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ALL AT SEA CARIBBEAN

25TH
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AUGUST 2018

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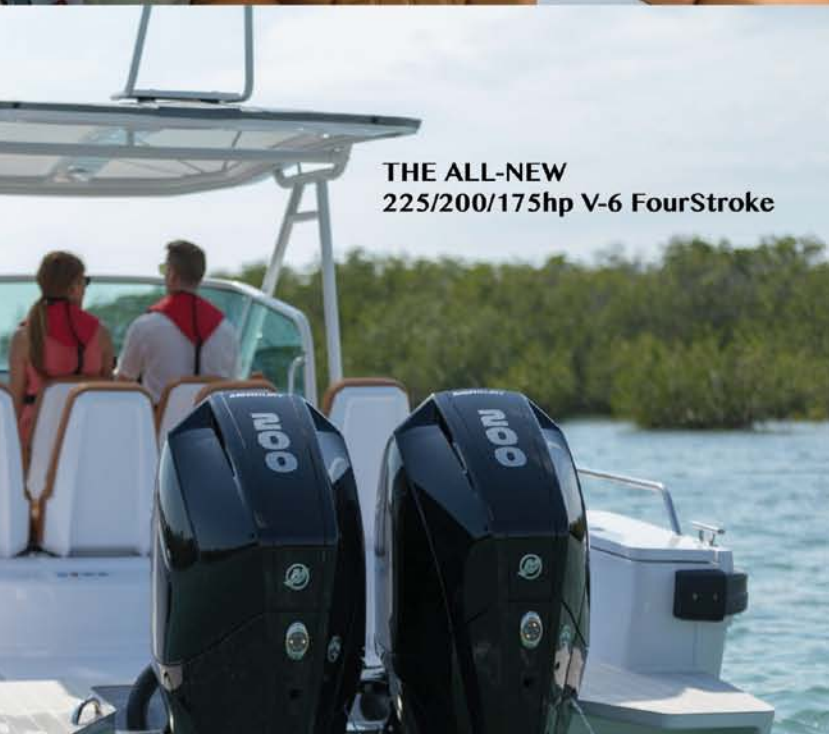


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ADVENTURE IS ALIVE & WELL

In March 1968, Britain's Sunday Times newspaper offered a trophy for the first person to sail solo non-stop around the world via the five great capes and 5,000 pounds for the fastest time. There was no entry fee and virtually no rules nor qualification requirements (those were the days). Nine colorful characters with varying sailing skills headed off at various times in a strange collection of yachts. There was only one finisher – Robin Knox-Johnston and his 9.75m traditional ketch-rigged double ended yacht *Suhaili*, which, at the start, was considered the most unlikely boat to finish and was written off as having no chance. Of the other entries, they either sank or retired, one skipper committed suicide and one, Frenchman Bernard Moitessier, abandoned the race and having rounded Cape Horn famously continued sailing his sturdy yacht *Joshua* for a second circuit of the Southern Ocean ending up in Tahiti to "save my soul" as he put it, rather than head back to civilization. Fast forward to 2018, the 50th anniversary of the race, and 18 sailors, including one female skipper, representing 13 countries set off in an eclectic fleet of boats on Golden Globe 2018, a 30,000 mile solo circumnavigation following the original route via the great capes. What I find thrilling about this race is that the boats are not the stripped-out racing machines that we have become accustomed to seeing in round the world events, instead and in keeping with the spirit of the first race they are full keel, heavy displacement cruising yachts

with nary a fin or skeg between them. The start of the race, which set sail from the French port of Les Sables d'Olonne on July 1st, was made all the more poignant when two of the original boats, *Suhaili* and *Joshua*, marked opposite ends of the start line and, in an historic moment, Sir Robin Knox-Johnston fired a cannon from the deck of *Suhaili* to signal that Golden Globe 2018

was underway. You can follow the race at facebook.com/goldengloberace; Instagram, or by going to: <http://goldengloberace.com>

Have you ever been on the edge of drowning? I have, and it's quite distressing. It's a sad fact that hundreds of people drown every year, many of them children. Learning to swim is a vital part of growing up. I learned to swim as a six year old at school.

Once a week, for what seemed like forever, a teacher led us in marching order out of the school and down the hill to the public swimming baths that they had booked for every Tuesday morning and in which they intended to torture us. It was winter, we trudged through the snow with our rolled up towels, the public baths were unheated, the water was freezing and there were no changing rooms, just a long open balcony that ran the length of the pool complete with slatted pine bench reeking of bleach. Some kids cried, the fat kids were teased mercilessly and the rebels jumped off the balcony into the pool and were caned when we returned to the school. Swimming aids such as armbands and floats were not allowed. In the way of the times, the teachers bullied us into swimming and although I hated the

Now, before you read the article, raise your eyebrows and perhaps fire off a letter of complaint to the editor, I will say in advance that Vicki's teaching methods aren't for everyone but they certainly were more fun than the way I was taught to survive in the water.

teaching part I loved being in the water and remember the first time that I stopped thrashing around, raised my legs off the floor of the pool and moved forward like a fish, to this day. In this edition, cruising mum Vicki Blank describes how she taught her children to swim (p46). Now, before you read the article, raise your eyebrows and perhaps fire off a letter of complaint to the editor, I will say in advance that Vicki's teaching methods aren't for everyone but they certainly were more fun than the way I was taught to survive in the water. No matter the method, it's vital that children are taught to swim and that they learn to respect the water and not fear it.

See you on the water!



Gary E. Brown,
Editor



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AUGUST 2018

The Caribbean's Waterfront Magazine



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Sailing Into Summer

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COVER SHOT: The sport fishing boat Rum 'N' Coke leaves Antigua and powers out to sea | **Photo: Michael Simon**

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PHOTO: DEAN BARNES

All hands on deck

NEXT MONTH IN ALL AT SEA:
Our guide to what's new in Caribbean Boatyards

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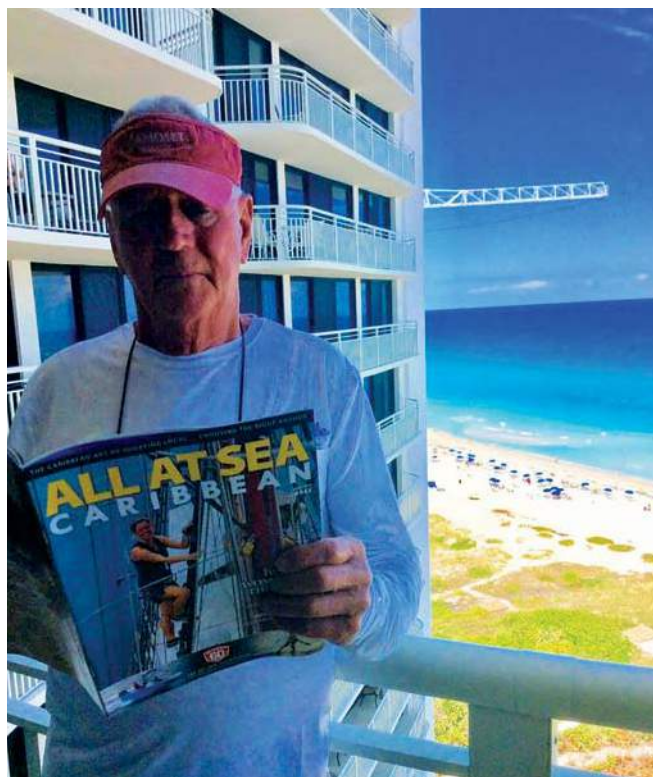


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WHERE IN THE WORLD?

Congratulations Paul and thanks for reading *ALL AT SEA*!



ALL AT SEA IN THE SUNSHINE STATE!

Paul P. Worobey submitted this photo and said he was delighted to find his copy of *All At Sea* at the Sailfish Marina near his home on Singer Island.

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ISLAND EVENTS & INTERESTS

ALL AT SEA'S
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CARIBBEAN NEWS



The Naval battle off Cartagena, 28 May 1708. The *San Jose*, which carried most of the Spanish treasure, was destroyed by an explosion in her powder magazine. The painting, by Samuel Scott (1702-1772), is in the National Maritime Museum, Greenwich, England.

BILLIONS IN GOLD ON LEGENDARY WRECK

The Woods Hole Oceanographic Institution (WHOI) recently obtained authorization by Maritime Archaeology Consultants (MAC), Switzerland AG, and the Colombian government to release new details from the successful search for the three-century old *San José*—a 62-gun, three-masted Spanish galleon that sank with a cargo believed to be worth billions of dollars. The ship, which is often called the “holy grail of shipwrecks,” went down with a treasure of gold, silver, and emeralds in 1708 during a battle with British ships in the War of Spanish Succession.

The legendary wreck was discovered off the coast of Cartagena, Colombia, on 27 November 2015, by a team of international scientists and engineers during an expedition aboard the Colombian Navy research ship *ARC Malpelo*, led by MAC’s Chief Project Archaeologist Roger Dooley. It was found more than 600 meters below the surface during a search initiated by MAC and approved by The Colombian Ministry of Culture.

“In order to ensure a successful search, we retained the services of Woods Hole Oceanographic Institution, which has an extensive and recognized expertise in deep water exploration. This partnership was key to the discovery of the *San Jose*,” said Dooley.

WHOI engineer and expedition leader Mike Purcell, added, “The REMUS 6000 [autonomous underwater vehicle] was the ideal tool for the job, since it’s capable of conducting long-duration missions over wide areas.”

The *San José* discovery carries considerable cultural and historical significance for the Colombian government and people because of the ship’s treasure of cultural and historical artifacts and the clues they may provide about Europe’s economic, social, and political climate in the early 18th century. The Colombian Government plans to build a museum and world-class conservation laboratory to preserve and publicly display the wreck’s contents, including cannons, ceramics, and other artifacts.

REMUS was initially deployed off the Malpelo to survey an approved area in June 2015. Unfortunately, the entire area of search could not be completed in this first expedition due to time constraints. In November, the WHOI team along with MAC and under the supervision of ICANH and DIMAR, returned to the search area.

“During that November expedition, we got the first indications of the find from side scan sonar images of the wreck,” said Purcell. “From those images, we could see strong sonar signal returns, so we sent REMUS back down for a closer look to collect camera images.”

To confirm the wreck’s identity, REMUS descended to just 30 feet above the wreck where it was able to capture photos of a key distinguishing feature of the *San José*—its cannons. Sub-

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news story to share,
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EDITOR GARY BROWN
by email:
editor@allatsea.net

sequent missions at lower altitudes showed engraved dolphins on the unique bronze cannons.

"The wreck was partially sediment-covered, but with the camera images from the lower altitude missions, we were able to see new details in the wreckage and the resolution was good enough to make out the decorative carving on the cannons," said Purcell.

He added, "Dooley, interpreted the images and confirmed that the *San José* had finally been found."

MARTINIQUE FLYING REGATTA, A SPECTACULAR NEW EVENT

Organized by the Martinique Tourism Authority (MTA), the Martinique Flying Regatta will take place from 17 to 24 November 2018. It will be the world's signature international foiling event.

"We are very proud to hold this groundbreaking race," said Martinique Tourism Commissioner Karine Mousseau. "The Martinique Flying Regatta will not only showcase the beauty of the island and everything we have to offer, but also our innovative knowhow."

To date, about 40 participants have been registered in this seven series event. Foil types include the high-tech *Kitefoil* and *Windfoil*, the solo *Onefly* and the celebrated *Moth*; the race will also feature larger boats like the *Flying Phantom*, the *Easy to Fly* and the American favorite, *GC32*.

The competition will include demonstrations and racing events in Fort-de-France Bay; offering residents and guests a spectacular show.

For more information, visit: www.martinique-regatta.com.
Registration is open until October 17th 2018

ANTIGUA TO HOST CARIBBEAN DINGHY CHAMPIONSHIP

The Caribbean Sailing Association (CSA) is delighted to announce that the 2018 edition of the Caribbean Dinghy Championship (CDC) will be hosted by the Antigua Yacht Club (AYC), in association with the National Sailing Academy (NSA) in Falmouth Harbour, Antigua. The two-day regatta will take place on October 27th and 28th.

The CDC event is unique in that it provides the opportunity for teams of sailors from island nations in the Caribbean region to

compete in a variety of one-design 'small-boat' dinghy sailing classes. For 2018, these classes of equipment include the Optimist, the Laser (Radial and Standard) and a brand-new class for the CDC event, the two-person RS Feva.


Each Caribbean island nation wishing to participate is invited to send one team of six sailors to attend the CDC event. Due to limitations on the amount of equipment available, entries for the 2018 CDC event are limited to a total of six teams.

Details can be found at: caribbean-sailing.com

MERCURY MARINE WINS SUSTAINABLE PRODUCT OF THE YEAR AWARD

Mercury Marine has been awarded the Sustainable Product of the Year award from the Wisconsin Sustainable Business Council for its Active Trim technology.

"I am delighted to recognize Mercury Marine with the Sustainable Product of the Year award for 2018. They stand as a shining example of what traditional manufacturers can do when challenged to be better," said Tom Eggert, executive director, Wisconsin Sustainable Business Council.

"Every product we put into the marketplace is designed with sustainability, greater efficiency and fewer emissions in mind," said John Pfeifer, Mercury Marine president. "Our Active Trim technology, has been not only widely accepted by boaters around the world but has been praised for its commitment to fuel efficiency and safety. We are delighted to win this award and are honored that the Wisconsin Business Council has recognized it as the Sustainability Product of the Year." 



Mercury Marine accept the Sustainable Product of the Year Award from the Wisconsin Sustainable Business Council (from left): Scott Louks, manager of Mercury Marine's facilities project-management team and captain of the company's sustainability initiative; Tom Eggert, executive director of the Wisconsin Sustainable Business Council; Lee Gordon, Mercury Marine director of global public relations and communications.

NEW PRODUCTS

NEW FANTOMS FROM GARMIN

Garmin International announced the GMR Fantom™ 54/56 and Fantom 124/126 the next evolution in its solid-state pulse compression radar series with MotionScope™ Doppler technology, offering 50W and 120W of power output, respectively, the most in its class.

Garmin Fantom radars were the first to allow mariners to see targets moving instantaneously thanks to MotionScope technology. Now, with more than double the power output of existing Fantoms, the new series offers improved detection range with more precision and target separation at both close- and long-ranges in a solid-state solution for recreational boaters and fishermen alike.

Available in a four- or six-foot open array, Garmin's latest uses the Doppler effect to detect and highlight moving targets to help users avoid potential collisions, find flocks of birds, and track weather in a single ping. With its pulse compression technology, Fantom radars provide high resolution while maximizing energy on targets to enhance detection and identification of targets. The Fantom 54/56 offer 50W of pulse compression power output, the approximate equivalent to a 6kW magnetron, while the Fantom 124/126 deliver a 120W power output, the approximate equivalent to a 15kW magnetron. No warm-up time is needed, so mariners can start tracking targets instantly.

The Doppler effect is the frequency shift in the radar echo due to the relative motion of the target. This allows for instant detection of any targets moving toward or away from the radar in real time.



MotionScope highlights the moving targets on the radar display with an easy-to-see color so that users can navigate around other boats or severe weather, or toward fishing spots where birds are feeding at the surface. When the Echo Trails setting is turned on, a fading "trail" on the screen can help identify the direction of the moving targets and potential collision threats. The trails shown are corrected for the boat's rotation when an autopilot or heading sensor is connected to the Garmin Marine Network.

These powerful new radars also offer Auto Bird Gain, a unique feature that lets mariners easily locate flocks of birds at the water's surface, indicating a potential hot fishing spot. They also come standard with dual radar support that provides radar redundancy and more flexibility to view different data on independent display units. Dynamic Auto Gain and Dynamic Sea Filter continually adjust to surroundings, water and weather conditions to provide optimal performance while reducing excess noise and clutter. And MARPA settings enable the tracking of 10 targets simultaneously.

The new Fantom series are compatible with the GPSMAP® 8400/8600, 8000/8200 and 7400/7600 series multifunction displays, and the GPSMAP 10x2/12x2 and GPSMAP 7x2/9x2 series chartplotters.

For more information, visit www.garmin.com/marine

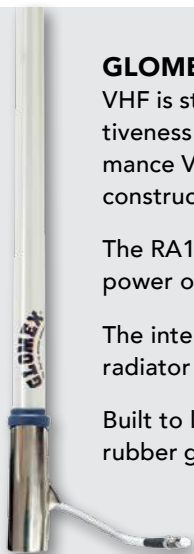
GLOMEX RA1225HP VHF ANTENNA

VHF is still the most common means to communicate on the water, especially offshore. But a radio's effectiveness is dependent largely on the quality of its antenna. The Glomex RA1225HP 8ft Classic High-Performance VHF antenna is engineered for maximum long-range reception and transmission, it boasts a robust construction that ensures years of trouble-free service and is backed with a limited lifetime warranty.

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EVENT CALENDAR


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

BOAT SHOW:

 **NEWPORT, RI**
SEPTEMBER 13 – 16
 Newport International Boat Show
www.newportboatshow.com

FISHING TOURNAMENT:

 **ANTIGUA**
SEPTEMBER 29 – 30
 Annual Francis Nunes Jr. Memorial Fishing Tournament and Seafood Festival
www.antiguabarbuda.sportfishing.com

 **ARUBA**
AUGUST 10 – 12
 Presidential Flamingo Fishing Rodeo
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 **ST. THOMAS, USVI**
AUGUST 23 – 25
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HARD CHOICE: FABRIC OR SOLID BIMINI?

SAILING HUMOR BY CAP'N FATTY GOODLANDER



didn't have a Bimini on my first two boats. I was too wacked out to realize that orange disk in the sky was the sun. Now that I'm 66 years old and my parchment-like skin is thinner than a Zig Zag, well ... what was I saying? Oh, yeah. Biminis—hard versus soft.

By the time I purchased my third boat, I'd discovered that some boats were capable of sailing sort-of into the wind. So, of course, my wife Carolyn made a fabric Bimini out of black (Seamark) Sunbrella. This lasted for 20+ years in the tropics

because: 1) Sunbrella is good stuff, and 2) it was dark in color.

Huh?

My wife Carolyn, who often does canvas work to earn money to buy me presents (lucky me), used to carry an old faded piece of blue and white striped Sunbrella. She'd demonstrate how color affected longevity by handing it to the customer so they could feel the white fabric turning to dust and the relative strength of the identical dark blue.

Anyway, we used to beer-can race *Wild Card*, a \$3,000 Hughes 38, and thus the Bimini had to easily go up and down on a whim.

Eventually, of course, we realized that racing required some degree of intelligence—thus we hastily abandoned the ego-bruising practice. Once we started circumnavigating aboard *Wild Card*, electrical thingies started to sprout on her loosey-goosey Bimini (GPS antenna, lights, and various sensors). Soon we had so many electrical wires running to the Bimini, it was difficult to fold down. Plus, why bother while in eternal downwind cruising mode? Thus we tossed three additional large solar cells (and their carefully engineered aluminum supports) atop the Bimini and sailed around the world (via the Cape of Storms) without lowering it once.

Viva yo!

Yes, we added supports willy-nilly to counter the additional weight aloft.

When I purchased our current Amphitrite 43 ketch, it had a giant hard dodger that I loathed. My initial impulse was to rip it off ASAP. However, I'd promised myself not to initially bite off a more than I could chew major project and thus, the hard Bimini survived my first few random Sawsall Attacks.

I discovered it was both easier and safe to enter and depart the cockpit to go forward because I could hold onto the solid Bimini without worry. In addition, it held our four giant solar panels. Best of all, underneath I had a choice of LED lighting to illuminate our (folding) cockpit dining table, which we use twice daily about 360 days a year.

Oh, heaven!

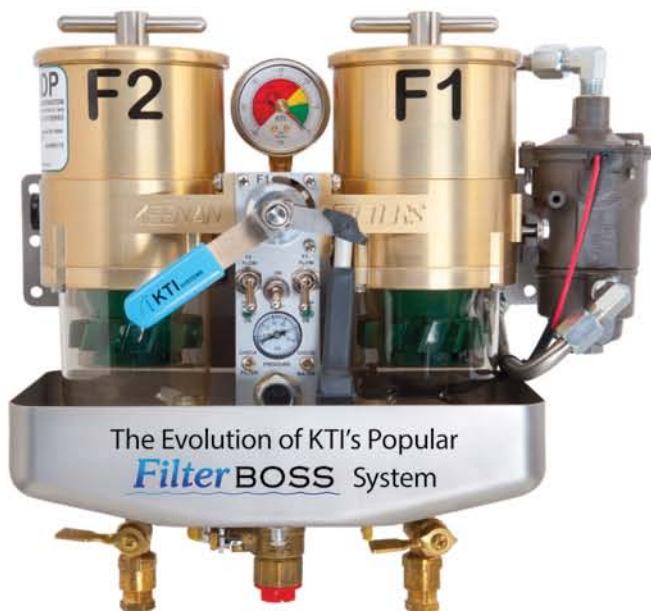
The hard Bimini even had mood-lighting—all controlled by civilized switches located by the engine instrumentation. How high-class and techno-dudie!

Thus, I considered leaving the hard Bimini despite the fact it wobbled and drooped to loo'ard because it wasn't supported well.

There are other disadvantages to a hardtop. Visibility is one. It made viewing my mainsail difficult—thus a giant sliding hatch was required. This not only worked well, it allowed me to stand on my helm's chair and see 360 degrees around with perfect stability and protection from the nipple-high hard top.

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The hard dodger greatly complicated my easily-snagged mainsheet and was in imminent danger during a gybe.

On the other hand, the hard Bimini didn't leak and I could almost stay dry during tropical down pours.

But, of course, it was heavier. And any weight above the deck is bad.

On the plus side, the hard Bimini actually had slightly less windage—an important factor both while sailing upwind and lying to an anchor during storm conditions.

And, of course, it supported the four huge solar cells—enough to generate 30 amps in good conditions.

See how everything is a compromise on a boat?

This worked well—except on our first circumnavigation when we realized it was a bitch to furl the mainsail when you can only touch the boom at its fore and aft ends. Drat! More work. I installed lazy jacks while Carolyn sewed up a zippered stack pack.

There was one other factor—our new boat had extreme top-sides and much weight up high. This meant it rolled more than the low-freeboard, relatively lightweight *Wild Card*.

I didn't like the fact that it always seemed ready to 'lurch' me overboard while beam reaching in mature seas.

Here's what we did: 1) I greatly reduced our hardtop's area by simply eliminating all overhangs fore, aft, and on the sides, 2) I added six stainless steel braces to make it vastly stronger, and 3) I positioned two of those braces diagonally—crossing the wide 'toss 'em in the water' gap.

These diagonal braces eliminated all fore and aft movement, were easy to slide under or step over, and eliminated any feeling I might be tossed in the sea by a too-playful wave.

This left the mainsheet. My solution was to round all the edges of the solar cells into 'non-snagging' corners and allow the sheet to rub on the aft vertical supports (just a tad) while on certain points of sail.

This worked well—except on our first circumnavigation when we realized it was a bitch to furl the mainsail when you can only touch the boom at its fore and aft ends. Drat! More work. I installed lazy jacks while Carolyn sewed up a zippered stack pack.

Suddenly, the mainsail was tamed.

As an added bonus, I discovered the hard Bimini was an excellent place from which to collect clean rainwater—because the mud of the anchor was confined to the deck of my vessel. Yippee!

Now I've grown so accustomed to the security of the hard dodger that I'd never consider removing it.

I can easily and safely exist the cockpit with a solid, firm handhold the entire way. This is very comforting while in heavy weather on a dark night.

My massive array of solar cells (total: seven!) are never a problem.

I feel totally safe moving around my cockpit without my safety harness on—after all, I'm in a stainless steel cage of my own design.

And the mood lighting blows away other offshore sailors.


"You mean the lights and switches actually *work*," they ask in stunned amazement.

Am I advocating hard dodger over soft?

No, I am not. If you have a light racing boat and value her weatherliness—stick with a soft Bimini.

But our massive Ganesh weighs 36,000 pounds in offshore cruising mode as she toddles off across the Pacific and a tiny bit of additional weight and windage up high is barely noticed.

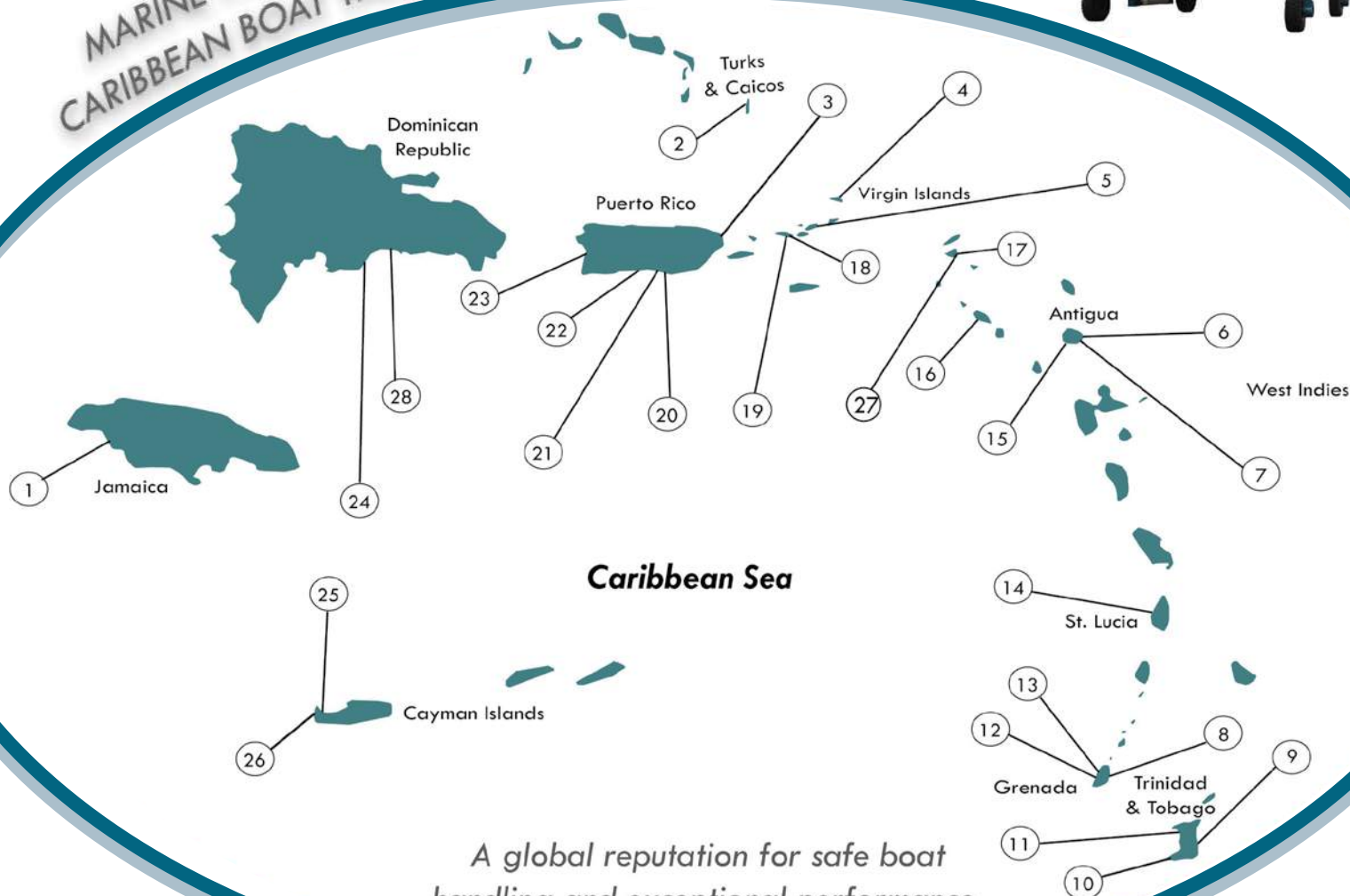
Anyway, that's what we decided—though, admittedly, it was a hard choice.

EDITOR'S NOTE: Carolyn and Fatty Goodlander are currently somewhere sunny in the Pacific—lying naked under their hard dodger while feeding each other peeled grapes. 

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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| ⑬ Carriacou Development Corp: 150 AMO, Inspection 7/26/17 | ㉗ Bobby's Megayard: 150 C, Inspection 7/21/17; 75BFMII, Inspection 7/20/17 |
| ⑭ Rodney Bay Marina: 70 BFMII, Inspection 1/18/16 | ㉘ Marina Zar Par: SL70, Inspection 6/15/18 |

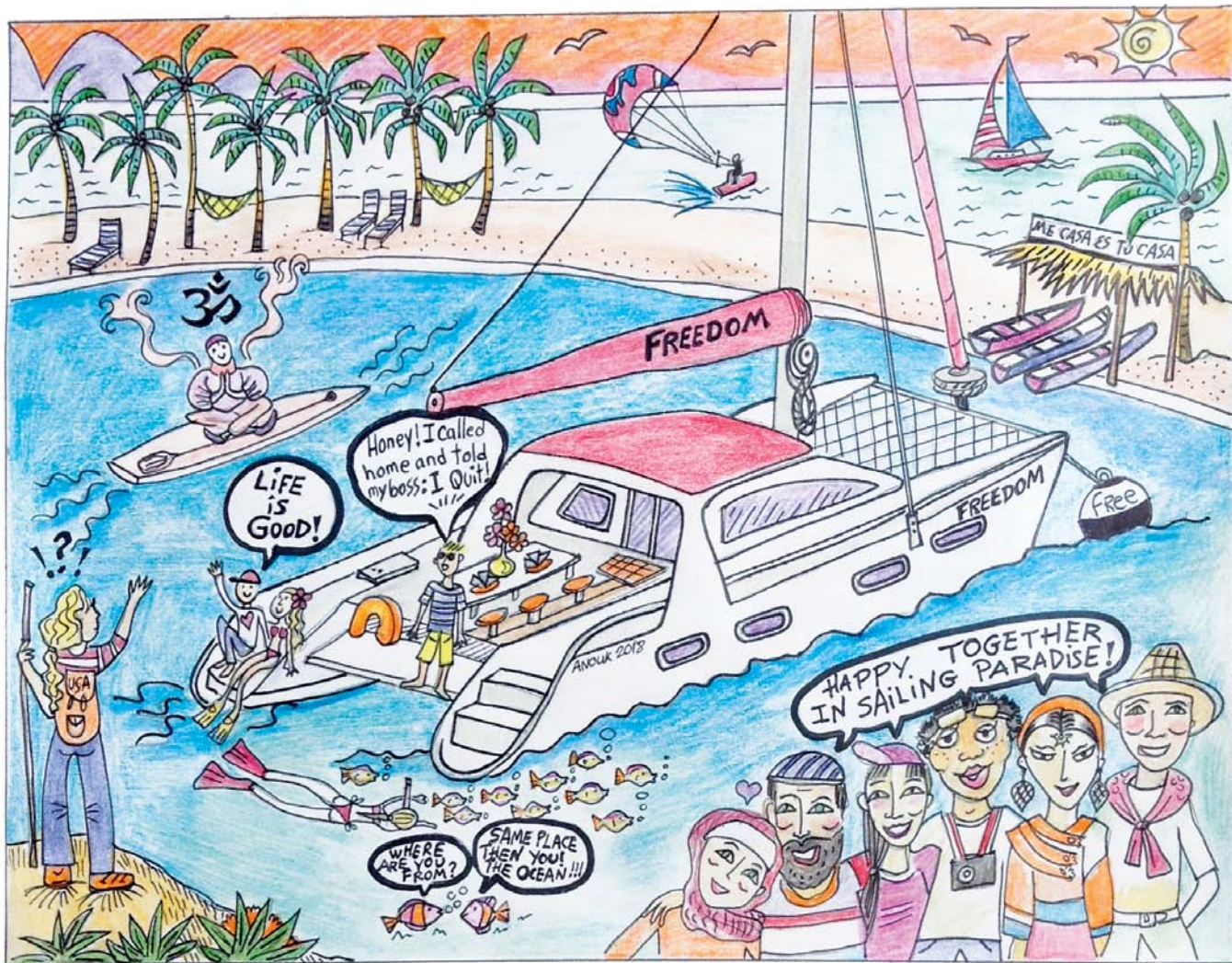
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SAILING WITH CHARLIE: WILL IT OR WON'T IT?

SAILING HUMOR BY JULIAN PUTLEY
GRAPHICS BY ANOUK SYLVESTRE



The Virgin Islands are still struggling to regain some kind of normalcy after the worst hurricane year in history, 2017. It was exactly 12 months ago that I wrote my tongue in cheek story about Global Warming and the fact that increasing sea temperatures are not only threatening small, low-lying nations like Kiribati and the Marshall Islands but are spawning more and more tropical storms and hurricanes. Hurricane Donald may not be on this year's list of named storms but if the Caribbean is hit again as badly as 2017 it should definitely be on the list, especially as the POTUS denies the existence of global warm-

ing, climate change and even air pollution. After all, 'What do scientists know?'

There have been many lessons learned from Hurricane Irma. Many of the larger, crewed yachts have already made plans to sail away from projected tracks of impending dangerous storms. Large charter boat fleets don't have that option but owners will be hit with increased insurance premiums, no doubt, and dry storage yards will likely increase fees, as will insurance companies. All of this will fuel inflation. We are already seeing huge increases in apartment rents through

lack of availability, and price gouging in some restaurants is evident. What can we do? We either bite the bullet or leave. Charlie is in favor of the dual option – part time here and part time there. Charlie has been a Caribbean hand for over 40 years and it's been fun. Hurricane Hugo, Gilbert, Andrew, Luis, Marilyn, David, Mitch. Earl and Frederick were all challenging with rain often being the biggest threat. That the islands all come through is a testament to the resiliency of Caribbean people. The ultimate test has been Irma and Maria and it may well be years before pre-Irma conditions are arrived at but we already see signs of carefree Caribbean life – the Spring Regatta in March/April was a resounding success. The Willy T (floating bar in the BVI) is back. Full moon parties are happening and sailing visitors are singing the praises of welcoming islanders and the great sailing conditions that are the hallmark of the Virgin Islands. Sailing holidays are almost like a drug. Even if the weather is terrible, winds high and the seas huge folks fall in love with the sailing lifestyle and just feel they must

The Willy T (floating bar in the BVI) is back. Full moon parties are happening and sailing visitors are singing the praises of welcoming islanders and the great sailing conditions that are the hallmark of the Virgin Islands.

return – witness the yacht name *Never Again 2*. Shared adventure, even fear, builds strong bonds, and when all is over there's a sense of achievement.

Recently Charlie was cruising the islands with a family, the principal couple and parents were not of the same ethnicity. During a very modest happy hour and trying to be discreet Charlie inquired of their heritage already assuming that Dad was from the Middle East and Mum from the Orient. "Are you from Mexico, Charlie asked?" A slight pause, "No I'm from Persia," he said nebulously, and my wife is from Korea." Eventually it transpired that Persia was actually Iran - they were both naturalized Americans and had been anxious for the promised freedoms of US life, which for them had not transpired. Sailing and eventually cruising was the perceived answer. It's the answer for many of us!

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

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NEW RESEARCH REVEALS WEALTH OF INFORMATION ON FAD SPORT FISHING

FISHING RESEARCH BY ALL AT SEA FISHING CORRESPONDENT CAROL M. BAREUTHER



PHOTO: W. MERTEN

Captain Marcos Hanke fishing FAD L

Sports fishermen are notoriously loathe to give up the location of a secret fishing hole. Today, some of the best places to catch fish are right out in the open sea, well-marked and mapped. These are FADs or fish aggregating devices. FADs, especially those in the waters surrounding Puerto Rico and the U.S. Virgin Islands, are man-made devices such as bright yellow buoys that are anchored to the ocean floor and attract fish. FADs are not new in these areas. However, three years ago there was a concerted effort to deploy more FADs in these waters. Right after this

Dolphins are one of a number of species often caught around a FAD

PHOTO: COLIN BUTLER / FISHWHISTLE SPORTFISHING



deployment, Dr. Wessley Merten, president of the Beyond Our Shores Foundation, an organization which conducts fisheries science research throughout the region, began research in collaboration with the Puerto Rico Department of Natural and Environmental Resources (PR DNER) to look at FAD use, performance and effectiveness. This research offers intriguing insights for local and visiting sport fishermen.

"The Puerto Rico and U.S. Virgin Islands FAD systems were installed to enhance and facilitate sportfishing opportunities in territorial waters of the U.S. Caribbean Sea and are federally funded," says Merten. "One of the key objectives of the FAD programs is to increase recreational catch and reduce time and fuel spent searching for fish schools."

In Puerto Rico, eight FADs were placed with locations spanning from north of San Juan to Fajardo in the Atlantic Ocean. In the U.S. Virgin Islands, ten FADs were positioned off St. Thomas and St. Croix, in both the Atlantic Ocean and Caribbean Sea. These locations were chosen based on factors such as feedback from fishermen; ease of access and proximity to fishermen, and safety for shipping interests.

To collect data, Merten worked with local fishermen such as Captain Luis Burgos, who owns and operates Caribbean Fishing Academy Charters in San Juan.

"We participated by taking Dr. Merten and his team out on our vessels to collect vital data from devices such as acoustic receivers and high definition cameras from which to identify the fishermen and species that used the FADs. We even caught dolphinfish, wahoo, and silky sharks around the FADs, in which we placed satellite tags to identify migration patterns," says Burgos.

One major take-home message of Merten's research is that FADs are used by a wide range of fishermen. More specifically,



A fish aggregating device (FAD)

PHOTO BY CONNOR VAN DER WEGE

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Captain Luis Burgos dipnets a bull dolphin caught by angler Porfilo Serrano to be fitted with a satellite pop-up archival transmitter off San Juan, Puerto Rico

PHOTO: W. MERTEN



charter boats were the most frequent day-to-day users, which means that local and international visitors that hire a charter in the San Juan Metro area can expect to fish at FADs. This goes for spearfishing charters, too. This research also revealed that recreational, charter, and commercial fishing sectors overlapped in FAD use. The latter sector used the FADs earliest in the day. Therefore, given the open access nature of the FAD system, local and visiting anglers can expect to compete for fish the most during early hours of the day but during the afternoon anglers are likely to have a more exclusive experience.

In terms of types of fish found at FADs, dolphinfish is the most frequently caught fish at the USVI and Puerto Rico FADs, followed by wahoo. Anglers have also reported catching tunas such as yellowfin, blackfin, and skipjack. Additionally, anglers catch blue and white marlin, sailfish, and spearfish around the FADs, though these species are typically released.

While Merten's research on FAD effectiveness and performance is ongoing, captains who participated in the research already feel that the FADs are working.

"FADs are very important to my operation because they give us around 85 percent on a successful catch rate," says Captain Luis Lagrandier, of Puerto Rico Sportfishing Charters, who specializes in light tackle fishing and is based in Dorado. "This high catch rate is very attractive to our guests who, of course, want to catch fish."

There is a seasonality factor to FAD productivity, according to Alexis Sabine, fisheries biologist at the U.S. Virgin Islands

Department of Planning and Natural Resources, Division of Fish and Wildlife (USVI DFW), who collaborates with Merten.

"We would like local and visiting sport fishers to understand that the FADs can be highly productive during certain times of the year, yielding large amounts of fish such as dolphinfish and yellowfin tuna, while other times their catches around the FADs may be low. This does not necessarily mean that the FADs are not working, just that natural conditions such as season, sea conditions, and currents can influence presence of highly migratory fish species around the FADs," says Sabine.

There is not a lot of research on FADs in the Caribbean. That's what makes Merten's work through his research foundation and collaboration with PR DNER and the USVIs DFW so valuable. Their continued research will seek to better understand how fish populations and fishermen use FADs seasonally, identify periods of overlap, and devise strategies to sustain pelagic fish populations while maximizing recreational fishing opportunities.

"We encourage sport fishermen to get involved in our FAD research program by signing up for a free dolphinfish tagging kit to tag and release small, healthy, dolphinfish at the FADs. This type of work will allow us to investigate dolphinfish seasonality and movement dynamics around the FADs. We also need more vessels to participate in our 'catch and effort' program for us to gather more examples of FAD use, effectiveness, and performance," says Merten.

For more information, visit: www.beyondourshores.org/fads 



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ANTIGUA & BARBUDA SPORT FISHING TOURNAMENT

FISHING BY ALL AT SEA FISHING CORRESPONDENT CAROL M. BAREUTHER



PHOTO: MICHAEL SIMON

Finding the right spot to fish proved the secret to success for *Douglas*, the Top Boat team in the Marlin Division at the Antigua & Barbuda Sport Fishing Tournament, fished May 19 and 20, out of Nelson's Dockyard, Antigua. The Guadeloupe-based sport fishermen, along with teams aboard 20 other boats, were challenged by 20-plus knot winds, 8- to 12-foot seas and heavy seaweed. Yet it was the *Douglas*' keen positioning by Captain Philippe Nouy that led to a first-day marlin catch by angler Olivier Nouy, and earned the team their win, Nouy the Top Angler prize and Capt. Nouy the Top Tag & Release Captain in the same division, all based on time.

"We really had to adapt ourselves to the difficult conditions and sargassum weed," explains Nouy. "That's why we made the decision to go east of Antigua, where there is a strong stream of water and forget fishing at the FAD (fish aggregating devices) where big patches of weed congregated."

Just after lines in, at 8.00am, the team aboard *Douglas* had its first strike. Nouy grabbed the rod and at first thought he had a wahoo on the line because of the light tug compared to that of a billfish. Seconds later, he saw the blue marlin he hooked jump out of the water off the boat's starboard side. The relatively small, or about 150-pound marlin, would have been an

easy catch and release if not for a big ball of sargassum that trapped the swivel. Yet Nouy eventually accomplished this feat with a release some 45 minutes later.

"The second day, we returned to the same place and at 8:30am we had a big strike. It wasn't a marlin, though, but a mahi-mahi weighing 30.4-pounds," says Nouy, who earned the second largest mahi prize for this catch. "A little while later, we saw a small blue marlin come up to the teaser. We hooked it. Then, after nearly spooling the reel of line, we lost it. So, we ended the tournament with one blue marlin released and two mahi total.

The *Douglas* team's win qualifies them to compete in the 2019 Offshore World Championship in Costa Rica.

Three other anglers – Gilbert Bacou aboard *Appolon*, Roland Azur on *Chok Dee II*, and Ruth Liney on *Rum 'N' Coke* – released a blue marlin apiece, though all after Nouy on *Douglas*.

Meanwhile, the catch of 253lb of fish earned *Salt Shaker A*, the Top Boat prize in the Sporting Division.

"We went to the South Bank 12 miles offshore," says Antigua's Nick Fuller, who owns the 55-foot *Hatteras* and fished the tournament with his grandchildren. "Both days we caught multiple wahoo and mahi-mahi and ended up winning by most poundage. The nightly parties both days were great fun with a couple of thousand people at the dock in Nelsons Dockyard."

Globally-renowned, Florida-based marine artist, Carey Chen, participated in this tournament for the second year. This year he painted and auctioned off one of his works at the Awards Ceremony. Last year, he fished.

"I saw some of the biggest marlin and tuna brought in to Antigua last year. One marlin over 730-pounds and tunas in the 150-pound range," Chen says.

The Antigua & Barbuda Sport Fishing Club hosted the tournament.

"We are very grateful for the support of the fishermen who against all odds still decided to take part, and to the many who came to the event to socialize," says tournament director Robert Hall.

For full results, visit: www.antiguabarbudasportsfishing.com. The Club's next event is the Francis Nunes Jr. Memorial Fishing Tournament & Seafood Festival on September 29 and 30. 🐟

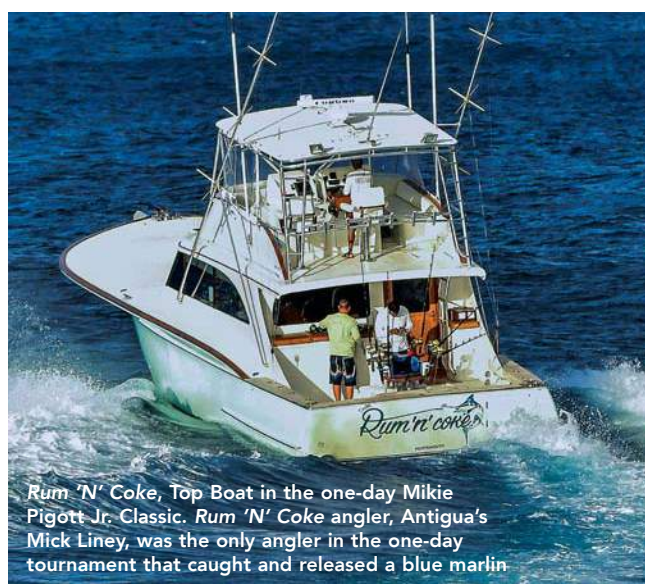
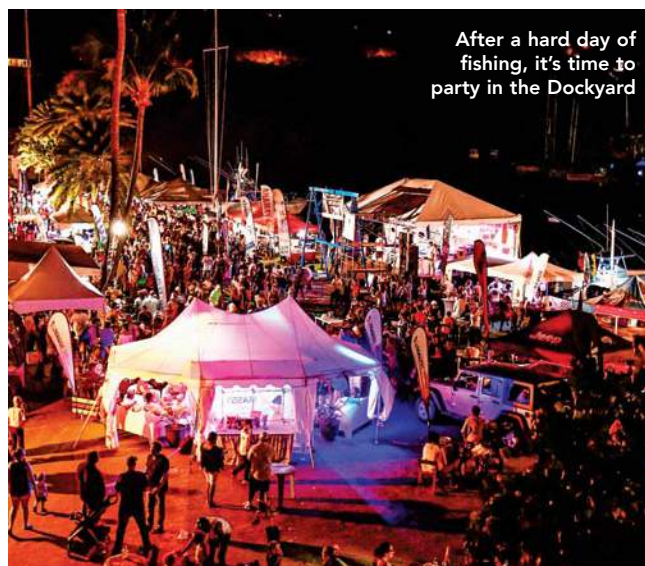


PHOTO: MICHAEL SIMON



INTERNATIONAL OPTIMIST REGATTA: PETER FOLEY WINS

CARIBBEAN YOUTH SAILING



The USA's Peter Foley, 2018 IOR/EMS winner

Speed and tactics proved the winning combination that led 13-year-old Peter Foley to place first overall at the 26th International Optimist Regatta (IOR), presented by Electronic Merchant Systems (EMS) Virgin Islands, and hosted out of the St. Thomas Yacht Club (STYC), in June. Yet it was the starts that figured strongly in Foley's win especially in the final two races for the Championship Fleet. A combination of light winds, strong current and last day push-the-limits excitement among the sailors led to many being over the start line early and receive penalty points. As a result, there were several final day place changes on the scoreboard.

"I was in second place by eight points going into the last day," says Foley, from Coconut Grove, Florida. "My strategy was to sail my best and win the first race, which I did. Then, I was prepared to match race Ryan Satterberg if I needed to in the second race just to be sure and get ahead of him. In the end, Ryan had two black flags (over early designations) and I only had one."

Satterberg, from Santa Barbara, California, led the IOR/EMS the first two days and ultimately finished seventh overall in the Championship Fleet. Seventy-nine sailors completed ten races in this fleet.

Foley also won the 13- to 15-year-old Red Fleet.

Meanwhile, it was Foley's sister, Audrey, who led the 11-and 12-year old Blue Fleet. "My strategy was to do my best, always find a good place on the start line, and stay in front," says 12-year-old Audrey, who claims she also enjoys sailing against her brother and the competition it offers. Audrey won the Top Girl award.

Tanner Krygsveld, who won the age ten and under White Fleet last year, led the Blue Fleet the first two days, before falling to third after two double-digit scores.

"It was the last day, all or nothing, and we were all really pushing



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Top three sailors at 2018 IOR/EMS (from left):
Stephan Baker, Peter Foley and Tommy Sitzmann

the start line," says Krygsveld, from St. Thomas, U.S. Virgin Islands.

Elliott Lipp, from Charleston, South Carolina, was victorious in the White Fleet, but the win didn't come without problems. "The waves were the hardest for me," says the ten-year-old. "I actually got seasick the first day. We sail in the harbor at home in Charleston and this was the first time I've raced in the open ocean."

The Top U.S. Virgin Islands sailor in the IOR/EMS was St. Thomas' Caroline Sibilly, who placed 11th overall. "The conditions were tricky because the winds were lighter than what we usually have here, but it was a fun regatta. We practiced time and distance at the start at the clinic earlier this week and that really helped me to avoid a black flag," the 14-year-old said.

In the Green Beginner Fleet, the champion was 10-year-old Alejandro Ferrer, from San Juan, Puerto Rico. The 24 sailors in this fleet completed 22 races.

In other awards, Canada's Daniel Connors, representing the Royal Nova Scotia Yacht Squadron in Halifax, earned the Chuck Fuller Sportsmanship Award, while Tony Slowik III, from the Austin Yacht Club in Texas, was presented with the Pete Ives Award, given for a combination of sailing prowess, sportsmanship, determination and good attitude both on and off the water.

"The wind cooperated, and we had fantastic championship and beginner fleets. It was probably one of the best regattas we've had," says St. Thomas' Bill Canfield, who shared Principal Race Officer duties with Puerto Rico's Diana Emmanuelli.

Some 110 ten- to 15-year-old sailors representing five nations – the U.S. Virgin Islands, British Virgin Islands, Puerto Rico, the USA and Canada – started the week by training in the three-day TOTE Maritime Clinic run by top local and international coaches.

The one-day TOTE Maritime Team Racing Championships took place, June 14. Out of 13 teams, the winner was Team USA Worlds, comprised Peter Foley (Coral Reef YC, Florida), Thommie Grit (Sarasota YC, Florida), Ryan Satterberg (Santa Barbara YC, California), and Tommy Sitzmann and Stephan Baker (Lauderdale YC, Florida).

The IOR/EMS was organized under authority of the Virgin Islands Sailing Association and is a Caribbean Sailing Association-sanctioned event.

For full results, visit the STYC web site: www.styc.club



Report by Carol Bareuther. Photos by Dean Barnes

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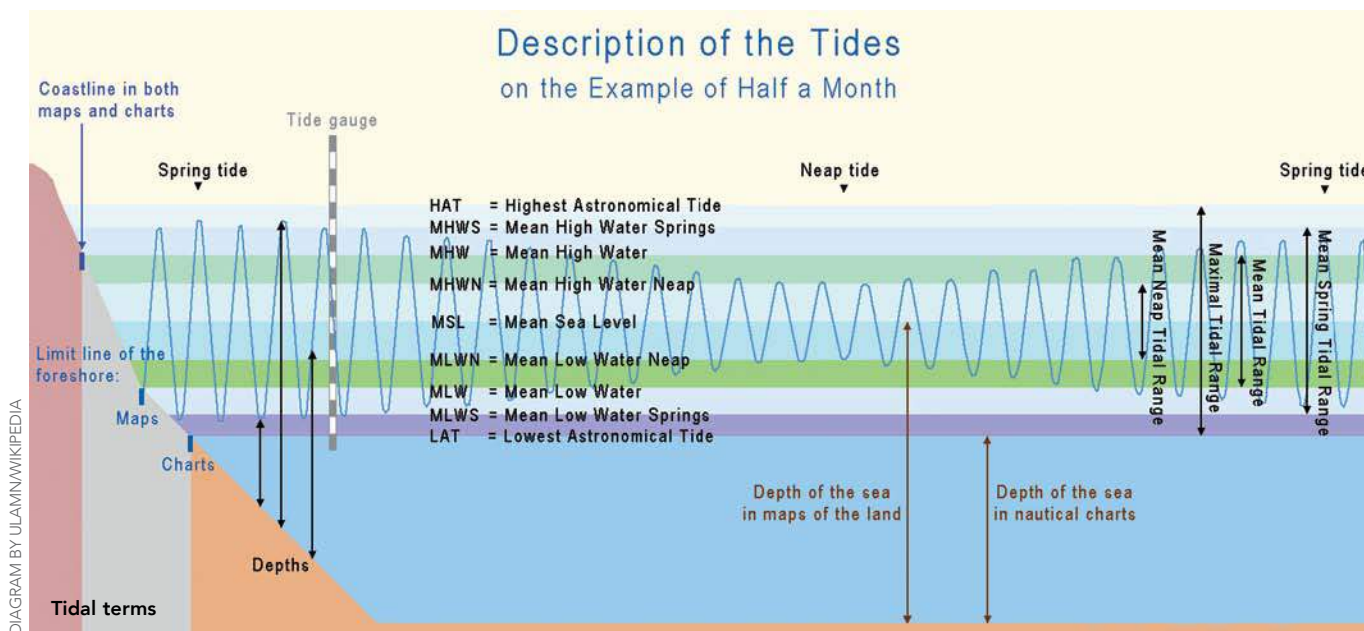
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PLANNING FOR TIDES & THE RULE OF TWELFTHS

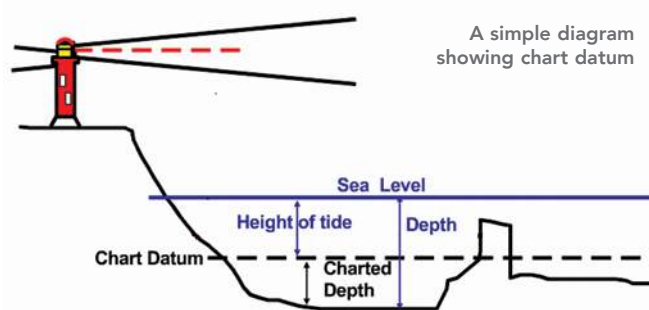
SEAMANSHIP & VOYAGING BY CAPT. JEFF WERNER



Very simply stated, tides are the vertical rise and fall of sea level caused by the combined effects of the gravitational forces exerted by the Moon and the Sun, and the rotation of the Earth. Depending on the size of body of water and its location on Earth, tides can be very significant or practically nil.

According to the National Atmospheric and Oceans Administration, if the Earth were a perfect sphere without large continents, all areas on the planet would experience two equally proportioned high and low tides every lunar day. The large continents on the planet, however, block the westward passage of the tidal bulges as the Earth rotates. Unable to move freely around the globe, these tides establish complex patterns within each ocean basin.

Predicting tides combines an adequate sample of local tidal observations with astronomical theory. In the past, these predictions were printed in books known as tide tables, and it was necessary to have the yearly volume for finding the height of tide for ports in a particular cruising area. Depending on the design of the tide table mathematical formulas, such as the Rule of Twelfths, were used by boaters to determine the height of tide at a boat's location for a given time of day. Today, chart



plotters and smartphone apps contain up to the minute tidal height predictions for the closest tidal station to a vessel's location, worldwide, at the tap of a button or soft key.

Having the knowledge of how to use the height of tide at any time, anywhere a yacht cruises, is central to the safety of the vessel. When cruising in tidal areas, whether the range of tide on a given day is two feet or 12 feet, the ability to determine clearances under the keel will determine whether a vessel can safely anchor without running aground during the fall of the tide overnight.

TIDAL HEIGHT DEFINITIONS

Chart datum is the level of water from which charted depths

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RULE OF TWELFTHS

The rule of twelfths is an approximation to a sine curve. It can be used as a rule of thumb for estimating a changing quantity where both the quantity and the steps are easily divisible by 12. Typical uses are predicting the height of the tide.

EXAMPLE:

If a tide table gives the information that tomorrow's low water would be at noon and that the water level at this time would be two meters above chart datum, and that at the following high tide the water level would be 14 meters, then the height of water at 3:00pm can be calculated as follows:

- The total increase in water level between low and high tide would be: $14 - 2 = 12$ meters.
- In the first hour the water level would rise by 1 twelfth of the total (12 m) or: 1 m
- In the second hour the water level would rise by another 2 twelfths of the total (12 m) or: 2 m
- In the third hour the water level would rise by another 3 twelfths of the total (12 m) or: 3 m

- This gives the increase in the water level by 3:00 p.m. as 6 meters.

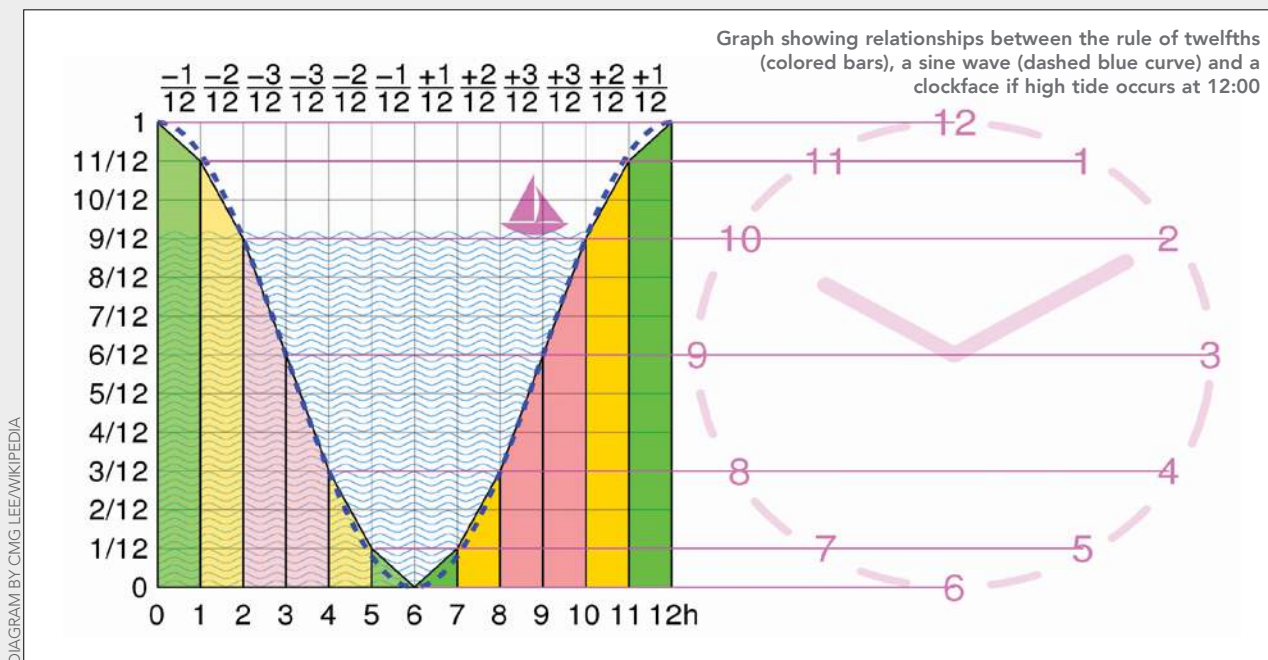
This represents only the increase - the total depth of the water (relative to chart datum) will include the 2 m depth at low tide: $6 \text{ m} + 2 \text{ m} = 8$ meters.

The calculation can be simplified by adding twelfths together and reducing the fraction beforehand:

Rise of tide in three hours

$$= \left(\frac{1}{12} + \frac{2}{12} + \frac{3}{12} \right) \times 12 \text{ m} = \left(\frac{6}{12} \right) \times 12 \text{ m} = \left(\frac{1}{2} \right) \times 12 \text{ m} = 6 \text{ m}$$

The rule is a rough approximation only and should be applied with great caution when used for navigational purposes. Officially produced tide tables should be used in preference whenever possible. The rule assumes that all tides behave in a regular manner, this is not true of some geographical locations, the rule also assumes that the period between high and low tides is six hours but this is an underestimate and can vary. (Source: Wikipedia.)



displayed on a chart are measured. Charts issued by the United Kingdom use Lowest Astronomical Tide (LAT) as chart datum, while charts produced by U.S. government agencies use Mean Lower Low Water (MLLW) as chart datum. Lowest astronomical tide is the height of sea level at the lowest pos-

sible theoretical tide which can be predicted to occur using gravitational effects of the Sun and Moon only, under average meteorological conditions. Mean lower low water is the average height of the lowest tide recorded at a tide station during each day of the sampling period.

Charted depth is the depth of the water, below chart datum, displayed as soundings on a chart in feet, meters or fathoms.

Height of tide is the height of sea level above chart datum at any given time. The height of tide peaks at the moment of high water or low water, and then falls or rises in between the daily patterns of highs and lows.

Neap tides occur when the Sun and the Moon appear at right angles to each other in the sky. This occurs at the First Quarter and Last Quarter moons. Neap tides are not as high and not as low as spring tides.

Spring tides occur when the Sun and the Moon appear next to each other or opposite each other in the sky. This occurs at the New Moon and Full Moon. Spring tides have higher high tides and lower low tides than neap tides.

SOLVING TIDAL HEIGHT CALCULATIONS

When anchoring overnight, using some basic formulas (such as the rule of 12ths), a depth sounder and that evening's tidal predications give a captain the tools needed to help locate that perfect spot within an anchorage.

The depth finder's readings adjusted to the waterline can be written as:

Depth of water = Charted depth plus the height of tide

The depth finder's readings adjusted to the bottom of the keel can be expressed as:

Clearance below the keel = Depth of water minus the vessel's draft

The crux of the situation, whether the boat will be sitting in the mud, on some rocks or floating when low tide occurs during the night can be calculated with this formula:

Clearance below keel after a predicted fall of tide = Depth of water minus the fall of tide minus the draft

Every captain has their own minimum clearance below the keel at which they can sleep comfortably while at anchor. Knowledge of local weather conditions, such as a strong offshore breeze, which can push water out of an anchorage and cause lower tides than those predicted, require increasing that margin of safety. ☺

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



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PROFESSIONAL CHARTER YACHT CAPTAIN ANNA ORCHARD

WOMEN AT THE HELM BY CAROL M. BAREUTHER



Captain Anna Orchard checks the equipment before a dive

A sense of freedom. No two days or ocean conditions alike. The solemn responsibility for passenger and vessel safety while constantly encountering new experiences. These are a few reasons why Anna Orchard enjoys her career as a professional charter yacht captain. Orchard, a UK native who grew up on the country's south coast, captains the 58-foot dive charter catamaran, *Poseidon's Pearl*, in the British Virgin Islands. It's here she continues to make waves; for example, *Poseidon's Pearl* is the first Moorings yacht with an onboard environmental program that offers guests an opportunity to gather scientific information about

sea turtles. Orchard also serves as a role model for other women who want to follow in her wake as professional captains.

"As a kid, our bathroom walls were painted with mermaids and sea creatures, so maybe that's why I've always loved the ocean. My mum could never get me out of the bath," says Orchard, who qualified as a PADI dive instructor after finishing college in Sussex, worked as a dive instructor with the Royal National Lifeboat Institute for five years, and later traveled to Europe, Africa and Asia, soaking up life in other cultures and working on coral reef conservation projects. These experi-

ences taught her how to problem solve with few resources available and how to manage clients' expectations effectively, both key components of what is required of a captain.

Orchard's career took a different tack when she studied Marine Engineering at Newcastle University, earned her Chartered Marine Engineer status and worked in the oil and gas sector as a marine project engineer. After a while, she left this land-based job and returned as a student to study Marine Science and Law at the University of Southampton. This is when she realized she wanted to be back in a water-based role where she could work actively on issues associated with the impact humans were having on the oceans.

"I gained my powerboat license at age 20. When I decided to get my sailing license, I realized that most of my sea time was under power not sail. So, I spent a year cruising the Caribbean. It was fantastic to visit all the islands and great training to berth and maneuver the vessel regularly in and out of all the different ports in the Windwards and Leewards. This type of training was far more useful to me for a career chartering than completing my miles by sitting on a long ocean passage," Orchard explains.



Anna with a tagged turtle

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Since chartering is a well-established industry, Orchard discovered it was easy to find which companies operated in specific regions and speak with these representatives. She also attended a few industry events such as boat shows.

"The captain's role is varied, especially on a busy charter boat, which keeps it interesting. I often hear guests comment that I have the best job in the world. I take this as a complement because it suggests that they don't see how hard all the crew work, often round the clock, to make their vacation so enjoyable. This is particularly true when things go wrong with the boat! There is a lot of ongoing maintenance required, both on and off charter, to ensure the mechanical, electrical and sailing systems work as they are designed. As a captain, your responsibility for your crew and guests is paramount," she says.

There has been an uptick in requests for female captains, Orchard says. This is because some owners think female captains treat their vessels with greater care. However,

when something goes wrong, the response from owners may target that the captain is a woman rather than a professional captain.

"The industry is male dominated, so as a female you must use your competence and confidence to make informed decisions, stand by them and avoid being intimidated by the opinions of others. There will always be someone more experienced than you. If you love what you do, you will want to be the best. Leverage interactions with more experienced people to your advantage and as a learning opportunity. Know your strengths and work to them. There are usually several ways to solve a problem, so be brave and be creative, you don't always have to do things the way others do," Orchard recommends. 

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



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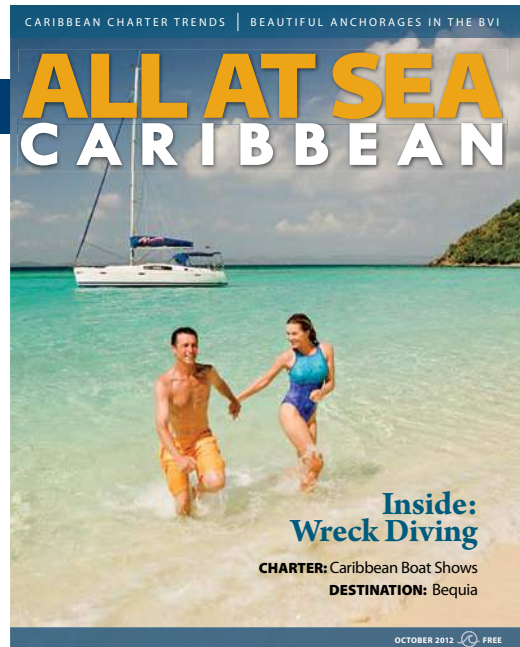
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THE SEVEN WORDS YOU CAN'T PUT ON A BOAT

BOATING BY CAPT. ROBERT BERINGER



Sadly, my growing family has exceeded the capacity of our Catalina 34 and we are in the market for a larger boat. As the search continues we frequently discuss the possible choices over dinner and last night we touched on what we would name our new vessel.

With so much to consider as we shop: the make, year, price, length, draft, engine, electronics, and sails, picking a name wasn't something I'd considered yet. But I know this process is very important: It's what gives a boat its unique personality. A custom that goes back to Biblical times, mariners named their ships in honor of gods and saints, in hopes they would be afforded their protection from the vicissitudes of sea travel.

"I've got an idea Daddy," chirped my youngest daughter. "How about ..." and she said a name that I can't print

here, and her sister and mother dissolved into fits of convulsive laughter.

"Hmmm," I replied sternly, concerned that she knew that word at ten years old, "I don't think the US Coast Guard would allow us to put that on our boat."

"How do you know?" she retorted, and reeled off several more examples that would surely amuse bridge tenders and dock masters wherever we sailed.

Well, actually I didn't know. So I went to the USCG Vessel Documentation Center website and was amazed by the assortment of off-color appellations they have permitted to grace the bow and transoms of American vessels (Registrations are regulated by each State and have different rules).



Looking over the boat name list I could see they are surprisingly lax in their standards of good taste and rectitude; kind of like, go ahead, test us, shock us—we love a good laugh! Many permitted names can scarcely be uttered without a blush, and bring to mind George Carlin's infamous, 'Seven Words You Can't Say on TV'.

Per USCG Documentation regulations, boat names must not be more than 33 characters. It may not be identical, actually or phonetically, to any word or words used to solicit assistance at sea; may not contain or be phonetically identical to obscene, indecent, or profane language, or to racial or ethnic epithets.

And that's basically it. But I think the Coast Guard gives incredible latitude on what it considers obscene, indecent, or profane, never mind intelligent or in good taste—these

are government employees, not Jesuits. I spoke with a public affairs officer at the center and she informed me they will approve all names which follow the regulations, that there is no 'naming committee' that vets applications for tender ears.


Years ago I saw a speedboat go by on Lake Erie named *Wet Dream* and I giggled, thinking this so risqué. And indeed, according to BoatUS this was one of the most popular names from 1994 to 1998. But no, good reader, the 122 current American vessels named *Wet Dream* are tame by comparison to the mischievous monikers that grace many of the boats on our lakes and oceans. And note that boat names are not like Social Security numbers, they may be issued an unlimited number of times.

Not surprisingly, legions of names extol the virtues of alcohol consumption: *Anita Cocktail*, *Shot N Beer*, *Boat Drinks*, *Steel n Liquor*, *Drunken Sailor*, *On the Rocks*, *Whiskey Business*, and *Three Sheets*.

Sexual innuendo word play is also very popular amongst boaters. *So Bite Me*, *Berth Control*, *Fishing Chicks*, *Aqua-desiac*, *Seaduction*, *For Play*, *Fueling Around*, *Master Baiter*, *Mother Rucker* and, of course, *Happy Hooker* are on many, many boats. You'd think that some words would be taboo, but no fewer than 46-boats have the word 'sex' in their names. Other owners choose to push the boundaries hard: if you sail near Seattle you may catch a glimpse of *The Filthy Whore* out on Lake Washington.

Oh boy, I love a good chuckle, but if we sail past some of these boats I'll have to cover my daughters' eyes. I think they need to hire a couple of teenage boys at the Documentation Center to tell them what the joke is.

And of course, there are boat names that combine sex and alcohol: *Sin & Tonic*, *Naked Women & Beer*, and, well, I like writing for this magazine so I better stop there.

So, as we continue to look for our new boat my daughters have assumed the task of winnowing names. "Anything is fine," I tell them, "just don't make me embarrass myself when I call someone on the radio." 

Robert Beringer's first ebook, Water Power! a collection of sailing short stories, is available at BarnesandNoble.com. For a free sample go to: www.smashwords.com/books/view/542578

INTO THE DEEP: SWIMMING LESSONS CRUISER STYLE

FAMILIES AFLOAT STORY AND PHOTOS BY VICKI BLANK



Family snorkel in Bonaire

After three crazy, hot months living and working on the hard, it was a great relief to finally anchor in Chaguaramas Harbour, Trinidad.

Our three boys, then aged twelve, nine, and five were ecstatic to be on the water like real sailors, and in that hot climate, the water surrounding us beckoned.

Five year old Eden was eager. He couldn't get his life jacket on fast enough to jump in after big brothers, if not on top of them! We were constantly reminding him to notify someone before jumping overboard; confidence in deep water was not an issue for this little guy!

Friends gave Eden some armband floaties, accompanied with instructions for us to the effect of: 1) letting him enjoy his armbands for a few days, 2) stealthily release some air, letting him get accustomed to the subtle extra effort, and 3) repeat process, till no longer relying on the floaties.

Meanwhile, strength and confidence in his own ability to swim without assistance, has gradually been increasing.

During this process, my husband Dave also taught him the importance of relaxing in the float/starfish position on his back. We'd occasionally get Eden to remove his armbands, jump from the boarding ladder and doggy paddle a short, safe distance to reach us. Once comfortable with this, we'd keep just out of reach, not allowing Eden to touch us. If he panicked, inevitably leading to sinking, Dave's response was "stop panicking, roll onto your back, or you're going to drown!" Often, Dave would roll him onto his back, telling him to rest and then paddle back. Gradually, he became more at ease with floating on his back.

Eden loved snorkeling. With armbands on and face immersed, constant animated squeals funneled up through his snorkel! Alarming at first until we realized he was very excited, talking to no one in particular. His little body twisted and contorted chasing one fish after another, like a Labrador chasing seagulls on a beach!

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Lining up to take the plunge

Later, arriving in Grenada after our first overnight, offshore passage, we found the wonderfully clear blue water a lot more inviting than the dark waters of Trinidad's Gulf of Paria. Snorkeling gear donned ashore, we were keen to investigate the local underwater scene. Eden was snorkeling next to me, contented as ever, but without armbands and the depth was well over my head! This became normal practice. While snorkeling and distracted by underwater wonders, he'd get about confidently and happily in deep water. But just swimming, he'd doggy paddle a bit and then panic.

In Carriacou, late afternoon became beach time with another family, after jobs and schoolwork.

One day I noticed Eden following the older kids running to the end of the jetty and jumping off. With no ladder to climb back up, the only option was to swim a short distance back

to shore ... which he accomplished, (thankfully) over and over again!

On one occasion, while in Curaçao, the boys had taken the dinghy ashore when I heard a loud stomp, stomp on deck followed by heavy breathing. Investigating, I discovered a wet rat in the form of Eden, and was a little perplexed as to how he'd arrived, given the dinghy and boys remained ashore. He confirmed they weren't ready to return so he swam the 150ft! A wave of gratefulness and pride washed over us as we dried and congratulated our little guy on his longest swimming feat so far!

In Bonaire, we were moored approximately 300ft off the beach. In the pristine water, the hull of our schooner through a mask looked like she was hovering in an indigo blue outer space.

We were preparing our boat for storage when faint cries could be heard.

Racing up on deck (kids on board makes for quite an active lifestyle), I could just make out our eldest ashore yelling, "he's not supposed to be here," frantically pointing at Eden, who is now over three quarters of the way swimming to shore. Determined, he landed and later swam the return leg with some helpful encouragement from his older brother.

Once again there are stern warnings (after some congratulating) about letting us know before jumping overboard and swimming ashore!

Now back in New Zealand it seemed like an eternity before the summer water was enjoyable and not just very refreshing. Eden's confidence returned with the warmth.

On a school day at the local pool, the Principle congratulated Eden as hero of the day when, to the amazement and applause of his friends, he became the youngest and smallest to bomb off the highest diving board (almost 12 feet) and swim to the edge of the very deep pool with ease.

EDITOR'S NOTE: Teaching children to swim is vital to their safety afloat. Vicki's unconventional approach might not work for everyone and we recommend caution at all times.



A homeschooling mum of three boys, Vicki Blank, a longtime ocean lover, became obsessed with sailing and eventually dragged her family from New Zealand to the Caribbean to fix up a boat, live aboard, and learn to sail. Visit: thepurplepirateship@blogger.com

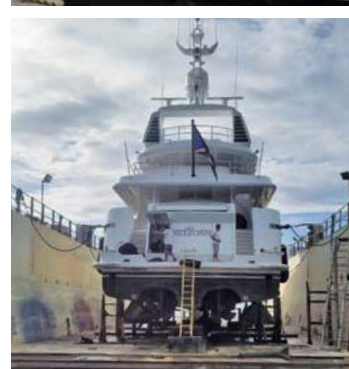


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TEN TOP CARIBBEAN WATERFALLS TO VISIT

BY CAROL M. BAREUTHER

PHOTO: JAMAICA TOURIST BOARD

YS Falls, Jamaica

There's nothing as refreshing as a waterfall. These vertical rivers of water are found throughout the world, however it's the lush tropical foliage that makes Caribbean waterfalls so captivating. Here are ten waterfalls worth traveling ashore to see.

1. YS FALLS, JAMAICA

There's not one but seven cascading waterfalls plus a natural spring-fed wading pool at this former sugarcane estate located near the island's south west coast. There's a ten-minute tractor ride across beautiful fields to the falls, where facilities include changing area and snack bar. Canopy tours and river tubing are available for those who want more than a splash.



Bassin Blue, Haiti

PHOTO: HAITI TOURISM



Juan Diego Falls,
Puerto Rico

PHOTO: PUERTO RICO TOURISM COMPANY UK

2. BASSIN BLUE, HAITI

It might not take planes, trains and automobiles, but it does require a four-wheel drive vehicle, a 20-minute hike and rappelling down a 12-foot rock face to get to this idyllic waterfall-fed swimming hole. Thankfully, there are often residents ready to serve as guides. Soak in one of the bright blue pools or climb up on the surrounding rocks and jump in. Legend tells these pools are bottomless ...

3. JUAN DIEGO FALLS, PUERTO RICO

Drive-in waterfalls, the kind you can park next to and look at like La Coca Falls, are some of the most popular in El Yunque Rainforest and currently the only falls open to the public in the wake of 2017 hurricanes. However, when it re-opens, take a hike off the beaten trail to the more tranquil Juan Diego Falls. This is a pair of falls located on the Big Pine Trail less than a half-mile from the lookout at the Yokahu Tower.

PHOTO: DISCOVER DOMINICA AUTHORITY



Trafalgar Falls,
Dominica

4. TRAFALGAR FALLS, DOMINICA

Two is always better than one when it comes to waterfalls. These two, a taller (278-foot) 'father' and shorter (131-foot) 'mother' make up these falls, which are located 20 minutes east of the island's capital of Roseau and then a ten minute walk along an easy trail to the viewing platform. Those who want can venture further for a quick dip or swim.

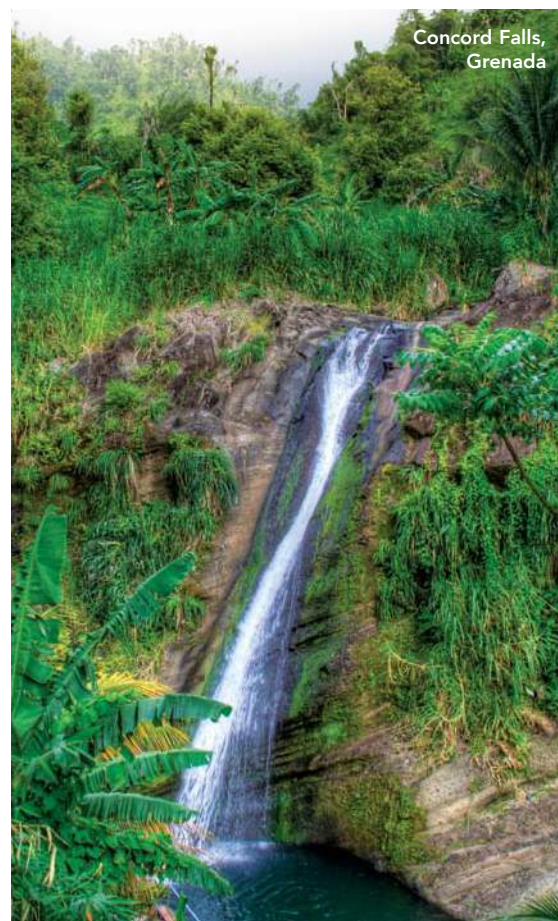
5. DARK VIEW FALLS, ST. VINCENT

Pouring over lava rock, these twin falls tumble some 100-feet plus and 200-feet plus into the Richmond River below. Bamboo from the surrounding forest was used to build the bridge needed to cross from the parking lot, over the river and to the falls. This walk is very short. The drive from Kingston, however, is an hour and a half long. There's a welcome, restrooms/changing area and food kiosk just off the parking lot.

PHOTO: ST. VINCENT & THE GRENADINES TOURISM AUTHORITY



Dark View Falls,
St. Vincent



Concord Falls,
Grenada

PHOTO: GRENADA TOURISM AUTHORITY/ILLOYD MORGAN/FICKR

6. CONCORD FALLS, GRENADA

This trio of waterfalls located on the west side of the island south of Gouyave offers something for everyone. Those who want to can drive to the first fall. Those up for a rugged hike can check out the second and third falls. Either way, a dip in cool, clear mountain water awaits.

Argyle Waterfalls, Tobago

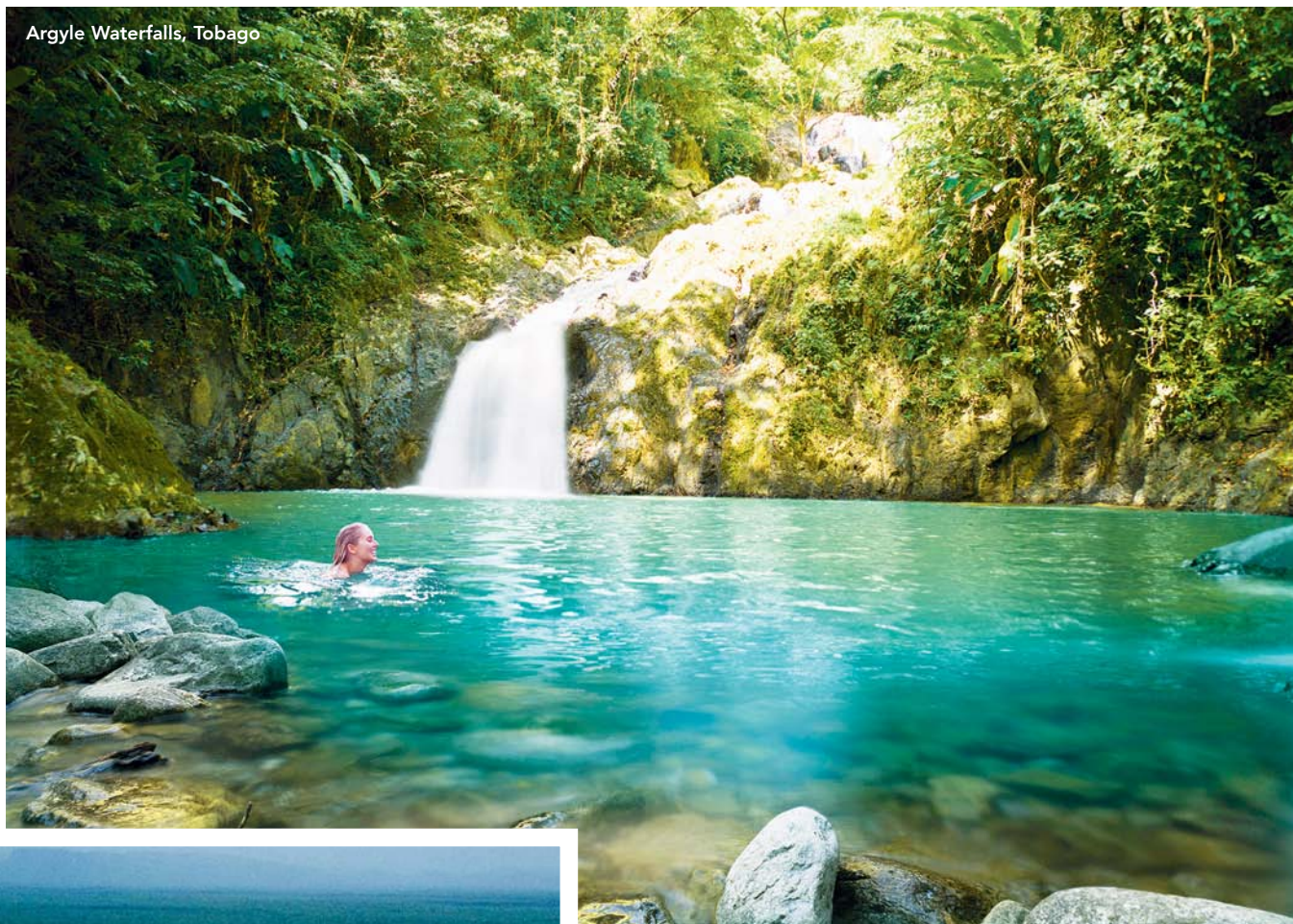


PHOTO: TOBAGO DIVISION OF TOURISM

7. ARGYLE WATERFALLS, TOBAGO

A splendid white cascade of water gushes down the three tiers of this 175-foot tall falls like icing on a wedding cake. In fact, you can hear the falls long before you see them while taking a 20-minute trek along a well-marked trail. Hike in by yourself or hire a guide. The latter might be prudent if you plan to hike the often-overgrown path up the side of the falls where there's a wave of thick mist and several shallow rock 'tubs' perfect for a quick dip.



Kaieteur Falls,
Guyana

PHOTO: FOTONATURA

8. KAIETEUR FALLS, GUYANA

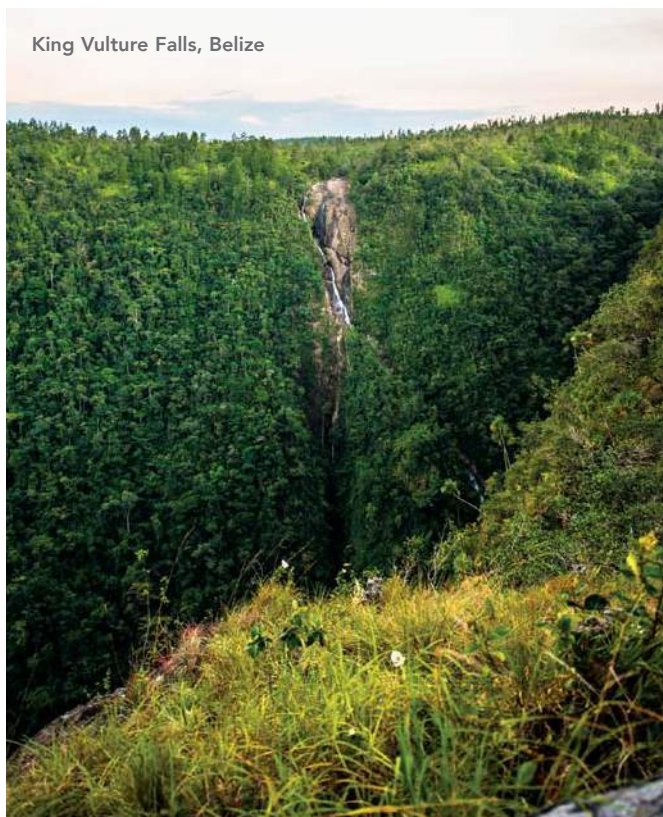
Likely the hardest falls to reach in the Caribbean, these are a sight to go on a bucket-trip list. Kaieteur is the largest single drop waterfall in the world as measured by the volume of water flowing over it. Located in the namesake national park, the falls are in a section of the Amazon rainforest that takes an hour by air to reach from the capital in Georgetown. A massive nearly 800-foot tall wall of water that's not to be missed.

Butterfly Falls, Belize



PHOTO: BELIZE TOURISM BOARD

King Vulture Falls, Belize




CREDIT: BELIZE TOURISM BOARD

9. BUTTERFLY FALLS, BELIZE

Book a night at the Hidden Valley Inn, located in the 7,000-plus-acre Mountain Pine Ridge Forest Reserve to have access to this 80-foot classic tropical waterfall. From the Inn, there's an arduous trail that takes 30-minutes to traverse. This means it's often deserted; just you and the white and blue butterflies that live here.

10. KING VULTURE FALLS, BELIZE

This is another great fall to visit in the Mountain Pine Ridge Forest Reserve. In fact, you would be in famous company if you did. The Discovery Channel's Bear Grylls made a grand entrance to the Belizean jungle by jumping out of a helicopter and then rappelling down these falls. Mere mortals can simply take a trail to the falls from the Inn. 

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

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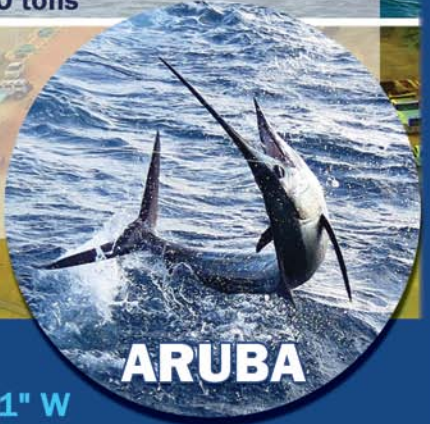
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EAGLE LANDS IN ST. THOMAS

UNITED STATES VIRGIN ISLANDS

PHOTO COURTESY OF THE U.S. COAST GUARD



United States Coast Guard Cutter *Eagle* under full sail in the Caribbean Sea

It's not every day that an opportunity presents itself for a behind-the-scenes tour of a 295-foot three-masted sailing ship. In fact, most would call it a once-in-a-lifetime experience, especially when it's the *Eagle*, the largest tall ship flying the American flag and the only active square-rigger in U.S. government service. Yet that's just what 230 Ivanna Eudora Kean and Charlotte Amalie JROTC cadets and Boys & Girl's Club Marine Vocational Program (MVP) students did in May when some of the U.S. Coast Guard Academy cadets onboard as part of 'America's Tall Ship's' 2018 summer patrol led guided tours.

"The *Eagle* experience offered a chance for our cadets to interact with the Coast Guard cadets and we were pleased with that," says Col. Alfred Francis (ret), senior instructor at the Ivanna Eudora Kean High School JROTC. "Many of our cadets go into the marines, army and air force. However, I



PHOTO: DEAN BARNES

Ivanna Eudora Kean and Charlotte Amalie JROTC Cadets take the helm on a tour of *Eagle*.

encourage them to consider all the services. After all, all of the U.S. Armed Forces offer unique training and skills and gives students an opportunity to see the world beyond the Virgin Islands."

A phenomenal experience is how Jacqueline Brown, executive director of the Boys & Girls Club of St. Thomas sums up her student's reaction. "On *Eagle*, our MVP students were able to talk to the cadets about the ropes and knots they saw onboard, the rules they followed and to ask several questions. It was very educational and linked closely with what our students have learned in the MVP program."

After completing their behind-the-scenes tour, the JROTC cadets joined senior Coast Guard officers and representatives of the Veterans of Foreign Wars for a ceremony and flag laying at Western Cemetery in honor of Virgin Islands veterans. Meanwhile, the Boys & Girls Club MVP Students joined a group of

"The activity at Coral World was very educational. The students toured the park and ate lunch with the cadets. It gave them yet another opportunity to interact. In fact, two of the students, one male and one female, are interested in joining the Coast Guard."

Eagle cadets in community service activities at the Coral World Ocean Park and Coki Beach. Both events enabled JROTC cadets and MVP students to learn about careers in the U.S. Coast Guard.

"The activity at Coral World was very educational. The students toured the park and ate lunch with the cadets. It gave them yet another opportunity to interact. In fact, two of the students, one male and one female, are interested in joining the Coast Guard," says the Boys & Girls Club's Brown.

Eagle was open for free public tours during its May 25 to 28 port call. Over 3500 Virgin Islands residents and visitors toured the ship.

The crew of 180 U.S. Coast Guard women and men onboard *Eagle*, which included cadets, officers and enlisted, had an opportunity to visit ashore in St. Thomas – many for the first time. Local businesses such as the Pirate's Treasure Museum and the SkyRide to Paradise Point hosted the guardsmen and women.

The non-profit Virgin Islands Centennial Foundation and 340 Group VI, LLC provided community integration planning and logistics support for the ship while it was in Charlotte Amalie. ☺



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2018 BVI POKER RUN

BRITISH VIRGIN ISLANDS BY SUSAN ZALUSKI

PHOTO: JAVIER LOPEZ, JL CONSULTING



Puerto Rican Pride at the 2018 BVI Poker Run

On Sunday May 27th, Leverick Bay Resort and Marina hosted the 2018 'BVI Strong' Poker Run, with 263 boats and about 2,000 participants. The event – even larger than the previous year's massive event – departed from, and returned to, Leverick Bay in North Sound, Virgin Gorda. The event featured stops at Scrub Island, Jost Van Dyke, Norman Island and Pier Park on Tortola, where participants who purchased poker hands for \$250 had the chance to draw from decks of playing cards. The event is part bar crawl and part poker game, with participants competing for thousands of dollars in prize money.

Last year was a record-setting year for the BVI Poker Run with 250 participating boats and 2,000 people; however, the record-setting 185+mph winds of Hurricane Irma were a roar that far surpassed the thunder of speedboat engines.

Fast forward to November 2017, when I bumped into a bewildered-looking Nick Willis, the creator and manager of the BVI Poker Run, during a visit to Road Town. "Can you believe that the Tourist Board want us to do it again?" he asked with a dazed expression. While the BVI was tattered, spirits were



PHOTO: TWO OF US PHOTOGRAPHY

Members of the winning boat, *Feed the Need*

beginning to rise, and the role that marine tourism would play in the recovery of the BVI was becoming apparent.

Without hesitation, I told Nick that Jost Van Dyke would be ready to serve as a stop for the 2018 BVI Poker Run.

"So, Taboo is okay, then?" Nick asked, referring to Foxy's,

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Boats in Great Harbour, Jost Van Dyke – stop #2 for the BVI poker run

PHOTO: BERTON SMITH/TWO OF US PHOTOGRAPHY



Taboo, which had been host for the 2017 Poker Run Jost Van Dyke stop.

"Nah, it's totally destroyed," I said, "but we'll find a way, we'll make it work."

By mid April 2018, registrations for the event started rolling in, revealing, to everyone's surprise, that in spite of the catastrophic 2017 Hurricane season, the 2018 'BVI Strong Poker Run' would have even more entries than the previous year.

For this year's Poker Run, Jost Van Dyke served as the official port-of-entry for participating Puerto Rican vessels. Foxy's Bar set up a welcome booth in front of Great Harbour's Customs and Immigration building, serving up free rum punch to Puerto Ricans, while White Bay Businesses like Coco-LoCo's, Gertrude's, Soggy Dollar Bar, Hendo's Hideout and Ivan's Stress Free all honored special 'free drink' coupons to visiting Puerto Ricans who came for the event. The welcome was part of a special tribute to the 'Puerto Rican Navy', a group of private boat owners who filled their boats with food, water and other basic supplies in the aftermath of Hurricane Irma, personally delivering supplies to residents on Jost Van Dyke.

The overall winner was Kalik S. Aaron of Tortola, who owns the boat *Feed the Need*. With the best overall hand, Aaron left the Poker Run with US\$8,000 in winnings. The event also raised thousands for the Virgin Islands Charitable Trust.

Boats and more boats – Great Harbour during poker run



PHOTO: TWO OF US PHOTOGRAPHY

The 2018 BVI Poker Run is a testament to the strength and the resilience of the Virgin Islands and the vast importance of its marine sector. That so many boats could – and did – turn out for the event, despite overwhelming post-hurricane challenges was "just amazing" according to Jost Van Dyke's Tessa Callwood, of Foxy's bar, the event's second stop. Along with her husband, Foxy Callwood, Tessa has relied on visiting boats to provide a customer base for their Great Harbour business for decades. "Life has returned," she said, looking out towards the harbor full of boats.

Susan Zaluski lives in Great Harbour, Jost Van Dyke. She is the director of the Jost Van Dyke's Preservation Society, a non-profit agency dedicated to the preservation of the history, culture and natural environment of Jost Van Dyke. Email: susan@jvdp.org



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HEAD TO WINDWARD

CARRIACOU WORDS AND PHOTOS BY JAN HEIN



Builder Nero McLawrence (left) discusses the project

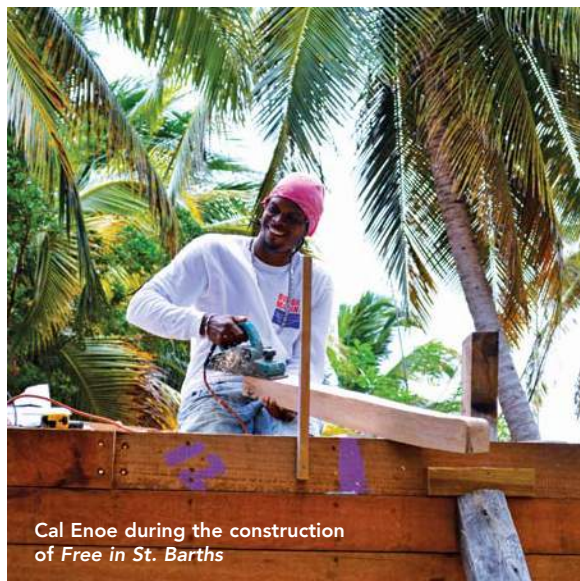
From Carriacou's main town of Hillsborough, fast moving buses wind their way up and over hills to a tiny hamlet, aptly named Windward. Depending on the collection and delivery of people and lunches, it takes anywhere from ten minutes to half an hour. On an island that's a mere 13 square miles, the distance traveled is short, yet the trip, measured in years, is immense.

As the bus makes the final decent revealing a panorama of islands and reefs, I'm reminded of why I go again and again. There's little there, save a few character-clad shops selling the usual –rum, tinned milk, bully beef and cocktail wieners. On

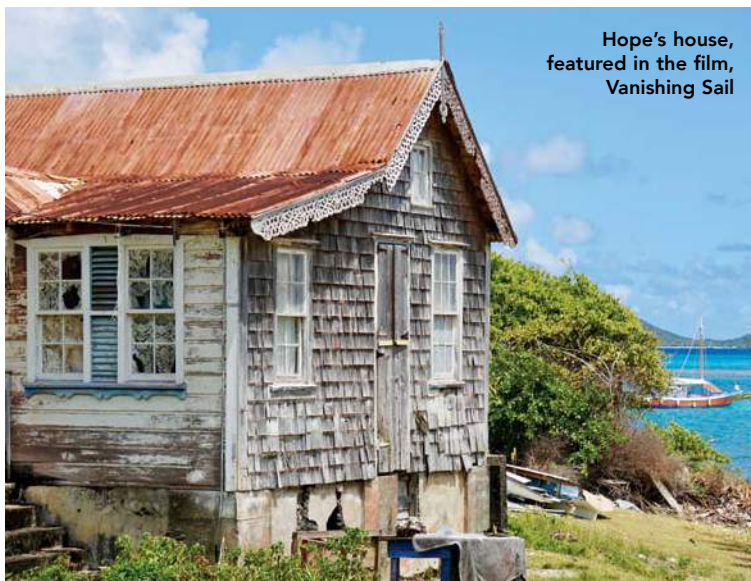
occasion, a piece of fruit or veg finds its way to a shelf but mostly they lurk in cans. Fresh is scarce in Windward.

The sole restaurant is packed with charm. Pizza Meh Heart bakes homemade pies, each named for one of the sailing vessels built nearby. A few tilting structures serve beer and rum and the bar near the school has food to go. There's an incongruous disco, complete with dance floor and ceiling high speakers but mostly it serves the local crowd of fishermen and boat builders who habitually order an eighth of local rum before they order another.

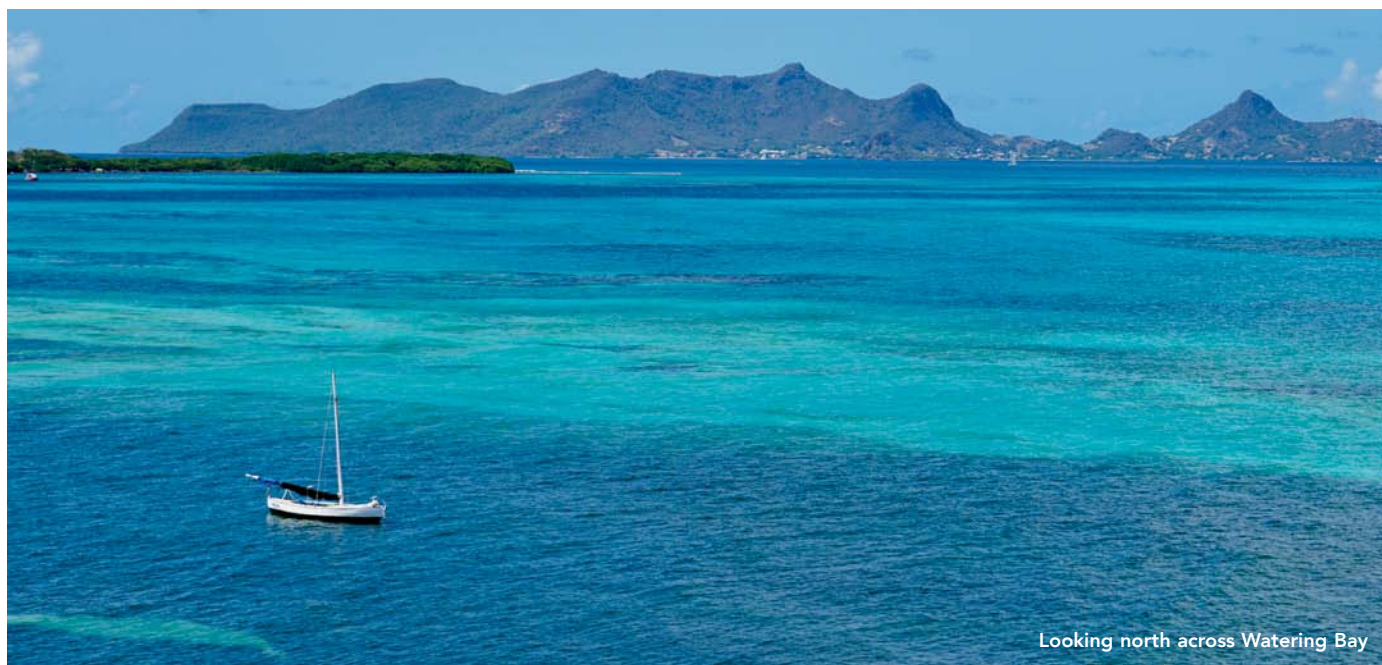
Beyond the bar, at the edge of the bay, a path leads to the spot



Cal Enoe during the construction of *Free in St. Barths*



Hope's house, featured in the film, *Vanishing Sail*



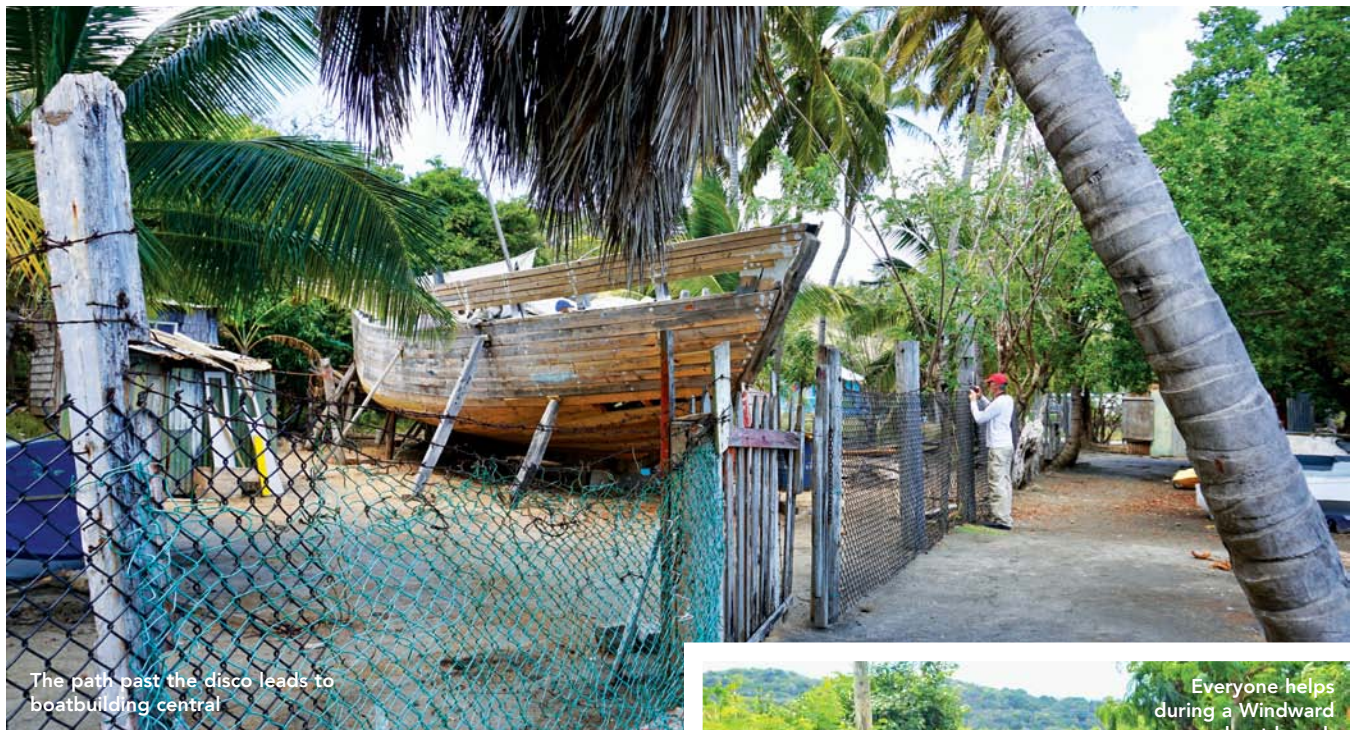
Looking north across Watering Bay

where builders work on traditional vessels, the island's claim to fame. These days, there's a big one underway, 65 feet in length with a beam of 18 feet and a stern resembling a climbing wall. The vessel's monstrous shape has grown over the last few years but according to builder, Nero McLawrence, they're almost there. It has yet to be named, keeping with tradition of the launch day reveal and when fully rigged, this one will work hauling cargo.

The boat builders welcome visitors and will answer most questions ranging from obvious to the absurd. They've heard it all before yet willingly stop to explain the process, materials and ultimate purpose. My requests to photograph the progress are always granted

and sometimes I get the bonus of a pose or smile. Like all working waterfront museums, there's a donation box in the yard, to move the project forward and keep the crew hydrated.

Windward was the set for the acclaimed movie, *Vanishing Sail*. Several boat builders, their family members and an assortment of island legends were the main characters. The intricately woven story heads back in time detailing the history of boat building skill, brought to Carriacou generations ago by Scottish mariners. It is one of the last places in the Caribbean where boats are still built on the beach, done so on an island lacking in wood and tools. Movie director Alexis Andrews first sailed



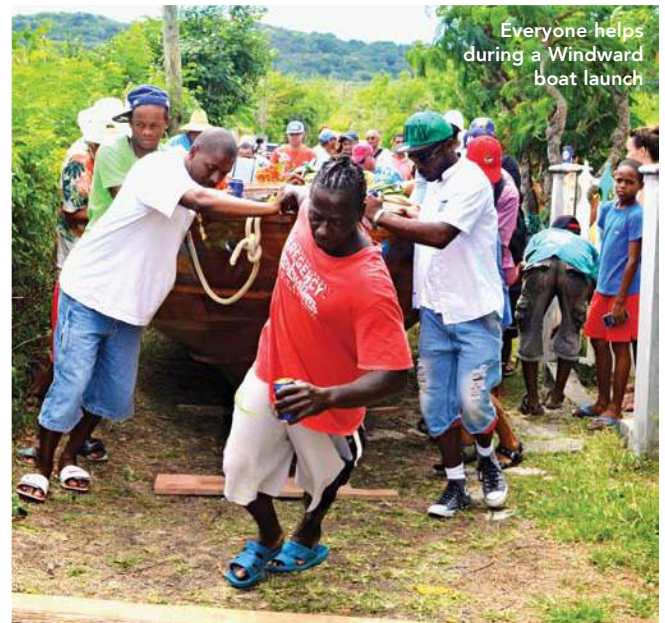
The path past the disco leads to boatbuilding central

to Windward on a pilgrimage, returning his Carriacou sloop to her birthplace. Spellbound by the simplicity and kindness of the people, he returned many times until the idea of telling Windward's story became a reality. *Vanishing Sail* chronicles Alwyn Enoe's last build and the passing of those skills to his sons.

It is possible to sail into Watering Bay from the north but don't expect to do so guided by buoys or lights. There's a stick protruding from the reef, the locals will tell you. Leave it to starboard and after that hair-raising maneuver, eye and avoid the next spots of reef until comfortably anchored in deep water. The wrecked ship offshore is a bit disconcerting as is the absence of visiting yachts but there's plenty of brightly painted vessels providing quality entertainment. There are small, oar powered boats that comb the reefs for food and larger ones that sail off daily, hoping to return with a full hold.


The beauty of anchoring in Windward is just that. Facing the trades, the view is a blanket of variegated ribbons with every color of turquoise imaginable. From the right vantage point, you can see over a dozen islands. A walk onshore will take you through a neighborhood of old school, West Indian homes. Their fairytale structures, tricked out with fretwork, gingerbread and over grown blooms are lens worthy.

It won't take long to ascertain that Windward is about family. The local school is the hub for activities that need a roof or wide open space. The annual Easter kite contest brings out half the island. Kids and families turn out with impressive



Everyone helps during a Windward boat launch

examples of airborne engineering while the boat builders go straight for size and height.

There isn't much to do in Windward but that doesn't mean it's easy to leave. I usually delay the bus back to Hillsborough, hoping for one more encounter, another surprise. Once on-board, I crane my neck for another peek at that view and remember, I must go to come back. 

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

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

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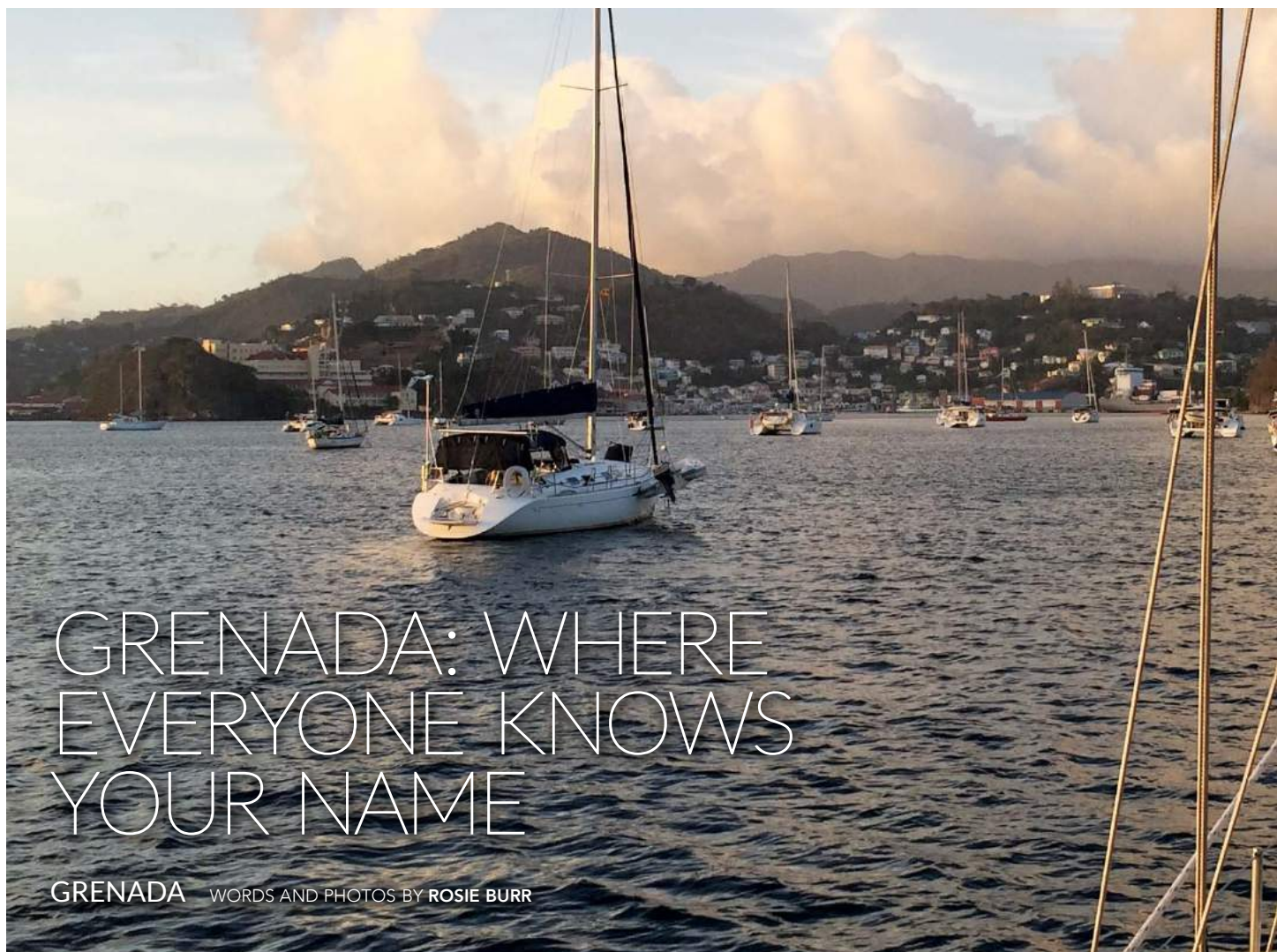
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GRENADA: WHERE EVERYONE KNOWS YOUR NAME

GRENADA WORDS AND PHOTOS BY ROSIE BURR

Known as the Spice Island because of its numerous nutmeg plantations, Grenada is a tropical paradise full of mountains, rainforests, waterfalls, and beautiful beaches just waiting to be explored. Unlike many islands further north, which tend to be more seasonal, Grenada has a year round cruising community, especially in the summer months when the anchorages swell as cruisers arrive for hurricane season. Despite rumours of overcrowding there is still plenty of room, especially if you are prepared and equipped to anchor a little further out in deeper water.

For a small island Grenada packs a big punch. If you are drowning in boat projects and ready to sink your teeth into some serious maintenance then it has several well-known chandleries and three big boat yards to choose from as well as numerous marinas and marine services. The island has a number of big supermarkets and hardware stores, and an array of bars and restaurants from fine dining to street food. Despite all this, Grenada still manages to retain much of its

small island charm, and is less developed than many of its neighbouring islands. Everyone waves and says hello and paraphrasing the theme song from the sitcom Cheers, "it's a place where everybody knows your name."

The best way to keep up to date with what's going on is to tune into the VHF net at 7.30am on CH66i. Or visit the Grenada Cruisers Facebook pages. There are so many activities to choose from: Music nights and jam sessions; Grenadian train dominos, Texas hold 'em or pool and quiz tournaments; volley ball, noodling, yoga or 'tai chi with a smile under the almond tree', the list goes on. There are plenty of local events too ... Cooking on a Thursday at the True Blue Bay resort; the Container Park for something to eat on a Friday night, or a Saturday afternoon hash to work off all the week's indulgences. Enterprising bus drivers shuttle cruisers between the bays for the various social activities, as well as providing shopping buses to the big supermarkets. A farmers' and meat market visit a couple of the marinas during the week and although you can't get water delivered to your



The anchorage in St George's –
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the sun go down



Clarke's Court Bay looking
south out to sea

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Prickly Bay on a calm day



boat at present, you can get booze, and your propane and dive tanks refilled and bought back to you.

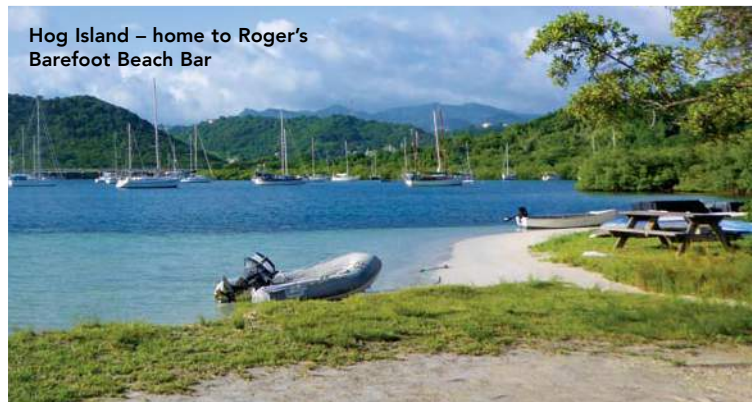
Most of the popular anchorages are dotted along the south and west coasts.

St George's is a wide open anchorage to the west. It has stunning Grand Anse beach with its crystal clear waters to the south and the colourful capital of St George's climbing the hillside to the north. It is one of the prettiest waterfronts in the Caribbean. Nearby you have the Yacht Club and Port Louis Marina, an Island Water World store, and all the shore-side amenities the capital has to offer. If you want to sit in a pretty anchorage sipping a cocktail, watching the sun dip below the horizon then St George's is the place to be.


Prickly Bay has always been a popular spot, home to Spice Island Marine Boatyard, Budget Marine and Prickly Bay Marina. A charming little beach lined with palm trees beckons in one corner. It's a hive of activity and a great anchorage, though a little roly at times. It has easy access into town and is within walking distance of a number of assorted bars and restaurants.

Despite their reef strewn entrances Mount Hartman, Hog Island and Clarke's Court are well-liked mangrove bays surrounded by green hills, all within reach of each other by dinghy. Secret Harbour Marina and restaurant are nestled in the north-western corner of Mount Hartman Bay – a nice quiet spot particularly enjoyed by the volley ball and yoga enthusi-

Hog Island – home to Roger's Barefoot Beach Bar



asts. Hog Island is uninhabited and crisscrossed with trails. The pretty anchorage is well protected but often a little crowded. It is a favourite with the cruisers especially on a Sunday for the BBQ at Roger's Barefoot Beach bar. Clarke's Court Bay is huge and offers plenty of anchoring room albeit in a little deeper water. With Clarke's Court boatyard and its marina and chandlery, Whisper Cove marina and the various music nights and jam sessions at Taffy's and Nimrod's in Woburn - you've got all you need to take care of boat work and beer!

Grenada offers plenty of anchorages to explore or escape to when the others wear out their welcome: Port Egmont is a fine hurricane hole with flat calm waters and nothing but mangroves and birdsong. Grenada Marine in St. David's is a boatyard so pretty you'd forget where you are. Dragon Bay, True Blue Bay or Le Phare Bleu all offer something special. Don't just visit one bay, try them all. 

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

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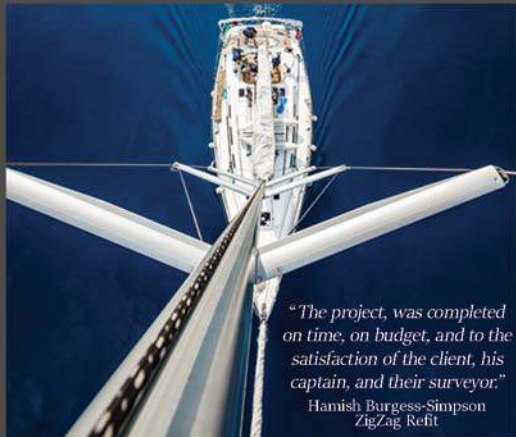
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BY CRUISE SHIP TO THE ABC ISLANDS

ABC ISLANDS STORY AND PHOTOS BY ELS KROON



Aruba's free-to-ride San Francisco style streetcar, in service since 2013, is an attraction in itself

Exploring the Caribbean on a sailing boat is the dream of many, however, if you don't own a yacht, cruise ships offer the perfect solution.

When the Spanish cruise line Pullmantur expanded from Europe to the Caribbean, they set their sights on the south with an itinerary that included the ABC Islands, Cartagena in Colombia, and Colon in Panama.

One of Pullmantur's largest vessels, *Monarch*, once part of the Royal Caribbean fleet, underwent a refit and now boasts a basketball field and other sport facilities. The ship has excellent public areas and well-appointed cabins, and an enthusiastic crew who makes everyone feel at home. Ten hour stopovers in the five ports of call allow the traveler time to explore.

Having taken one cruise and visited the tourist sites, on this,

my second cruise, I focused on the commercial and economic impact cruise ships bring to the ports.

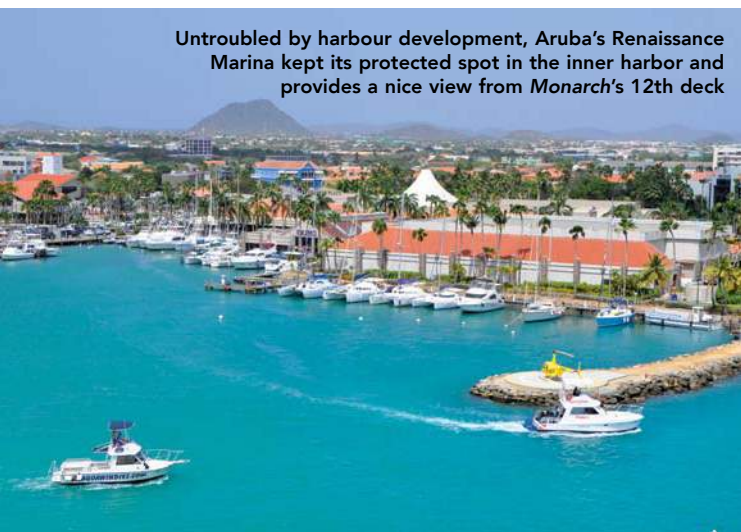
'A' stands for Aruba, an independent country within the Kingdom of the Netherlands since 1986.

Aruba became a vacationer's paradise due to her white sandy beaches, high-rise hotels and outstanding restaurants. To see the island, cruise passengers who like to explore must take a bus tour, hire a taxi or take public transport as the ship docks in the middle of Oranjestad, the busy capital.

Aruba's cruise port saw rapid development and expanded into berths where once containerships were offloaded, the container port having been moved southeast of Oranjestad, to Barcadera. Fortunately, the expansion left the Renaissance marina untouched in its protected spot in the inner harbor,



The entrance to Aruba's Royal Plaza Mall can be seen from the ship



Untroubled by harbour development, Aruba's Renaissance Marina kept its protected spot in the inner harbor and provides a nice view from *Monarch's* 12th deck



Monarch, moored on Bonaire's newly renovated multi use South Pier, close to downtown Kralendijk

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Many of Bonaire's historic sailing fishing boats have been restored in preparation for the 41st Bonaire Regatta in October



Fort Amsterdam with the Fort Church and the Governor's palace at the Punda side of Anna Bay form a beautiful backdrop for these Sunfish dinghies



The ship sails away from Anna Bay along the famous Handelskade, a UNESCO World Heritage Site

where it offers a nice view from the *Monarch's* top deck ten stories up.

The ship's arrival and departure finds most of the 2700 passengers on the decks, enjoying the pink-colored building of the Royal Plaza Mall that marks the entrance to both the historic and modern shopping areas with its free San Francisco-style streetcar – an attraction in itself.

When Bonaire appears after a 106 nautical miles crossing, the ship passes Klein Bonaire, a flat, six square kilometers (1480 acres) uninhabited islet off the west coast, not more than half a mile distance from the mainland. This protected nature reserve, surrounded by a pristine coral reef is a superb destination for snorkelers and scuba divers.

After 10 October 2010 and the dissolution of the Netherlands Antilles, Bonaire, including Klein Bonaire, became a Dutch special

municipality of the Kingdom of the Netherlands. This brought many changes to the island, not all of them popular. Many claim that efforts by the tourism corporation and the ports authority to promote Bonaire and attract the latest and largest cruise ships have had a negative impact especially on the vulnerable eco system. Others say the economic benefits of cruise ship arrivals haven't lived up to expectations. However, the influx of large cruise ships triggered the building of new hotels, hyper modern shopping areas and some creative means of transportation.

Innovations aside, Bonaire retains much of its old charm. Buildings like the fish market (1935), the Pasangrahan (1890), the Protestant Church (1847), the Customs Office (1925), and Fort Oranje (1639) with its remarkable lighthouse, remain and form a pleasant backdrop visible from the decks of visiting ships.

In the Wilhelminapark in the center of Kralendijk, a market has been created especially for cruise tourists. An obelisk

here commemorates the landing in July 1634 of Johannes van Walbeeck, the first European to set foot on the island. Van Walbeeck was a member of the West India Company (WIC) and Bonaire's salt pans were a valuable prize. Salt is still an important part of Bonaire's economy and a visit to the remarkable 'salt mountains' in the south is a must.

The letter 'C' stands for Curaçao, the largest of the ABC Islands (and my home). It's a joy to board a cruise ship here, and whether the ship docks inside Anna Bay or on one of the two piers just outside the inlet, the view is spectacular. It's no accident that many passengers list the port of Curaçao as their top destination. Like Bonaire, Curaçao's cruise tourism is on the increase thanks to the new mega Pier 'Tula', named after the leader of the Slave Revolt of 1795, and opened at the end of 2017. The pier can accommodate the largest vessels including Royal Caribbean's 1188ft *Harmony of the Seas*, which carries more than 6000 passengers and 2100 crew. With the new pier in operation the Curaçao Ports Authority have ambitious plans for the historic Rif area and areas adjacent to the piers, and the Rif baseball stadium and public swimming pool facilities which are used by tourists, locals and sport professionals.


The Renaissance hotel, with its colorful facades and the infinity pool with man-made beach is an impressive eye catcher. The renovated boulevard and lively Riffort shopping and entertainment center lead passengers to the main tourist attractions of the port area. These include the floating Emma Bridge (1888) spanning Anna Bay, turning point of the famous End-of-the-Year yacht race; Fort Amsterdam (1634) with its Fort Church and Governor's Palace, and the photogenic Handelskade and historic area of Willemstad, a UNESCO World Heritage Site.

Temporarily suspended due to the situation in neighboring Venezuela, the famous and colorful floating fruit and vegetable market has now been restored to its former glory.

Beyond the port, the Sea Aquarium with its Dolphin Academy continues to attract visitors, while jeep and quad tours to the rural west and north side of the island are proving increasingly popular.




Whether you arrive by cruise ship or sail boat, the friendly people of the ABC Islands will make you welcome. ☺

Award winning freelance photojournalist Els Kroon is a Dutch former teacher who now lives and works in Curaçao and Kissimmee, Florida.



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Antigua	Jolly Harbour Marina www.jhmarina.com	268-462-6042	13'	200'	160	●	110/220		●	●	●	●	●	●	68	FREE	
Aruba	Renaissance Marina Aruba	297-588-0260	13'	200'	50	●	110/220		●				●	●	16/69	●	
Aruba	Varadero Caribe www.varaderoaruba.com	297-588-3850	8'	120'	75	●	50/30 amp				●			●	68	●	
Curaçao	Barbara Beach Marina	5999-840-0080	15'	200'	19	●	220V/380V – 250A				●	●	●	●	67	FREE	
Curaçao	Curaçao Marine	5999 465 8936	13'	120'	30	●	110/220/380		●		●	●	●	●	67	FREE	
Curaçao	Curaçao Yacht Club www.curacaoyachtclub.com	5999-767-4627	16'	160	10		110/220 v; 50 hrz		●	●	●			●	68	FREE	
Curaçao	Seru Boca	5999 560 2599	14'	80'	140	●	127/220				●	●	●	●	67	FREE	
D.R.	Casa de Campo Marina	809.523.8646/ 8647	16'	250'	350	●	110/220 v to 60 hrz	●	●	●	●	●	●	●	68	●	
D.R.	Marina Zar Par	809-523-5858	12'	120'	110	●	110/220 308	●	●	●	●	●	●	●	5	FREE	
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Grenada	Prickly Bay Marina	473-439-5265	17'	200'	10	●	110/220/308		●	●	●	●	●	●	16	●	
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Puerto Rico	Marina Pescaderia	787-717-3638	8'	65'	97	●	110/220		●	●	●	●	●	●	16/68	●	
Puerto Rico	Ponce Yacht & Fishing Club	787-842-9003	20'	150'	169	●	110/220V, 30A, 50A and 100A		●	●	●	●		●	68	FREE	
Puerto Rico	Puerto Del Rey Marina	787-860-1000	15'	260'	1,000	●	120/208V single & 3 phase; 30, 50, 100 & 200 amps; 60 Hz	Cable	●	●	●	●	●	●	16/71	FREE	
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Scrub Island, BVI	Scrub Island Resort, Spa & Marina www.scrubisland.com	(284) 394-3440	30'	160'	55	●	30, 50 & 100 amp				●	●	●	●	74	●	
St. Croix	Green Cay Marina at Tamarind Reef Resort	340-718-1453	8'	100'	154	●	110/220V - 30A, 50A, 200A	●	●	●	●	●		●	16	FREE	

			Maximum Draft	Maximum Length	# of Slips	Fresh Water	Electrical Supply	Cable / Satellite TV	Diesel	Gas	Shower / WC	Laundry	Provisioning	Bar / Restaurant	Security	VHF	Channel	Wireless Internet
St. Croix	St. Croix Marine	340-773-0289	11'	150'	44	●	110/220	●	●	●	●	●	●	●	●	16/18		
St. Lucia	Rodney Bay Marina www.igy-rodneymarina.com an IGY destination™	758-458-4892	14'	285'	253	●	120V- 480V, 30/50/100/ 125/200 amps at 60 Hz, 240V- 440V, 32/63/125 & 200 amps at 50Hz	●	●	●	●	●	●	●	●	16		FREE
St. Lucia	The Marina at Marigot Bay	758-451-4275	16'	250'	40	●	110/220/380, 50/60 Hz	Cable	●	●	●	●	●	●	●	16/12	●	
St. Maarten	Bobby's Marina www.bobbysmarina.com	721-542-2366	12'	130'	80	●	110/220V		●	●	●	●	●	●	●	16/69	●	
St. Maarten	Island Water World Marina	599-544-5310	8'	90'	54	●	Available	Cable	●	●	●	●	●	●	●	74		FREE
St. Maarten	Lagoon Marina Cole Bay Waterfront	599-544-2611	9'	100'	45	●	110/220	●	●	●	●	●	●	●	●	16		FREE
St. Maarten	Simpson Bay Marina www.igy-simpsonbay.com an IGY destination™	721-544-2309	13'	196'	114	●	480V 3-phase 100 amps/ leg; 220V 3-phase 100 amps/leg; 220V 50 amps; 110V 30 amps 60hz	●	●	●	●	●	●	●	●	16/ 79A		FREE
St. Maarten	The Yacht Club at Isle de Sol www.igy-isledesol.com an IGY destination™	721 544 2408	18'	320'	45	●	480V 3-phase 100 amps/ leg; 220V 3- & single- phase; 100 amps/leg; 220V 50 amps 60hz	●	●	●	●	●	●	●	●	16/ 78A		FREE
St. Martin	Captain Oliver's	590-590-87- 33-47	10'	150'	160	●	110/240		●	●	●	●	●	●	●	16/67		
St. Thomas	American Yacht Harbor www.igy-americanyacht harbor.com an IGY destination™	340-775-6454	10'	110'	134	●	120/208Y/240 VAC 30 to 100 amps, 60 Hz	Cable	●	●	●	●	●	●	●	16/6		FREE
St. Thomas	Crown Bay Marina www.crownbay.com	340-774-2255	24'	200'	99	●	30, 50, 100amp 120v, 208v, 220v, 480v	Cable	●	●	●	●	●	●	●	11		FREE
St. Thomas	Yacht Haven Grande www.igy-yachthaven grande.com an IGY destination™	340-774-9500	18'	656'	48	●	120/208Y/240/480Y VAC 50 to 600 amps, 60 Hz Ability to hard wire	Cable	●	●	●	●	●	●	●	16/10		FREE
Tortola, BVI	Nanny Cay Marina	284-494-2512	12'	125'	200	●	110/220		●	●	●	●	●	●	●	16	●	
Tortola, BVI	Soper's Hole	284-495-4589	25'	170'	50	●	110/240	Cable	●	●	●	●	●	●	●	16		Cafe
Tortola, BVI	Village Cay Marina	284-494-2771	12'	200'	106	●	110/220/308	Cable	●	●	●	●	●	●	●	16/71		FREE
Trinidad	Power Boats Ltd	868-634-4346	13'	65'	40	●	115/220		●	●	●	●	●	●	●	72	●	
Turks & Caicos	Blue Haven Marina & Resort www.bluehaventci.com an IGY destination™	+649-946-9910	8.5'	220'	78	●	30/50/100 amp, 3 phase, up to 480V	Cable	●	●	●	●	●	●	●	16		FREE
Turks & Caicos	Caicos Marina & Shipyard www.caicosmarina.com	649-946-5600 649-232-1905	9'	150'	100+	●	30/50/100 amp		●	●	●	●	●	●	●	16		FREE
Virgin Gorda	Virgin Gorda Yacht Harbour	284-495-5500	10'	180'	94	●	110/220		●	●	●	●	●	●	●	16/11	●	
Colombia	Marina Santa Marta www.marinasantamarta.com an IGY destination™	+574363601	11.5'	132'	256	●	110/220V, 60hz		●	●	●	●	●	●	●	16/72		FREE

OUTSIDE OF CARIBBEAN:

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

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CARIBBEAN BOATYARDS

All At Sea's Caribbean Boatyards Guide

		Latitude	Longitude	Phone Number	Maximum Draft	Maximum Length	Maximum Beam	Maximum Air Draft	Power Supply	Arrival Hours	Lift 1 Type / Capacity (Tons)	DIY Friendly	Electronic Shop	Carpentry Shop	Electrical Shop	Prop Shop	Paint Shop	Onsite Crew Facilities
Antigua	Jolly Harbour Marina / Boat Yard	17 04 46.4 N	61 54 37.0 W	(268) 462-6041	13'	80'	19'	no limit	110/220	8am-5pm	70	•	•	•	•	•	•	•
Antigua	North Sound Marine	17.1167	-61.7500	(268) 562-3499 \ (268) 764-2599	15'	no limit	31'	no limit	Anything	24x7	150	•	•	•	•	•	•	•
Aruba	Varadero Caribe	12 32 N	70 02 W	297-588-3850	8'	120'	45'	no limit	50/30 amp	8am-5pm	60	•	•	•	•	•	•	•
Freeport, Grand Bahamas	Bradford Marine Bahamas	26' 31.189 N	78' 45.566 W	242-352-7711	35	400	50	no limit	30/50/100/480	24/7	150	•	•	•	•	•	•	•
Tortola, BVI	Nanny Cay Hotel & Marina	18 25 0 N	64 37 0 W	(284) 494-2512	11'	160'	45'	no limit	110v 30amp/220v 50amp/ 3phase 100 amp	7am-6pm	70	•	•	•	•	•	•	•
Tortola, BVI	Soper's Hole	18°23' 46"	-64° 41' 53"	(284) 495-3349	7'	65'	18' and 40'	no limit	110/220	8-5, Mon-Sat	45	•	•	•	•	•	•	•
Tortola, BVI	Tortola Yacht Services	18 25 N	64 37 W	(284)-494-2124	10'	68'	20'	no limit	220V, 50A, 110V, 30A	7-4, 7days	70	•	•	•	•	•	•	•
Virgin Gorda, BVI	Virgin Gorda Yacht Harbour	18.45222	-64.43750	284-495-5318	10	150	34	no limit	110/120	7am-6pm	70	•	•	•	•	•	•	•
Curaçao	Curacao Marine	12' N	68' W	599 9 562-8000	9'	120'	33'	193	110/220 380	8am-5pm	60	•	•	•	•	•	•	•
Boca Chica, D.R.	Marina ZarPar	18 26.4 N	69 37.23 W	(809) 523-5858	7.5'	65'	28'	no limit	110/220 380	9am-5pm	70	•	•	•	•	•	•	•
La Romana, D.R.	IBC Shipyard	18° 23' 55" N	68° 53' 55" W	+809 449 3321/3323	12'	110'	26'	no limit	110/220 3 phase 100/50/30 amp	8-5 M-F	120	•	•	•	•	•	•	•
Grenada	Clarks Court Boatyard & Marina	12° 00.6' N	061° 44.0' W	473-439-3939	11'	150'	37'	0	110/220; 50Hz	7:30am-4:30pm	242	•	•	•	•	•	•	•
Grenada	Grenada Marine	12° 01:20	61° 40:42	00-1-473-443-1667	12'	75'	31.5'	0	110/220	8-5, M-F; 8-12, Sat	70	•	•	•	•	•	•	•
Grenada	Spice Island Marine Services	12.041 N	61.45 W	473-444-4257	12'	70'	25.4'	0	110/220	8-4 M-F	70	•	•	•	•	•	•	•
Panama	Bocas Yacht Services	09° 17.3' N	082° 23.06' W	507-6619-5601	10'	65'	20'	no limit	120/220	7:30-3:30pm	60	•	•	•	•	•	•	•
Puerto Rico	Varadero @ Palmas	18 04' 37" N	65 47' 57" W	787-656-9211	11'	110'	26'	no limit	50/30 amp	8-5, 7days	110	•	•	•	•	•	•	•
Puerto Rico	Puerto Del Rey Marina	18° 17.3 N	65° 38 W	787-860-1000	15'	150'	33'	no limit	120/208V single & 3 phase; 30, 50, 100 & 200 amps; 60 Hz	8am-5pm	155	•	•	•	•	•	•	•
Sint Maarten	Megayard	18°02' 13.24 N	63°05' 08.52 W	1-721-5444-060	12'	200'	33'	12'	110/220	8-5 M-F	150	•	•	•	•	•	•	•
St. Lucia	Rodney Bay Marina <small>an IGY destination</small>	14°04 '32.72" N	60°56 '55.63" W	758-458-4892	11'	75'	28'	no limit	120V- 480V, 30/50/ 100/125/200 amps at 60 Hz, 240V- 440V, 32/63/125 & 200 amps at 50Hz	8am-5pm	75	•	•	•	•	•	•	•
St. Croix, USVI	St. Croix Marine	17° - 45' N	64° - 42' W	340 773-0289	11'	68'	13'-8"	no limit	110v 30amp; 220v 50amp; 3 phase 100amp	8-5, Mon-Sat	60	•	•	•	•	•	•	•
St. Kitts	St. Kitts Marine Works	17° - 20.3' N	62° - 50.1' W	1-869-662-8930	12'	120'	35'	no limit	110/220/3 phase 100amp	7-4 M-F	150	•	•	•	•	•	•	•
St. Thomas, USVI	Subbase Drydock	18 N	65 W	340-776-2078	16.5'	190'	50'	no limit	440 three phase/220/110	8-5, Mon-Sat	1000	•	•	•	•	•	•	•
Turks & Caicos	Caicos Marina & Shipyard	21.45.57N	72.10.47W	649-946-5600	9	150			30/50/110 amp	24x7	75	•	•	•	•	•	•	•

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SOUTHEAST U.S. MARINAS

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

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

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SOUTHEAST U.S. BOATYARDS

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

					Maximum Draft	Maximum Length	Maximum Beam	Maximum Air Draft	Power	Arrival Hours	Lift Type/ Capacity	DIY Friendly	Electronic Shop	Carpentry Shop	Electrical Shop	Prop Shop	Paint Shop	Onsite Crew Facility
Washington	NC	Washington Yacht Service	252-975-2000	7'	70'	21'		no	30/50 Amp	24x7	50 ton travelift	●	●	●	●	●	●	
Beaufort	NC	Jarrett Bay Boatworks	252-728-2690	10'	130'	30'		no limit	30/50/100 Amp	24x7	50/75/ 200 ton travelift	●	●	●	●	●	●	
Beaufort	NC	Beaufort Marine Center	252-728-7358	10'	130'	30'		no limit	30/50/100 Amp	8-4:30 M-F	50/75/ 200 ton travelift	●	●	●	●	●	●	
Beaufort	NC	Moore's Marine Yacht Center	252-504-7060	10'	130'	30'		no limit	30/50/100 Amp	8-4 M-F	50/75/ 200 ton travelift		●	●	●	●	●	
Beaufort	NC	True World Marine	252-728-2541	6'	100'	20'		no	30/50 Amp	8-5 M-F	75 tons	●	●	●	●	●	●	
Thunderbolt	GA	Thunderbolt Marine Inc.	912-352-4931	14'	180'	36'		no limit	30/50/100 single and 3 phase	24x7	150 ton travelift/ 1150 ton Syncrolift	●	●	●	●	●	●	
Jacksonville	FL	Huckins Yacht Corp. www.waterwayguide.com/featured- marina/huckins-yacht-corp	904-389-1125	6'	80'	21'			30/50 Amp	7am-4pm	44 ton/ 77 ton		●	●	●	●	●	
Fort Lauderdale	FL	Bradford Marine Inc.	954-791-3800	11'	180'	35'	55'		208v/240v/ 480v	24/7	300 ton Syncrolift	●	●	●	●	●	●	
Fort Lauderdale	FL	Cable Marine (1517 SE 16 St Location)	954-462-2822	6'	60'	16.5	25'		110/240	8-4:30	40 ton			●	●		●	
Fort Lauderdale	FL	Cable Marine (2491 W State Rd 84 Location)	954-587-4000	9'	120'	22		no limit	120/50/100 Amp	24/7	100 straddle crane			●	●		●	
St. Petersburg	FL	Progressive Marine Service/Boat Yard	727-822-2886	10'	100'	26'		no limit	50 Amp	8-4:30 M-F; Sa-Su by app't.	40/94 ton travelift		●	●	●	●	●	
St. Petersburg	FL	Maximo Marina & Boatyard www.igy-maximomarina.com/ boatyard an IGY destination™	727-867-1102	8'	62'	18'		no limit	Outboard, I/O, Inboard	8am M-F	50 ton travelift		●	●	●	●	●	
Gulf Shores	AL	Saunders Yachtworks	251-981-3700	10'	130'	28'	74'		30/50/100 Amp 3 phase	24x7	165 ton travelift		●	●	●	●	●	
Mobile	AL	Dog River Marina	251-471-5449	8'	85'	22.5'	75'		30/50/100 Amp 3 phase	24x7	70 ton travelift		●	●	●	●	●	
Orange Beach	AL	Saunders Yachtworks	251-981-3700	6'	85'	21.5'		no limit	30/50 Amp	7-5 M-F/ Sa-Su by app't.	60 ton travelift		●	●	●	●	●	

ASK ABOUT ADDING YOUR BOATYARD TO THE ALL AT SEA BOATYARD GUIDE **CONTACT ADVERTISING@ALLATSEA.NET**



1 NORTH MIAMI BEACH, FLORIDA. USA. The RESERVE Penthouse showcases natural blond woods with accents of ocean pastels in the 3639 sq. ft. floating 4 BR/4.5 BA home. Features include a subdued feeling of warmth curated by the water and surrounding views of idyllic sunsets and entertaining city lights. A private 60' Yacht Slip and luscious spa amenities completes this perfect lifestyle. Price: US \$3,600,000 (penthouse) plus \$395,000 (slip 98)

GINGER HORNADAY, Ginger Hornaday Group
Ginger@GingerHornaday.com
www.GingerHornaday.com
Cell: (954) 682-2196



2 ST. THOMAS, USVI. Elegant Breeze sits within the most coveted island neighborhood of Water Point Estates. Beachfront with 4 BR/6 BA, large pool, waterfront gazebo, and huge covered deck with phenomenal views of St. John and the BVI. Brand new generator. Price: US \$2,990,000

KIRK BOEGER, David Jones Real Estate
vikirkboeger@gmail.com | www.davidjones.vi
Cell: (340) 244-9387

3



TORTOLA, BVI. Beautifully furnished and finished home located in a small, exclusive, seaside residential estate on the eastern side of Brewer's Bay, at Anderson Point. 'Outer Banks' is a traditional West Indian design with contemporary furnishings, conveniences and amenities. Terracotta floor tiles and dark wood furniture create a luxurious feel. Doors and windows in each room open to sea views. Walking distance to the ocean. Price: US \$2,995,000

BONNIE DOUGALL, RE/MAX Luxury Properties BVI
 bonnie@realestatebvi.com | remax-luxury-bvi.com
 Office: (284) 495-3003 | Cell: (284) 346-7080

4



OYSTER POND, ST. MAARTEN. Located on 1/2 acre of land with ocean views from all rooms, this 3 BR/3 BA Rice Hill Gardens villa enjoys panoramic views over the windward side of Dutch St. Maarten. Self-sufficient with 10,000 watts of solar panels, 10KW back-up generator and gray water recycling system to water the extensive gardens. Features outdoor BBQ, 2-car garage. Separate guest cottage rents successfully by the week via Airbnb. Price: US \$1,100,000

RODGER BOUTELLE, Paradise Found Real Estate
 Rodger@ParadiseFoundSXM.com
 www.ParadiseFoundSXM.com
 Cell: (721) 587-5555

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CLASSIFIED CATEGORIES:

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5



TAMARIND COVE, NEVIS. Situated on 1.6 acres with 400-ft plus of waterfront, this lovely property consists of a 2 BR/2 BA villa and small cottage right on the beach. The main house blends into the mountain and has been built on several levels. Nevisian stone decorated the outside lower walls. The entrance to the property is off the main road, through a gated entrance to a concrete driveway, parking area and parking garage. Price: US\$1,750,000

ROSIE BORG, Coldwell Banker St. Kitts & Nevis Realty
rosie.borg@coldwellbankernevis.com
www.coldwellbankerstkittsnevis.com
 Cell: (869) 661-3850

6



CALIVIGNY, GRENADA. Enjoy panoramic views of Egmont Harbour from this rectangular-shaped, gently-sloping, 21,060 sq. ft. lot. Set in Hilltop, a peaceful residential neighborhood located approximately 15 minutes from the commercial and shopping area of Grand Anse and 20 minutes from the town of St. George. Price: US \$294,840

KHADINE FRANCIS, Altman Real Estate Grenada
khadine@altmangrenada.com
www.altmangrenada.com
 Office: (473) 435-2081 | Cell: (473) 405-2081

7



ENGLISHMAN'S BAY, TOBAGO. Spectacular 4 BR Caribbean villa with swimming pool and self-contained 1-bedroom guest cottage set atop a hill on the beautiful North coast of Tobago overlooking the famous Englishman's Bay and beach. Surrounded by lush tropical rain forest, this magnificent property offers 2-acres of utmost privacy and luxury. Only 0.6-miles to Englishman's Bay beach. Great investment. Price: US \$749,000

BRIAN ABRAHAM, Abraham Tobago Realty
abrahamrealty@gmail.com | www.abrahamrealty.com
 Office: (868) 639-3325 | Cell: (868) 678-8687

8



SABADECO, BONAIRE. This like new 3 BR/2 BA oceanfront villa is located right above the beach of Andrea I dive site, one of the best spots for scuba diving and snorkeling on Bonaire. This villa has direct beach access, its own pool and a truly enchanting view over the Caribbean Sea and Klein Bonaire. This turnkey property is in move in condition, all you need to do is unpack. Excellent income possibilities for use as a vacation rental. Price: US \$940,000

BOB BARTIKOSKI, RE/MAX Paradise Homes
info@bonairehomes.com | www.bonairehomes.com
 Office (+599) 717-7362 | Cell (+599) 786-7362

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



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

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

Other features include:

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

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

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

EVERY SAILOR'S AND/OR YACHTMAN'S DREAM ESCAPE IN NORTH SOUND, VIRGIN GORDA



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.



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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

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US \$19,000,000

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2003 Catana 522
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\$539,000



2006 Lagoon 500
€375,000



2000 Catana 431
\$359,000



2005 Switch 55
\$649,000



2015 Catana 47
\$805,000



2012 Catana 47
\$530,000



2005 Broadblue 42
\$325,000



2012 Lerouge Barramundi 470
€335,000



2015 Lagoon 560
\$1,250,000



2010 Knysna 480
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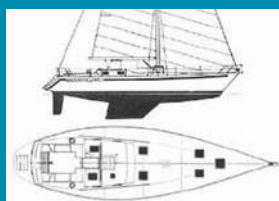
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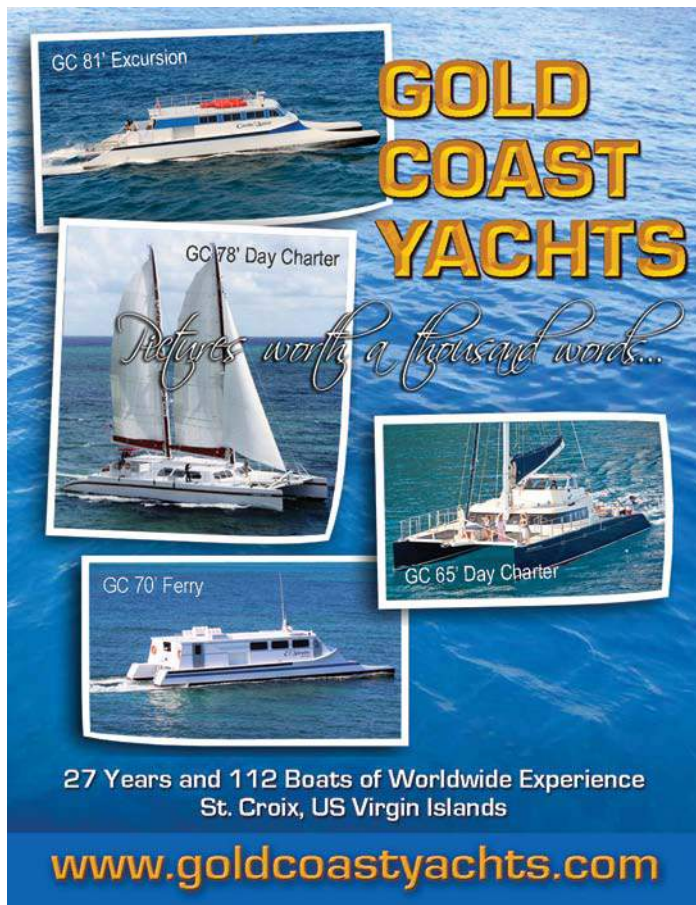


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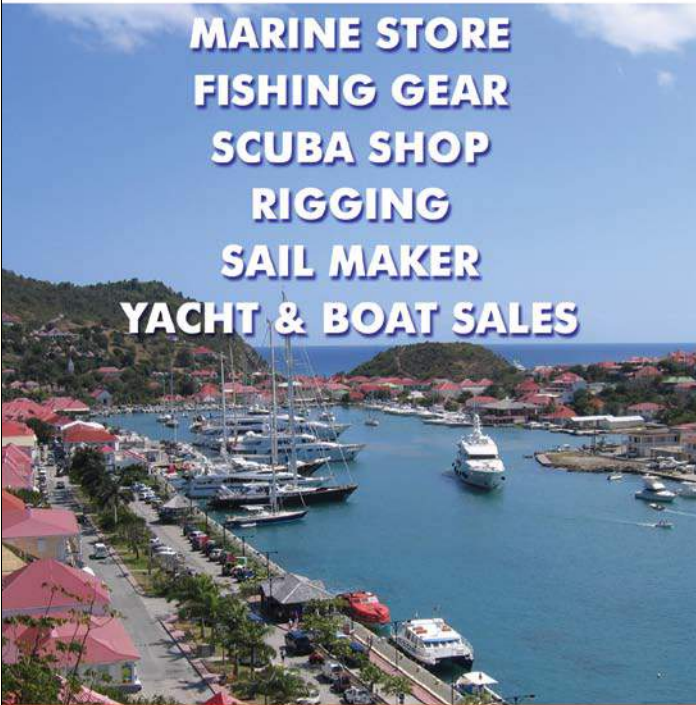
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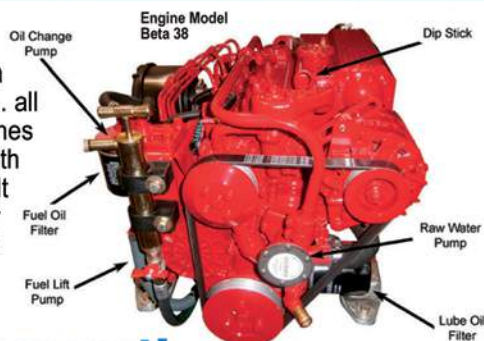
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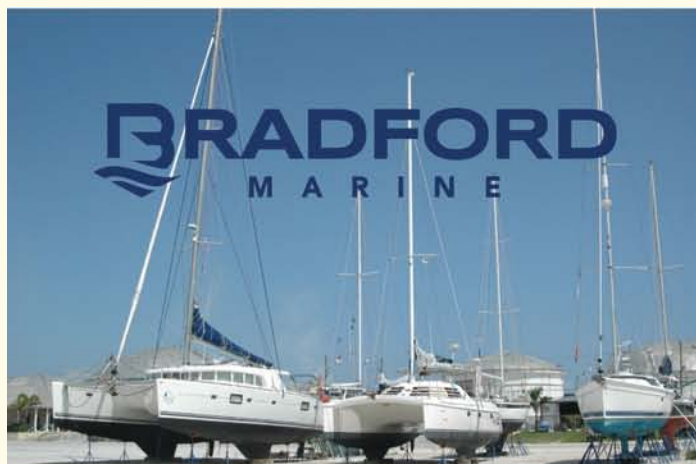
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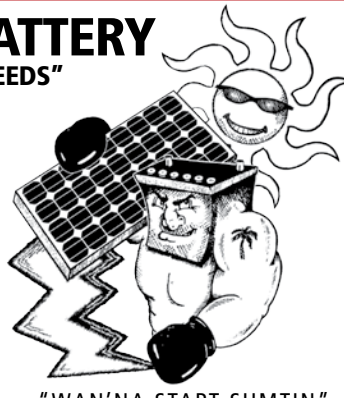
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Summertime, and the living is easy! Quick and easy-to-prepare breakfast recipes, that are both nutritious and delicious. Start the day with energy boosters!

OATMEAL, FRUIT, AND BOOSTER MIX

Preparation time: 2 minutes. Serves: 1

Old Fashioned Oatmeal
Fresh fruit – peaches, blackberries or fruit of your choice
Plain nonfat yogurt

Local honey
Almond milk
Booster Mix (see recipe below)

Place oatmeal in small bowl and place fruit on top. Spoon yogurt over fruit and honey over yogurt. Pour in almond milk and sprinkle with Booster Mix

BOOSTER MIX

Preparation time: 5 minutes. Serves: many

Spirulina Powder
Beet powder
Ground golden flax
Walnut pieces
Hemp Seeds

Bee pollen Granules
Chia seeds
Fenugreek Seeds
Sunflower seeds

Place some of each in an airtight container. (I use one about 6-inches x 6-inches). Mix well as you place in container.

NOTE: I use Booster Mix on top of my cereal and also use it in my Protein Shakes.

POACHED EGGS WITH MEXICAN KALE

Preparation time: 10 minutes. Cooking time: 8 minutes. Serves: 1

1 Egg
1/4 lb, about 2 cups kale, tightly packed
1 tbsp Virgin Olive Oil
1/2 inch piece of ginger, shredded or finely chopped

1/4 red onion, chopped
2 cloves garlic, minced
1/4 cup canned black beans, drained
2 tbsp Oil, Lemon Dressing (see below)

GARNISH:

1/4 cup prepared salsa (optional)
1 tbsp pumpkin seeds

Heat water to poach egg in a pan. Fill the bottom of a steamer pot with 2 inches water and heat, covered. Remove tough part of stem from kale. Slice leaves very thinly, then to get maximum



flavor, cut kale crosswise several times, into small pieces. Tightly pack leaves to measure 2 cups. Add kale to steamer basket, cover with tight-fitting lid and steam for 5 minutes.

While greens are steaming, sauté onion, garlic, and ginger in a heavy bottom skillet, until soft. Add beans to heat, then steamed kale; stir to mix. Toss with a little of the dressing. Poach the egg. To serve: Place prepared kale on a warmed plate, top with egg, salsa, and pumpkin seeds.

OIL AND LEMON DRESSING

Preparation time: minutes. Makes: 1 cup

5 cloves garlic, finely chopped or minced
1 cup extra virgin olive oil
1/3 cup fresh squeezed lemon juice
Sea salt and pepper to taste

Whisk together the lemon juice, garlic, salt and pepper. Very slowly pour the olive oil into the mixture, while whisking constantly.

HINT: The dressing will become thicker and creamier the more slowly you pour the oil and the faster you whisk!

NOTE: The dressing may be stored in the refrigerator for up to 10 days. Bring it back to room temperature before using

BREAKFAST PROTEIN SMOOTHIE

Preparation time: 5-10 minutes. Serves: 1

1/2 cup coconut water
1/4 cup almond milk (chocolate or plain)
1/4 cup old fashioned oatmeal
3 oz plant based protein powder
1 ripe banana
1 cup (tightly packed) fresh kale or spinach

1 cup fresh or frozen strawberries and/or blueberries
1/4 cup Booster Mix (see recipe above)
2-inch thin slice of ginger
Piece of whole lemon
3-4 ice cubes

Combine all ingredients in blender and blend until smooth. If too thick, add water or coconut water to thin.

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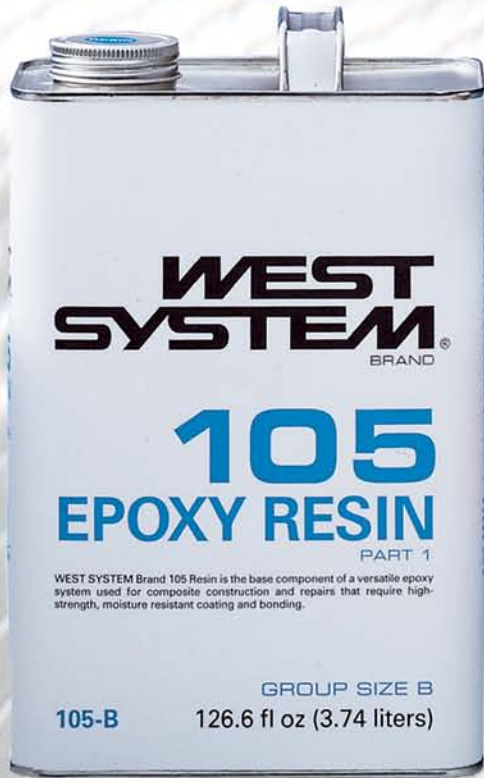
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SAINT CHRISTOPHER AND NEVIS	St. Kitts Nevis Anguilla Trading and Development Co. Ltd.	Basseterre	+869-465-2511
SAINT LUCIA	KP Marine (St. Lucia) Ltd.	Rodney Bay	+758-450-5564
SAINT MARTIN	Outdoor World N. V.	Blue Pearl Marina	+721-554-5138
SAINT VINCENT AND THE GRENADINES	KP Marine Ltd.	Kingstown	+784-457-1806
SURINAME	Datsun Suriname N.V.	Paramaribo	+597-477-811
TRINIDAD AND TOBAGO	Elee Agencies Ltd. (Outboard motors)	Port of Spain	+868-623-1221
TRINIDAD AND TOBAGO	Green's General Cycle Ltd. (WaveRunners)	Curepe	+868-663-2453
TURKS AND CAICOS ISLANDS	MPL Enterprise Ltd.	Providenciales	+649-331-0376
U.S. VIRGIN ISLANDS	Gallows Bay Marine	St. Croix	+340-778-2628
U.S. VIRGIN ISLANDS	Offshore Marine Services Inc.	St. Thomas	+340-776-5432

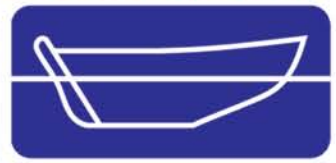
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