

ALL AT SEA CARIBBEAN

DECEMBER 2018

FREE

25TH
ANNIVERSARY



Inside: ANCHORING, HOLD FAST

TECHNOLOGY: Affordable Texting from Anywhere

DESTINATION: Providenciales, North Caicos & Middle Caicos

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Gilbert Molnar states it simply, "We are eternally grateful to SkyMed, they not only saved my life, they saved us over \$46,000."

Gilbert Molnar, Vancouver, Canada



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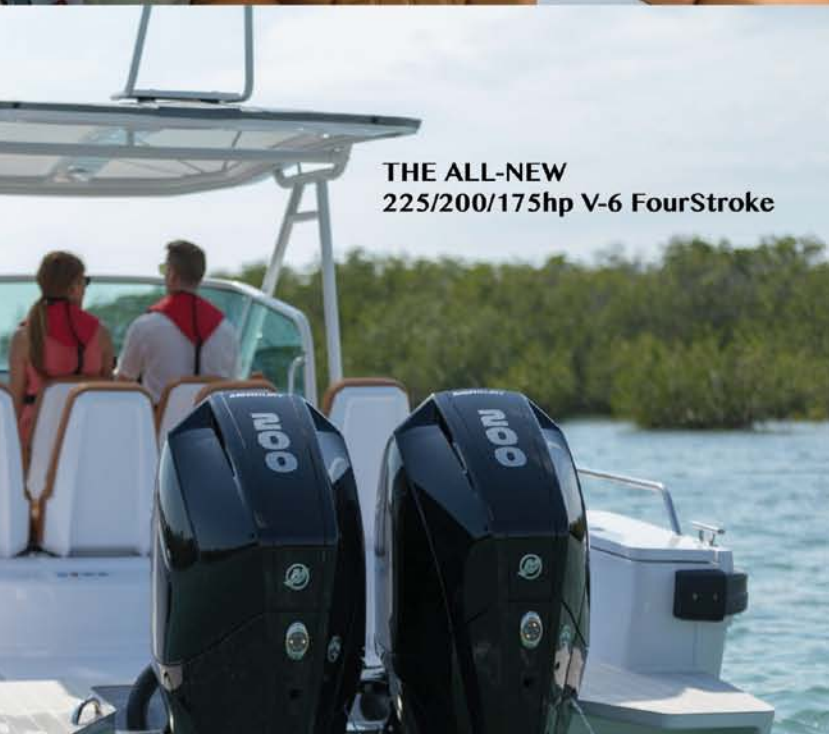
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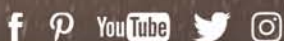
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HAPPY HOLIDAY ANCHORING

We have included lots of cruising stuff in this edition because the trade winds are here and boats of all shapes and sizes are on their way to the sunny Caribbean from around the world. One topic we have covered this month, and will surely cover again, is anchoring. I'm old school and believe in big anchors and lots of heavy chain and it's only in the last few years that I have dabbled with the newer, lighter anchors. And yes, I'm impressed. However, no matter what ground tackle you use, if it's not correctly deployed then trouble for you and those anchored around you is sure to follow. My wife and I have seen most things when it comes to anchoring. For instance, a 75lb Bruce and 200ft of 7/8in chain lost in the depths of a Spanish estuary when the bitter end wasn't tied off, the ensuing shouting could be heard in Portugal. An anchor dropped in the dark into the tender tied to the stern of another boat. The crew of a charter boat that having dropped the hook in the deepest part of Soper's Hole, Tortola, piled into the dinghy and roared

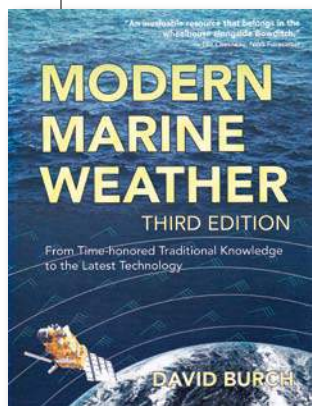
ashore to party before making sure their anchor had touched the bottom ... It hadn't. On one occasion a honeymoon couple anchored their charter boat in front of us, dragged and hit us twice. The third time it hit us I walked down our bowsprit, which was hanging over their cockpit, hopped onto their deck and offered to help. By this time they were screaming at each other and the woman was sobbing hysterically. I managed to anchor their boat but on my way back to the cockpit kicked a cleat, parted company with my big toe nail and left a bloody snail trail down their deck. Perhaps the most frightening was watching a woman dragged along the deck and over the bow with her foot caught in a bight of nylon anchor rode. The anchorage was deep, and she went to the bottom, and only quick thinking by her young son saved her life. He dove in and followed her down and cut her free. The nylon rode cut her to the bone. Although we have often been entertained by the antics of those anchoring close by, we, in turn, have provided plenty of entertainment ourselves, which is only fair. Once we reversed all over an anchorage trying to get the hook to set. Numerous attempts later, I gave up and hauled the CQR all the way back to the stem-head only to find I had dropped it straight down the neck of a crab pot.

It's holiday time and those in the Caribbean are in for a special treat. True to form, just about every island will host a series of celebrations over the holiday period, Christmas and New Year. Clutching a large glass of eggnog, our senior writer Carol Bareuther has compiled a list (and checked it twice) of festive events, and you can find our island guide to holiday action on page 56. Stay safe, have fun, and party Caribbean style! 🎉

See you on the water!



Gary E. Brown,
Editor



MODERN MARINE WEATHER, THIRD EDITION

This book recently came into my possession and I wanted to include it in the December edition because this is one of the most informative books about the application of weather information, hi-tech and low-tech, that I have ever come across.

I'll leave it to champion ocean navigator Stan Honey to put it into words: "*Modern Marine Weather, 3rd Edition* is the best summary of the state of the art that I've seen. A terrific book. It has leapt to the top of my list for weather references to recommend to sailors and navigators."

I own the soft cover edition but the book is also available in Kindle, iBooks, and Adobe ADE eBook format. This book makes a great gift for mariners.



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DECEMBER 2018 @

The Caribbean's Waterfront Magazine



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COVER SHOT: Robert Erdman and Brooke Adkins afloat on
a Christmas Swan, Turks and Caicos | **Photo: Toni Erdman**



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Plan ahead with the *All At Sea* Guide to Caribbean Regattas

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WHERE IN THE WORLD?

Congratulations Robert & Dan and thanks for reading ALL AT SEA!



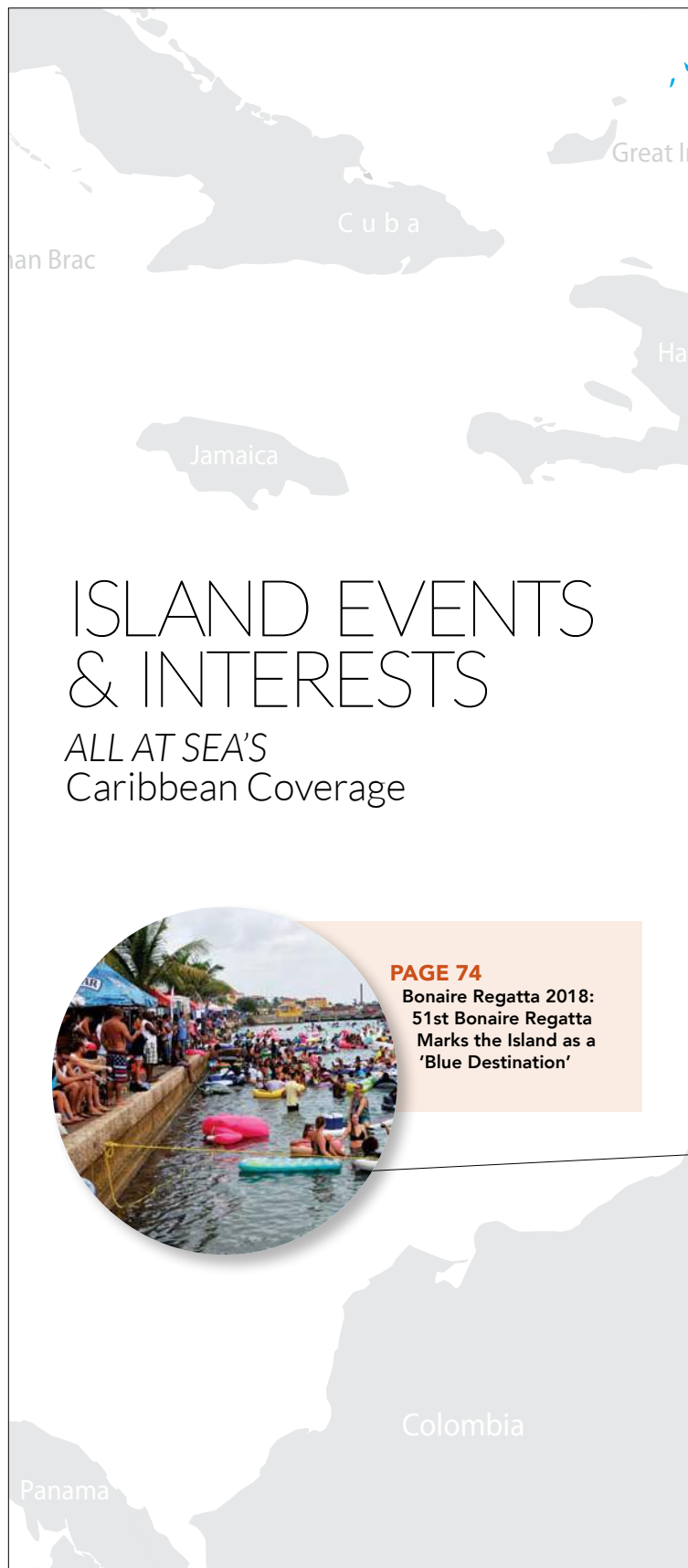
Marine journalist Robert Beringer and his brother Dan are reading *All At Sea* in high places, the top of Mount Kilimanjaro to be exact. After hiking for six days, the dynamic duo reached their goal 19,300ft above sea level.

"I just love this magazine and take it with me even when I'm far from the sea," said Robert.

Robert and Dan, we salute you.

EDITOR'S NOTE – This is the second time that All At Sea magazine has reached the summit of Kilimanjaro, a dormant volcano and the highest mountain in Africa. Not many magazines have done that! Can someone make it a triple shot?

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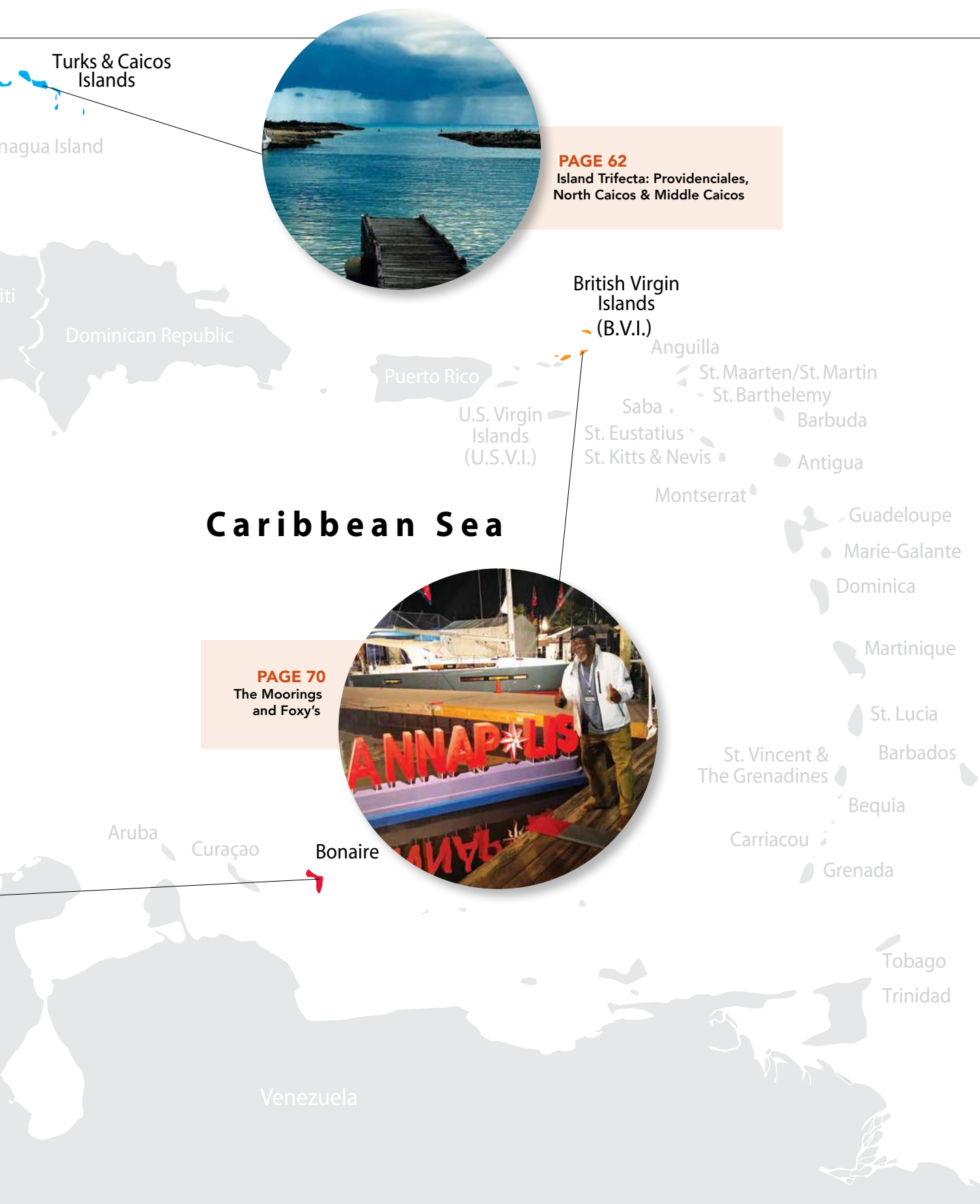
ISLAND EVENTS & INTERESTS

ALL AT SEA'S
Caribbean Coverage



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**Bonaire Regatta 2018:
51st Bonaire Regatta
Marks the Island as a
'Blue Destination'**



CARIBBEAN NEWS



SINT MAARTEN HEINEKEN REGATTA VILLAGE VENUE

The St. Maarten Heineken Regatta have announced that the 39th edition will be held at the Princess Port de Plaisance Resort, Casino and the Yacht Club. In addition to its central, secure and convenient location, the Yacht Club Port de Plaisance is offering 35 free slips in their South Basin for competitors.

"We are happy to announce that this year, the St. Maarten Heineken Regatta will take place on the same venue as the 2018 edition. The regatta village will be centralized in one spot, at the Port de Plaisance Resort. The village will contain all the essentials of a great regatta venue: docking, registration, regatta offices, food stands, retail shops, craft vendors, live music, beer tents, entertainment, daily prize giving, and of course world-class concerts," said Michele Korteweg, general manager of the Sint Maarten Yacht Club.

Speaking on behalf of the Princess Port de Plaisance Resort and Casino and The Yacht Club at Port de Plaisance, general manager Jeff Boyd said they were delighted with the renewed partnership for 2019. "We are happy to be part of this island-changing event and feel lucky to welcome everyone to the

most exciting warm-water regatta in the world," Mr Boyd said.

The Yacht Club at Port de Plaisance is offering free dockage during the week of the regatta in the South Basin for competing boats. These will be assigned on a first-come basis to fully-paid entries. The Sol water taxi and shuttle services will run regularly to key locations including the Sint Maarten Yacht Club during the regatta.

For more information about the event, the races, marinas, accommodation or to book your free slip, email: info@heinekenregatta.com, visit: or phone +1 721 544 0744. For information about The Yacht Club at Port de Plaisance, go to: portdeplaisancemarina.com

PUSSEY'S SAY HOLD MY RUM

Myett's Restaurant, in Tortola's famous anchorage Cane Garden Bay, and Pussey's have announce that they have formed a partnership, Pussey's at Myett's, which will combine the best of the two well-known BVI entities. The new menu, currently un-



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der development, will offer a diverse combination of the best and most popular dishes from the two restaurants. A Pusser's Co. Store is expected to be in place before Christmas, and a Painkiller Rum Bar is in the offing. The bar will serve not only painkillers, but a wide selection of frozen drinks and popular tropical cocktails. Noted as one of the finest sugar-white sand beaches in the Caribbean, Cane Garden Bay is well known for its spectacular sunsets, crystal clear blue waters, and lots of colorful restaurants and bars along its shoreline.

VOLVO PENTA POWERED VESSEL IS DESIGNED TO BE SAILED BY PEOPLE WITH DISABILITIES



Crew members of the *Impossible Dream* met the people who put the power in their universally accessible catamaran in October, when the Volvo Penta of the Americas staff welcomed them at Cobb's Marina in Norfolk, Virginia.

Designed to be sailed by people with disabilities, the *Impossible Dream* was

developed by Mike Browne, a paraplegic who envisioned a vessel that could be fully operated by a person in a wheelchair. Each year, the mixed-ability crew navigates over 6,000 miles from Miami to Quebec City, stopping at over 25 ports of call to sail with people who are currently undergoing physical rehabilitation.

The 60-foot vessel sails with the help of donated saildrives from Volvo Penta, along with newly installed Volvo Penta D2-75 engines.

"We are proud to contribute to the *Impossible Dream's* mission of sharing the joys of boating with many disabled individuals and their families," said Ron Huibers, president of Volvo Penta of the Americas. "Boating is something that everyone should be able to enjoy, and the *Impossible Dream* makes the dream of sailing a reality."

At the private event, crew members from the Shake-a-Leg Miami Foundation conducted a ride-along on the south shore of the Chesapeake Bay. Along with Volvo Penta employees, local wounded veterans from the Department of Veterans Affairs Norfolk Vet Center and their families participated. The Center is a non-profit veterans service organization that offers programs, services and events for wounded military veterans.

Impossible Dream is based at Shake-a-Leg Miami, one of the most accessible community boating centers in the world. The

mission of the vessel is to engage the global community and introduce people with disabilities, wounded soldiers, disadvantaged youth and their families to the joys of sailing.

ISLAND WATER WORLD GRENADA SAILING WEEK LAUNCHES YOUTH 2 KEEL PROGRAM

Following the success of the 2018 Youth 2 Keel (Y2K) sailing program, established by Antigua Sailing Week in conjunction with the Antigua and Barbuda Sailing Association, allowing youths to gain sail boat experience during the event, Grenada Sailing Week will launch its own Y2K program. In conjunction with the Grenada Sailing Associations Youth Sailing Initiative, the program will get kids out on the water thus creating a pathway between dinghy and keel boat sailing.

The scheme will invite youth sailors to join host skippers for racing experience during Grenada Sailing Week 2019.

For info, visit: www.grenadasailingweek.com or email: info@grenadasailingweek.com

NEWS FROM ULLMAN SAILS AND ST. MAARTEN SAIL LOFT

While Ullman Sails has been around for over 50 years, the company has never had a wholly owned and dedicated manufacturing facility to complement its strong brand and innovative designs, choosing in the past to outsource. That has now changed with the announcement that the Ullman Sails group has taken ownership of one of the largest sail manufacturing factories in the world, based in South Africa, which finally gives the respected California based company, Ullman Sails International, full control over all aspects of manufacturing and the capacity to invest exponentially in research and development.

Ullman say the acquisition of this facility enhances the value of the global loft network and that means they can guarantee high-quality manufacturing to back-up its market-leading technology at competitive pricing. Ullman Sails are available in the Caribbean from St. Maarten Sails and Canvas.

For information about St. Maarten Sails and Canvas, and Ullman Sails, visit: www.stmaartensails.com/ and <http://ullmansails.com/>



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NEW PRODUCTS

SUSTAINABLE YACHT CLEANING PRODUCTS FROM ECOWORKS MARINE

Ecoworks Marine products are bio-renewable and sustainably formulated to minimize the stress, acidity and impact on the marine environment.

Taking care of the marine environment is on the agenda more than ever, especially in yachting, where the continuation of the industry relies heavily on healthy seas. As such, many yacht owners and crew are looking for ways to reduce the pollutant impact of their yachts, dinghies, watercraft and even their homes.

Ecoworks Marine products are bio chemically formulated to ensure that their performance is as effective, and in some cases better, than the harsher, standard boat cleaning products. Ecoworks Marine have replaced the undesirable chemicals found in such products with naturally derived ingredients that are safer, non-hazardous, have non-irritant profiles and are kinder to the marine environment.

During the 2017/18 Volvo Ocean Race, Ecoworks Marine was chosen as the cleaning product of choice by Skipper Dee Caffari's yacht, *Turn The Tide On Plastic*. "Our team uses Ecoworks Marine cleaning products because ocean health is our major priority and they are all about preserving the living seas," Caffari said.

Ecoworks Marine was also the choice of Grandprix racing, being selected as a sustainable partner for the 52 SUPER SERIES 2018.

Ecoworks Marine cleaners are available throughout the Caribbean from Budget Marine. www.budgetmarine.com



ISOLATION TRANSFORMERS COMPENSATE FOR LOW VOLTAGE

When it comes to electricity, safety is paramount. Hubbell Marine now offers 15 and 25 kVA Isolation Transformers with an optional 12.5% Auto-Boost. They solve low-voltage issues, safeguard sensitive electronic equipment onboard, prevent galvanic corrosion from reversed polarity and protect swimmers from potentially lethal stray current shock.

During start-up, Hubbell Auto-Boost immediately assesses the electrical system and can automatically boost the output by 12.5% to compensate for low

voltage. After initial power-up, it enters static mode or can monitor and regulate voltage every hour in dynamic mode. The remote control panel is easily programmed to boost from a range of 190V up to 220V. It has a 32ft cable for mounting in a convenient location.

The 15kVA model is 16.94in x 14.12in x 11.59in and weighs 170lb. The 25kVA unit is 250lb., and measures 18.4in x 16.13in x 13.34in.

Both are available in vibration-resistant, white powder-coated steel or 316 stainless steel enclosures. They are designed to function with 50 and 100 amp systems and feature two full current-carrying shields. www.hubbell-marine.com



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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:



ANTIGUA

DECEMBER 4 – 10

Antigua Charter Yacht Show
www.antiguayachtshow.com
acym@candw.ag
268-460-1059



PARIS, FRANCE

JANUARY 16 – 20

Paris International
Boat Show
www.salonnavtique.paris.com

info@mountgayrum.com
roundbarbadosrace.com
246-426-4434



GRENADA

JAN. 27 – FEB. 1

Island Water World
Grenada Sailing Week
Sailing Regatta
www.grenadasailingweek.com
info@grenadasailingweek.com



MIAMI, FL

DECEMBER 26 – 30

Orange Bowl Regatta
www.coralreefyachtclub.org

FISHING TOURNAMENT:



GRENADA

JANUARY 21 – 26

Budget Marine Spice
Island Billfish Tournament
www.sibt.gd
franciskira@gmail.com
473-440-3753



ST. THOMAS, USVI

JANUARY 12 – 13

St Thomas Yacht Club
Annual MLK Regatta
www.styc.net
340-775-9000

INDUSTRY CONFERENCE:



ORLANDO, FL

DECEMBER 9 – 12

Marine Dealer
Conference & Expo
www.marinedealerconference.com



TORTOLA, BVI

DECEMBER 1

Gustav Wilmerding Annual
Memorial Challenge
www.weyc.net
mcmecanics@surfbvi.com
284 495-1002

SAILING REGATTA:



ANTIGUA

DECEMBER 31

Nelson's Pursuit Race
www.antiguayachtclub.com
yachtclub@candw.ag



BARBADOS

JANUARY 16 – 24

The Mount Gay Rum
Round Barbados Race
www.mountgayrumroundbarbadosrace.com

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JAN. 31 – FEB. 3

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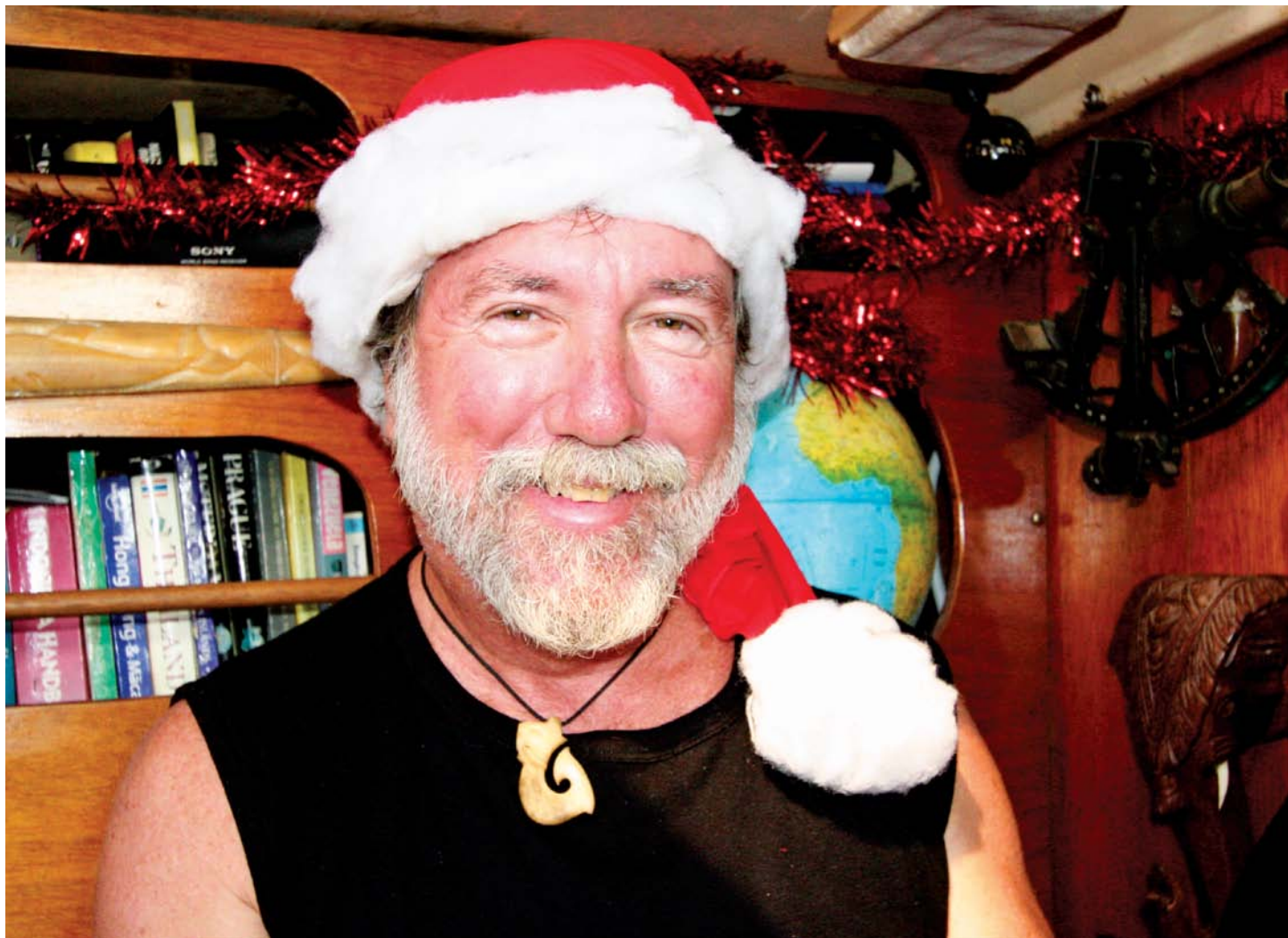
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CRUISING INEXPENSIVELY, CHEAPLY, AND SAFELY

SAILING HUMOR BY CAP'N FATTY GOODLANDER



I have a simple goal. I want my boat to be the safest in the harbor. This is logical. My life, and my wife's life, depends on it.

This is a very common goal.

However, throughout my life, all my boats have been Dumpster Boats—very inexpensive vessels sold cheap because no one else wanted to spend the time and money to fix them up. Plus, I've spent all my life being a marine lay-about, and thus have very little money.

Are these two realities mutually exclusive?

No.

How do we manage to average over 6,000 miles a year over the last few decades on an extremely limited budget?

We work harder, longer, and smarter than our wealthier counterparts.

For one thing, we're proactive. If I've learned anything in 59

years of living aboard and ocean sailing—it is that things break; eventually, *all* things marine break or cease to function. Two, we try to stay in sync (or harmony) with our vessel. Right now, we're about to set off on the very difficult passage down to stormy New Zealand. Our 43-foot *Ganesh* is as prepared as we can reasonably make her. Nonetheless, we realize that our anchor windlass is deteriorating—it is both leaking lubricant and needs a new motor. Also, our staysail has seen long, hard use—the fact that its sun cover is deteriorating is just the most obvious clue. Our genoa jib is suffering spreader tip chafe. While our engine is running fine, the seal to our raw water pump is weeping. Our cranking batteries are not as strong as they used to be. Our chain has accelerating rust and either needs to be galvanized or replaced. (Actually, it is starting to skip in the gypsy, so it needs to be replaced.) Our fresh water pump occasionally sticks on. Both our Jabsco heads need to be rebuilt—leaking seals. And, yes, I am aware that over the last four years, my main mast step has sunk over two inches ...

Here's the truth of it—I don't believe that I've made a passage during the last few decades where my vessel wasn't (arguably) among the best-prepared vessels out there—even though among the least expensive.

The point I'm trying to make here is that—while my boat is extremely well-prepared for a difficult ocean passage—I am also aware that she has many problems, some of which will have to be dealt with soon. Thus, when I arrive in New Zealand, my attitude will not be, 'gee, I just transited one of the most difficult passages of any circumnavigation so my boat must be perfect and I'll be careful not to touch anything'. But rather, 'okay, now is the time to conveniently address some of these longstanding issues'.

A common way to accomplish this is to pull into a shipyard and hand them a work list and a credit card. I have no problem with this. Alas, I can't afford it. I do all my own work on my boat—the thought of having someone paint my hull with antifouling does not appeal.

Parachutists pack their own chute—me, too. If I felt I was too old or too weak or in too poor of health to paint my hull—I certainly would not be circumnavigating for the fourth time.

Regardless, giving someone *carte blanche* to work on my boat isn't a financial option for me.

Thus, I have two lists going at all time—a Jah list and a Buy list. The Buy list is things I need to purchase (wisely, inexpensively) for future projects and the Jah list is stuff that God and Karma need to bring my way because I can't possibly afford them.

Is the Jah List silly? No, not at all. Many of my blocks, halyards, and running rigging have been given to me, seemingly out of the clear blue sky. Ditto, a brand new Westerbeke 50. Also, a complete suit of custom-built sails. An anchor windlass. A brand new eight-person liferaft. And hundreds of other pricey items were nearly free: our 52-foot boat *Elizabeth* was \$100, the 22-foot *Corina* \$200, and 38-foot *Wild Card* was \$3,000 (or, since I sailed her over 80,000 miles, her initial cost was about three cents a mile).

We have a large cabinet on *Ganesh*, our Amphitrite 43. We call it our 'future projects' locker. This is where all the items we 'buy right' co-mingle with all the stuff Jah gives us. Once we have enough (or nearly enough) gear off both our lists, we begin the project.

In essence, we proactively repair and replace our gear when and where we want to—not where it is expensive and difficult to obtain.

We could not do this if we weren't in tune with our vessel.

Ditto, with our safety gear. We don't buy it when we need it, we allow Jah to give us stuff years before we need it—for instance, our liferaft, Paratech sea anchor, and various slowing drogues. Then, long before a passage, say, across the lower Indian Ocean as we did in 2015—we filled in the blanks as our budget permitted.

Here's the truth of it—I don't believe that I've made a passage during the last few decades where my vessel wasn't (arguably) among the best-prepared vessels out there—even though among the least expensive. All the money in the world can't buy common sense. Seamanship must be learned the old-fashioned way—it cannot be purchased at a chandlery.

In 2012 we set off for New Zealand with about 80 vessels coming from the Cooks, Tonga, Fiji, Vanuatu, and New Caledonia. We got into a 'bit of a breeze' as our Kiwi friends call it. Three vessels dismasted—with one losing its steering as well. Each was a multihull over 60 feet long and in the three million dollar range.

A Westsail 32, purchased for \$10,000, survived that storm with no damage.

In 2016, we were in the lower Indian Ocean between Cocos Keeling and Rodrigues when struck by a small gale. The skipper of an 80-foot Oyster called us on the SSB. He was terrified. We advised him to heave-to. He said he didn't know how. We then suggested he consider launching his Paratech sea anchor from the bow or his Jordan Series drogue from his transom—regardless, if he was going to run off, he should hoist his storm trysail and tow a Shark or Sea Brake to inhibit broaching.

He said he didn't have any of those and didn't even know what they were.

It was everything I could do not to shout back, "But I bet you have a giant, full-color cockpit chart plotter, Satellite phone, PredictWind app, wide-screen TV, center console dinghy, a multi-speaker stereo system, full insurance coverage, well-stocked bar, and commodious refrigerator, don't you?"

Safety at sea isn't a matter of bank account level, it is a matter of hard work, knowledge, and seamanship.

What is your priority—a vessel set up for easy and convenient entertaining—or one that survives year after year offshore? If you're on a limited budget, you can't have both.

It's your choice—and there is always a possibility you might live or die by it. ☺

Cap'n Fatty Goodlander and his wife Carolyn are currently on their fourth circumnavigation. Fatty is the author of numerous marine books. All the details can be found at: fattygoodlander.com



Fatty and Carolyn's Amphitrite 43 Ganesh



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SAILING WITH CHARLIE: JINGLE SHELLS, JINGLE SHELLS, JINGLE ALL THE WAY

SAILING HUMOR BY JULIAN PUTLEY
GRAPHICS BY ANOUK SYLVESTRE




What a wonderful month to be sailing in the Caribbean. Hurricane season is behind us. Christmas winds give sailors the joy of exciting sailing with 15 to 30 knots, crisp salt spray over the bow and green islands on the horizon – an unparalleled gift of nature. And that is what the month of December is all about, especially Christmas. It's a time of goodwill; a time for sharing; a time for giving.

As a child Charlie couldn't wait for Christmas. Christmas morning was the only time Charlie woke up early, even before dawn. And yes, stockings were stuffed with goodies like chocolates, small toys, playing cards perhaps, a harmonica or other noise maker, candied fruit, bubble gum, a sailboat model ... the list goes on. Then, before Christmas lunch was served, all the presents under the tree were opened. It was a never-ending gluttonous spree.

Now Charlie is a fully-grown man (physically, at least) and there isn't much that he desires in the form of presents. But he gets great pleasure out of seeing the smiles of joy, happiness and gratitude from those on the receiving end of his generosity. In other words, the giving is more satisfying than the receiving. Of course there are exceptions. How many times have you given effusive thanks for a gift you didn't want, didn't need but couldn't spoil the good-natured intent of the giver? Answer: a gift voucher or the rather gauche gift of cash, wrapped in pretty paper and accompanied by a flower. There will always be smiles of delight from the recipient when he imagines that now he can buy that previously thought to be too expensive gilchristie or luxury item.

Now Charlie is a fully-grown man (physically, at least) and there isn't much that he desires in the form of presents. But he gets great pleasure out of seeing the smiles of joy, happiness and gratitude from those on the receiving end of his generosity.

So what do you get for the sailor that has everything? Answer: a sailor never has everything. But if anti fouling paint or a supply of zinc anodes doesn't sound too sexy what about (for your man) some new navigation instruments, a book (hint, hint - a guide book of a longed-for destination), a piece of whale tooth scrimshaw, a set of non-spill coffee mugs. (Keep away from things like paint brushes, cans of varnish, tools; these are just a reminder of work). For your lady - well a bikini - probably appreciated by you as well; perhaps a sun hat, visor or straw hat; an electronic reading device for long passage entertainment. And for the single hander: a copy of Playboy or Hustler magazine ... and the kids: scuba lessons, mask and snorkel, skull and crossbones flag or cool board shorts.

When all is said and done Christmas is all about joy and happiness. If you're short of cash offer a Christmas day sail on your boat, a snorkel on your favorite reef, a hunt for conch, a hike to a salt pond. Then allow the guests to do the sailing, trim and ease sheets, tack and jibe as necessary. The gift of an adventure could be the BEST gift of all. 

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

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WORDS AND PHOTOGRAPHY BY BIRGIT HACKL



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Reliable anchoring equipment and the knowledge of how to use it is essential for cruisers because we encounter a wide spectrum of anchoring conditions and situations along our routes. Voyagers like us, who enjoy cruising at a slow pace off the beaten track, spend the majority of the year in anchorages—the only times the hook gets a break is during passages as safe moorings or marinas are rare in remote areas.

MATERIAL

We cannot praise our 'Bügelanker' (a design similar to a Rocna) enough. It is amazing how 55 pounds of anchor keeps our 13 ton yacht *Pitufa* in place in sand, mud or sludge. Its main strength is its ability to set quickly and

Before anchoring in a new place we always do a few reconnaissance runs searching for large sandy patches. In deep and/or murky water where it's impossible to see the bottom, we try to assess the topography by keeping an eye on the depth sounder.

to reset reliably after a wind shift. We try not to anchor in rocks, but when there is no alternative the 'Bügelanker' manages to wedge a fluke into some crevice after a few at-

Two anchors fit snugly on Pitufa's bow roller where they are ready for instant use



A perfect anchorage with a sandy bottom and plenty of swinging room



tempts. With strong winds predicted many cruisers deploy two anchors, but they could foul each other when the wind shifts. We rather move to a protected bay with good holding and (ideally) few neighbors, pay out extra scope and trust our anchor.

A heavy chain adds safety, so we carry 210 feet of 3/8 inch chain followed by 90 feet of rope. We prefer galvanized chain, even though it gets rusty, to shiny stainless steel that can become brittle and snap without previous signs of fatigue. No matter the material, the main point is to attach the bitter end firmly to the boat—we'll never forget the expression on the face of a skipper who let out all the chain in a deep anchorage in Rikitea (Gambier Islands, French Poly-

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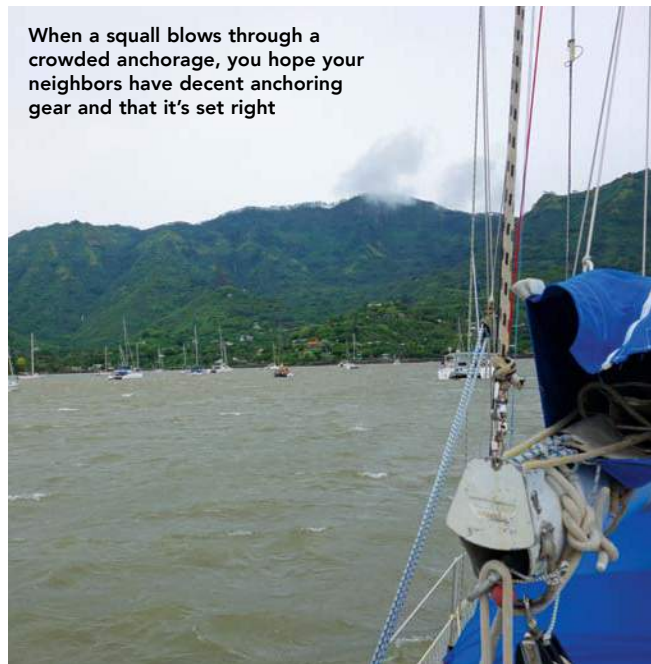
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When a squall blows through a crowded anchorage, you hope your neighbors have decent anchoring gear and that it's set right



First the skipper gave full throttle reverse, then motioned the crew to drop the hook and almost hit another boat before the anchor even touched ground. The skipper then cursed the bad holding and told the crew to raise the anchor again—by hand.

nesia), only to watch the whole lot disappear over the bow never to be seen again.

In addition to our main anchor we carry a 22-pound Danforth lashed to the rail within easy reach. We use this as a stern anchor with 33 feet of chain followed by line. Our third anchor is stored on the second bow roller. We carry this old CQR anchor as a spare, which we use in combination with 33 feet of chain and rope whenever we do not want to risk losing our main gear—for example when anchoring in exposed locations like on outer reefs of atolls where we might have to leave the anchor behind in an emergency.

DIFFERENT TECHNIQUES

Before anchoring in a new place we always do a few reconnaissance runs searching for large sandy patches. In deep and/or murky water where it's impossible to see the bottom, we try to assess the topography by keeping an eye on the depth sounder. Jumping numbers indicate lurking rocks or



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coral heads, a steady display indicates a sandy or muddy basin. In areas that are generally rocky and difficult a look ashore sometimes helps. Off beaches and river outlets the chances for a sandy bottom are better.

With the bow facing the wind we drop the hook by releasing the clutch on the winch. Gently reversing, we pay out chain until we achieve twice the water depth, then we set the anchor with reverse thrust (in sludge we wait a few minutes before gently setting it). Once the hook is firmly set we pay out more chain. Watching varieties of that simple procedure can be interesting: some crews pay out chain in full forward speed and plow half the bay, others drop a spaghetti-like heap of chain right on top of the anchor. Another common mistake is to go in full reverse just after dropping the hook. In Isabela (Galapagos, sandy bottom with some coral in between, crowded anchorage) we watched about ten failed anchoring attempts of an American crew, always following the same procedure. First the skipper gave full throttle reverse, then motioned the crew to drop the hook and almost hit another boat before the anchor even touched ground. The skipper then cursed the bad holding and told the crew to lift the anchor again—by hand.

Some crews rely on toy-like little anchors or simply do not pay out enough chain; drag even in light gusts and endanger others along their path. In Cartagena de Indias (anchorage in the town harbor, muddy bottom) a steel ketch drifted by several times with the chain pointing down vertically—a strong indicator for a scope misjudgment. We buzzed after them by dinghy, woke the crew before they could hit anything and secretly renamed their boat *Dragging Fly* instead of *Dragonfly*. In Arue (Tahiti, sludge) a Canadian family anchored next to us and invited us for a sundowner. We never got that drink: when mild gusts set in (15 to 20 knots), their catamaran dragged so often that they finally gave up and moved into a nearby marina. Later we met them in town and on inquiring politely about their ground tackle were told that they were the proud and happy owners of a patent anchor design that was always kept upright by a little float on top.

... Maybe pretty, but certainly not very useful.



Birgit Hackl, Christian Feldbauer and their ship's cat Leeloo set sail towards the horizon in June 2011 on their yacht Pitufa. Visit their blog: www.pitufa.at

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BARBADOS BLUE WATERS BILLFISH INTERNATIONAL TOURNAMENT

FISHING REPORT BY **CAROL BAREUTHER**
PHOTOS COURTESY OF **DAVID HAMEL-SMITH**



Geoffrey DuBoulay (left)
and Gregory Joseph having
fun aboard Mamzelle

Perseverance, patience and repositioning from one fishing hole to another paid off for the Top Boat team in the Blue Waters Billfish International Offshore Invitational, hosted by the Barbados Game Fishing Association, October 13th – 14th. Seventeen teams, with 104 anglers, battled it out on an enviable combination of slick calm seas and a hot sailfish bite. In the end, it was Barbados-based David Hamel-Smith's 30-foot Bertram, *Mamzelle*, with five sailfish and one blue marlin release.

The Mamzelle team of Hamel-Smith, his brother Paul, Gregory Joseph, Luke DeFreitas and Geoffrey DuBoulay, hadn't sealed the deal on a win yet. Instead, the Happy Hunter team, led by tournament director Josh Delmas, soon reported a doubleheader hook up of a blue marlin and sailfish.

"We missed some opportunities to catch fish on the first day. However, we ended with one blue marlin which was good enough to put us in second place, behind some close friends on the *Happy Hunter*," tells Hamel-Smith. "The second day started slowly. We missed one sail in the morning and then heard that the *Happy Hunter* had released a sail. We decided to try fishing in a new area and were quickly rewarded with a sail followed by another in quick succession. This pushed us straight to first."

The *Mamzelle* team of Hamel-Smith, his brother Paul, Gregory Joseph, Luke DeFreitas and Geoffrey DuBoulay, hadn't sealed the deal on a win yet. Instead, the *Happy Hunter* team, led by tournament director Josh Delmas, soon reported a double-header hook up of a blue marlin and sailfish. Ultimately, the blue was lost and sail released, which returned *Happy Hunter* to the top. *Mamzelle* came back, kept at it and were able to release three more sails quickly to take the lead again and cement the team's win.

The Blue Waters Billfish International Offshore Invitational is a qualifying event for the 2019 Offshore World Championship, fished annually in Quepos, Costa Rica. The Mamzelle team earned entry with their Top Boat win.

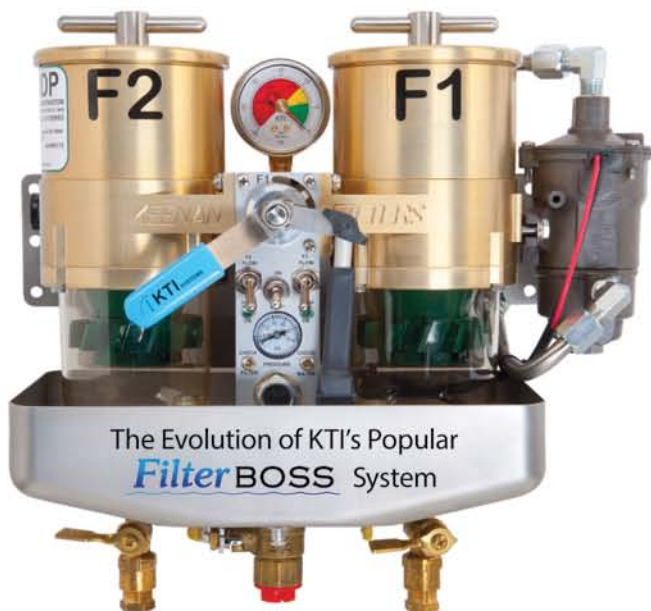
"We made the transition to pitch-baiting and circle-hook fishing a few years ago and we've stuck to it," says Hamel-Smith, of the secret to the *Mamzelle* team's success. "In our last two tournaments, we did not even let a J-hook touch the water and in those two tournaments we've racked up a second and first place. While we still make a lot of mistakes and we lose some fish, we're committed to the technique as we think it vastly improves our catch rates."

The Blue Waters Billfish International Offshore Invitational is a qualifying event for the 2019 Offshore World Championship, fished annually in Quepos, Costa Rica. The *Mamzelle* team earned entry with their Top Boat win.

"We can't wait to go. The last time our team travelled to Quepos we ended up coming fourth overall out of 61 boats representing teams from countries all over the world. We missed third place by less than one fish. Time to change that!" says Hamel-Smith.

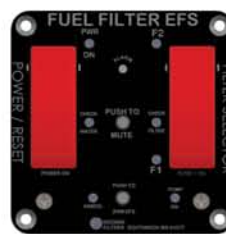
The *Happy Hunter* team finished second in the boat stand-

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Luke DeFreitas (left) and Gregory Joseph

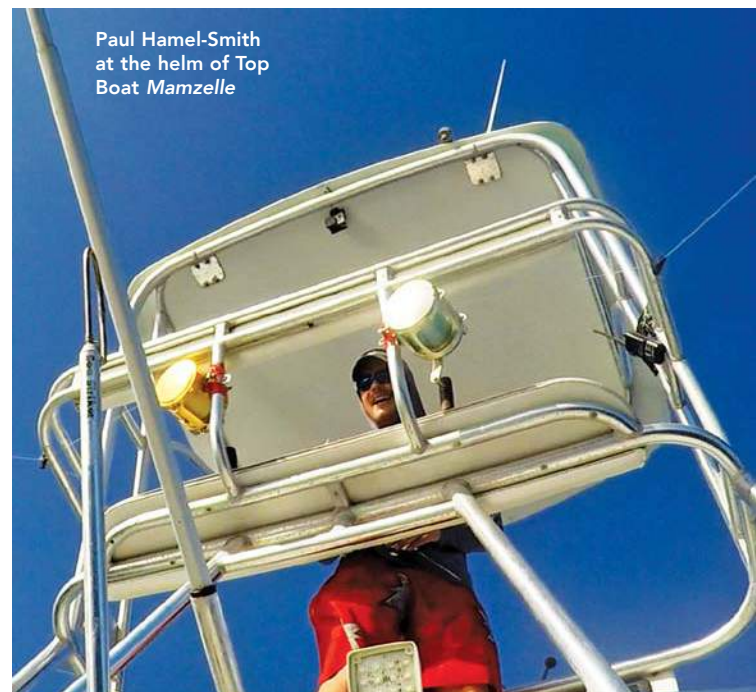
ings, while fellow Barbados-based team, *Sweet Place*, rounded out third.

In total, the fleet collectively released 16 sailfish and one blue marlin.

"Five sailfish releases is a great day, so I am happy my friends were able to do it and take home the win," says Delmas. "Special thanks to the teams that made it from Antigua and Grenada and our sponsors Blue Waters, King Ocean Services, Cockspur Rum, Jack Daniels Whiskey and Chickmont Foods Ltd. Next year will be bigger and better and we look forward to seeing everyone again."

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

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



Paul Hamel-Smith at the helm of Top Boat Mamzelle

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TECHNOLOGY WORDS AND PHOTOGRAPHY BY GLENN HAYES



Compact two-way satellite communicators. The Garmin inReach and the Spot X

It is understandable that when you're afloat you want to get away from all the everyday nuisances such as phone calls and texts but sometimes, when you are out of cellular range, wouldn't it be nice to be able to contact a loved one and tell them you're fine but are going to be late? Even more so, wouldn't it be comforting to know you can summon help and communicate back and forth with your rescuers should the need occur? Well now you can without having to spend a fortune on satellite communication equipment and expensive air-time minutes. Some new offerings from a couple of well-known manufacturers have brought two-way satellite communication to within the realm and budget of most, and all in a very compact package.


While Garmin is not new to two-way satellite messaging with their very popular inReach SE+ and inReach Explorer +, they

recently introduced a new super compact communicator that is feature rich and will pair with an array of smart devices as well as some of Garmin's wearable technologies. The inReach Mini offers a compact solution to anyone wanting worldwide communication and rescue capability.

This tiny new offering measures 2.04 x 3.90 x 1.03in (5.17 x 9.90 x 2.61cm), weighs a mere 3.5 ounces and costs around \$350. It is waterproof to IPX7 standards and has a rechargeable battery capable of lasting up to 50 hours when set to the default ten-minute tracking setting, and up to 20 days in a power saving mode. Despite its diminutive size this communicator is capable of global satellite two-way text messaging as well as summoning help in a life-threatening situation via GEOS. Just push the button under the protective cover on the side of the unit and an emergency signal is transmitted via satel-


lite to GEOS. They can then contact you directly via text to determine the nature of your life-threatening emergency and remain in communication throughout the rescue operation. A subscription is required for the SOS feature to work, so if you go with this model make sure your subscription is up to date.

Two-way texting and SOS rescues are not all this petit Garmin communicator is capable of. An internal GPS can be used for basic navigation. GPS location tracking allows your friends and family to follow along on your adventures and see exactly where you are. You can also easily post your adventures with just a couple of button pushes to social media. All this can be done directly on the inReach Mini through its intuitive operating system and buttons located on either side of the unit. Accessing functions is not hard on this device but typing out messages can be a bit cumbersome having to scroll through the alphabet for each letter. If you have your cell phone with you, by connecting via Bluetooth and utilizing Garmin's free Earthmate app you can use the keyboard on your phone for much faster typing. Communicating in this manner also allows for viewing of texts on your larger phone screen. When paired with your mobile device and utilizing the Earthmate app you can download unlimited maps, US NOAA charts and aerial imagery. This little marvel will also pair with some of the new Garmin smartwatches, putting its full capability right on your wrist. The inReach mini also has the possibility of downloading weather information via satellite from the notoriously accurate Dark Sky weather provider. A basic weather download is considered a





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text message under the various subscription plans, but premium weather downloads will cost an additional \$1 each.

The communicator works on the Iridium satellite system and is truly a global unit. Take it with you boating, skiing, in the back country and on that dream trip to far-flung places. Subscriptions vary depending on your needs and start as low as \$11.95 a month with an annual contract or \$14.95 with their freedom plan (which requires only a 30-day commitment and the ability to suspend service when not needed). More details about the unit and subscription plans can be found at garmin.com

SPOT X

Spot X is a new offering from the makers of the Spot Gen3 and Spot Trace. Utilizing the Globalstar satellite network this innovative new handheld communicator is larger than the inReach Mini and has a larger 2.7-inch backlit screen and a full backlit QWERTY keyboard. Looking a bit like a rugged BlackBerry this device is capable of two-way text messaging when cellular signals are nowhere to be found. The ability of two-way texting is not quite global with the Globalstar network but is possible throughout most of the western hemisphere and beyond. For full coverage details there is a clear map illustrating coverage on their site, findmespot.com.

The Spot X also claims to be the lowest cost device currently on the market that allows for two-way satellite texting. At around \$250 it is a low cost, high tech, capable communicator that can also alert search and rescue centers 24 hours a day should a life-threatening emergency occur. There are two ways to create the alert, either through an on-screen icon or by lifting a cover over a manual button on the front of the unit. Once the emergency center is notified they can communicate via text messaging to determine the nature of the emergency and can remain in communication throughout the rescue. Just like other satellite communicators it is important to make sure your subscriptions are up to date and active if wanting to text or use the device's emergency features.

Globalstar offers a variety of subscription plans, and rates vary depending on the amount and type of use the Spot X will incur. Annual plans start as low as \$11.95 and \$14.95 for their flexible month to month plan. Rates increase in relation to the number of text messages (incoming and outgoing) but all plans have an unlimited number of SOS messages and unlimited check-in messages – these are prewritten short messages sent to a predetermined recipient. This feature is nice if you tend to run late and just want to let your significant other know that you are OK. More details are available on their site.

This handy communicator also has tracking capability that can



The Spot X

be set to track your movements every 2.5, 5, 10, 30 or 60 minutes sending your location and track via a Google Maps interface to predetermined recipients. It has a built-in compass and programmable waypoints as well as a quick access check-in icon on the screen. Another icon is one that when activated creates a quick and simple way to post to social accounts and share your adventures.

Because this is a bigger unit than the inReach Mini its battery is larger and as a result will last longer. The manufacturer claims 240 hours or ten days of life when set to ten-minute tracking intervals. The internal lithium battery can be charged via an included mini USB cable. It is impact proof, dust proof and waterproof to an IPX 6 rating. Lighter in weight than some cell phones, it fits easily into a pack or bag and can be clipped to an accessible point via its included carabiner clip.

No matter which unit you buy you will have two-way texting and a handy emergency communicator at a much lower cost than a satellite phone. It's nice to know that now you can get in touch even if you do want to get away from the daily grind for a while.

Glenn Hayes is a Florida-based freelance photographer specializing in marine, commercial, editorial and fine art work. Visit: www.HayesStudios.com

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CHRISTMAS & THE SAILING SOCKS

CARIBBEAN CHRISTMAS

WORDS AND PHOTOGRAPHY BY JAN HEIN



Christmas in Antigua, 2017, with Popeye, Olive Oyl and a photo of our original crew

In 1988 we reached the west coast of Mexico after an arduous journey from the Pacific Northwest. Our tiny crew of three – Papa, Mom and toddling son – were met there by hometown friends. It was December and they were on holiday; together we would celebrate Christmas. Packed in their bags were treats, boat sized toys and three very flat, red socks. The stockings, made of felt and adorned with dripping

faux snow, were symbols of the season that warmed our tired, salty souls.

During the next year, the socks voyaged on with us, some 8000 miles, giving plenty of time to embellish them with our names and that first Christmas port. The following year, I added to them some beads and recorded our second yuletide anchor-

age. After that, it became a habit of writing our December 25th whereabouts on the felt and as years flew by, it was a challenge to make it all fit.

As this December rolls around, I'll pull them out again. They'll hang against the hull displaying thirty dates and destinations; three decades of Christmas past squeezed into the space of a foot. They are signs of Santa's impending arrival, so simple and inexpensive, yet they have untold value in the stories and memories of our cruising years.

St. Barth, 1990, was our reward after a lumpy trip south from Bermuda. On that passage, Santa found our three year old at sea and he in turn found a stuffed bear on deck wrapped in a damp, brown paper bag. Natty Christmas tunes poured from the radio as we neared the island chain. Our feast on the evening of the 25th, created by a UN assembly of cruising friends, was a table laden with homeport traditions- cassava pie, potato dumplings, yule log cake and enough ham to stuff a turkey.

On Anguilla in 1991, we were at the table of a friend's restaurant, toasting the season with sorrel punch. Our five year old son held a menu, looking for clues to the content with fresh



Santa and our son on our first cruising Christmas



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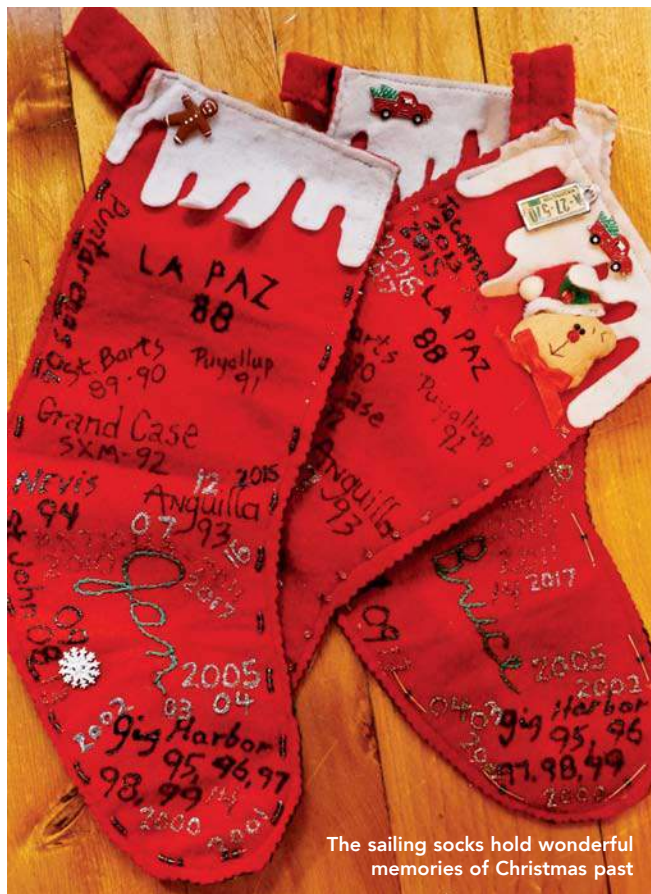
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The sailing socks hold wonderful memories of Christmas past

reading skills. His finger tracked the lines, back and forth, until finally his face lit the room. "FISH!" he announced with pride. "I want fish!"

Those socks kept cruising and on the way to Nevis in 1994 we found an unmarked inflatable complete with a 25 horse. In bucking seas we lassooed the dinghy then announced the find on the VHF. The owner, a charter captain in St. Barth, insisted we return it immediately. After we stopped laughing we replied, "Sorry mate, we've got a date with Christmas in Nevis," which was where he found us one week later.

In 1995 we tanked our boat down with food, fuel, water and those tiny red socks for the long sail home to Washington State. Each year there was dutifully recorded until our son flew the nest. In 2006, his sock went to college and ours again got underway.

Down the coast we sailed that year through calms and storms until one

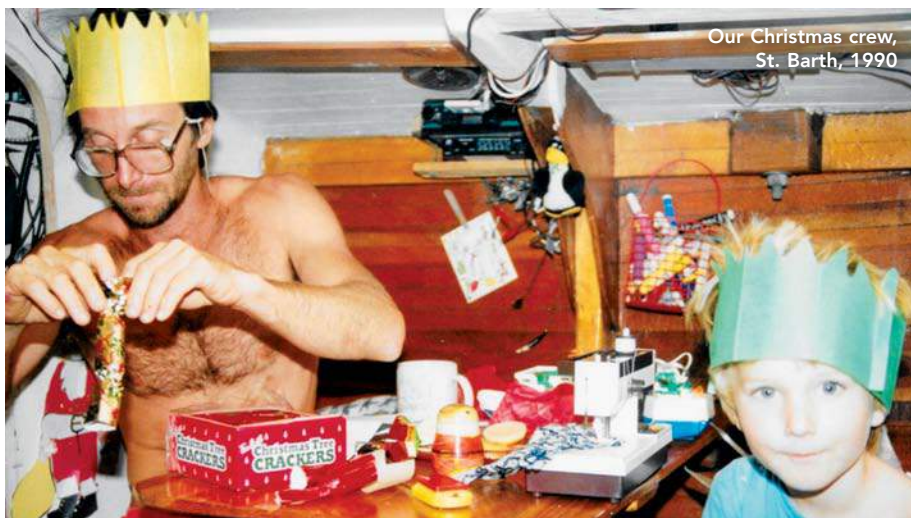
blew us into Costa Rica. Our anchorage at the Puntarenas Yacht Club was decked out with lights, trees and ornaments, ready to greet the season. The cruising community, as diverse as their boats, hatched a plan for Christmas Eve. Unanimously they voted on the Red Dragon Chinese Restaurant, not for the food or ambience, since both were sketchy, but because it was the only place open in town. Somehow, it was perfection.

One Christmas morning we drug anchor through St. Martin's Grand Case, unaware of disaster until St. Nick knocked on the hull. Another year we watched him ski through Road Bay in Anguilla. In Antigua, we witnessed the red-suited man stagger down the road, exhausted from his long haul or a tad too much tippie of holiday toddy.

Through all the miles, our travels were recorded in log books, journals, and the school writing of our growing son. Some are on the boat; others buried in storage; some we cannot find. But the memories of all our December 25ths are gathered in one place, woven into those red socks. The initial cost to make them was minuscule but there's untold value in the history they hold.

These days, when the stockings come out for their annual display, the question comes up about the future. What will we do when there's no more room? Should we flip them over and write on the back? Make a new one to hang beside the original? Scarf in a new piece? The thought of messing with tradition is unpleasant so we stay the course, squeeze in another year and find a spot to anchor another Christmas port. 🐟

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



Our Christmas crew, St. Barth, 1990

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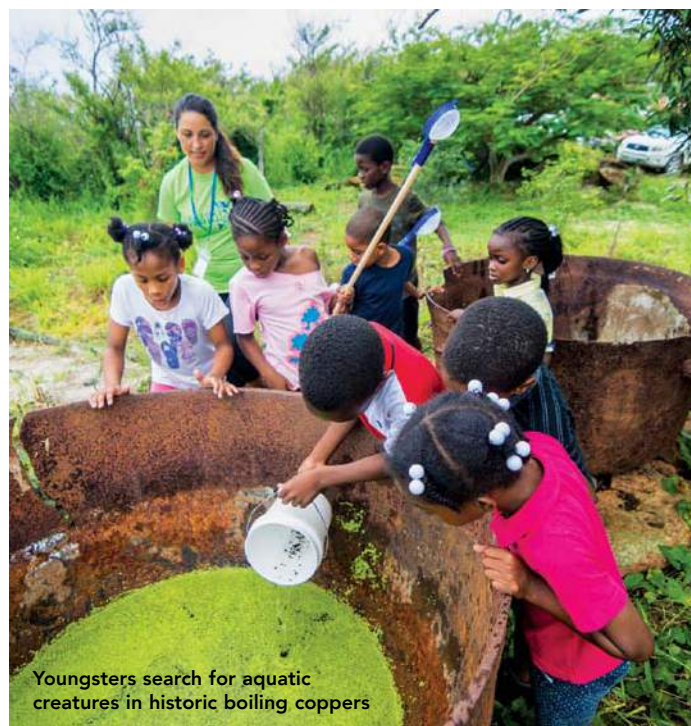


Guests compared their wingspan to local birds.

Despite the rain, over 150 guests of all ages found fun new ways to learn about birds at the Migratory Bird Festival held in St. Martin in October. Created by an all-volunteer team from the Les Fruits de Mer association, this year's festival took place at Amuseum Naturalis at The Old House in French Quarter.

"This was our sixth Migratory Bird Festival, so we created a lot of new activities to keep it fresh," explained Les Fruits de Mer President Jenn Yerkes. "You could listen to bird sounds and compared your outstretched arms to the wingspan of local birds. People loved decorating their own bird tote bags and playing Bird Bingo in the gardens."

The Migratory Bird Festival celebrates the birds that travel thousands of miles each year to St. Martin, connecting this tiny island to the rest of the Americas. The festival also highlights the things migratory birds need to survive. At the Portable Pond, guests could see aquatic insects and other creatures that many migratory birds eat. The Habitat Scavenger



Youngsters search for aquatic creatures in historic boiling coppers



Kids and adults had fun decorating bird tote bags to use instead of plastic bags



Everyone got an up-close look at aquatic creatures in the Portable Pond



Children learned about nature by playing BirdSleuth games

Hunt sent kids looking for food, shelter and other things that birds depend on.

"This was our first Migratory Bird Festival at Amuseum Naturalis at The Old House," commented Les Fruits de Mer co-founder Mark Yokoyama. "It was the perfect place, with lots of indoor and outdoor space to explore."

Yokoyama noted that many people from the surrounding areas came to the festival, and that it was important to keep building the connection between local people on both sides of the island and the Amuseum.

The 2018 Migratory Bird Festival, which is free, was made possible by a team of 20 volunteers and several local sponsors including L'Auberge Gourmand, BZSE, Coalys, Delta Petroleum, ECOFIP, Frigodom, IZI LIGHT, Lagoones, Pelikaan Brewery, St. Martin's Sweetness and SXM Logistics.

To see highlights from the festival, visit <http://lesfruitsdemer.com> or find Les Fruits de Mer on Facebook.



ABOUT LES FRUITS DE MER

Les Fruits de Mer is a non-profit association based in St. Martin whose core mission is to raise awareness about nature, culture, and sport. The organization carries out this mission through publications, an education program, and special public outreach events that entertain, inspire, and inform.

ABOUT AMUSEUM NATURALIS

Amuseum Naturalis is a free museum of the nature, history and culture of St. Martin and the Caribbean, created by Les Fruits de Mer. It is located at the historic Old House in French Quarter on the hill above Le Galion beach. For the latest information about exhibits and special events, visit <http://amuseumnaturalis.com>

ARUBA BOUND — 70 MILES THE HARD WAY

CRUISING WORDS AND PHOTOS BY ROBERT SCOTT



Curacao falls astern

After three months in Curaçao it was time to move on. Aruba was calling, and it was only a short 70nm sail away. Once our decision was made we waited for our weather window. The ABC islands are in the lower part of the chain they call the Windwards. We set our departure date for April 22nd. My wife was celebrating a birthday milestone on April 26th and I promised her Aruba!

On Friday the 21st we cleared customs and immigration, planning to depart the next morning. Up before first light, we made our way out into Spanish Water. There we raised fifty percent of the mainsail and unfurled fifty percent of the jib. We then eased our way through the narrow channel at Punta Santa Barbara, heading out to the open waters of the Caribbean. The wind hit us and immediately filled our sails. God, I love that feeling when our vessel catches the wind and starts to gallop like a mare.

We stayed on port tack for about two miles then made our tack to starboard and settled in on our course, locking the auto pilot. The wind was clocking 24 to 26 knots coming from 170 degrees. We were almost wing and wing and I had to rig a



Building seas

preventer for the main. At 0743 hours, just as I was headed out of the cockpit to get my trolling gear set up my wife roared, "Dolphins, lots of them, 11 o'clock".

I grabbed my camera gear, secured my harness to the jackline and headed forward hoping to get a few shots of them before they moved on. Within ten minutes I had all the pics and video I needed.

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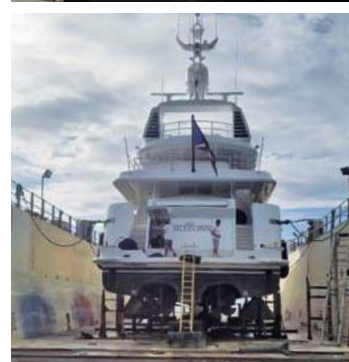
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Seeing dolphins is one of cruising's great pleasures

I was making my way back to the cockpit when the vessel swung wildly to starboard and heeled over 25 degrees! In that split second, I knew immediately what had happened and grabbed the wheel while simultaneously handing Virginia my camera. I could hear items below crashing on the salon and galley floors. I instantly brought us around to an off-wind heading. It was apparent to me that the auto pilot had disengaged. With the boat stabilized, and having taken a minute to calm down, I asked Virginia to take the helm while I started to investigate.

The first item I checked was the pivot arm on the rudder reference control. Hooking myself to the jacklines once again I headed aft and discovered that it was intact. So much for a simple solution. Next on my checklist would be the Fluxgate Compass. There's not too much that can damage that because it is so well enclosed and protected. It was clear of any interference. Next it was the turn of the course computer. I took out my voltmeter and proceeded to check all connections. Every single connection checked out positively. Now



Our yacht *Honeymoon Forever* on the dock and safe and sound in Aruba's Renaissance Marina

I'm seriously perplexed. But with 60 plus nautical miles left to go to Aruba there is not much else I can do but hand steer the rest of the way. Virginia was exhausted by the time I returned topsides to take over to get us back on course. I soon discovered it would be a very long day manually steering in high winds and following seas. We had come to rely on our trusty auto pilot.

The hours passed, and the seas and winds got rougher. My



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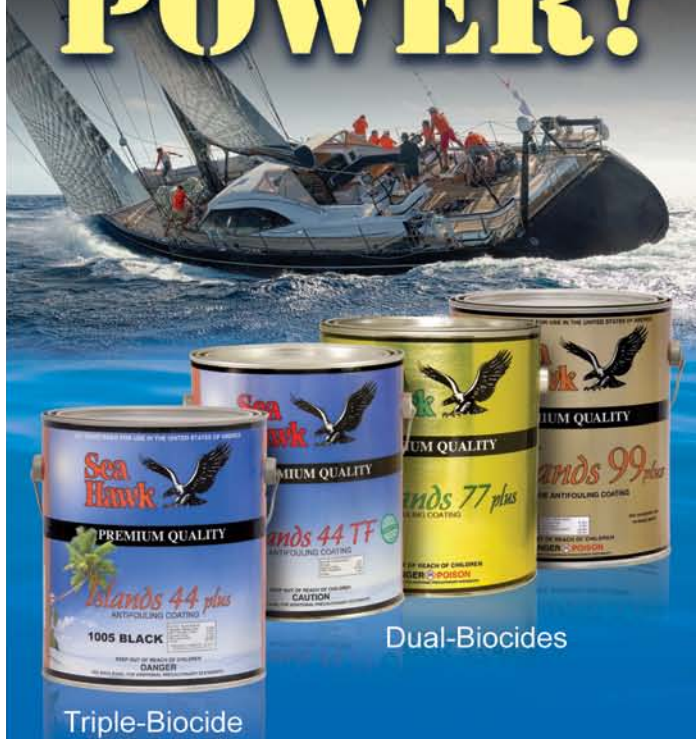
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The dock in
Aruba leaves
much to be
desired

hands and legs were cramping. Virginia could not take the helm any longer because of the forces on the rudder. They were too strong for her to maintain a straight course and she was not comfortable with that. More hours passed with more cramping. Virginia was feeding me cheese and crackers when I got hungry and bringing water as I needed it. Finally, at 1356 hours, I shouted, "Land ho."

We spotted the southernmost tip of Aruba, 9.18nm out. That immediately had a positive effect on my well-being. We radioed Port Control for docking instructions to clear Customs and Immigration. They instructed us to pull into the 'commercial docks' which are decrepit at best, then tie off to the large concrete piers, which have no cleats. They have massive old tires hanging to fend you off but be cautioned, they will mess up your topsides. Use every fender you have. The process was slow at best.

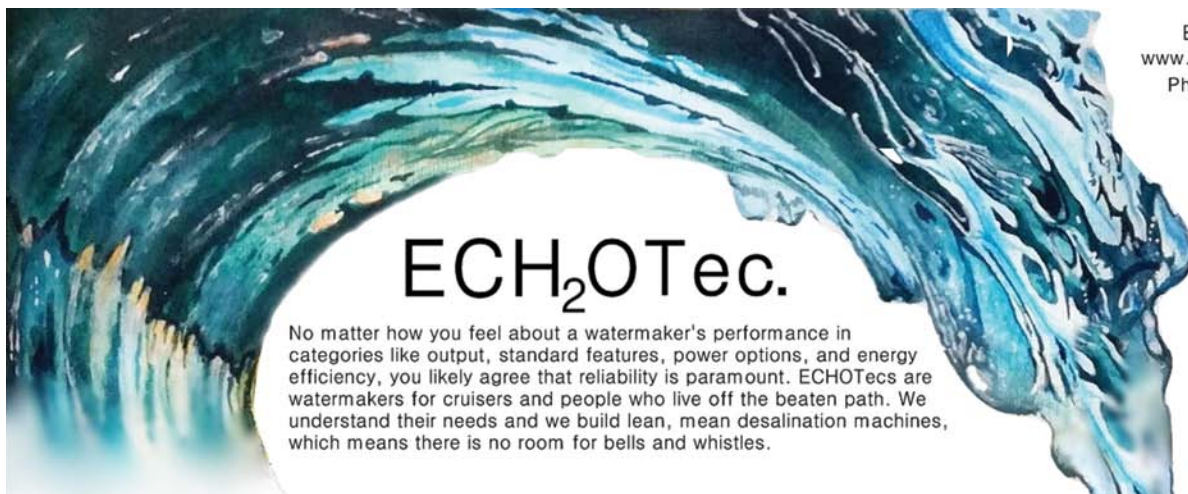
In the meantime, we radioed the marina to let them know of our situation and they said they will wait to assist with our docking. The docking style at the Renaissance Marina is Med Moor with a mooring ball forward. Finally, at 1745 hours we were officially cleared into Aruba and made our way to the Renaissance Marina where the marina staff was waiting on us. With their help, we were secure in our slip in a matter of 15 minutes. Excellent. At this point I was physically and mentally exhausted. It was truly 70nm the hard way. It was time for a cold adult beverage and for my lovely wife Virginia and me to celebrate another safe arrival in another port. Time to get started on her birthday adventure here in Aruba. Cheers! ☺



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Lighted Boat Parade, San
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HOLIDAY NAUTICAL HAPPENINGS

COMPILED BY CAROL M. BAREUTHER

PHOTO: KAREN BRODIE

The traditional 'winter' holidays come alive in an extra special way in the Caribbean. There's everything from boat parades, tree lightings and caroling to celebrate the season, to fireworks, parties and raft-ups to see in the New Year. Here's a sampling of what's happening and where:

LIGHTED BOAT PARADES

Decorating your yacht with festive bows and jolly ornaments and taking part in a boat parade is one of the most popular ways to enter the festive spirit. On December 1st, launch off in the **Cay-**

man Island's Parade of Lights in Camana Bay from 8.00 to 9.00pm. The event will be live streamed on www.cayman27.ky for friends and family back home. A fireworks show follows at 9.00pm.

The following weekend, December 8th, there's the Holiday Lighted Boat Parade in the Western Caribbean in **San Pedro Town, Belize**, on Ambergris Cay. "It's free to enter, we have \$10,000 in cash for top winners and proceeds go to charitable organizations," says organizer Brittney O 'Daniel.

Back east, the San Juan Christmas Boat Parade in **Puerto**

San Juan Christmas Boat Parade



Cayman Parade of Lights



Rico and St. Croix Christmas Boat Parade, in the **U.S. Virgin Islands**, both start at 6.00pm on December 8th. "We anticipate at least 40 boats, mostly power boats and also sailboats and row boats parading," tells Club Nautico de San Juan commodore Alberto Gual Rexach. Organizers of the **St. Croix** event plan to offer discounted boat slips prior to the parade for visiting vessels.

On December 16th, the Sir Durward Knowles Festival of Lights happens in **Nassau, Bahamas**. Grandstand viewing for landlubbers is available at the Prince George Dock.

The Lighted Boat Parade in **St. Thomas'** Charlotte Amalie Harbor takes place December 21st, starting at 6.00pm.

SEASONAL SOUNDS, SHOPPING & SAILING

The Carriacou Parang Music Festival in Hillsborough, **Carriacou**, December 14th to 16th, is a unique event that includes humorous songs of island life as well as traditional Christmas carols. On December 23rd, there's Carols on the Boardwalk at IGY's Rodney Bay Marina, in Rodney Bay, **St. Lucia**. This event is open to all cruisers, not just ARC (Atlantic Rally for Cruisers) participants.

Carriacou Parang Festival



PHOTO COURTESY OF GRENADA TOURISM AUTHORITY

Carols on the Boardwalk at IGY's Rodney Bay Marina



ARC Christmas at IGY Marina, St. Lucia



PHOTO COURTESY OF RODNEY BAY MARINA

Find last minute presents or necessities at the ARC Village in Rodney Bay where Christmas decorations adorn the daily craft market. "The Farmer's Market on The Green on December 22nd, from 7.00am to 5.00pm, is a great place to stock up on island spices, fruits and vegetables," invites marketing, sales and events manager Shane Macauldy. Celebrate the 2019 re-opening of the waterfront facilities at the Bitter End Yacht Club in **Virgin Gorda, BVI**, by present shopping now for apparel from the property's newly re-launched online store.

Gotta regatta this holiday? Check out the Mango Bowl Regatta, December 1st to 2nd, hosted by the St. Lucia Yacht Club in Rodney Bay. The fun Christmas Hamper Race starts at 11.00am on December 9th, from the Trinidad and Tobago Sailing Association (TTSA) facilities in Chaguaramas, **Trinidad**. The Christmas-time Budget Marine High Tide Series in **Antigua** December 20th, 22nd and 26th is always a hit. Lastly, there's the Eindejaarsrace (end-of-year-race) on December 30th in **Curaçao**.



PHOTO COURTESY OF RODNEY BAY MARINA

OLD YEAR'S NIGHT PARTIES & FIREWORKS

There's a great way to ring out the old year and welcome the new no matter where you sail in the Caribbean. One of the most famous is Foxy's Tamarind Bar's legendary 'Old Year's Night' celebration on **Jost Van Dyke, BVI**, on December 31st. "The theme is 'The Nauti Yacht Club', to pay tribute to Foxy's half-century as a rest stop for sailors. "Actual or 'wannabe' sailors, seaman, castaways, pirates, mermaids, mermen and posh yachties are all invited to attend in proper nautical dress. Out-there and barely-there attire is always appreciated," says coordinator Susan Zaluski.

Hundreds of people plot a course to **Antigua** for Nelson's Dockyard Old Year's Night Party. There is food and drink, live bands and midnight pyrotechnics from Fort Berkeley that lights up the sea and sky.

Further south, in **Bequia**, the fireworks create an unmissable show for cruisers anchored or moored in the bay. "The harbor fills up fast so be sure to get your spot in good time. There is nowhere quite like Bequia on Old Year's Night, all thanks to the generosity of a host of private donors, local businesses and the hard work of the island's all-volunteer Bang Gang," says Nicola Redway.

Rocking out Carols by Candlelight in Grenada





Eight nautical miles south in **Mustique**, Basil's Bar is hosting a special edition of its infamous Jump-Up party on December 31st, with a prix fixe menu, live band and fireworks at midnight. Arrive early. Moorings nearest Basil's are only available on a first come first serve basis.

Grenada's New Year's Eve parties are glamorous affairs in which locals and visitors alike dress to impress. One of the most popular venues is the Port Louis Marina. "If a party is not your scene, cruisers can raft up in the Carenage harbor and enjoy several fireworks displays around St. George's," says Ria Murray, communications officer for the Grenada Tourism Authority.

When night finally turns to New Year's Day, it's time for the Seven Seas Cruising Association's (SSCA) GAM. Held January 1st, the party starts at the TTSA compound in **Trinidad** at Noon. "This is a traditional potluck style-event where everyone brings a dish and drinks to share, but I provide enough barbeque chicken for everyone," says Jesse James, owner of Members Only Maxi Taxi Service and SSCA cruising station host. "We also have a round-table discussion of interest to everyone, and door prizes."

Finally, on January 6th, it's Fuikdag time in **Curaçao**. "For



boaters, this is by far the biggest event on the island. Though frequented more by motor yachts, we are glad to see that this is changing and more sailboats are joining in on this massive party on the water! Please use reusable cups, don't litter the water and use reef safe sunscreen now and all year long!" says Curaçao Marine's Nicole van Beusekom.

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TURKS & CAICOS STORY BY **TONI ERDMAN**
PHOTOS BY **TONI ERDMAN, ROBERT ERDMAN AND BROOKE ATKINS**



Robert and Brooke's frame-able
photo memory with our catamaran
Our Time in the background.

It is the weather's fault that we discovered the natural beauty and sweeping landscapes of Providenciales, North Caicos and Middle Caicos. Boaters are ruled by the weather. We constantly check it, discuss it and usually simply resign ourselves to being patient with it.

We were at Providenciales (Provo), Turks and Caicos to meet multiple family members flying in for a boat visit. Weather systems far to the north were aggravating the seas and rendering the usually lovely northern side of Provo untenable. High

winds and heavy rain promised to stick around for the next week. What were we going to do with the family members who were expecting a boating vacation? My oldest son and his girlfriend, whom we were meeting for the first time, were to arrive for a ten-day visit. Five days into their vacation, my 91-year-old father-in-law would arrive.

We stayed on the south side of Providenciales for protection and comfort. We pulled into a marina to guarantee our guests, first-timer and old-timer, the calmest accommodations. The



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Heavy weather with intermittent downpours



Hold on to your hat – windy Grace Bay Beach



The author and dad on their way out to dinner

kids arrived and conditions on the north shore, which rightfully boasts one of the most beautiful beaches in the world, Grace Bay Beach, were rough and windy. My son, more sailor/adventurer than beach goer, had an alternative plan: rent a car, explore Provo; and, then take the ferry over to the lush island of North Caicos and Middle Caicos. The weather did not stop our fun, it simply changed our itinerary from water to land-based exploration.

We explored Provo's 15-mile length by car the first two days. With a local map in hand and some prior reconnaissance, we knew the areas that we wanted to see; a little something for everyone. I love the natural scene, beaches, reserves, some shopping (browsing), and good local food. My husband loves dark beer and seafood, especially conch salad.

Cruising down sandy lanes, we headed towards one of Provo's three National Parks, Northwest Point Marine National Park, for windswept views. Only one car was parked among the grasses. As we approached the beach we heard them before we saw them; a very 'loving' couple. We were sorry about our timing, for their sakes. However, it was a great giggle. We respectfully departed and headed for lunch choosing to sit outside at *Da Conch Shack* where we watched the storm clouds and enjoyed the best conch salad and rum punch I have ever tasted. I took home an unpolished conch shell as my souvenir. After lunch, we headed for the Turk's Head Brewery, which offers tours (three times a day) and tastings (five days a week). As we made our way around the island we became true tourists, shopping Provo's resort Grace Bay area for souvenir T-shirts and reasonably priced locally made jewelry from the Michael Wellington Collection.

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Robert and Dad on the 30 minute ferry ride from Walkin Marina in Leeward, Provo over to Sandy Point Marina, North Caicos

By day three we were ready to take the TCI Ferry 12 miles northeast to North Caicos (The Garden Island). It was an easy, picturesque 30-minute ride past luxury Parrot Cay (Bruce Willis, Donna Karan and Christie Brinkley have or had homes here). We arranged a car rental prior and it was in the car park upon our arrival. Again, with map in hand, we were off. Our plan was simple: nature, food and no shopping. The drive from North Caicos to Middle Caicos offered greenery and sweeping landscapes, a bridged jut of land, The Caicos Causeway, connects North to Middle Caicos. As plentiful as shopping and restaurants are on Provo, on North and Middle Caicos they are sparse so we crossed North Caicos' 41 sq. miles directly to reach Middle Caicos' Mudjin Harbor Bar & Grill by lunchtime.

From the road in Middle Caicos we were excited to see, off in the distance, a flume of water blow very high into the air: the Blowing Hole! We tried to find our way to the blow hole but unfortunately that was our only sighting. By the time we arrived for lunch, just about every tourist on our ferry was gathering there too. The local food was good, not the hamburger so much (likely imported), but say 'yes' to the fish and chips or fish and salad. If you were to travel no further, the views from the restaurant porch, the accessible limestone Conch



Locally made jewelry from the Michael Wellington Collection. The artist encapsulates Grace Bay sand in a lot of his pieces

Bar Caves below, and the deep soft sand beach of Mudjin Harbor were perfect elixir for our exploratory spirits. And here we found the 'Crossing Place Trail' to the Blowing Hole with sculptures at the start, however, we elected to skip the hike as sturdy footwear is necessary for traversing the rugged marine limestone. (The shorter path to the Blowing Hole along the road is very hard to find, we did not find it.)

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Indian Cave Plaque on Middle Caicos



Free access: Small Indian Cave with curtain of vine roots on Middle Caicos


After Mudjin Harbor we found the Indian cave site with curtains of hanging root vines, and then drove east to Bambarra Beach, with its acres of blue thigh-deep shallows. The local maps highlighted points of interest and we negotiated the paved roads with our share of turning about. We laughed our way over the bumpy roads on the way to the Sink Hole; an open hole in the limestone. However, I really, really wanted to see Flamingos in their natural setting. My son drove to every possible location we were told they may be found. Close to Sandy Point Ferry landing, he pushed our timing to check one last spot, because, "Mom, I know where they are," he said.

We bounced along another sandy/grassy lane and arrived at Cottage Pond Nature Reserve, a blue 255-foot submerged sinkhole, and one of my most beautiful memories. These shy birds, all twelve of them, were far off across the pond; as I viewed them with the binoculars (that I was happy we lugged with us) I was thrilled to see the flock take flight.

Later in the week, we did take the boat around to the protected southwest quarter of Providenciales where we dinghied ashore at Cooper Jack Bay seeking a small cave (with a ladder); Sapodilla Bay, seeking Hill Rock Carvings (inscriptions of initials and dates on hilltop rock from past sailors) and quieter beaches to stroll. In the shallow waters, we took advantage of what sun we had for a couple's photo shoot for a frame-able memory. We spent the remaining days thoroughly perusing

the islands; dinners out, southern shore beaches, and truthfully, we squeaked out a one-day sail around the nearby island of West Caicos. My son insisted we redo certain parts of our North Caicos and Middle Caicos trip with Grandpa once they left, and we did.

North Caicos and Middle Caicos are the quiet islands that I cherish and yet fear are fading. On Providenciales, I was happy to see the very high-end resort, Amanyara (think Brad Pitt and Kardashian level guests) embracing the natural environs. On the tour of Providenciales with my father-in-law, the Amanyara gatekeeper got permission for us to enter for drinks at the bar. If you cannot get in, and especially if you *do* get in, watch the 2014 movie, *Turks and Caicos*. Amanyara was largely used as its setting.

The weather absolutely changed our itinerary; lucky us. In hindsight, we won the Island Trifecta. Sometimes having the weather take control is not so bad. I look forward to returning another day to catch what I missed waterside and to hike the Crossing Place Trail to the Blowing Hole. 

Toni and Robert Erdman are sailing their catamaran Our Time north to Annapolis, MD. They hope to return to the Caribbean next season. Visit: Toni@ourtimecharter.com

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THE MOORINGS AND FOXY'S

BRITISH VIRGIN ISLANDS WORDS AND PHOTOGRAPHS BY SUSAN ZALUSKI



Foxy at the Annapolis Boat Show

From October 4th-8th 2018, sailors from around the globe converged in Annapolis, Maryland for the annual United States Sailboat Show. Miles of docks in the tiny seaside city were packed with countless sailboats, while a labyrinth of marine industry vendors filled every available space on Annapolis' waterfront.

Annapolis' annual gathering of sailboats and sailors is recognized as one of the largest and most prestigious sailboat show in the world. The show is also critically important for the Caribbean's charter yachting industry partners, many of which exhibit annually, working to lure sailors to their destinations with the promise of lush landscapes, optimal winter sailing conditions and state of the art sailing vessels. Walk the docks in Annapolis and you'll notice robust participation by Caribbean and BVI-

based company personnel and sailors who attend the event annually in gale force strength. Sponsors of the 2018 show include the BVI Tourist Board and The Moorings, which is a global brand today, but was founded in the BVI.

A typically joyous affair, the atmosphere at last year's show shifted to somber for Caribbean exhibitors in the wake of the catastrophic Atlantic hurricane season. The British Virgin Islands are presented as the sailing capital of the Caribbean; however, in October 2017 the yachting industry was still counting its losses. With the BVIs' damaged infrastructure of supporting services, a denuded landscape littered with debris and the destruction of an estimated 90% of yachts, many were left wondering if the BVI sailing empire had fallen and if sailors would ever return.

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|------------|------------|
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| 1600 hours | 1500 hours |
| | 1700 hours |

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| Inbound & Outbound Traffic | |
|----------------------------|------------|
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| 1015 hours | 1145 hours |
| 1545 hours | 1715 hours |

1515 hours

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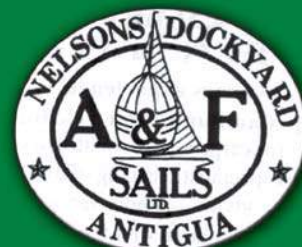
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Foxy Callwood and Ian Pederson, marketing manager for The Moorings

Fast forward to October 2018 and this year's show where the mood of the British Virgin Islands' marine industry turned from morose to merry amidst projections about full bookings for the region's 2018/2019 season. At the center of the hopeful attitudes about the BVIs' upcoming year was legendary BVI islander Foxy Callwood. And if ever the BVI needed a monarch to defend its maritime moniker as the Caribbean's sailing capital, Foxy Callwood could easily wear the crown – and the Annapolis boat show would be the high court.

Along with the Moorings Company, Foxy's namesake 'Foxy's Tamarind Bar' is celebrating its 50th anniversary – underlining the close relationship between sailing and the BVIs' tourist economy. When Foxy opened his establishment in 1968 – it was because he glimpsed the future in providing services to visiting yachts and yachtsmen on the tiny island of his birth. The barefoot troubadour often serves as the de-facto ambassador of BVI tourism and has welcomed innumerable sailors to his bar and restaurant on Jost Van Dyke.

Following the wake of Hurricanes Irma and Maria, land-based

accommodations were virtually non-existent in the British Virgin Islands during the 2017/2018, season and businesses had to rekindle the territory's roots as a charter yacht sailing destinations. Since sailing yachts are reasonably self-sufficient, sailors became the first tourists to return to the BVI, pumping a crucial influx of money into the damaged economy. The rekindled relationship with sailors is what prompted Foxy to travel to Annapolis to attend the annual show and to promote his own business, along with the rest of the BVI.

At the 2018 United States Sailboat Show, Foxy performed at two events linked to the show– a private reception for The Moorings and a brunch hosted by the BVIs' Tourist Board. During the show, Foxy was stationed onboard a brand new Leopard 50 catamaran, which will soon set sail for the BVI, to be inaugurated into Moorings' fleet based on Tortola. Strumming a guitar and cracking jokes from the catamaran's cockpit, Foxy greeted and was greeted by countless sailors. Many recalled past stories about sailing in the BVI and expressed plans or at least hopes to return to the Virgin Islands.

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BONAIRE REGATTA 2018: 51ST BONAIRE REGATTA MARKS THE ISLAND AS A 'BLUE DESTINATION'

BONAIRE WORDS AND STORY BY ELS KROON



The start of the Bonaire Regatta feeder race in Curaçao

Many experience the excitement and conviviality of the annual Bonaire Regatta when school kids enjoy their autumn holidays and shops and businesses close early to let their employees participate in the festivities. The regatta is truly a great spectator sport as the action from micro boats to windsurfers, optimist dinghies to racing yachts, is clearly visible from shore. The four day event includes the famous Regatta Festival with nightly entertainment in the streets of the capital Kralendijk, featuring live music, numerous food and souvenir stands, a 'kids' corner' complete with a foam cannon, and a party for motor boats and floats in the shallow waters between the mooring piers.

Last year's 50th anniversary regatta attracted many visitors

and lots of media attention. The 51st edition again had something special in store: the launch of the island as a 'Blue Destination'.

BLUE DESTINATION

In celebration of World Ocean Day on June 8th 2018, Bonaire announced the development of a multifaceted public/private partnership that officially established Bonaire as the first Blue Destination, committed to and adapting the sustainable use of ocean resources for growth, well-being, jobs and a healthy ocean ecosystem.

Bonaire has long recognized the importance of sustainability and economic growth and was one of the first Caribbean islands to have a protected marine park which they positioned as the



cornerstone of their sustainable tourism policies. Today, 40% of the island uses clean energy. Becoming a Blue Destination is aligned with Bonaire's culture, history and heritage, the people having embraced and protected the ocean for their livelihood.

Meetings, events, conferences and a national social media campaign were planned to get locals involved in the conservation and marketing efforts of the island prior to it becoming a Blue Destination. The opening of the regatta – predominantly a community event – on October 10 was seen as the ideal time to declare Bonaire an official Blue Destination.

Blue initiatives include banning the sale of sunscreens containing oxybenzone and octinoxate to protect the reefs, having hotels put a container for water versus bottled water in

each guest room, placing water fountains around the island in order to reduce plastic waste, and increasing efforts to inform cruise ship passengers and other visitors about the dangers of plastic waste to the ecosystem.

BONAIRE REGATTA

The regatta saw 74 boats of all shapes and sizes take to the waters between Bonaire Sea Boulevard (near Kralendijk) and Klein Bonaire and, despite a sobering wind forecast, spirits were high. Eight yachts from the neighboring island of Curaçao, sailed to Bonaire in the annual 35.5nm Budget Marine feeder race (won by *Curaçao Marine*). The boats joined *Dash*, from Aruba; *Maximo*, from the Netherlands; *Loa*, from Denmark; and the American yacht *Mojito* in giving the regatta its usual international flair.

Sunfishes waiting for the start in the picture-perfect 'Blue Destination' of Klein Bonaire



It takes many hands to get the traditional sailing fishing boat *Papagayo* ashore



The crew of the *La Dolce Vita*, happy overall winners at the prize giving party



As 24 Optimist dinghies competed in three classes in front of the Kas di Regatta in Kralendijk, 17 Sunfishes enjoyed the view of the white sands and azure seas on the north side of Klein Bonaire while waiting for their starts. Also competing were 14 local micro boats that had to wait for a bit more wind to get them across the finish line.

Arantsa, *Unico* and *Papagayo*, three traditional sailing fishing boats that were beautifully restored for the anniversary regatta in 2017, also demonstrated their skills in front of the fleet of windsurfers.

Many of the 2800 passengers from Celebrity's cruise ship *Equinox* mingled with the large crowds of locals along the island's famous Sea Boulevard to watch the regatta and enjoy the spectacle of the brightly colored spinnakers (called *bal-*

nchi in the local language, Papiamentu) sail by.

The final day of the regatta was sailed in light winds forcing the afternoon races to sail a shorter course and the last race of just 8.64nm took the lead boat more than five hours to complete. Taking the difficult conditions in their stride, the crew of sea scouts aboard the J-24 *La Dolce Vita* proudly took the overall win.

For full results, visit: www.regattabonaire.com/regatta-sailing-results



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

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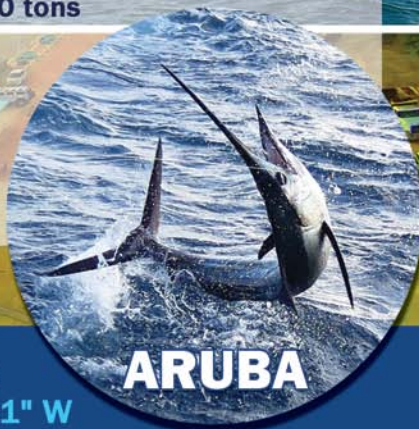
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All At Sea's Caribbean Marinas Guide

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| Antigua | Falmouth Harbour Marina www.antigua-marina.com | 268-460-6054 | 20' | 380' | 60 | ● | 110/220/380 3 phase | ● | ● | ● | ● | ● | ● | ● | 68/10 | ● |
| Antigua | Jolly Harbour Marina www.jhmarina.com | 268-462-6042 | 13' | 200' | 160 | ● | 110/220 | | ● | ● | ● | ● | ● | ● | 68 | FREE |
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| Curaçao | Barbara Beach Marina | 5999-840-0080 | 15' | 200' | 19 | ● | 220V/380V – 250A | | | | ● | ● | ● | ● | 67 | FREE |
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| D.R. | Casa de Campo Marina | 809.523.8646/ 8647 | 16' | 250' | 350 | ● | 110/220 v to 60 hrz | ● | ● | ● | ● | ● | ● | ● | 68 | ● |
| D.R. | Marina Zar Par | 809-523-5858 | 12' | 120' | 110 | ● | 110/220 308 | ● | ● | ● | ● | ● | ● | ● | 5 | FREE |
| D.R. | Ocean World Marina | 809-970-3373 | 12' + | 250' | 104 | ● | 110/220 | ● | ● | ● | ● | ● | ● | ● | 16/68 | ● |
| Grand Cayman | Barcadere Marina | 345-949-3743 | 8' | 150' | 83 | ● | 30, 50, 100 & 200 amp single phase; 100 & 200 amp 3 phase; 60hz | | ● | ● | ● | | | ● | 16 | FREE |
| Great Exuma | The Marina at Emerald Bay | 242-336-6100 | 14' | 250' | 150' | ● | 30 & 50 single phase; 120/208 3 phase | ● | ● | ● | ● | ● | ● | ● | 16 | FREE |
| Green Turtle Cay | Green Turtle Club Resort and Marina | 866-528-0539 | 6.5 | 120' | 40 | ● | 50/100 amp | | ● | ● | ● | ● | ● | | 16 | ● |
| Grenada | Clarkes Court Boatyard & Marina | 473-439-3939 | 11' | 150' | 20 | ● | 110/220; 50hrz | | | | ● | ● | | ● | 68 | FREE |
| Grenada | Grenada Marine | 473-443-1667 | 15' | 70' | 4 | ● | 110/220 | | ● | | ● | ● | | ● | 16 | FREE |
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| Grenada | Port Louis Marina | 473-435-7431 | 14.76' | 90m | 170 | ● | 110/208/220/230/240/ 400/480/630V | ● | | | ● | ● | ● | ● | 14 | FREE |
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| Guadeloupe | Marina Bas-du-Fort | 590 590 936 620 | 15.5' | 210' | 1,100 | ● | 110/220/380 | | ● | ● | ● | ● | ● | ● | 9 | FREE |
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| Panama | Bocas Marina www.bocasmarina.com | 507-757-9800 | 20' | 150' | 83 | ● | 110 -220v | | ● | | ● | ● | ● | ● | 68 | FREE |
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| Puerto Rico | Club Nautico de San Juan | 787-722-0177 | 31' | 250' | 121 | ● | 110 volts / 220 / 480 for megayachts | | ● | ● | ● | ● | | ● | 16/10 68 | ● |
| Puerto Rico | Marina Pescaderia | 787-717-3638 | 8' | 65' | 97 | ● | 110/220 | | ● | ● | ● | ● | ● | ● | 16/68 | ● |
| Puerto Rico | Ponce Yacht & Fishing Club | 787-842-9003 | 20' | 150' | 169 | ● | 110/220V, 30A, 50A and 100A | | ● | ● | ● | ● | | ● | 68 | FREE |
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| St. Croix | Green Cay Marina at Tamarind Reef Resort | 340-718-1453 | 8' | 100' | 154 | ● | 110/220V - 30A, 50A, 200A | ● | ● | ● | ● | ● | ● | ● | ● | 16 | | FREE |
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| St. Lucia | The Marina at Marigot Bay | 758-451-4275 | 16' | 250' | 40 | ● | 110/220/380, 50/60 Hz | Cable | ● | ● | ● | ● | ● | ● | ● | 16/12 | ● | |
| St. Maarten | Bobby's Marina www.bobbysmarina.com | 721-542-2366 | 12' | 130' | 80 | ● | 110/220V | | ● | ● | ● | ● | ● | ● | ● | 16/69 | ● | |
| St. Maarten | Island Water World Marina | 599-544-5310 | 8' | 90' | 54 | ● | Available | Cable | ● | ● | ● | ● | ● | ● | ● | 74 | | FREE |
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| 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 |


















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|------------------------|--|------------------|-----|------|-----|---|---|-------|---|---|---|---|---|---|---|-------|--|------|
| Boston, MA | Boston Yacht Haven | 617-367-5050 | 22' | 300' | 100 | ● | 480V, 100 and 200 amps; 240V single-phase; 208V 3-phase, 100 amps; 240V, 50 amps; 120V, 30 amps | Cable | ● | ● | ● | ● | ● | ● | ● | 09/16 | | FREE |
| Cabo San Lucas, Mexico | Marina Cabo San Lucas www.igy-cabosanlucas.com an IGY destination™ | +52 624 173 9140 | 26' | 350' | 380 | ● | 110V 30 amps; 220V 50 amps; 100 amp 3-phase, 480V 150 3-phase | | ● | ● | ● | ● | ● | ● | ● | 88A | | FREE |
| 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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| | | 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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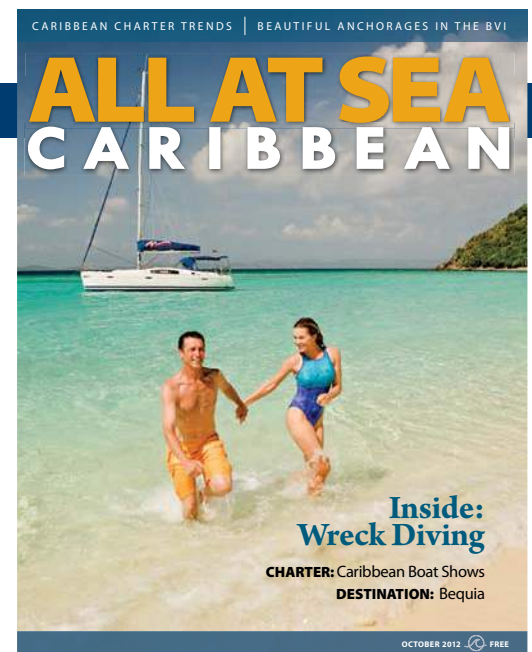
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5 **WILLOUGHBY BAY, ANTIGUA.** Designed and built in a classically Caribbean style, Villa Vista Mare is surrounded by an expansive, 360 degree open covered gallery. Magnificent views overlooking scenic Willoughby Bay with its colorful coral reefs making for an idyllic water sports playground. Attractively designed, the villa is built on two levels with 3 BR/2 BA on the main upper floor and a lower unfinished level offering numerous expansion opportunities. Price; US \$1,275,000

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6 **FIJI BEACH, CARRIACOU.** Stunning developer-ready property encompasses 2.63-acres, offers 185-foot of white sand beachfront, and has delightful views. Perfect for a luxury villa or boutique hotel. Full concession package including 100% exemption on VAT and CET on items imported for construction and hotel operations for this approved development under the Grenadian Business Investment Program. Price: Upon Application
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7 **ST. DAVID, GRENADA.** Very flat, 3-acre lot with spectacular almost 360-degree ocean front view. This land can be used for a boutique hotel or guest house development, or it can be a very private residence for a luxury home. There are 2 access points from the La Tante junction in St. David, one being via Galby Beach. La Tante, St. David is approximately 45 minutes from the international airport. Price: US \$411,985

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8 **BELNEM, BONAIRE.** Boasting 65-feet of dramatic oceanfront along the Caribbean Sea, this stunning property delivers the ultimate island lifestyle. The contemporary European design features a 4 BR/2 BA main house and a separate 1 BR/1 BA guest house. Enjoy sunset cocktails and panoramic views from the oceanfront pergola. A carved stone staircase leads to the sea, where you can snorkel and dive in your own backyard. Price: Upon Request

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



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

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

Other features include:

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

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

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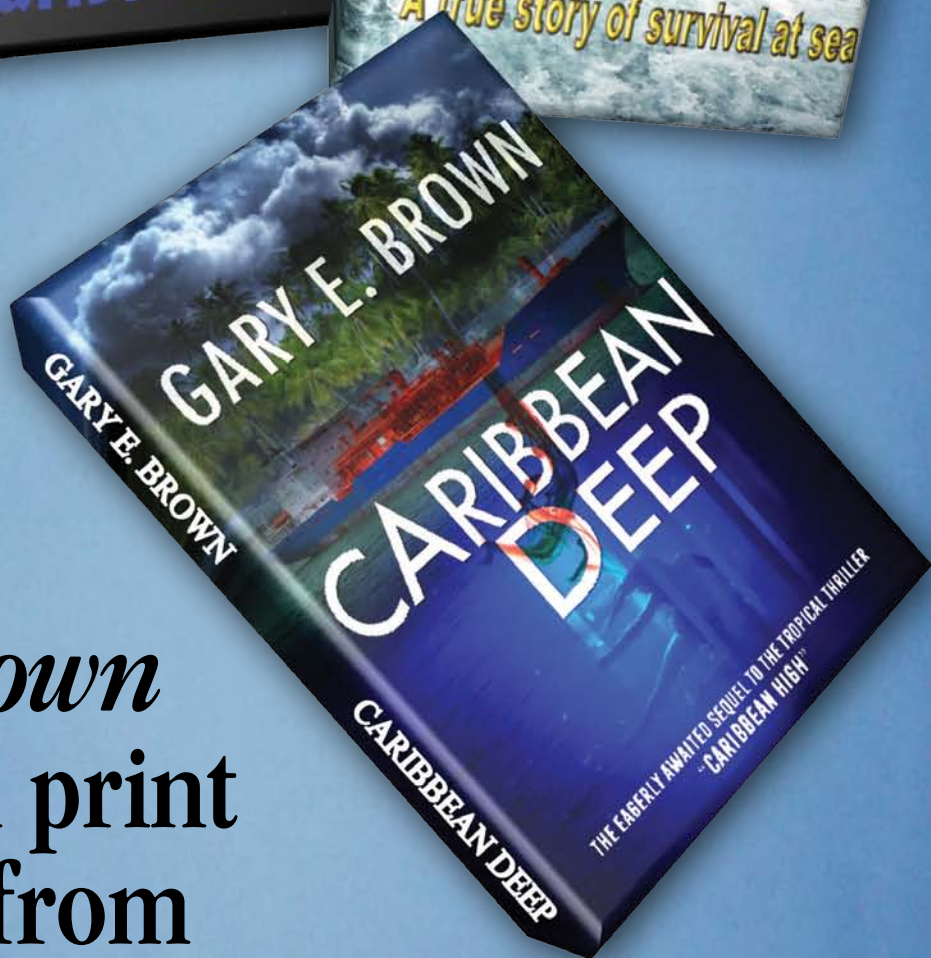
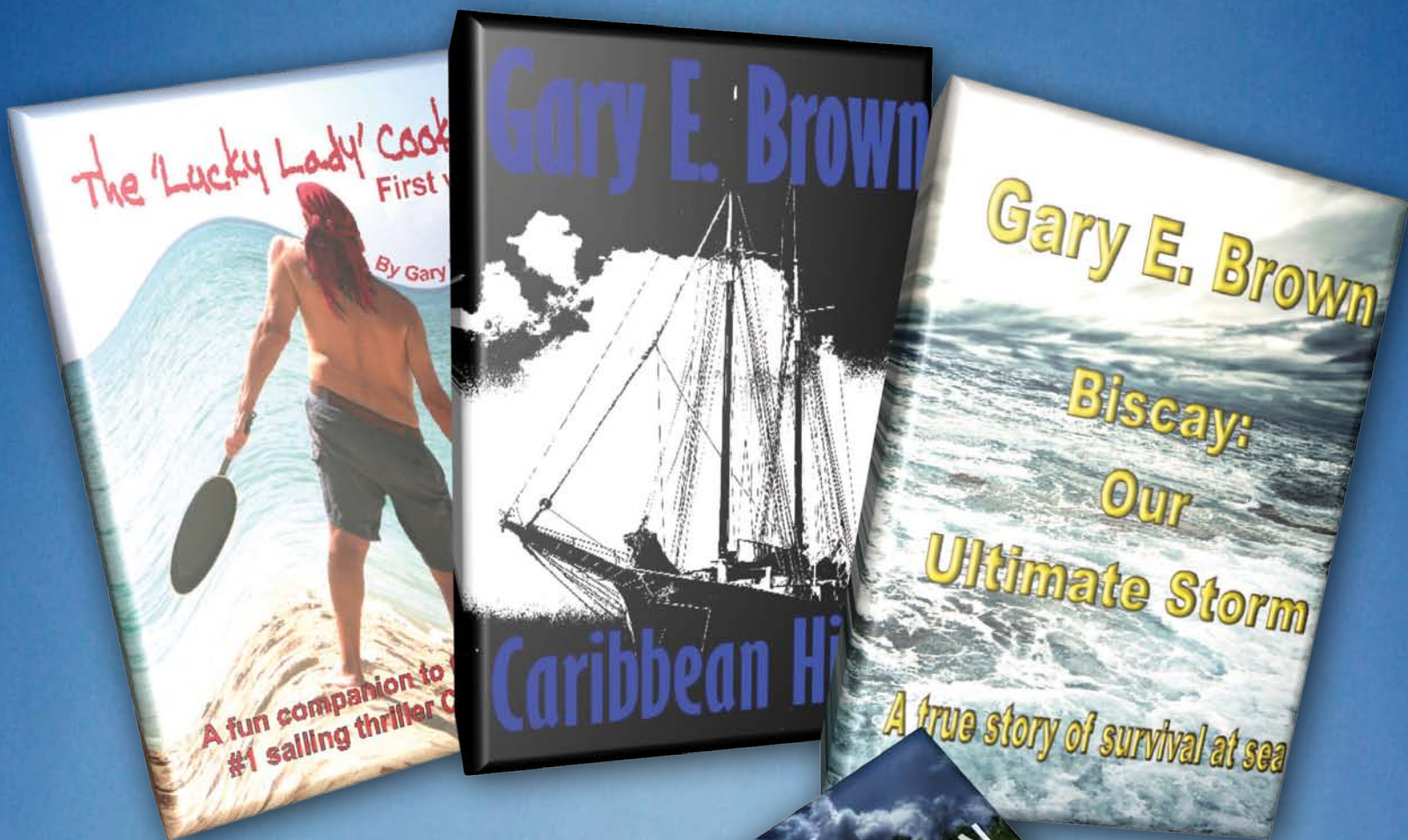
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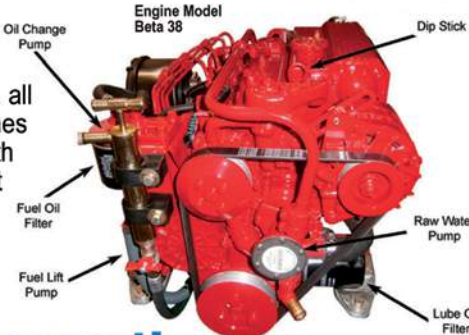
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Business Opportunity

INVESTMENT OPPORTUNITY UNDER THE HURRICANE BELT. This sea tour company provider is located in the ABC islands and provides amazing trips to some beautiful places, including an unforgettable romantic sunset trip experience, snorkeling tours and private charters.

An impressive catamaran will attract visitors on one of the most visited beaches on the island. This tour company has long-term contracts with main different cruise ship lines, what makes it easier to attract potential clients.

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- Trained staff
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If you are interested, please contact: lauracaribbean@gmail.com.

Employment

YACHT MANAGEMENT COMPANY BASED IN THE BRITISH VIRGIN ISLANDS IS LOOKING FOR A QUALIFIED MARINE SERVICE TECHNICIAN to join our team. Experience and training specifically in marine electronics and refrigeration would be preferred; as well as a good general working knowledge and ability to troubleshoot and work on marine sub systems and marine diesel engines and generators. Work references would be

Employment

needed, and remuneration would be provided on application. Please make contact with Graeme on bridgraem@surfbvi.com

WELDER / FABRICATOR. GOLD COAST YACHTS, St. Croix, US Virgin Islands is seeking to immediately fill a full-time position for a WELDER / FABRICATOR. GOLD COAST YACHTS is a successful multi-hull designer and manufacturer specializing in composite power and sailing passenger vessels. A successful applicant will have 10 years' experience in welding stainless and aluminum with T.I.G. & M.I.G. and ARC and must be able to use standard bending, cutting and machining equipment to manufacture to close tolerances. Applicant will also possess: Ability to work unsupervised. Ability to live and work full time in the US Virgin Islands. We offer a competitive wage and benefits package as well as the opportunity to enjoy the unique culture of Gold Coast Yachts and the Caribbean. Interested individuals should send their resume and a cover letter to amy@goldcoastyachts.com and visit www.goldcoastyachts.com.

YACHT DESIGN & ENGINEERING. GOLD COAST YACHTS, US Virgin Islands, is seeking to immediately fill a full-time position on our Design & Engineering team. Gold Coast Yachts is a successful multi-hull manufacturer specializing in composite power and sailing passenger vessels. The position involves all aspects of yacht design ranging from conceptual 3D modeling, to structural calculations, to production of construction drawings. We are looking for applicants with experience in composite yacht design and construction. Interested individuals should visit www.goldcoastyachts.com to view the full position description.

Employment

MACHINIST BENCH FITTER FABRICATOR required for machine shop. Tortola, Virgin Islands. Applicant must have at least five years' experience in workshop processes and practice using standard machine shop tools and equipment. general duties to include turning, milling, boring, grinding, tube bending. **WELDER/FABRICATOR** - Must have 10 years' experience in welding stainless and aluminum with T.I.G. & M.I.G. and ARC. Must be able to use standard bending, cutting, roll forming and shearing equipment to manufacture to close tolerances. Ability to work unsupervised a necessity. Email cv to john.robinson@nautool.com

MACHINE SHOP ASSISTANT MANAGER: Must have good working knowledge of all standard machine shop equipment and operations and have a background in the machining industry. Knowledge of stainless steel and aluminum welding an asset. Must be familiar with office practices and accounting software (Quickbooks). Nautool Machine Ltd. is a busy general machine shop in RoadTown, Tortola. Please reply to john.robinson@nautool.com

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CHRISTMAS CHEER

THE DISH BY CAP'N JAN ROBINSON

It was the night before Christmas, when all through the house, not a creature was stirring, not even a mouse. The stockings were hung as we slumbered in our nook hoping that Santa would bring us a cook! ...

Author unknown.

Maybe no chef, but here are some fun recipes to make your Christmas Special

PROSECCO, GRAND MARNIER, COCKTAIL

Preparation time: 2 minutes. Serves: 1

Prosecco

Grand Marnier

Cranberry Juice

GARNISH:

Sprig of Rosemary

Cranberries or Raspberries

In a champagne flute, combine Prosecco, Grand Marnier, and Cranberry juice. Garnish. Merry Christmas!

CHRISTMAS TREE OF MIXED OLIVES AND SUNDRIED TOMATOES (A SHOW STOPPER!)

Preparation time: 30 minutes. Serves: Many

SPREAD FOR SHAPE:

2 cups goat cheese, softened

2 cups cream cheese, softened

1/2 cup sun-dried tomatoes, chopped

1/2 cup red bell peppers, diced

1/4 cup dill pickles, finely diced

1/4 cup chives, chopped

1/4 cup parsley, chopped

1/4 cup finely chopped onion

2 tsp. garlic powder

CHRISTMAS DECORATIONS:

2 cups pitted mixed olives (black and green), drained

1/3 cup sun-dried tomatoes in oil, drained and chopped (save oil)

Small Rosemary sprigs

Yellow Bell pepper

In a bowl, combine all the ingredients for the spread; mix well. Place a piece of non-stick plastic wrap on a flat kitchen work surface. Scoop the goat cheese mixture out onto the plastic wrap. Using your hands and some plastic wrap* mold the mixture into a tree shape with a wide base (makes a more stable tree) and place on a serving plate. Smooth the sides of tree mixture, if necessary.

Now it is your turn to be creative as you 'decorate the tree'. Ar-



range the mixed olives, tomatoes, and Rosemary sprigs; pressing each one lightly into the mixture. When finished and for extra flavor, brush olives with some of the sun dried tomato oil. Cut a star out of the yellow bell pepper and place on the top.

**Instead of plastic wrap I use either a shower hat on my hands or thin plastic gloves.*

TIP: Before decorating the tree, be sure to pat dry, each olive and sun dried tomato with a paper towel.

TIP: While decorating, if your goat cheese mixture gets too soft and it is difficult to hold its shape, refrigerate it for a while.

NOTE: Maybe made ahead. Will keep in refrigerator for 24-48 hours. Also, I halved the ingredients for the tree in this photo.

PIQUILLO PEPPERS WITH PAPRIKA TUNA SALAD

Preparation time: 15 minutes. Serves: 4

2 (6 oz.) cans tuna in oil, drained

1/2 tsp. smoked paprika

1/2 tsp. lemon zest

2 tbsp. lemon juice

Sea salt

Freshly ground pepper

1 tbsp. extra virgin olive oil

1 jar (about 12) whole

piquillo peppers

12 large fresh basil leaves

In a bowl, flake tuna. Add paprika, lemon zest, lemon juice, salt, pepper and oil; mix well.

Dry piquillo peppers on paper towels. Carefully split peppers open, remove seeds, and lay flat. Place a basil leaf on each, with the tip of basil leaf showing on edge of pepper. Top with 1 Tbsp. tuna mixture. Carefully roll to close and place on serving dish. Drizzle with a little extra oil. Serve.



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| ARUBA | A&F Motors N.V. | Oranjestad | +297-0587-3590 |
| BAHAMAS | Bay Breeze Marina & Storage | Abaco | +242-367-2452 |
| BAHAMAS | Harbourside Marine | Nassau | +242-393-3461 |
| BARBADOS | Star Products Co., Ltd. | Bridgetown | +246-426-3066 |
| BELIZE | Marelco Ltd. | Belize City | +501-224-5769 |
| BERMUDA | A & P Marine Ltd. | Hamilton | +441-295-2329 |
| BONAIRE | Boto Blanku Marine Services | Bonaire | +599-717-5050 |
| BRITISH VIRGIN ISLANDS | Tradewind Yachting Services (OutdoorWorld Ltd.) | Tortola | +284-394-2517 |
| CAYMAN ISLANDS | Automotive Art | Grand Cayman | +345-949-7102 |
| CURACAO | A&F Motors N.V. | Willemstad | +599-9-465-9942 |
| DOMINICA | Auto Trade Ltd. | Canefield | +767-255-6800 |
| DOMINICAN REP. | Fernando Giraldez, S.R.L. | Santo Domingo | +809-683-0305 |
| FRENCH GUIANA | Marine & Loisirs | Cayenne | +594-594-359-797 |
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| GUADELOUPE | S.O.G.U.A.M.A.R. S.A. | Baie Mahault | +590-590-252-055 |

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| GUYANA | Ming's Products & Services Ltd. | Georgetown | +592-225-3553 |
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| MARTINIQUE | Continental Marine Center Inc. | Lamentin | +596-596-511-157 |
| SAINT BARTHELEMY | ETS CHEZ BERANGER | Gustavia | +590-590-278-900 |
| PUERTO RICO | Motor Sport Inc. | San Juan | +787-790-4900 |
| SAINT LUCIA | KP Marine (St. Lucia) Ltd. | Rodney Bay | +758-450-5564 |
| SAINT MARTIN | Outdoor World N. V. | Cole Bay | +721-588-5138 |
| 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 | Greene'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 |
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