fresh and upbeat.

"I like that my job incorporates everything I love to do even when I'm not working. That is, sailing and diving. Plus, being able to make a living doing something that is challenging as well as rewarding feels like a blessing. Every day is an adventure and the 'office' has a different view every day," she says.

Dunn sees opportunities for female captains in the Caribbean and world.

"People really like to see strong women who know what they are doing. I know a lot of companies and employers who are actively seeking out female captains to even out the dynamics of crews," she says.

Finally, what recommendations does Dunn offer future female captains?

"Keep learning. All the time. Every time something goes wrong or something breaks is an opportunity to learn how to fix it. The more knowledge you have, the more self-sufficient you are. Many times, there is no one to turn to but yourself and the more information and training you have makes you better able to handle all types of situations," she says. 



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HURRICANE HINDSIGHT IS 20/20 FOR THE SEASON AHEAD

CARIBBEAN CRUISING BY CAROL M. BAREUTHER



Michele Korteweg,
general manager
of the St. Maarten
Yacht Club

There's a saying, 'hindsight is 20/20'. While it's too soon to predict the severity of the 2018 hurricane season, which started June 1st, *All At Sea* did ask well-known Caribbean marine community members on the hardest hit islands last year to offer the wisdom of their hindsight and a perfect vision for hurricane preparation.

REALLY BE PREPARED

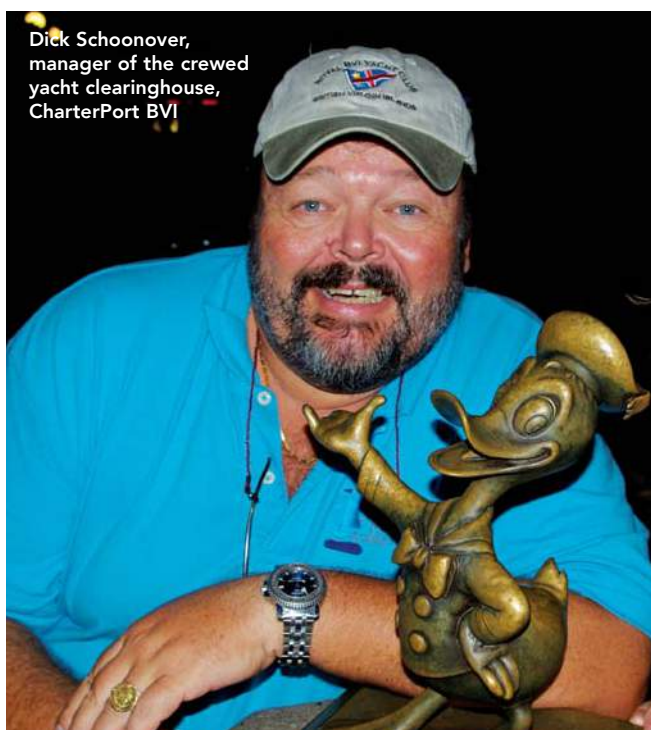
"We deal with hurricane season every year, but the last one really shook us and as a result we revisited our entire operations, the premises, communication and safety plans and looked at how to improve, be more efficient and set priorities," says Michele Korteweg, general manager of the St. Maarten Yacht Club. "We realized that we



Julie San Martin (left) and Karen
Stanton co-directors of the St.
Croix International Regatta

didn't have a detailed plan for coping with the aftermath, which has now been included. This was due to not knowing what to expect. Now we have a better idea and can prepare accordingly."

Beware and be prepared for the 'burn-out' problem, adds Julie San Martin, co-director of the St. Croix International Regatta (SCIR) and owner with husband Joe of the Teagull 23, *Piglet*. "In an active season, we may receive watches, even warnings, as early as July. What happens is that after four or six full blown hurricane drills, and no hurricanes, we get tired of prepping by September and October, when we are at the greatest risk."



Dick Schoonover,
manager of the crewed
yacht clearinghouse,
CharterPort BVI

CHECK INSURANCE

The number one rule for mariners, according to Dick Schoonover, manager of the crewed yacht clearinghouse, CharterPort BVI, in Tortola, is: "Reread your insurance policy and your hurricane plan. Double check with your insurer that your hurricane plan is indeed on file with the insurer (and not merely the insurance agent), that it meets with their approval (in writing) and that you have complied with the approved plan when hurricane-readying your vessel. Also, take photos of your preparations and e-mail them to your insurer, just in case your phone gets lost."

Regardless of whether you are insured or not, says Oriel Blake, executive director of the Virgin Islands Professional Charter Association in St. Thomas, "take the precaution of

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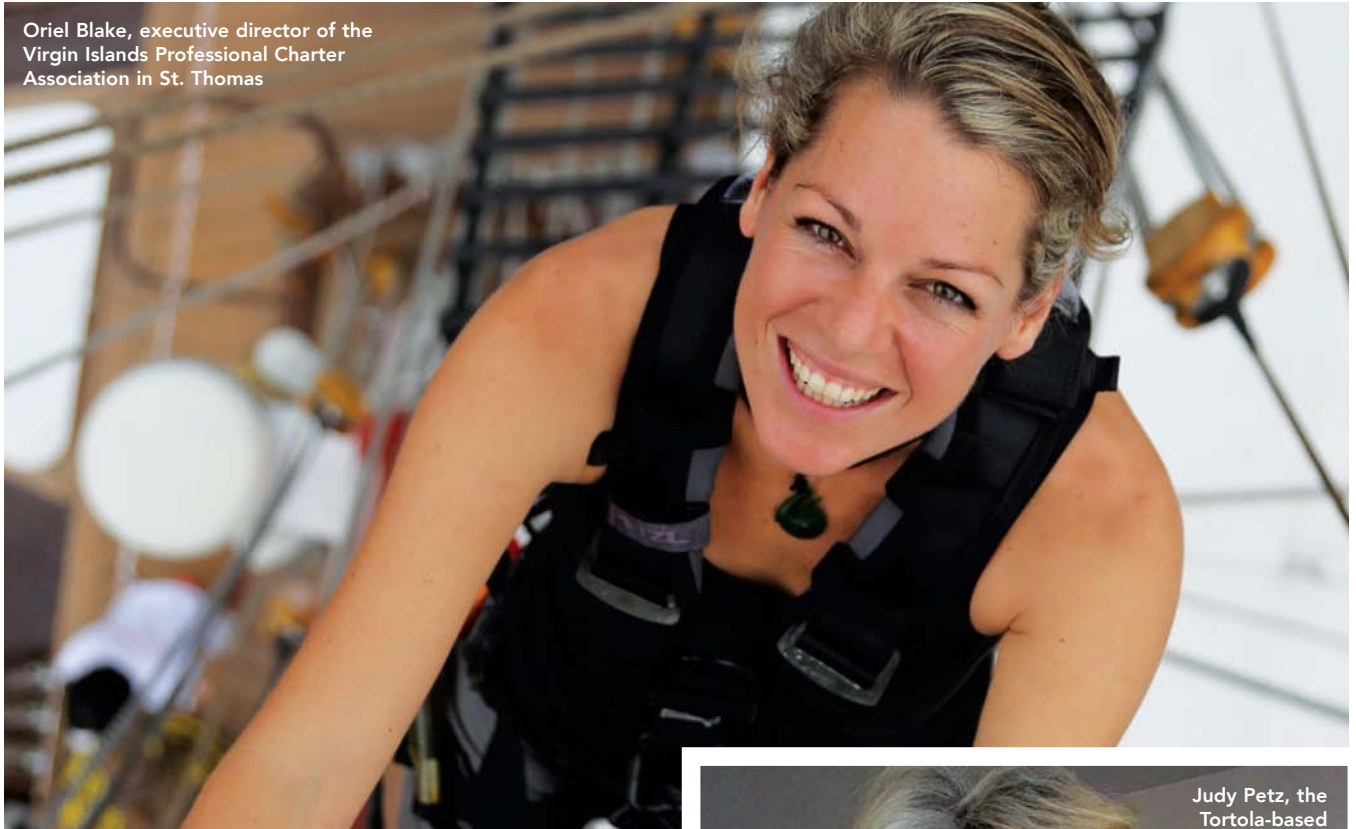
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Oriel Blake, executive director of the Virgin Islands Professional Charter Association in St. Thomas

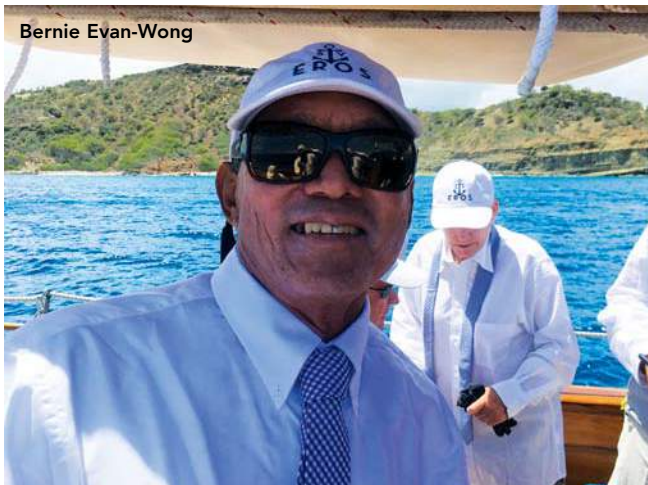


hauling out with a very secure tie down or sailing out of the hurricane belt altogether well in advance of tropical storms tracking north."

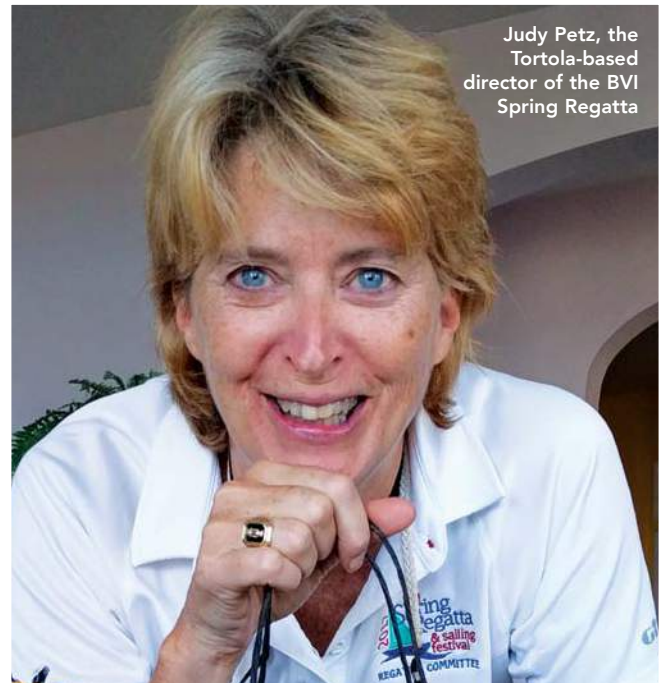
SECURE YOUR VESSEL

"If you must weather a hurricane," says Antigua's Bernie Evan-Wong, who owns several boats and sailed in St. Maarten, U.S. and BVI-based regattas this spring, "the two best options are a really strong single point mooring (like Helix Type screw moorings) with plenty of room to swing or dry storage in a cradle with the rig removed."

Bernie Evan-Wong



Judy Petz, the Tortola-based director of the BVI Spring Regatta



Many boats in hurricane shelters in the BVI were damaged due to the cleats rather than anchors giving way, says Judy Petz, the Tortola-based director of the BVI Spring Regatta. "Check all cleats and tie to more than just the bow and stern."

On shore is where St. Maarten's Robbie Ferron, an avid racer, regatta organizer and general manager of Budget

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St. Maarten's Robbie Ferron, general manager of Budget Marine



Phil Blake, general manager at IGY's Yacht Haven Grande Marina, St. Thomas

Marine, would be if he still had a boat, he says. "I would be much more demanding on the placement and tie up. Effectively dealing with extreme weather calls for use of extreme measures. Go all the way. Double the rope size, double the hold down weights, double the chain cleat wraps, double what you allow for storm surge and take off much more windage creating items. Also, be aware of storm surge. For the first time since I've lived in St. Maarten, the storm surge did what we had been warned about. Damage would have been a great deal less without the storm surge."

Consider laying your boat down, says Karen Stanton, co-director of the St. Croix International Regatta and boat owner. "We did lay a few boats down here at St. Croix Yacht Club (we actually ran out of jack stands) and positioned them with hopes nothing would fall on them. They did just fine. Some of our boats in the yard on trailers and jack stands blew over."

Perhaps the most important insight from Phil Blake, general manager at IGY's Yacht Haven Grande Marina on St. Thomas is for boat owners to be responsible. "There were simply too many owners (uninsured in the majority of cases) who effectively abandoned their anchored or moored vessels in the harbor to the mercy of the storms, which subsequently caused serious damage to other people's boats, properties and surrounding facilities."

PLAN FOR COMMUNICATIONS

Communications proved difficult in the immediate post-storm aftermath.

"Handheld VHF radios (not affected by the largely downed telecommunications infrastructure or lack of mains power) proved useful for us as a team last year," says Blake. "For this storm season, we'll be using a satellite communications device to ensure our ability to communicate with our stakeholders and guests overseas."

RIDE OUT THE STORM ASHORE

Ensure your safety above anything else.

"Don't ride out the storm on your boat," recommends David Kerr, Puerto Rico-based race officer and regatta organizer.

Sint Maarten's Korteweg agrees and adds, "I understand how people feel about leaving their homes (whether afloat or ashore). I did it myself as I was worried whether my roof would hold. It didn't, and I couldn't be more grateful that I stayed with friends instead. You can replace your belongings, not your life."



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

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WEATHER FORECASTING WITH A BAROMETER

SEAMANSHIP & VOYAGING BY CAPT. JEFF WERNER



With the plethora of weather forecasting apps and other Web-based weather services available to boaters, the humble barometer is often overlooked as a local weather forecasting tool. The yacht's barometer, in many cases, has been relegated to the role of a decorative display, surrounded by a teak bezel with brass ship's wheel spokes. It looks so very nautical when mounted on the bulkhead next to the brass ship's clock that strikes the appropriate bells.

A barometer is a tool that measures air pressure. Air pressure is the weight of the atmosphere at any given location. How can one 'weigh' the air? Think of how a yacht can be weighed. We can put the yacht on a very large scale and weigh it. Or we can fill a gigantic bowl of water to the brim and place the yacht in that huge bowl. As the yacht settles and floats in the bowl, the water overflows. If we were to weigh all the water that the

yacht displaced, we would get the actual weight of the yacht. (That's why a yacht's weight is called 'displacement'.)

One can use the same concept to 'weigh' air. Imagine a small bowl filled with a liquid, such as mercury. In the middle of that bowl is a long inverted test tube with all the air taken out, which leaves behind a vacuum. The weight of the air will push down and displace the mercury into the test tube, and push the mercury up to a height proportional to the weight of the air. The greater the air pressure, the higher the column of mercury; the less the air pressure, the lower the column of mercury. Mercury in a vacuum tube was the style of barometer invented by the Italian physicist Evangelista Torricelli in 1643.

At sea level, the average air pressure is 29.92 inches of mercury. Using this liquid method, the normal range of a barometer is about 28 inches to 31 inches. This range allows us to

determine whether a mass of air has higher pressure or lower pressure in relation to a nearby air mass:

Aboard a yacht, a 'dry' or aneroid barometer is used to measure air or barometric pressure. Aneroid barometers typically have a scale with traditional inches on its face. There is also an adjacent scale measuring air pressure in millibars (abbreviated 'mb'). The normal range of an aneroid barometer is about 950 mb to 1050 mb. At sea level, the average air pressure is 1013 mb.

Aneroid barometers also have markings such as: Rain; Change, and Fair. While these notations are traditional, they serve little practical value in weather prediction. The proper method of using a barometer at sea is to note the barometric pressure, every hour on the hour, in the ship's log. Using this record in the log gives an overview of both the direction of the change of pressure (high to low, low to high, or steady) and the rate of change in pressure (slowly or quickly).

The United Kingdom's Met Office is well known for its marine weather forecasts, specifically the shipping forecast. Each station reporting in the shipping forecast gives a pressure tendency at that station. The description for pressure tendency is quite exacting.

Rising (or falling) more slowly:

Pressure rising (or falling) at a progressively slower rate through the preceding three hours.

Rising (or falling) slowly:

Pressure change of 0.1 to 1.5 mb in the preceding three hours.

Rising (or falling):

Pressure change of 1.6 to 3.5 mb in the preceding three hours.

Rising (or falling) quickly:

Pressure change of 3.6 to 6.0 mb in the preceding three hours.


Rising (or falling) very rapidly:

Pressure change of more than 6.0 mb in the preceding three hours.

Now rising (or falling):

Pressure has been falling (rising) or steady in the preceding three hours, but at the time of observation was definitely rising (falling).

The purpose of these strict definitions is to give the mariner an important clue to the intensity of an approaching weather system. For example, a barometer rising slowly 24 hours after the passage of a cold front portends the filling in of high pressure with its lighter breezes and puffy cumulus clouds. While an approaching low-pressure system whose central pressure has been reported falling very rapidly could develop into a 'weather bomb'. For the prudent mariner, being at sea in the resulting storm from this explosive cyclogenesis is the very last place they would want to be.

With experience, using the traditional tools of a weather station; a barometer, thermometer, sling psychrometer, wind vane, anemometer and cloud identification, cruisers can confidently predict their local weather at sea with a high degree of confidence. 

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).



Mercury barometer




Torricelli experimenting with the barometer

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THE BEST BOATING DAY OF MY LIFE – SO FAR

CRUISING LIFE WORDS AND PHOTOS BY TONI ERDMAN

A photograph of a person sitting on the back of a white sailboat, looking out over a vast, clear blue ocean under a bright blue sky. The person is wearing a white shirt and light-colored pants. The boat's mast and rigging are visible in the foreground.

A beautiful day
for crossing
the bank

just had one of the best boating days of my life. My husband Robert and I left South Caicos after a wonderful three-night stay and crossed the Caicos Bank heading towards Providenciales (Turks and Caicos Islands). Prior to leaving South Caicos, I questioned our very experienced anchorage neighbor, Kevin, solo captain aboard the yacht *Opela*, who has been sailing for nineteen years, what he thought about the route north bound crossing through the Caicos Bank? He inferred that anyone attempting the bank was a bit crazy or brave – his words, “I give them credit, I wouldn’t do it.” He left an hour after us and we verified, via our AIS tracking, that he chose to sail the southern route below the bank with his deeper draft monohull heading elsewhere.

Our Lagoon 45 catamaran requires 4.3ft clearance before she leaves sand scars or runs aground. I am glad we took on the

challenge and chose the path less traveled – the Caicos Bank. Skinny water can be nerve racking; Robert settled down at the fly bridge helm and I took a dolphin seat monitoring every nautical meter as we glided gently along. Robert maneuvered the boat around the charted and the uncharted rocks. The water was so clear and shallow that Robert spotted star fish on the bottom. We could not resist the water and dropped anchor a few times to snorkel random rock sites discovering shy fish and beautiful underwater life unaccustomed to intruders.

We did not rush our day, had lunch at anchor and became accustomed to this new world along the path less traveled. We seriously considered anchoring on the bank overnight to extend our experience; we did not want this day of perfection to end and longed to star gaze. It was simply a perfect day for a gentle motor in shallow water loaded with coral heads and rock clusters.



Robert at the helm station of their Lagoon 45 catamaran

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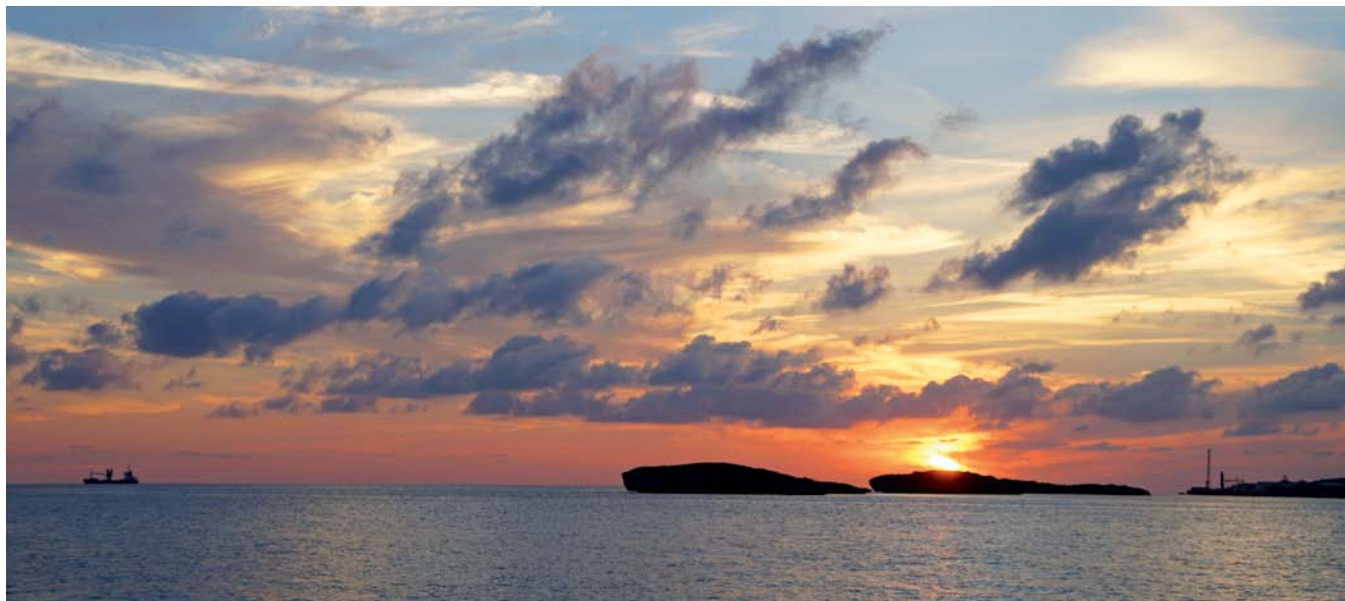
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Life in the slow lane



Kevin, solo captain aboard the yacht *Opela*

Our *Waterway Guide 2017- Bahamas and the Turks and Caicos* recommends, in fact, insists that a crossing be done in high sun, good visibility, and to avoid the 'no-go areas' (p.375-376). And that is exactly what we enjoyed. The entire first quarter of this year we endured high winds and rough water on our way up from Antigua, so that a quiet day on the water was overwhelmingly appreciated. The sun shone from over the stern lighting our path and no catspaw of breeze or wavy ripples marred our underwater visibility. The weather god was good to us and the vast uninterrupted open vistas created a sense of peace and wellness with the world: a boater's delight.

After eight hours cruising it was time to rethink our overnight spot. The winds were due to crank up and change direction. Predict Wind warned us of an impending northerly blow. As far as weather predictions go, we have found that their accuracy and timing can be off not just by hours but by days. Also, I am anchor shy in unexplored holding grounds, especially when no other boaters can be seen or appear on AIS (we saw

only one sail boat and a dredging barge going the opposite direction all day), so we pushed ourselves a bit to make Providenciales, to anchor in the lee of Bay Key, just prior to sunset. The winds did pick up, a little, and we had a rocky night.

This one perfect day, the timing of this crossing was exceptional. The next day our experience would have been very different. Sometimes the blessing is not in what actually happens but in the *timing* of what happens; and my experience of crossing the Caicos Bank remains in my heart and mind as my best boating day ever – well, at least, so far. I expect more blessings along the way.

Toni and Robert Erdman plan to spend this year sailing Our Time to Florida and then north to Annapolis, MD. They hope to return to the Caribbean next season. For more information, visit: www.ourtimecharter.com

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AIR PLANING: INFLATABLE PERFORMANCE WINDSURFING BOARD REVOLUTION?

WATERSPORTS WORDS AND PHOTOS BY **TEZ PLAVENIEKS**



Stand up paddle boarding is currently surging forwards in popularity, mostly down to the cost-effectiveness and logistical ease of transporting inflatable versions. Air boards (or iSUPs) have proven to be extremely popular. It's therefore no surprise that SUPs windy siblings would soon be looking to jump on the bandwagon.

Manufacturing a performance orientated blow-up windsurfing board, however, is possibly more headache inducing than pushing out SUP equivalents. There are many more forces at play with a speeding platform than with (in comparison) an idling SUP. That said, two brands – Starboard and RRD – have overcome the problem and are now actively retailing this kit.

Having laid hands on the latter's Airwindsurf Freeride model I have to say I was dubious. As many will know from paddling inflatable SUPs the sensation of standing atop an air-filled platform is unique. Deflection (bend) occurs across all iSUPs

no matter how much work has been done to increase the board's rigidity. And then there's the issue of the fin box where significant forces will no doubt be exerted.

Post pump up and I was pleasantly surprised. Utilising a hard release rubber edge, that stretches about two thirds of the way along the RRD's rail, is a method employed for increasing rigidity and ensuring bite – especially when gybing. Having a reinforced Dyneema belt wrap around the board, with a couple of these running along the centre line (think stringers) further enhances the Airwindsurf's stiffness. And then the fin box. RRD have put considerable time and effort into this, coming up with a performance oriented skeg holder that mirrors that of a hard windsurfing board. It truly is rock solid, allowing a standard freeride powerbox fin to be inserted.

There are a couple of quirks, such as the unique way the foot straps attach to the deck via d-rings. And the universal joint isn't housed within a mast track, instead being fixed to one



static sweet spot. This does limit tuning to conditions somewhat. All in though it's an intriguing machine that definitely warrants further inspection if you're keen.

With windfoiling (windsurf hydro foiling) currently stealing the lion's share of windsurfing's limelight many may miss the inflatable performance thing. It's certainly a different kind of feeling when compared to your standard windsurfing sled. Yet it works. Early planing it has in spades and it's a surprising smooth running experience. After some initial foot finding this is what anybody stepping aboard will discover. It's important to ram in the correct amount of PSI, otherwise chop and swell do play havoc with the board. But when set up correctly RRD's Airwindsurf Freeride inflatable windsurfing board is fun and fulfilling.

For anyone short of storage space – such as those living aboard boats or riders looking to travel on airlines with their gear – then a performance inflatable windsurf board could be

the very thing you're searching for. Combine it with one of the latest new school fold down compact rig packages and you have a set up that fits snugly into luggage hold size bags that won't incur excess freight charges. Stow in your yacht's toy locker or transport to the beach in the boot of your car – the benefits offered by this gear are extensive.

With decent performance, including the usual jumping and gybing aptitude that many riders expect, an inflatable windy board could be exactly what you're after. Who knows, your usual (more cumbersome) hard freeride windsurf board may end up gathering dust ...

Tez Plavenieks is founding editor of Windsurfing UK, SUP Mag UK and Sitons.com. He regularly writes and creates action/water sports articles for a whole host of media outlets as well as testing/reviewing large quantities of watersports equipment.

A SAFE BOAT IS A HAPPY BOAT

SAFETY AT SEA BY JULIAN PUTLEY



Mandatory safety items for boats 40ft (12.1m) and above

What are the potential problems that could arise while at sea to endanger your ship and its crew? The list is pretty big. Ingress of water is the most obvious; on board fire, rig and engine failure, crew overboard, lack of proper clothing for tropical and high latitude weather, medical emergency, collision and/or grounding.

If your boat is taking on water it may be a through-hull fitting, perhaps, and most likely, the stuffing box or gland where the prop shaft exits the hull. It may be that the keel bolts are compromised, especially if grounding has recently occurred. All should be inspected regularly and the prop shaft pulled every two years to be examined for corrosion.

Fire prevention is important. There are many explosive elements on a cruising yacht; cooking gas, dinghy gas, kerosene, sulphuric acid in (rare nowadays) wet cell batteries and various paints, oils and cleaning materials. Propane gas is heavier than air and will sink to the bottom of the locker where a mandatory drain hole should exist. This gas must not be allowed to descend into the cabin and bilge. Natural gas, not common on boats, is lighter than air. Dinghy gas and other flammable liquids must be tightly sealed and stored in a deck locker. Spontaneous combustion can happen if oily rags are stored on board – always throw them away. Make sure you have the number and type of required extinguishers in place and within reach.

Sails and rigging must be inspected annually. A bosun's chair

is essential for inspecting masthead problems. Most insurance companies require a rigging inspection by a qualified marine surveyor who will look for hairline cracks in swage fittings, rigging wire, turnbuckles and chain plates. Sails can be inspected by pinching the cloth together in a usually exposed place and trying to tear it. Stitching must be inspected for integrity. Keep sails covered when not in use; it's the sun's UV rays that destroy synthetic fabric. Have stick-on sail tape for emergency use and needles, a palm and twine for sail repairs.

Engine failure may not be catastrophic if you know how to sail and have patience in light air. Be aware that there are four things that will stop your engine: fuel system failure, overheating, air intake filter blockage and a fouled propeller. In your spares locker have spare oil and fuel filters, spare air filter, engine fluids, impeller, belts, electrical wire of various gauge and length, hose clamps and hoses ... Remember, if your engine fails so does your battery charging ability. If you have room, a small portable generator can be a life saver. I used to carry a complete spare alternator and starter motor/solenoid on my boat *Starry Night*. Bilge pumps and float switches are useful spares too and don't forget bulbs for all the various lights. In fact, the more you cruise the more spares you will deem it necessary to carry. Steering systems can fail, so crews must know how to find and fit the emergency tiller. Throttle cables and transmission cables can break and these should be maintained regularly and changed every five years. I know from bitter experience what happens when a transmission cable on a large catamaran snaps when maneuvering in tight quarters. It ain't pretty.

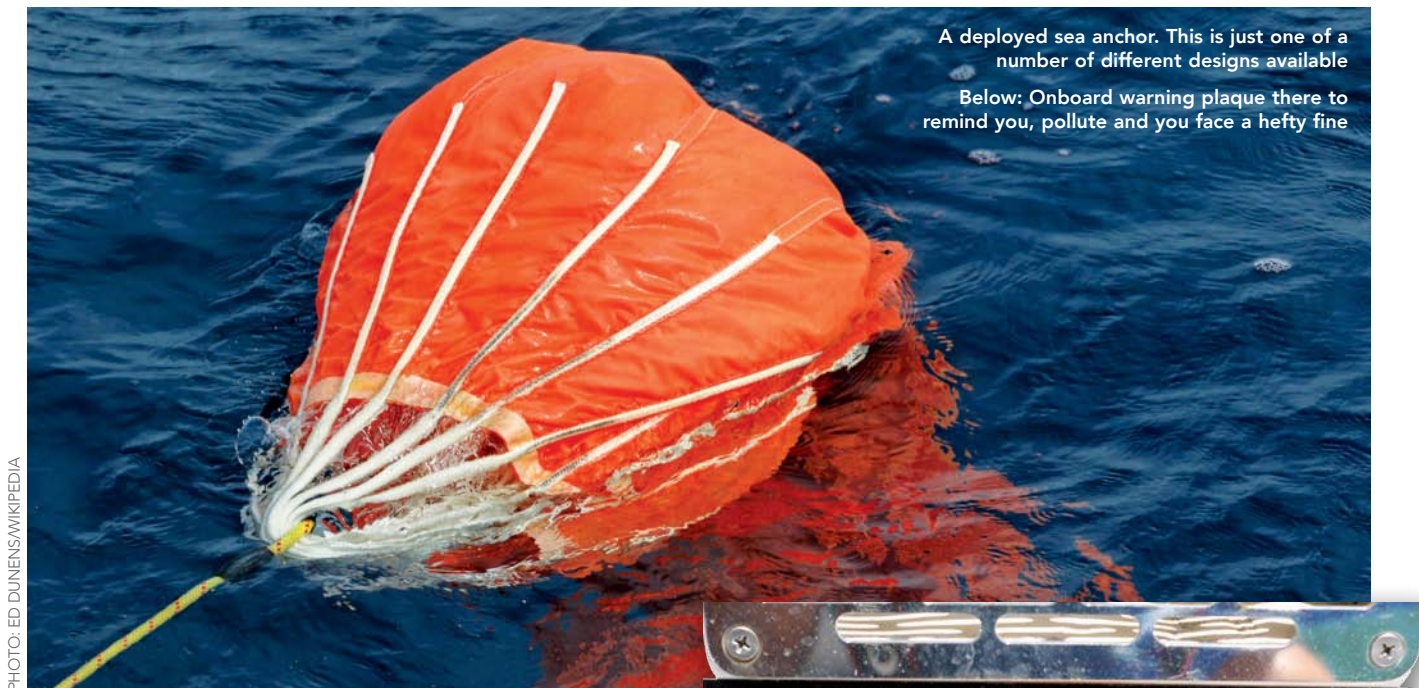
A major concern when offshore is to keep everyone on board, especially in rough weather. A good PFD with harness and tether is important and an unobstructed jackline running from cockpit to bow. Everyone on deck at night should be equipped with a strobe light and, if budget allows, a small portable waterproof VHF, both firmly attached to the harness. Some may say that the VHF is superfluous to needs but if/when you need it, *you really need it!*

In an emergency, communication is essential. Short wave radios and VHF radios are both used extensively, but now satellite radio is a useful addition. Either installed or portable, a satellite radio keeps you connected to shore all the times. There are weather and routing experts who can give you advice and you can call business contacts or family at any time. Emergency Position Indicating Radio Beacons (EPIRBs) are essential and are used to alert search and rescue services in the event of a critical emergency. It does this by transmitting a coded message on the 406 MHz distress frequency via satellite and earth stations to the nearest rescue co-ordination center. There is an AIS device that each crew can wear as a MOB locator, and personal locator beacons (mini EPIRBs) are now available and can be carried in a pocket or attached to your lifejacket. Don't forget daytime and night time flares as well as parachute flares. A compressed air horn is also essential.

A MOB grab bag should be carefully stocked to keep the crew alive in the event of an abandon ship in the life raft. Some sailors may decry the use of a life raft but if you slam into a sub-



Black ball and cone

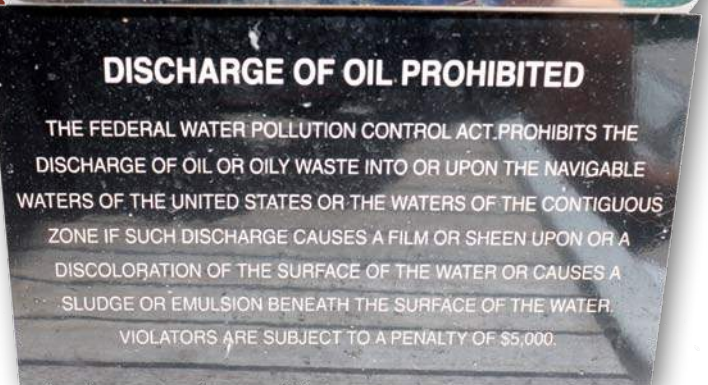


merged object like a deadhead or container and start sinking hundreds of miles off shore, you'll be glad you prepared one. Make sure all the crew know how to deploy it. The grab bag should contain signaling gear and flares, high protein foods, drinking water, a solar still, a small battery-operated VHF, an EPIRB, as discussed earlier, a boat knife, fishing gear, flashlights and numerous other items. Just think of what you couldn't do without for two weeks and take it from there.

A good medical kit should contain a plentiful supply of antibiotics as well as antihistamine and allergy creams, lotions for burns and treatment for deep cuts like suturing gear for stitching. There are specialized kits available for offshore sailors. Add in the extras yourself.

In extreme heavy weather, 50kts plus, a sea anchor can be a life saver. The USCG recommends the small parachutes or drogues rigged in series and deployed off the stern. There is endless debate on the best sea anchors and methods of heaving to. Make sure to practice with this gear before departure with keen awareness of possible chafing.

Safety at sea is essential for the enjoyment of the wonderful life of cruising the oceans of the world. For some sailors the long passages may appear too daunting or time consuming to undertake. Well, don't despair; there are yacht delivery crews that will transport your boat to your desired cruising ground. There are specially designed yacht transport ships too. Sometimes yacht owners and friends might wish to crew with a professional captain in charge. This may or may not



work depending on their knowledge, experience and fitness, and the consent of the captain.

This writer undertakes two yacht deliveries a year on an Island Packet 48 from Annapolis to the Caribbean. The owner and friends are aboard as crew and after some 12 trips we are a good working team. Main meals are pre-cooked and frozen and pre-checks are done prior to departure. The trip to Abaco routinely takes five days and many sailors in the marina are flabbergasted at our speed – it's about 800 miles. "Yes, she's a good boat, a damned good boat," reports the owner. "And we only turned on the engine once." What he failed to mention is that we turned it on at departure and didn't shut it down until we were tied up in the marina!

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

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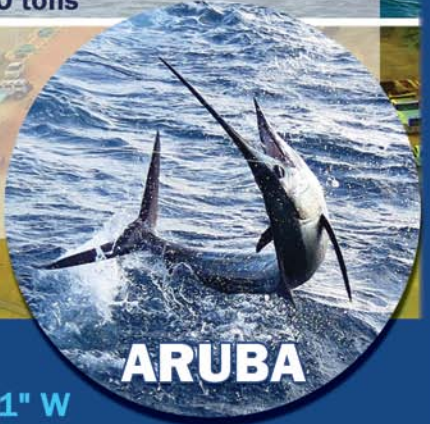
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TEN TOP CARIBBEAN RUM DISTILLERIES YOU CAN VISIT & SAMPLE

TIPSILY COMPILED BY CAROL M. BAREUTHER



Cayman Spirits Company Distillery – Rum and pirates, what can you say?

The Caribbean is synonymous with sun, fun and rum! Of the later, there are several distilleries that host tours for the public. It's a great way to see how this spirit is made, take a taste and buy something to fortify your galley stores. Here's a sampling:

1. CAYMAN SPIRITS COMPANY DISTILLERY, CAYMAN ISLANDS

One of the newest of its kind in the Caribbean, this custom-built, 5,000-square foot facility, with its 1,200-gallon (54,553-liter) Vendome copper pot still, opened in 2013. "Many people's favorite part of the tour is the guided sampling with the distiller," says owner Walker Romanica. "We have over 12

different types of locally made Cayman Islands spirits to sample." Tours: Monday-Saturday, 11:00am, 1:00pm, and 3:00pm. US \$15 pp. caymanspirits.com

2. APPLETON ESTATE, JAMAICA

Watch the resident pet donkey, named Pax, demonstrate how juice was extracted out of sugarcane during the 18th century. Visitors can juice their own cane and sample fresh-squeezed cane juice as well as rum. The tour also includes the distillery, where different methods of distillation are illustrated, and the aging house. Tours: Monday-Saturday, 9:00am to 4:00pm. US \$30 pp. www.appletonestate.com

3. CASA BRUGAL, DOMINICAN REPUBLIC

Founded in 1888, Brugal rum is the main ingredient in Mamajuana, a spirited beverage whose ingredients sans the rum date back to the pre-Columbian Taíno Indians. The 30-minute guided tour traverses the huge distillery where 1.5 million liters (396,258 US gallons) of white and dark rum are produced annually. Tours: Monday-Friday, 8:00am to 4:00pm. Saturday and Sunday, 8:00am to Noon. US \$5 pp. www.brugal-rum.com

4. CASA BACARDI, PUERTO RICO

Choose from three different tours: historical, rum tasting or mixology. There's also



Fill your own bottle at Bacardi in Puerto Rico ... It could get interesting!

Roll out the Barrel at the Brugal distillery, Dominican Republic



the self-fill experience. "Most memorable is being able to self-fill your own Bacardi bottle directly from the barrels where the exclusive rums were crafted. It's a hands-on experience where you'll seal the bottle with signature red wax and personalize the label with your name," invites Irene Muñiz, business development manager. Tours: Tuesday to Friday, 9:00am to 4:30pm. Saturday and Sunday, Noon to 4:30pm. US \$15 to \$160 pp. www3.bacardi.com/casa-bacardi

5. CRUZAN RUM DISTILLERY, ST. CROIX, U.S. VIRGIN ISLANDS

Learn the rum-making process up close and personal on a walking tour of this distillery that dates back to 1760. "The most notable part about the tour is that you get to see everything from the molasses to warehouses to the final product, which is unique to rum distilleries," says spokesperson Hannah Richman. The Visitor's Pavilion at the end of the tour houses a tasting bar and rum boutique. Tours: Monday-Friday, 9:00am to 4:00pm. Saturday 10:00am to 2:00pm. US \$5 pp. www.cruzanrum.com

6. HABITATION CLÉMENT, MARTINIQUE

A registered French historic landmark and birthplace of Rhum Agricole over a century ago, thousands of visitors annually tour the grounds of this historic estate which include a museum, ancient Creole plantation house, art galleries and botanical gardens, aging cellars and tasting room. No one leaves without a special bottle of rum. Tours: Monday-Friday, 9:30am to 5:00pm. US \$15 pp. www.habitation-clement.fr

7. ST. LUCIA DISTILLERIES, ST. LUCIA

Take the Rhythm of Rum Tour. "The tasting at the end is the most memorable part of the tour for most people," says Margaret Monplaisir, managing director. "This is where you get to taste over 15 different rums, creams and liqueurs all made here. Anyone who is a true rum connoisseur needs to indicate that they would like the professional tasting and we will have them taste our base rums through to our blended rums." Tours: Monday to Friday, 9:00am to 4:00pm. US \$10 pp. www.saintluciarums.com




8. MOUNT GAY DISTILLERY, BARBADOS

Select from five ways to experience the sailor's red-cap favorite at the world's oldest (Est. 1703) commercial rum distillery in Bridgetown. There's a Signature and Full Signature Rum Tasting, interactive Cocktail Tasting, Rum & Food Pairing Experience, and Lunch Experience, the last of which comes with a bottomless rum punch station. Each tour has its days and times. US \$20 to \$130 pp. www.mountgayrum.com

9. CLARKE'S COURT RUM DISTILLERY, GRENADA

Old steam engines, some dating to the 1800s, are one sight to see on the 15-minute guided tour of the island's best-known rum manufacturer. It's fascinating to learn about the distillation process starting from the sugar cane itself. The tour ends at the hospitality center where there's unique barrel furniture, Clarke's Court products to sample and rum recipes to take home. Tours: Monday-Friday, 8:00am to 4:00pm. US \$2 pp. www.clarkescourtum.com

10. THE HOUSE OF ANGOSTURA, TRINIDAD

Famous for its bitters, the company is also the major producer of rum in the dual-island nation of Trinidad & Tobago. "While everyone may have a different experience when they take the two-and-a-half hour tour, which includes sampling; some of the more remarkable parts are a visit to our bottling plant and the bitters manufacturing room," says Ronda Betancourt, public relations officer. Tours: 9:30am or 1:00pm by appointment only. US \$10 pp. www.angostura.com 

The still is an impressive sight at The House of Angostura, Trinidad



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

SAILORS RELISH WIND & WAVES AT BVI DINGHY CHAMPIONSHIPS

BRITISH VIRGIN ISLANDS WORDS BY CAROL M. BAREUTHER

PHOTOS COURTESY OF RBVIYC/LESLIE CRAMER



Boisterous conditions put sailors to the test

Big winds, big waves and a big milestone is a great way to describe this year's BVI Dinghy Championships. Held May 19 and 20 out of the Youth Sailing base at Nanny Cay Marina, Tortola and organized by the Royal BVI Yacht Club (RBVIYC), nearly two dozen sailors from the U.S. the British Virgin Islands and Puerto Rico competed in three classes: Optimist Advanced, Optimist Green and Laser 4.7. The weather proved challenging. Winds blew 12 to 15 knots with occasional gusts over 30 knots with seas five to seven feet both days. Even so, it was the class competition on the water and camaraderie on land that made this year's event, like those in the past, memorable.

"It was exceptionally windy even for the Virgin Islands, lots of equipment failures, so it was nice the Race Committee helped to make sure we could all race," says Tanner Krygsvel, from St. Thomas, USVI, who won both the Ages 11- and 12-year old Blue Optimist Fleet as well as Advanced Optimist Overall Class.

Krygsvel, last year's white fleet winner, skillfully won five of 11 races. However, it was not all smooth sailing.



BVI Dinghy Championships – Winners all

"I had to retire after capsizing in the second race on the first day," he says. "That's when focusing got really serious for me. I changed strategy every race to match the changing wind patterns."

Krygsveld's fellow St. Thomas sailor Andy Yu finished second in the Opti Advanced Overall and Blue Fleet, while St. John's Winn Majette rounded out third place Overall and first in the Ages 13- to 15-year-old Red Fleet.

The Race Committee attempted to bring the Optimist Green Fleet out into the more challenging conditions of the Sir Francis Drake Channel. However, they soon opted to set up the course in the relative calm of Nanny Cay Marina in the area where once there were docks prior to September's hurricanes. This is where St. Thomas, USVI's Coby Fagan won all but five of the 18 races run, finishing in the top five in the rest.

"I enjoyed sailing outside the marina for one race and sailing in the marina for the others. It was really shifty in the marina," says Fagan, whose winning strategy included rounding the marks as tight as possible and keeping his head out of the boat to look for the next puffs. "I also really liked the coaches because they helped me when my boom vang kept coming off. I raced three races with it off!"

The BVI's Victoria Rowlette and Amanda Plaxton, who both come from well-known sailing families, finished second and third, respectively, in the Opti Green Fleet.

The BVI's Paul Johnson won the Laser class.

Trophies were handmade from recycled materials damaged by Hurricane Irma. More specifically, the Opti and Laser replicas were crafted out of a shutter from Government House and pieces of the Royal BVI Yacht Club deck.

"This year's regatta is a significant milestone for us and it's taken a huge effort to get our youth program back on the water since Irma and Maria took out over 80 percent of our fleet," says Tamsin Rand, RBVIYC secretary. "We knew it would be a much smaller regatta than in recent years when we've had over 70 boats racing but we were determined to go ahead. It was great to see the young sailors relishing the wind and waves."

For full results, visit: www.regattanetwork.com/event/16684#_newsroom

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



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SEVEN GREAT REASONS TO VISIT ST. LUCIA

ST. LUCIA WORDS BY MARK STEVENS
PHOTOS BY SHARON MATTHEWS-STEVENS



Narrowing the list of great reasons to visit St. Lucia down to seven is like putting out a bowl of potato chips and eating just one.

The place is sophisticated, lush and breathtakingly beautiful with a great variety of accommodations and a wealth of things to do. And the people are nice. Very nice.

There's a plethora of reasons, so maybe culling this list is a fool's errand. But a weeklong visit's par for the course for many visitors, so seven's a pretty good start. Think a delight-a-day.

GREAT HIKES

Sunny morning and we're climbing skyward on the Tet Paul Trail. We hug the side of one ridge and stare out. We can see for twenty miles. Further along, on a section called Stairway to Heaven, I stop in absolute awe. Both Pitons tower over us, the sea below is royal blue. Best view in the world. "Up ahead," says our guide. "It gets really pretty."

After a rainforest ride on an aerial tram, we do another hike in the north, our guide waxing enthusiastic as she points to the variety of flora found here.

When we pass a gigantic hill swathed in every shade of green, our driver, Vienney DeFreitas, points. "You can almost hike the whole island from there," he says, "rainforest all the way."

GREAT PARTIES

It's Friday night at Gros Islet. Barbecues sizzle; a congregation of stalls sell cold drinks – Piton Beer, Chairman Reserve Rum – and the catch of the day. You can barely hear yourself talk, the music's so loud during this weekly shindig, but you're not here to talk. Already people are dancing in the square and I hear tell that when this party's done, some of the bars up on the Rodney Bay strip might stay open all night.

In the afternoon, we watched them prepping for the big fish fry at Anse La Raye. Live entertainment and catch of the day. St. Lucians like their parties.

GREAT FOOD

There's great food, too, at these celebrations, though that's hardly unique to either of these weekly fêtes.

We've spent a week dining like royalty, in places with views as good as the ones from Tet Paul.

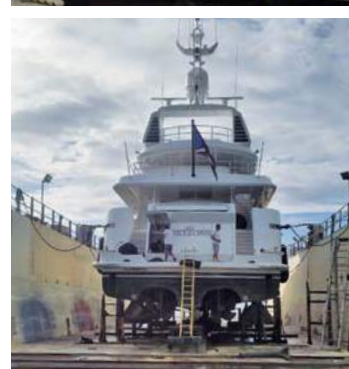


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Fish and chips at Orlando's in Soufriere, local food at Fond Doux. Haute cuisine in haute ambiance: modern sophistication at sky-reaching Jade Mountain Club, perfect sunsets and sea views at Windsong restaurant at Calabash Cove (red snapper, grilled dorado), Dasheene restaurant at Ladera – natural wood and stone, snuggled down between the Pitons with views so gorgeous I don't even remember what I had.

Here's a challenge: try for a bad meal in St. Lucia. Methinks you'll fail.

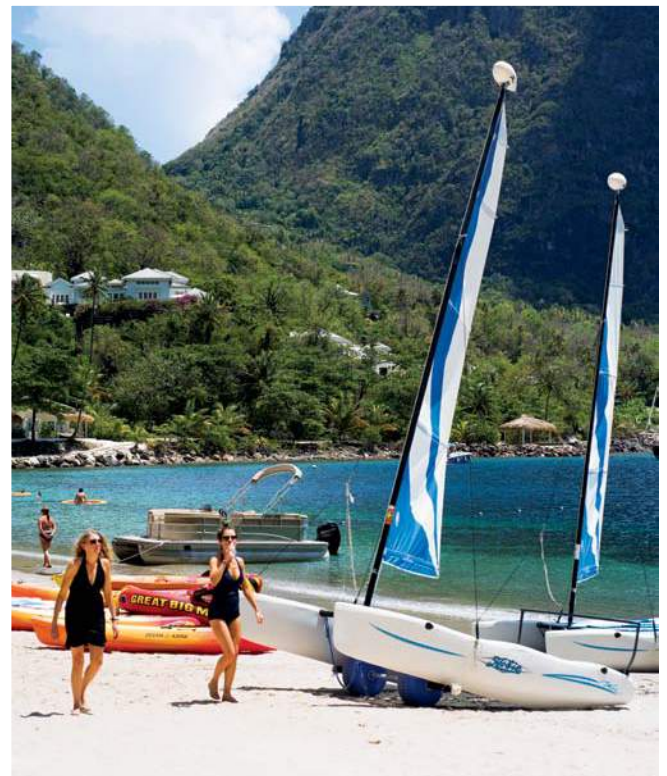
GREAT BEACHES

Though St. Lucia's volcanic origins don't lend themselves to an abundance of great beaches, the ones we did discover are spectacular, boasting, among other allures, some great snorkeling.

You can snorkel right off the pier at Anse Chastanet – nice coral, a wealth of fish species. Then sun on their secluded brown sugar beach. Or do Sugar Beach for real: at the bottom of the slopes dominated by Ladera. Go north and baste on Reduit Beach, the most popular on the island, or stay at Windjammer Landing and play with their water toys after your surfeit of sun, sea, and sand.

GREAT PLACES TO STAY

When it comes to choices, the breadth of accommodation on St. Lucia rivals the culinary options.



Stonefield Villas are snuggled mountainside in the south, rustic but comfortable. Ladera, Anse Chastanet and Jade Mountain offer over-the-top elegance and rooms open to nature; Anse Chastanet's motto is: No walls, no doors, no windows, no glass. Windjammer Landing boasts family-friendly villas clinging to steep hills; Calabash Cove is romance personified.

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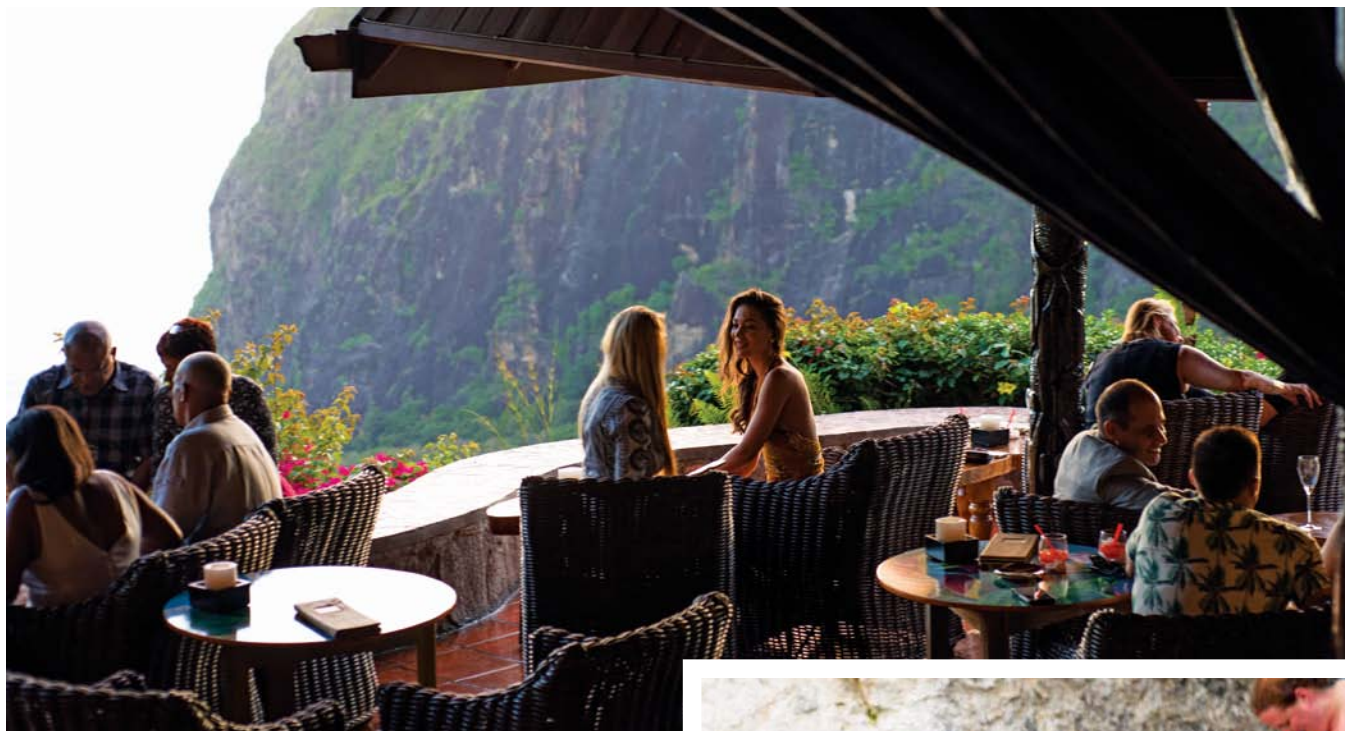
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No shortage of great places to stay on St. Lucia – from family-friendly to romantic.

GREAT SPAS

The romance never ends when you book a couples' massage.

After my treatment at the Escape Spa at Stonefield Villa Resort all those muscles I pulled on my hike are happy as the St. Lucia parrot. At the sun-kissed spa at Windjammer Landing, our treatment includes the strategic application of local bamboo and hot stones.

To enter the spa at Marigot Bay Resort and Marina you cross a little water feature, at Fond Douce your massage awaits you at a secluded oasis hunkered down beside a sun-dappled glade.

GREAT ACTIVITIES

But maybe your paradise dreams are more ambitious.


Snorkel; ride an ATV, a mountain bike, a horse. Climb a waterfall. Slather yourself with healing mud. Soak up history, go zip lining.

Trip Advisor lists nearly two hundred things to do here so you could fill up your week without even blinking.

Seven great reasons to visit St. Lucia?



Think, instead, a plethora.

For more great reasons to visit St. Lucia, visit: www.stlucia.org 

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@sherryspix.com

Mark and Sharon Blog about their travels at: www.travelwriteclick.com

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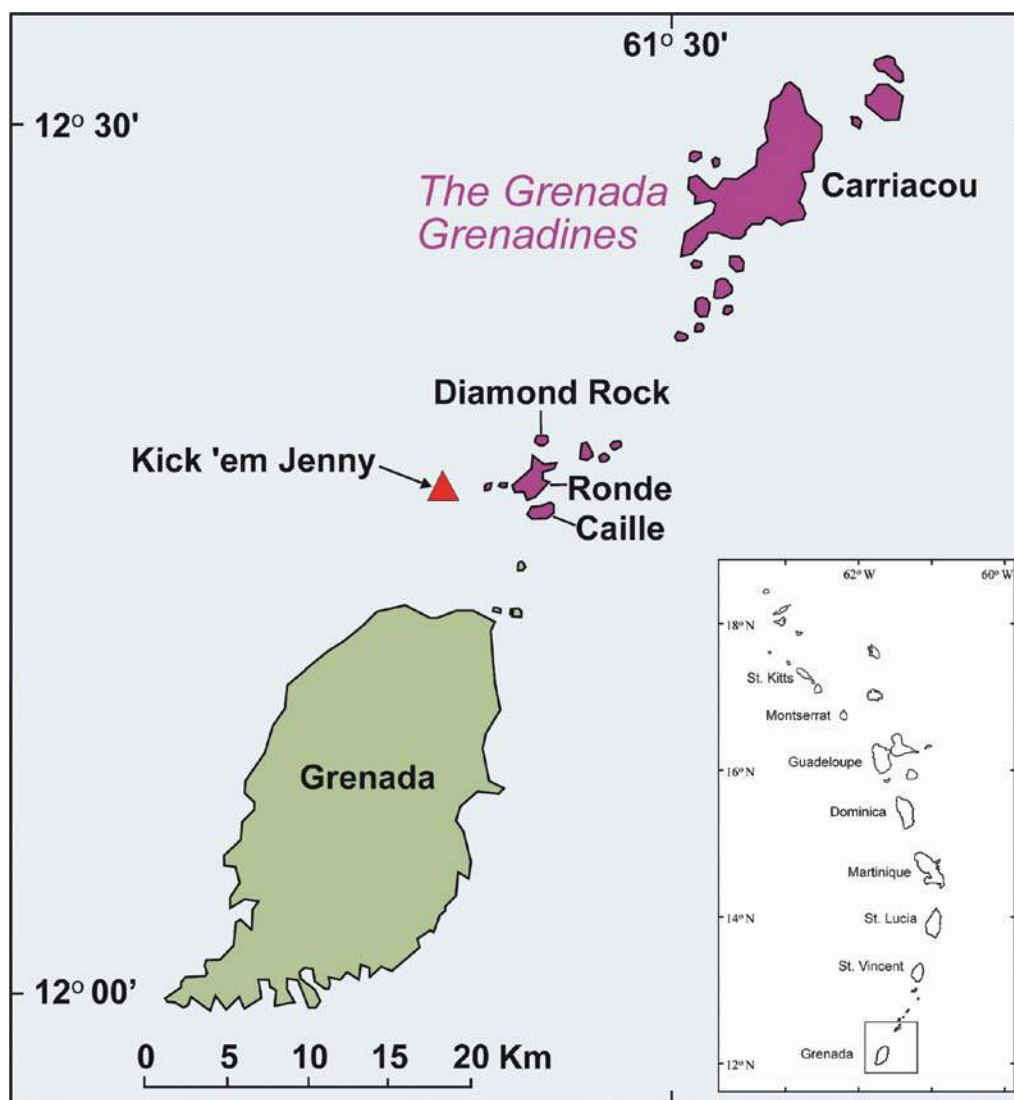
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KICK 'EM JENNY: GRENADA'S UNDERWATER VOLCANO

GRENADA BY ROSIE BURR



Kick 'em Jenny is a submarine volcano located at 12°18'N, 61°38'W; approximately eight kilometres (five miles) off the north coast of Grenada. As far as scientists are aware it is the only live underwater volcano in the Caribbean. Thought to be just 200m (656ft) below the surface, it is over a kilometre high (0.6 mile), forming a perfect circle at its peak. At each eruption volcanic material is deposited around the summit bringing it closer to the surface. It is a present day example of how volcanic islands are formed. Though the volcano is the most active in the region,

erupting at least 14 times since it was discovered in 1939, it is not currently believed to be growing. If it were to erupt continuously, it could rise to the surface, first forming shoals and then a small island. This *could* happen as quickly as in a year but more likely over a much, much longer period.

Most of us are aware, especially those of us in the southern Caribbean, that Kick 'em Jenny has recently been in the news as it started to show increased signs of activity. On 12 March 2018, the NaDMA (National Disaster Management Agency) of Gre-

nada, with technical support provided by the University of the West Indies Seismic Research Centre in Port of Spain, Trinidad, advised the public that they were raising the alert for Kick 'em Jenny from yellow to orange and advised all marine operators in the vicinity to observe the exclusion zone of five kilometres (3.1 miles). It has since been reduced to a yellow alert.

What does this mean to boats heading south this season? The Seismic Research Centre monitors the situation and a warning system is in place to advise mariners of Kick 'em Jenny's status. Because the volcano has been in a state of constant low activity since it was discovered, scientists and the government of Grenada have kept the warning alert level to yellow. Indicating the volcano is restless and that a 1.5km (1 mile) exclusion zone should be observed by all pleasure craft. If activity increases levels would be raised to orange or even red alert. During an eruption the nearby waters could potentially become turbulent with rocks and hot ash being expelled from the sea, posing a danger to boats, however, the quieter periods are of more immediate concern as a submarine volcano can emit significant amounts of gas. These concentrated bubbles effect the density of the water resulting in loss of buoyancy and the possible sinking of vessels.

Whilst there have been no recorded incidents, according to the UWI-SRC, one of Grenada's worst maritime tragedies may have resulted from just this phenomenon. On the 5th August 1944, the wooden schooner *Island Queen*, with over 60 people on board, disappeared between Grenada and St. Vincent. At the time it was thought that a German or allied submarine had torpedoed the boat. These theories, however, cannot easily explain the total lack of debris after the boat's disappearance. Kick 'em Jenny had, in fact, erupted the year before (1943) and it is highly likely that it was still actively degassing in 1944, without any signs at the sea surface of such activity."

With this in mind, as I sail past the area this season I, for one, shall be observing the exclusion zone.

For the latest alerts on Kick 'em Jenny, visit: <http://uwiseismic.com/General.aspx?id=59>

Source with permission: The University of the West Indies - Seismic Research Centre <http://uwiseismic.com/General.aspx?id=27>

Rosie and her husband Sim Hoggarth have been cruising the Caribbean and North America for the past 14 years. They are currently settled in Grenada on their yacht *Wandering Star*. www.yachtwanderingstar.com

MARITIME MUSEUM: PAST, PRESENT & FUTURE OF CURAÇAO HARBOR

CURAÇAO WORDS AND PHOTOS BY ELS KROON



Historic Curacao Maritime Museum is a unique venue for photo shoots, live entertainment, and corporate and private events

Built next to the quay of the 'Kleine Werf' in 1729, the island's Maritime Museum provides an insight into the past, present and future of the port of Curaçao. The museum is uniquely situated at the watery crossroad of St. Anna Bay and the entrance to the Waaigat; the century old mansions of the Scharloo quarter are nearby.

A permanent exhibition with displays of authentic nautical charts, ship models and navigation equipment combined with the latest in audiovisual technology tells the story of more than 500 years of maritime history in Curaçao. The museum also offers a number of interesting tours. For instance, visitors can cruise Anna Bay along the famous Handelskade, and see



The precision scale model measuring 2.20 x 5.40 meters is the centerpiece of a permanent exhibition 'Steam for Oil' in the maritime museum

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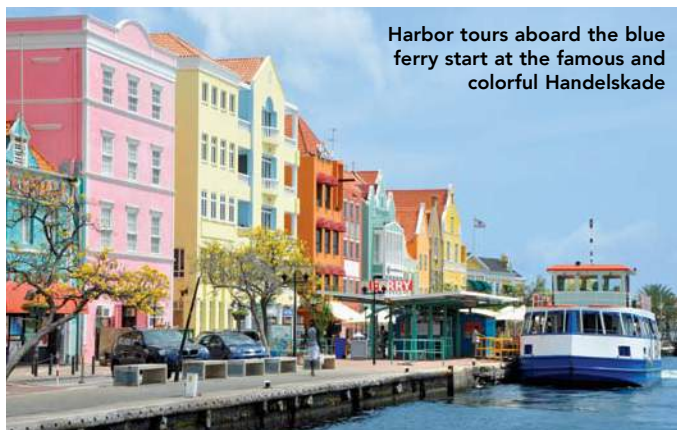
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Museum director Thamara Moreno-Vervuurt and assistant director Margriet Kistemaker with the newest additions to the book collection



Harbor tours aboard the blue ferry start at the famous and colorful Handelskade



The heavy-lift ship *Xin Guang Hua* with the two docks passing Anna Bay, seen from Fort Nassau



Crowds line both sides of Anna Bay, waiting for the new docks to arrive

the maritime related businesses of the inner harbor from one of the ferries.

STEAM FOR OIL

The oil industry had a huge impact on the island's economy and community at the beginning of the 20th century. Production started in 1918, refining Venezuelan oil from the Lake of Maracaibo. It brought economic stability to the local people and boosted development of the harbor activities in the Schottegat. Hubert Vos, an inventor, artist and engineer employed by the refinery in the early years was given leave to spend hours on his hobby, which later became his life's work. With twenty miniature steam machines and six electric motors he built a model oil refinery based on where he worked. On moving back to Holland, Vos took the model, which was actually able to refine a mixture of oil, with him. Twenty years after his death in 2002, his son, Edwin, donated the model to the Curaçao Maritime Museum, where it became the center of a very special exhibition. Among the visitors are many local school children who learn about their industrial heritage by viewing the model.

HARBOR TOUR

Curaçao owes its maritime prosperity to its favorable location. The Schottegat, the island's largest harbor was formed at the end of the last Ice Age, and the capital, Willemstad, is built around it. Anna Bay, Schottegat and Waigat together form a stretch of inland water of some four square miles (10 sq km) with a depth of around 65ft (20m) and a tidal range of just two feet (60cm). This makes this safe, natural harbor the perfect place for ship repair. In 1926, the first dock was built: a floating dry dock named after the then Dutch queen Wilhelmina. Within three years, capacity was doubled with the Juliana Floating Dock. Fulfilling wartime demand, the Beatrix Dry Dock was excavated in 1941. In the 1970s, the Curaçaoose Dok Maatschappij (CDM) greatly expanded its capacity by building the Antillia Dock, a facility capable of handling ships of up to 130,000 ton.

The dock facilities received a substantial boost when it was taken over by the Dutch global company Damen Shipyards in September 2016. In November 2017, the company received ISO 9001:2015 and ISO 14001:2015 certification, and recently took delivery of two new floating docks, a 230 meter Panamax dock and a 120 meter dock. The arrival of the docks attracted thousands of spectators and international media attention when they were piloted through the narrow channel of Anna Bay, on board the 255 meter long Chinese ship *Xin Guang Hua*, the second largest semi-submersible, heavy-lift ship in the world.

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The 254m Liberia-registered Bulk Carrier *Niki* in the Antillia Dock of Damen Shiprepair Curaçao

This new milestone for Curaçao's harbor was monitored by the museum team and reported on their Facebook page, ready for teaching the local kids about this strong economic pillar of the society in which they are growing up. The museum has been organizing educational trips since 2000 with approximately 1,750 students per year. Last year the museum received students from 42 primary schools, who, in preparation, studied the book 'Our ports, then and now'.

New director Thamara Moreno-Vervuurt, and assistant director Margriet Kistemaker, make sure that things are always humming. Over the last few months conferences have been held within the museum, International Museum Day was held on May 18th, and 'Floating', a temporary exhibition was organized with the Dutch Society of Maritime Arts. Beautiful maritime works of art were brought to the island by Captain-lieutenant Jeroen van Zanten, of the Dutch naval vessel *Zr.Ms. Holland*. Arriving in Curaçao to fulfill her duty as station ship in the West, the vessel served as a floating gallery showcasing work of six members of the Dutch Association of Marine Painters.

The museum has a collection of books on display and for sale. The collection is regularly updated and the latest acquisitions are prominently displayed on their Facebook page 'Curaçao Maritime Museum'. The popular harbor tour is available on Wednesday and Saturday at 2:00pm. 

Els Kroon is an award winning freelance photojournalist and former teacher. She lives and works in Curaçao and Kissimmee, Florida.

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Aruba	Varadero Caribe www.varaderoaruba.com	297-588-3850	8'	120'	75	●	50/30 amp				●		●	●	68	●
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D.R.	Marina Zar Par	809-523-5858	12'	120'	110	●	110/220 308	●	●	●	●	●	●	●	5	FREE
D.R.	Ocean World Marina	809-970-3373	12' +	250'	104	●	110/220	●	●	●	●	●	●	●	16/68	●
Grand Cayman	Barcadere Marina	345-949-3743	8'	150'	83	●	30, 50, 100 & 200 amp single phase; 100 & 200 amp 3 phase; 60hz		●	●	●		●		16	FREE
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St. Lucia	The Marina at Marigot Bay	758-451-4275	16'	250'	40	●	110/220/380, 50/60 Hz	Cable	●	●	●	●	●	●	●	16/12	●
St. Maarten	Bobby's Marina www.bobbysmarina.com	721-542-2366	12'	130'	80	●	110/220V		●	●	●	●	●	●	●	16/69	●
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Tortola, BVI	Nanny Cay Marina	284-494-2512	12'	125'	200	●	110/220		●	●	●	●	●	●	●	16	●
Tortola, BVI	Soper's Hole	284-495-4589	25'	170'	50	●	110/240	Cable	●	●	●	●	●	●	●	16	Cafe
Tortola, BVI	Village Cay Marina	284-494-2771	12'	200'	106	●	110/220/308	Cable	●	●	●	●	●	●	●	16/71	FREE
Trinidad	Power Boats Ltd	868-634-4346	13'	65'	40	●	115/220		●	●	●	●	●	●	●	72	●
Turks & Caicos	Blue Haven Marina & Resort www.bluehaventci.com an IGY destination™	+649-946-9910	8.5'	220'	78	●	30/50/100 amp, 3 phase, up to 480V	Cable	●	●	●	●	●	●	●	16	FREE
Turks & Caicos	Caicos Marina & Shipyard www.caicosmarina.com	649-946-5600 649-232-1905	9'	150'	100+	●	30/50/100 amp		●	●	●	●	●	●	●	16	FREE
Virgin Gorda	Virgin Gorda Yacht Harbour	284-495-5500	10'	180'	94	●	110/220		●	●	●	●	●	●	●	16/11	●
Colombia	Marina Santa Marta www.marinasantamarta.com an IGY destination™	+574363601	11.5'	132'	256	●	110/220V, 60hz		●	●	●	●	●	●	●	16/72	FREE

OUTSIDE OF CARIBBEAN:

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

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CARIBBEAN BOATYARDS

All At Sea's Caribbean Boatyards Guide

		Latitude	Longitude	Phone Number	Maximum Draft	Maximum Length	Maximum Beam	Maximum Air Draft	Power Supply	Arrival Hours	Lift 1 Type / Capacity (Tons)	DIY Friendly	Electronic Shop	Carpentry Shop	Electrical Shop	Prop Shop	Paint Shop	Onsite Crew Facilities
Antigua	Jolly Harbour Marina / Boat Yard	17 04 46.4 N	61 54 37.0 W	(268) 462-6041	13'	80'	19'	no limit	110/220	8am-5pm	70	•	•	•	•	•	•	•
Antigua	North Sound Marine	17.1167	-61.7500	(268) 562-3499 \ (268) 764-2599	15'	no limit	31'	no limit	Anything	24x7	150	•	•	•	•	•	•	•
Aruba	Varadero Caribe	12 32 N	70 02 W	297-588-3850	8'	120'	45'	no limit	50/30 amp	8am-5pm	60	•	•	•	•	•	•	•
Freeport, Grand Bahamas	Bradford Marine Bahamas	26' 31.189 N	78' 45.566 W	242-352-7711	35	400	50	no limit	30/50/100/480	24/7	150	•	•	•	•	•	•	•
Tortola, BVI	Nanny Cay Hotel & Marina	18 25 0 N	64 37 0 W	(284) 494-2512	11'	160'	45'	no limit	110v 30amp/220v 50amp/ 3phase 100 amp	7am-6pm	70	•	•	•	•	•	•	•
Tortola, BVI	Soper's Hole	18°23' 46"	-64° 41' 53"	(284) 495-3349	7'	65'	18' and 40'	no limit	110/220	8-5, Mon-Sat	45	•	•	•	•	•	•	•
Tortola, BVI	Tortola Yacht Services	18 25 N	64 37 W	(284)-494-2124	10'	68'	20'	no limit	220V, 50A, 110V, 30A	7-4, 7days	70	•	•	•	•	•	•	•
Virgin Gorda, BVI	Virgin Gorda Yacht Harbour	18.45222	-64.43750	284-495-5318	10	150	34	no limit	110/120	7am-6pm	70	•	•	•	•	•	•	•
Curaçao	Curacao Marine	12' N	68' W	599 9 562-8000	9'	120'	33'	193	110/220 380	8am-5pm	60	•	•	•	•	•	•	•
Boca Chica, D.R.	Marina ZarPar	18 26.4 N	69 37.23 W	(809) 523-5858	7.5'	65'	28'	no limit	110/220 380	9am-5pm	70	•	•	•	•	•	•	•
La Romana, D.R.	IBC Shipyard	18° 23' 55" N	68° 53' 55" W	+809 449 3321/3323	12'	110'	26'	no limit	110/220 3 phase 100/50/30 amp	8-5 M-F	120	•	•	•	•	•	•	•
Grenada	Clarks Court Boat-yard & Marina	12° 00.6' N	061° 44.0' W	473-439-3939	11'	150'	37'	0	110/220; 50Hz	7:30am-4:30pm	242	•	•	•	•	•	•	•
Grenada	Grenada Marine	12° 01:20	61° 40:42	00-1-473-443-1667	12'	75'	31.5'	0	110/220	8-5, M-F; 8-12, Sat	70	•	•	•	•	•	•	•
Grenada	Spice Island Marine Services	12.041 N	61.45 W	473-444-4257	12'	70'	25.4'	0	110/220	8-4 M-F	70	•	•	•	•	•	•	•
Panama	Bocas Yacht Services	09° 17.3' N	082° 23.06' W	507-6619-5601	10'	65'	20'	no limit	120/220	7:30-3:30pm	60	•	•	•	•	•	•	•
Puerto Rico	Varadero @ Palmas	18 04' 37" N	65 47' 57" W	787-656-9211	11'	110'	26'	no limit	50/30 amp	8-5, 7days	110	•	•	•	•	•	•	•
Puerto Rico	Puerto Del Rey Marina	18° 17.3 N	65° 38 W	787-860-1000	15'	150'	33'	no limit	120/208V single & 3 phase; 30, 50, 100 & 200 amps; 60 Hz	8am-5pm	155	•	•	•	•	•	•	•
Sint Maarten	Megayard	18°02' 13.24 N	63°05' 08.52 W	1-721-5444-060	12'	200'	33'	12'	110/220	8-5 M-F	150	•	•	•	•	•	•	•
St. Lucia	Rodney Bay Marina <small>an IGY destination</small>	14°04 '32.72" N	60°56 '55.63" W	758-458-4892	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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2 LONG BAY BEACH, TURKS & CAICOS ISLANDS. Unobstructed sea views are a selling point at H2O Turquoise Residences, the island's newest beachfront development with only 15 exclusive units. Choose from 1, 2 and 3-BR condominiums with a mix of layouts, including lock out suites to maximize rental opportunities. The property will be professionally managed and fully staffed. Kite boarding enthusiasts will enjoy this development. Price: starting at US \$795,000

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THATCH CAY, U.S. VIRGIN ISLANDS. Rare opportunity to buy a 229-acre undeveloped private island, located off the east end of St. Thomas across from the Sugar Bay hotel. Buyers can purchase the island to serve as a private estate or later opt to develop it. Currently zoned R-1 (low-density residential). Price: US \$27,500,000
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ST. JOHN, U.S. VIRGIN ISLANDS. See spectacular sun and moon rises over the Caribbean Sea from this 3 BR/3.5 BA villa, situated in a secluded hillside setting bordering National Park lands on the island's renowned South Shore. Two main level master suites feature garden showers. Heated pool and spacious deck located off the great room. Owner has meticulously maintained the property as an excellent vacation rental income producer with many loyal, repeat guests. Price: US \$1,395,000
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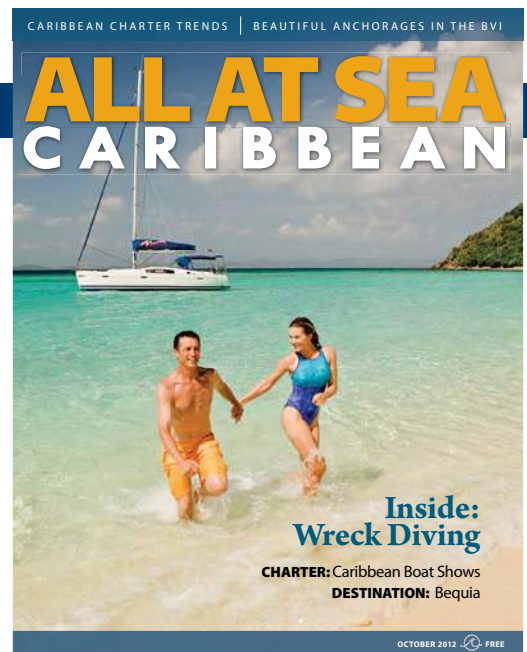
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CHRISTOPHE HARBOUR, ST. KITTS. Look down on the beautiful harbor and Caribbean Sea from this 0.5-plus acre lot that sits atop the Hillside neighborhood of this upscale nautical development. Each homesite here was selected to take advantage of cool breezes and sweeping views, ideal for building a private retreat. Homeowners enjoy convenient access to The Pavilion Beach Club. Price: US \$895,000

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6



WOODLANDS, MONTSERRAT. Woodlands Beach is located a few feet away through a private gate from this 4 BR/3 BA two-level home, fully-furnished in comfortable wicker and rattan, Caribbean antiques and fabulous Bric-à-brac. Located on 0.5-acre, with additional adjacent lots available for sale to the home's buyer. Amenities include a lovely swimming pool. Turtle watch from the gardens! Price: US \$695,000

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7



CALIBISHIE, DOMINICA. Enjoy beautiful sea views from the second-floor verandah of this 2008-constructed masonry home. This 2 BR/2 BA villa is set on 0.88-acres of gardens on the outskirts of this popular village located on the island's northeast coast. Options are available to purchase up to 3 acres of adjoining land. Price: US \$275,000

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8



BARCADERA, BONAIRE. Mind-blowing sea views from El Pueblo 9, an adobe-style 3 BR/2 BA villa with pool. Beautifully located on the front row high on a cliff edge. Features include open concept kitchen with natural stone countertop and wine storage, outside covered area with rinse tank and dive gear rack, air-conditioning, security system and salt water swimming pool. Price: US \$895,000

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



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

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

Other features include:

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

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

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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 yachtie 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 Moskito 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.

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 Airport, 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

*Two docks with additional Moorings
4 Bedroom 6 1/2 bath Main House*

**3 Bed Guest House on Cameila Point
2 full laundry rooms**

Recycling septic system for irrigation

Interior Square Footage - 5,055 main house

Exterior Covered square footage - 1,350 guest house

Main House built 2017

AMENITIES: Area hiking, boating, aquatic activities, area boat ramp, fishing, deep water mooring, central air, privacy, hardwood, washer, dryer, Generator - 80KW FG Wilson.

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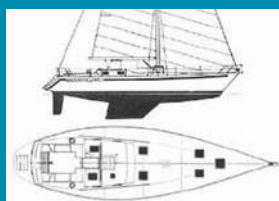
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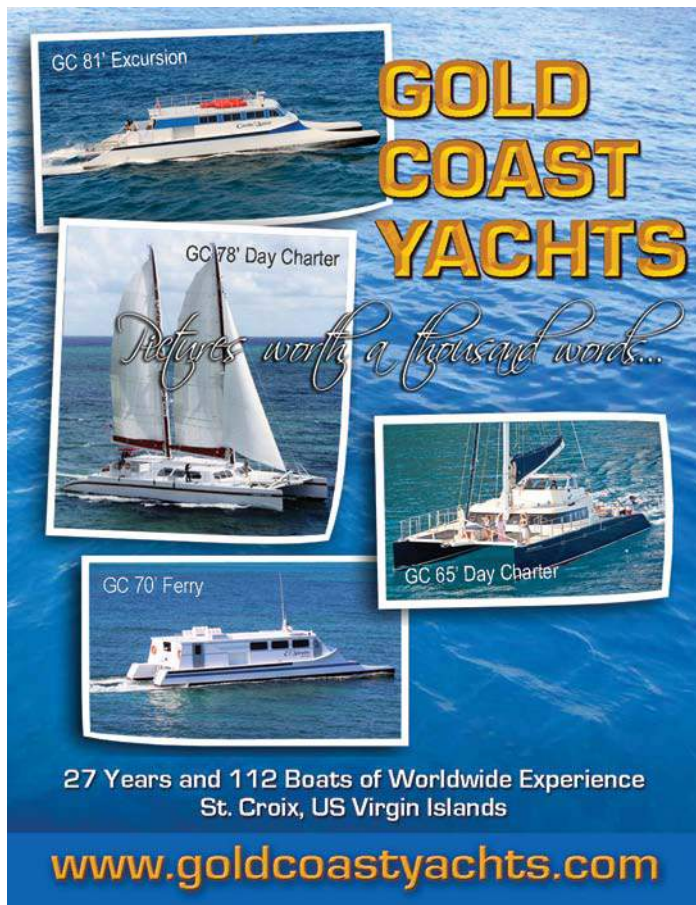


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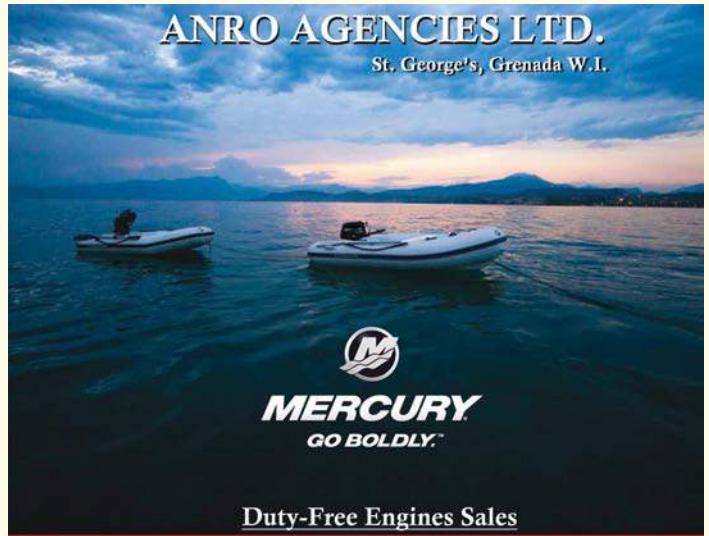
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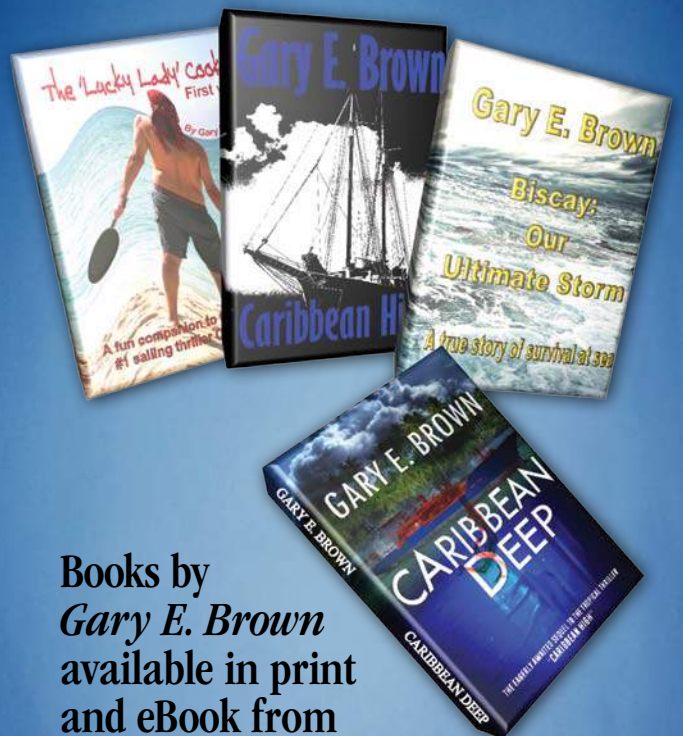
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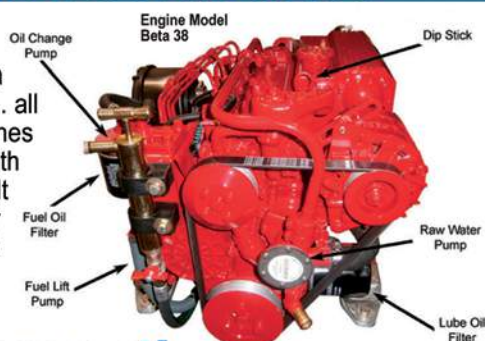
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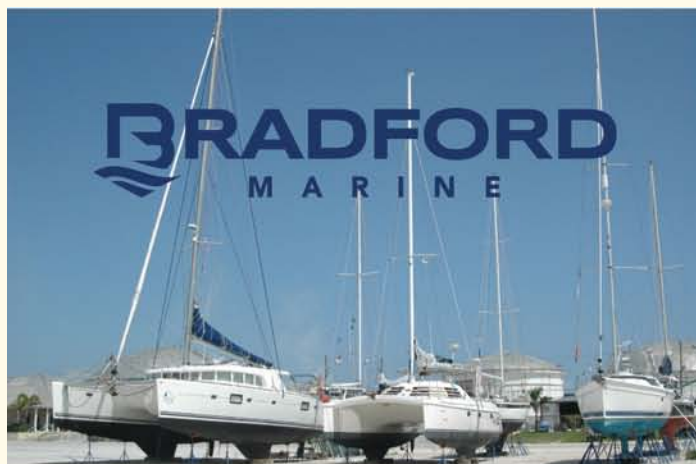
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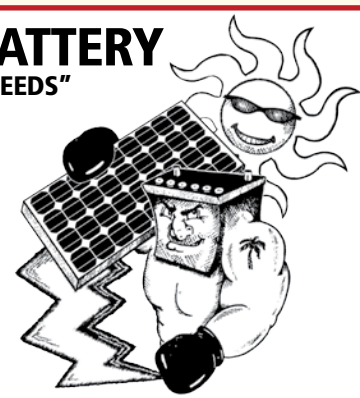


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SUMMER LOVIN'

THE DISH BY CAP'N JAN ROBINSON

Summer cooking should be the simplest, with quick and easy recipes, many require no cooking. Enjoy chilled soups and healthy sandwiches!

OPEN FACED GOAT CHEESE VEGGIE SANDWICH

Preparation time: 2 minutes each sandwich

Sourdough Baguette *Freshly sliced tomatoes*
diagonally sliced *Micro greens*
Goat cheese, low in fat *Sunflower seeds*
Avocado

Spread goat cheese on sliced sourdough slices of bread. Top with avocado, tomato slices, micro greens and sunflower seeds.

HINT: For extra protein serve with Devilled Eggs

NOTE: You may add any other ingredients that you enjoy

NOTE: Should you be using lean protein in your sandwich, like chicken, turkey, ham, lean roast beef, tuna, hummus, cheese, etc., it's best to use sliced up meats roasted at home, which will be much lower in sodium. If using prepackaged meats or deli-fresh, be sure to check the sodium content.

COOL WATERMELON, CANTALOUPE & KIWI FRUIT SOUP

Preparation time: 5 minutes

Watermelon, Cantaloupe, Kiwi Fruit
GARNISH: Plain yogurt

Peel and roughly chop the cantaloupe, roughly cut the watermelon; leave rind on (rind and seeds have a lot of nutrition) halve kiwi fruit (I leave the skin on). Purée cantaloupe, cantaloupe seeds, watermelon, rind, seeds, and kiwi fruit together.

GARNISH: Swirl in plain yogurt.

NOTE: The prepared fruit may be chilled for 20 minutes before pureeing or after, prior to serving and before swirling in the yogurt

AVOCADO, SPROUT, & CASHEW SPREAD SANDWICH

Preparation time: 5 minutes

Slices of bread, your choice *Sprouts*
Avocado *Cashew Spread*

Top bread with a cashew spread, sprouts, radishes, avocado, arugula and make this a fresh and flavorful sandwich.



FLAVORFUL GREEK SANDWICH

Preparation time: 5 minutes

Warm slices of bread, *Sliced pepperoncini*
your choice *Sliced tomatoes*
Garlicky red-pepper tzatziki *Sliced radishes*
Thinly sliced cucumber *Sprouts*
Sliced olives *Feta*

Top warm bread with tzatziki, cucumbers, olives, pepperoncini, tomatoes, radishes, greens, and feta. Enjoy!

CHILLED CUCUMBER AND AVOCADO SOUP

Preparation time: 15 minutes. Chilling time: 30 minutes. Serves: 4

SOUP:

2 medium sized cucumbers	1 cup plain whole
2 ripe avocados (about 1 lb)	milk yogurt
2 garlic cloves, minced	1/2 tsp salt
1 tsp coriander, toasted	1/2 tsp freshly ground
and ground	black pepper
Juice from 1 large lemon	1-1/4 cups water,
Lemon zest from one large lemon	as needed to thin

TOPPING:

1/2 large ripe avocado	1/4 tsp chili flakes
1 tbsp fresh lemon juice	2 tbsp hemp seeds

Peel the cucumber and slice in half lengthwise. Scoop out the seeds from the inside of each half. Roughly chop the cucumber and place in a blender. Cut the avocado in half and remove the pit. Scoop out the avocado and place in the blender with the cucumber. Add the garlic, ground coriander, yogurt, lemon juice, zest, salt and pepper. Puree until the soup is smooth, adding water as needed to reach a soup consistency. Place in a bowl and refrigerate until cool. Dice the avocado and toss with lemon juice and chili flakes (if using). Divide the soup into two bowls and top with diced avocado and hemp seeds.

TIP: This soup works best with ripe avocados. Use a high speed blender or cut avocados into small pieces first.

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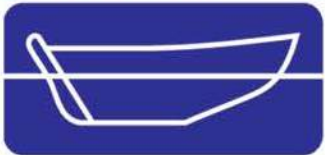


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