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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



#### **ABOUT SKYMED NAUTICAL**

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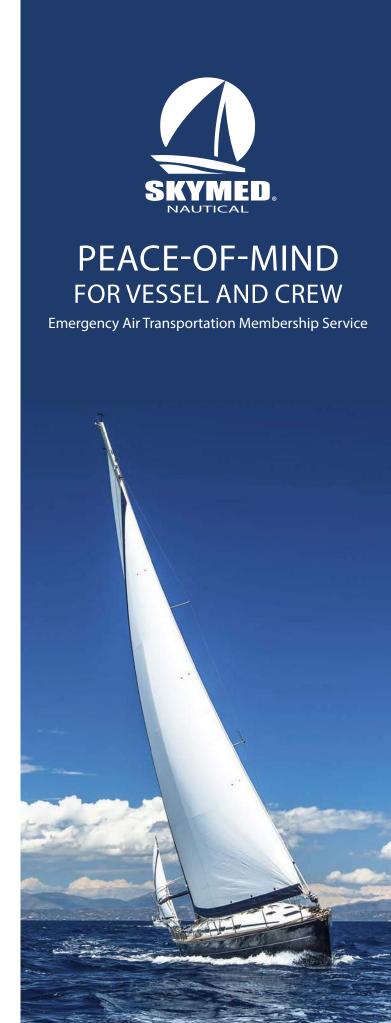
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> Will Klein, Chairman SkyMed Group of Companies

will Klei



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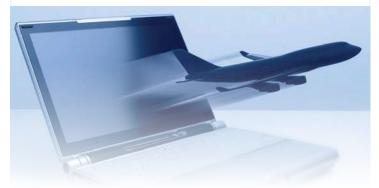
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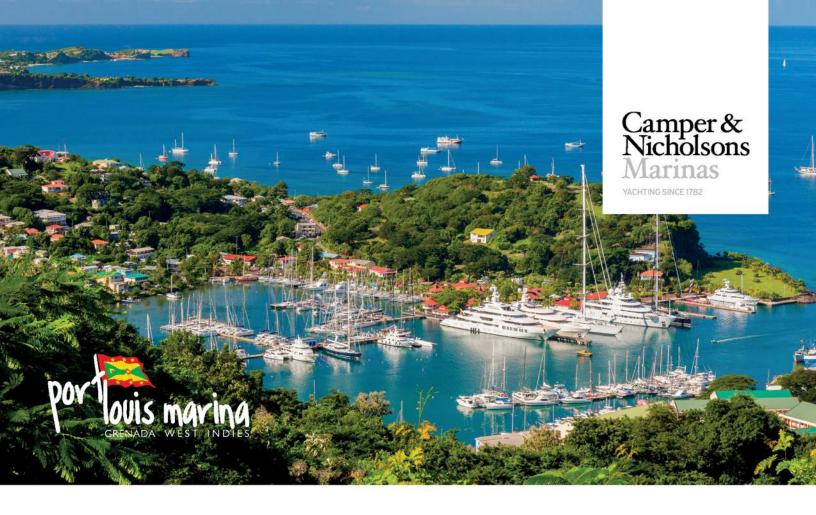
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# CHANGING THE WATCH

o say the islands are bouncing back after the troubles of 2017 is an understatement. Everywhere I go they are building or rebuilding and there's a vibrancy in the air. On my own island of St. Martin, the season started early with the arrival of a number of superyachts and a noticeable increase in the amount of private jets parked at the airport. It is exciting to see this hap-

pening and it fulfils the prophecy of many that the Caribbean was down but not out. This excitement is reflected in our six page Regatta Preview (p56), where we list sailing events from January to March and bring you up to date on what's new.

Seamanship features again this month with articles about anchoring and coping with heavy weather. Of all the things a sailor should know, heaving to is high on the list. Heaving to has got me out of trouble on more than one occasion and it's a vital skill for anyone venturing offshore. Heaving to is not just a tactic for dealing with heavy weather, the tequique can be used when you simply want to steady the boat and pop below for a cup of tea or when you make landfall in the dark and prefer to wait for daylight before entering a strange harbour. Captain



After ten years at the helm of *All At Sea* magazine, this will be my last edition as editor. There have been times when we have sailed a little too close to the wind and times when we have run free, but through it all we created a magazine to be proud of. A magazine is the sum of its parts and I want to thank our amazing designer Amy Klinedinst for bringing the editorial to life during layout and for gently pointing out my mistakes when they filtered through. Finally I want to thank our superb team of freelance writers. Each month they come up with amazing articles, photos and stories. Without them there would be no magazine. They never ceased to amaze me with their talent and creativity. I dedicate this edition to them.



The editor has left the building

Jeff Werner lays out the basics of heaving to on page 42.

This month sees the start of a new feature: Men in the Galley. I think this is an awesome idea and it was 'tabled' by our senior writer Carol Bereuther. If you are a male chef and would like to feature in the magazine then do get in touch. We are not just looking for megayacht chefs, this is open to men

who cook on cruisers, race boats, tall ships, tugboats, freighters and rafts. And don't worry, ladies, our feature Women at the Helm will continue. There's no sexism at *All At Sea*. Email: editor@allatsea.net

Many years ago, when my wife and I first sailed to the Caribbean, it was soon apparent that not many local people worked in the marine industry. One of our first jobs was to run a large charter catamaran, while at the same time training a local crew. I loved the sailing but soon found out that I am no teacher. Fortunately, some people have the gift of being able to impart knowledge to fledgling sailors and I saw a suberb example in St. Maarten recently when eight students graduated from a maritime training course. Attending their graduation ceremony brought home to me why I was such a failure as a teacher. I knew about sailing and navigation but, as a recent arrival, I didn't know much about the Caribbean or its people. The course in St. Maarten was run by caring instructors who have immersed themselves in island culture. The classes and the graduation ceremony were carried out with such Caribbean flair that I realize where I went wrong all those years ago.

The wonderful Caribbean has again shown me that you can teach an old seadog new tricks (p70).

See you on the water!









# WHAT'S NEW?



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# JANUARY 2019 🛷

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New Year! New You!

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COVER SHOT: Sint Maarten Heineken Regatta, 39 years and still rockin' | Photo: Gary Brown/OceanMedia





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#### **NEXT MONTH IN ALL AT SEA:**

BLUE CURAÇAO - Drink blue, taste orange

# ALL AT SEA

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# WHERE IN THE WORLD?

Congratulations Anouk and thanks for reading ALL AT SEA!



Anouk Sylvestre is no stranger to our readers as her cartoons appear alongside Sailing with Charlie every month. Anouk submitted this photo of herself onboard her Lagoon 380 catamaran *Timaiao* in front of Martinique's famous Diamond Rock, also known, somewhat controversially, as HMS Diamond Rock. You can read all about the infamous Rock and the battles and legends that surround it, at: <a href="https://en.wikipedia.org/wiki/Diamond\_Rock">https://en.wikipedia.org/wiki/Diamond\_Rock</a> and you can see Anouk's cartoon on page ?

If you would like to meet Anouk and her captain Jaro Hollan, then *Timaiao*, based in Le Marin, Martinique, is available for charter. www.caribbean-sailing.eu

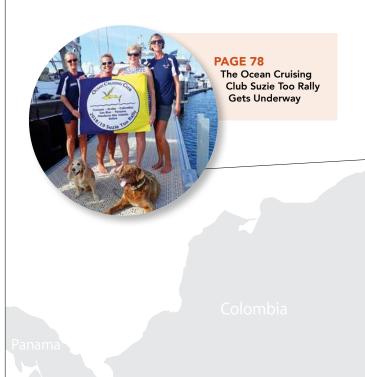
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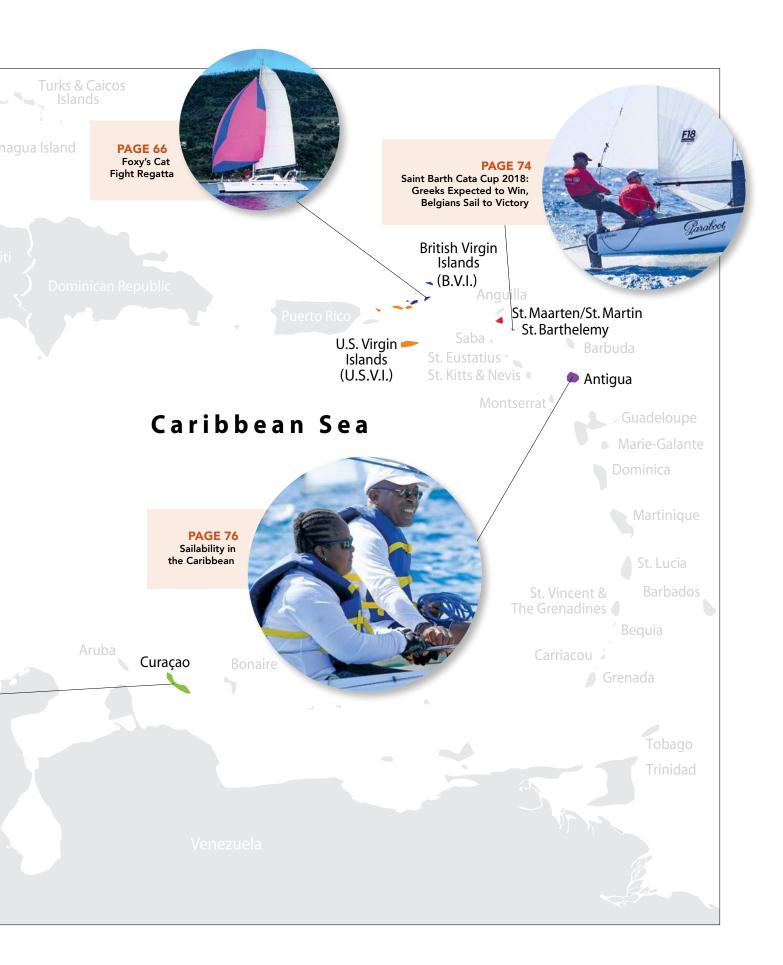


Jamaica

# ISLAND EVENTS & INTERESTS

ALL AT SEA'S Caribbean Coverage







On November 11th five Aruban swimmers of the Aruban Dolphins Swimming Club swam from Piedras Negras in Falcon State, Venezuela to Aruba (approx. 28.5km) to raise funds and generate awareness for 'Koningin Wilhelmina Fonds', a non-profit organization that offers support to cancer patients and works for the prevention of this unfortunate disease. The team of five swimmers, Deaxo Croes, Gwendolin (Wendy) Kock, Romar Arendsz, Davy Bisslik and Stephan Thijsen, followed in the footsteps of the founder and coach of Aruba Dolphins Swimming organization, Roly Bisslik, who was the first person to swim from Venezuela to Aruba in 1988, exactly 30 years ago.

Davy Bisslik was the first to arrive, landing at Zeerovers after swimming for eight hours and 20 minutes.

This event, called Crossing for Hope, garnered huge support and a large team backed each swimmer with boats. The event received local and international media coverage and featured widely on social media.

The event raised over AFL. 40,000 in funds for the cancer foundation with more funds arriving at press time.

Platinum sponsors for Crossing for Hope include Budget Ma-

Aruba Aloe, Digicel and InGenuity Creative Marketing. Gold Sponsors were New India Assurance, CMB, Otis, Setar, Emco and Ministry of Tourism, Health & Sports. Bronze Sponsors comprised ASTEC, Century Group, and Andmar

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#### **MERCURY MARINE DISPLAY RECORD** NUMBER OF ENGINES

Mercury Marine continues to grow its presence in key saltwater markets including a record-setting presence at the 2018 Fort Lauderdale International Boat Show. Mercury outboards ac-



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counted for almost half of all engines in the on-water display at the show and had more outboard engines on display throughout the entire show than any other engine manufacturer.

"To kick off the North American boat show season with nearly half of the on-water boats on display showcasing Mercury outboards is a powerful statement that consumers are demanding Mercury engines," said John Pfeifer, Mercury Marine president. "Both our mainline and Mercury Racing outboards continue to grow in demand in key saltwater markets and it was great to hear from consumers in Ft. Lauderdale who are asking for Mercury four-stroke power."

Ft. Lauderdale was the first North American boat show where Mercury showcased all 19 of its new V-6 and V-8 four-stroke outboard engines launched in 2018. The V-6 outboard line was launched in February at the Miami International Boat Show while the V-8 four-stroke outboard lineup was launched in late May 2018.

#### **ROUTE DU RHUM RACE RECORD**

Francis Joyon has set a new race record winning the 2018 Route du Rhum, in what was the closest finish since the race began in 1978. The transatlantic race came down to the final moments with Joyon closing out François Gabart and the wounded *Macif* by a mere seven minutes and eight seconds.

This is the eighth Route du Rhum for Joyon, an offshore sailing veteran, who has set multiple speed records throughout his career. Joyon beats the previous Route du Rhum record set by Loïck Peyron in 2014 by just 46 minutes and 45 seconds. For an extra twist in the plot, Joyon was sailing an older generation Ultime, the same boat Peyron sailed in 2014 under the name *Banque Populaire VII*.

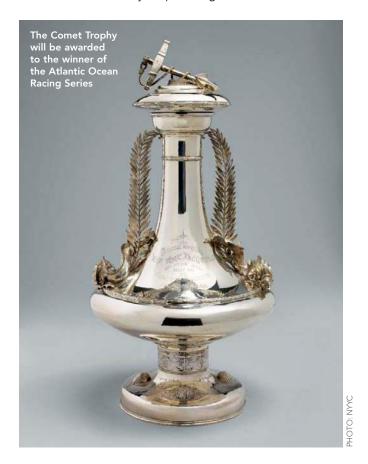
### ANTIGUA BERMUDA RACE TO BE PART OF ATLANTIC OCEAN RACING SERIES

The Royal Bermuda Yacht Club announces that the third edition of the Antigua Bermuda Race will start on the May 8 2019 and will be part of the 2019 Atlantic Ocean Racing Series (AORS).

The 2019 Atlantic Ocean Racing Series will consist of five races: RORC Caribbean 600, Antigua Bermuda Race, Transatlantic Race 2019, Rolex Fastnet Race, and Rolex Middle Sea Race. Three races, including the Transatlantic Race (weighted 1.5) will be required to qualify.

"The TR 2019 committee unanimously thinks adding the Antigua Bermuda Race to the AORS is a splendid idea and should benefit all the races included. We are very excited about the enhancement to the series," commented Co-chair Patti Young.

The 935-mile Antigua Bermuda Race is organized in association with Antigua Sailing Week and is supported by the Bermuda Tourism Authority. https://antiguabermuda.com



### PARTY STARTS FOR ISLAND WATER WORLD GRENADA SAILING WEEK 2019

The countdown is finally over, Grenada Sailing Week starts with a bang with the Island Water World Welcome Party at Camper & Nicholsons Port Louis Marina in St George's on Sun 27th January, followed by daily awards, prizes and parties every night presented by each Race Day Sponsor. They are: The Pure Grenada 'Welcome to Grenada' Party on Mon 28th January, Secret Harbour Marina 'Pirate Party' on Tues 29th, Various activities on Lay Day on Wednesday; the Sea Hawk Paint Party on Thursday & the infamous Mount Gay Red Cap Grand Finale Party at Secret Harbour Marina in Mount Hartman Bay on February 1st. Everyone is welcome, come along and join the fun. www.grenadasailingweek.com





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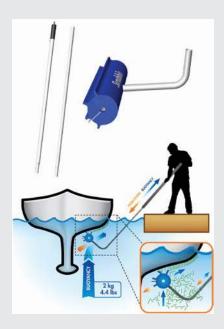
With a waterproof action camera, there's seemingly no limit to the incredible videos that can be recorded—above or below the waterline. The only limitation has been the length of an arm or flimsy selfie stick. With Shurhold Industries' Camera Adapter, a GoPro or Garmin VIRB quickly and securely attaches to any of the company's 11 different handles. Extending up to 9ft, it's easy to capture stunning new perspectives.

Made from a high-performance polymer, the Camera Adapter is completely rustproof. Part of Shurhold's One Handle Does It All System, it locks onto any Shurhold fixed or telescoping triple-anodized aluminum handle and can be adjusted for the optimal shooting angle. With a Handle Mate PFD, it'll even float if accidentally dropped in the water.

On the boat, the Shurhold Camera Adapter has unlimited uses, both practical and fun. Safer than climbing a mast or tower, it's easy to inspect rigging and electronics. Below the waterline it's perfect for checking for kelp on a keel or examining a prop. And nothing compares to it for capturing the excitement of boating.

The Shurhold Camera Adapter doesn't have to remain on the boat. It's ideal for use around the house, whether checking gutters, crawlspaces or the progress of nesting birds. www.shurhold.com

A video of the adaptor in action can be viewed at: bit.ly/ShurholdCameraAdapter



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Designed for fresh or saltwater, the 5in dia. x 16in wide Davis Scrubbis cleaning head is made of a durable foam-like material, so it won't remove toxic and expensive antifouling paint. Soft cleaning fins take care of most accumulation. For stubborn areas, the head can be flipped to reveal a stiffer fin.

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Best results are achieved using it once or twice a month, in conjunction with a hard antifouling paint.

For hulls that need more robust cleaning, optional attachments make the job even easier. Groovy Scrubbis' bristles remove barnacles, worm casings and other tenacious organisms. The Waterline Brush features soft cleaning fins on one side and a replaceable scrubbing pad on the other. It's perfect for waterline scum and stains. www.davisnet.com. A video is at bit.ly/scrubbis







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

#### **BOAT SHOW:**

#### PARIS, FRANCE

**JANUARY 16 – 20** Paris International **Boat Show** 

www.salonnautiqueparis.com

#### **FISHING TOURNAMENT:**



#### **BONAIRE**

**JANUARY 17 - 19** Bonaire International & **Local Fishing Tournament** www.bonairefishing tournaments.com Bonaire@budgetmarine.com

#### GRENADA .

**JANUARY 21 – 26 Budget Marine Spice** Island Billfish Tournament www.sibt.ad franciskira@gmail.com 473-440-3753

JANUARY 27 - FEBRUARY 1 Island Water World Grenada Sailing Week www.grenadasailingweek.com info@grenadasailingweek.com

#### SAILING REGATTA:



**JANUARY 19** Round the Island Race www.antiquayachtclub.com events@yachtclub.ag 268-460-1799

FEBRUARY 9 - 13 Jolly Harbour Valentine's Regatta www.jhycantigua.com nickwhite55@hotmail.com

#### **₩** BARBADOS

**JANUARY 16 - 24** The Mount Gay Rum Round Barbados Race www.mountgayrumround barbadosrace.com

info@mountgayrum roundbarbadosrace.com 246-426-4434

#### **GRENADA**

JAN. 27 - FEB. 1 Island Water World Grenada Sailing Week www.grenadasailingweek.com info@grenadasailingweek.com

#### MARTINIQUE

FEBRUARY 8 - 10 Round Martinique Regatta www.theroundmartinique.com

#### **PUERTO RICO**

FEBRUARY 1 - 3 Club Nautico de San Juan International **Dinghy Regatta** www.academiadevela.com/ en/regattas/ vela@nauticodesanjuan.com 787-722-0177

#### ST. MAARTEN / ST. MARTIN

FEBRUARY 8 - 10 Caribbean Multihull Challenge

www.smyc.com/caribbeanmultihull-challenge manager@smyc.com 721-544-2079

#### ST. THOMAS, USVI

**JANUARY 12 – 13** St Thomas Yacht Club Annual MLK Regatta www.styc.net 340-775-9000

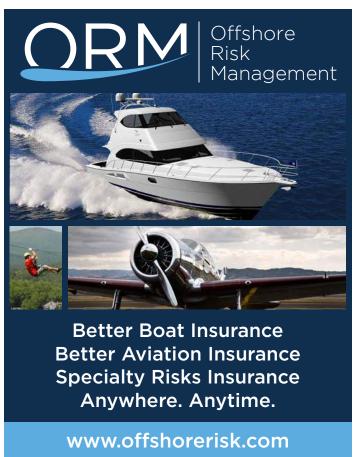
#### **SUPERYACHT REGATTA:**

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JAN. 31 - FEB. 3 The Superyacht Challenge www.thesuperyacht challenge.com ptdeeth@aol.com







# LICENSING GREED N PARADISF

SAILING HUMOR BY CAP'N FATTY GOODLANDER

am in Tonga. I love Tonga. I love it so much that I'm willing to pay one hundred and twenty times more than what I initially paid in 2000 to clear in. Alas, we've just discovered that's not enough—not *nearly* enough!

Cruising clearance costs are skyrocketing in the Pacific—and Tonga's recent increases lead the way.

We first cleared into Tonga eighteen years ago and stayed six months. It cost us \$4. The young man who cleared us in had no shoes. We had a great time. On our second circumnavigation, the same friendly man was there—only this time he wore shoes and charged us \$40 for the season. We thought the ten-fold increase was kinda funny—after all, the Tongan government doesn't provide one single man-made resource for visiting cruising yachts—no dinghy dock, no place to get water or dispose of garbage; no recycling; no nothing.

But the fee was so low—why even think about it?

Tonga is a poor country. It has limited resources. So, naturally, other nearby wealthier nations chipped in to help Tonga out-for instance, New Zealand installed fifty or a hundred moorings to protect the marine environment. (These mooring are, of course, in all the best, shallowest, sandy anchoring spots.)

On our third circumnavigation, the same smiling guy cleared us in. Now he wore shoes, had a fancy car, and lived in an air-conditioned office—and ultimately (all governmental costs included) charged us \$380.

We weren't so amused this time. In fact, we considered never



returning. But the Tongan people are still, mostly, friendly. So we decided to return on our fourth circumnavigation for our sixth extended visit.

The costs of 'official fees' while cruising Tonga are now almost limitless—depending on the greed of dozens or even hundreds of people (a few deputized, many not) randomly demanding money from cruising sailors.

For what we once paid \$4 for in 2000, we now pay \$500+ for in 2018—and that's only if we totally avoid such popular anchorages as Port Maurelle and Nuku (\$6/night to anchor) and never pick up a (mandatory?) mooring at \$14/night.

That's right—many local villages are now able to set their own





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arbitrary fees for anchoring or picking up a mooring—or for other things like going to the beach, bringing your dinghy ashore, swimming, or diving.

As near as we could discover, there is no limit to what a village can charge for-nor any limit on the amount. When I asked the central government exactly what the charges were—they politely suggested that I asked the man rowing out in the canoe.

What happened to those free moorings that New Zealand put in to protect the environment? Well, local residents (some Tongan, some not) 'captured' these mooring and started charging for them in the name of 'mooring maintenance'.

The reality is that some of the moorings are being maintained and some of them are not maintained at all—but each and every one is now being charged for at a daily rate. (When a paying yacht breaks loose and goes ashore—bad luck, dude!)

Now the Tongans of the outer islands aren't stupid. They noticed the entrance fees for yachts go from \$4 to \$40 to \$400 dollars—while they got zero, zip, and less. Thus they strongly demanded a piece of the action—and the King of Tonga said, in essence, "Okay, charge whatever you want-but only in your location."

These areas are called SMA—Special Management Areas.

This didn't seem so bad at first—after all, given a choice of Anchorage A that charges and Anchorage B that doesn'twhy not let the cruiser's pocket book decide?

Alas, it isn't that easy. First off, let's say a duly-appointed village collector with a duly-issued badge (we've never seen one nor would officials tell us what these badges look like) comes out to collect an anchoring fee from six vessels—four of which are within the (uncharted) chargeable zone and two that aren't. But, of course, it is perfectly understandable that he might not know (or care) exactly where the demarcation is—and just charge all the vessels the same fee.

After all, money means nothing to yachties, right?

Now, let's say that yachts anchored on the north side of a harbor off a village are legally required to pay for a mooring or for the privilege to anchor—but the other village on the south side is not legally so designated. Do the southside villagers just say, well, 'dem's de breaks!' No. They, too, now charge. Why not? And what do they charge? Whatever the market will bear—or the guy in the canoe makes up.

In essence, it is total, arbitrary chaos—with no due process. But some villages are already making \$300 a night, and it will only get worse for the cruiser.

Nowhere is there a price list of what can be charged for or by whom. We asked. Repeatedly.

Noonsite.com, a reputable source of accurate information, states that while only certain villages were legally 'allowed' to charge, that many other villages 'expected' an equal payment as well.

Obviously, as more and more people start charging higher prices for more and more things—well, Tongans and cruising sailors are bound to get adversarial.

Tongans have never been at odds with cruisers. We've always loved and helped each other. That is why we cruisers have sung the praises of Tonga hospitality for the last century. (Side note: during our visit, we gave \$100US to various charitable organizations and (ironically) donated two books that were immediately auctioned off for \$200 to raise money to install more moorings off the villages.)

Please allow me to repeat—the Tongans are wonderful, friendly people but they really believe that 'money doesn't matter' to people on boats.

Here's the bottom line—we spent one month attempting to figure out what fees could be legally charged in what areas and for what privileges—and were unable to. We then ID'd ourselves as international marine press-and strongly inquired again. No answer. The only thing for sure is that someone can charge you nearly anything in SMA areas.

Of course, Tonga is a sovereign nation and has every right to charge its marine visitors anything it desires. We applaud its efforts to preserve its marine environment—but we also condemn all attempts at using the guise of 'environmental protection' to haphazardly charge random and arbitrary fees for nothing.

Of course, every boater can vote with his keel. And, sadly, the Tongans will reap what they sow.

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

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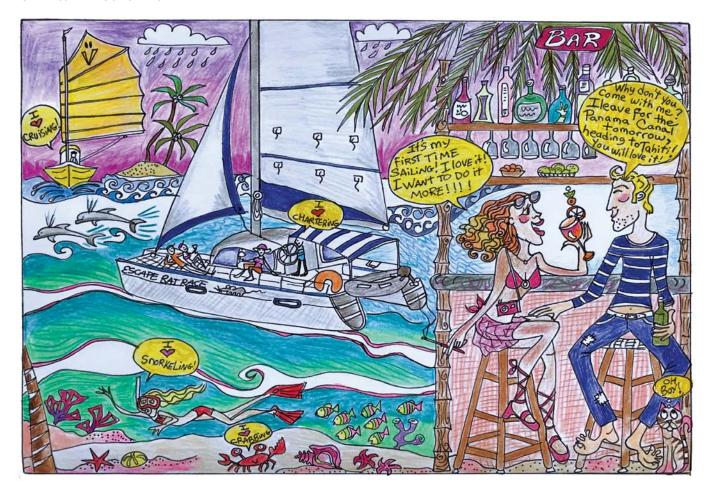
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SAILING HUMOR BY JULIAN PUTLEY

GRAPHICS BY ANOUK SYLVESTRE



he season is definitely upon us and sailing tourism is booming. There are more and more large condos (quasi cats) sailing the waters of the BVI and the eastern Caribbean than ever before. Charlie reasons that it is all because of the blistering economy in the US where rich people have more disposable income and the national credit card has an increased limit. Hey, no-one's complaining here because cash is rubbing off on local charter operators; yachts are being sold and rented and support businesses are happy as pigs in ... er, dung.

There are also more and more cruising sailors (and wannabes) out there as the rat race becomes more demanding and the

rats seem to be winning. There can be no doubt that the cruising lifestyle is one of the most rewarding; it encompasses all facets of life and requires you to get a handle on as many as possible – there are no electricians in the middle of the ocean. From seamanship, communications, the science of medicine, the art of navigation, the physics of sailing, the skills of mechanics, electrical systems, plumbing, meteorology ... the list goes on. You should even know a bit about sewing (for emergency sail repair). There is really nothing in life on land that will not have a bearing on life at sea (pun intended).

Rat racers will be familiar with computers. Nowadays many lubbers go to sea with only push button knowledge of navigation ... so make sure you have battery operated backups for everything electronic as well as navigational instruments. A good friend of mine, Shirley Carter, a 70 year old young lady on the junk rigged Virtue 25, Speedwell, just completed an 80 day single-handed sail (4,000nm approx.) from the Perlas Islands on the Pacific side of the Panama Canal to the Gambier Islands in French Polynesia. Her navigational instruments were pretty simple: Samsung Galaxy S8 tablet and cell phone with Navionics app and HF Weather Fax app coupled to a small HF receiver.

Well, when all is said and done more is said than done. Not in the case of 'Shirlz'. Check out her blog 'Speedwell of Hong Kong'. She and her little boat are headed for the record books. The salient point here is that cruising in a sailboat is not only about exciting sailing but also about unique adventure, exotic destinations, different cultures and peoples.

There can be no doubt that the cruising lifestyle is one of the most rewarding; it encompasses all facets of life and requires you to get a handle on as many as possible – there are no electricians in the middle of the ocean.

So the difference between a luxury yacht charter and a real sailing adventure is clear. The former option you get pampered and fattened, driven around in a fast dinghy by a smiling captain to absorb the view, both above and below the water. Finally, you'll move to a new anchorage or two every day for a change of scenery.

The latter option involves learning new skills, partaking of real adventure and having the satisfaction of achievement when the hook finally drops at your intended destination.

It's called different strokes for different folks.

#### However-

"... there is nothing - absolutely nothing - half so much worth doing as simply messing about in boats." — Kenneth Grahame. The Wind in the Willows

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





xperience paid off for the winners of the St. Lucia Game Fishing Association's International Bill-fish Tournament. Fished out of IGY's Rodney Bay Marina, October 17th – 20th, team Magic Lady released six sailfish and two blue marlin plus caught two dolphin (mahi-mahi) to earn Top Boat, plus three additional prizes. The Trinidad-based team's lucky strikes were part of a winning streak that saw Magic Lady also capture top boat titles in Grenada's Budget Marine Spice Island Billfish Tournament in January, the Trinidad and Tobago Game Fishing Association's Marlin Madness tournament in April and the Tobago International Game Fishing Tournament in June. This is impressive since in the St. Lucia event alone, team Magic Lady competed against eight other boats and nearly 50 other anglers.

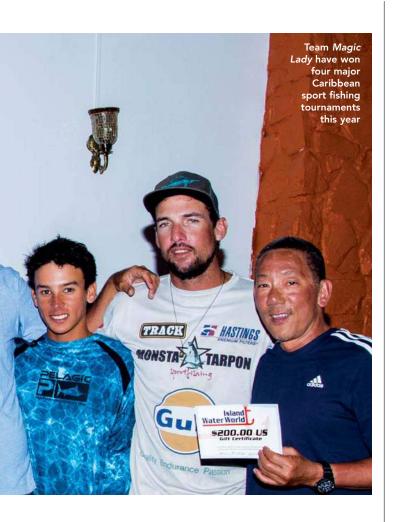
"We fished by two FADs (Fish Aggregating Devices) located on the west coast of St. Lucia for the three days of the tournament," says Michael De Freitas, captain of the 45-foot Cabo, Magic Lady, which suffered mechanical problems leading the Trinidad team to charter the 43-foot Bertram, Rocky Bluff, from Captain Mike Hackshaw's fleet, to fish the tournament. "By 7am on the final day of fish-

ing, angler Ryan Agar had already released a sailfish, and Glen Charlett a blue marlin, and we were then one release ahead of the boat, *Blue Fever*. All of a sudden, the right rigger came down and Ryan came tight, saying 'I think it's trash or a garbage bag!'. Well, his trash jumped a few moments later and we had another sailfish release to add to our team's score."

In addition to team *Magic Lady*'s Top Boat victory, Agar ended as Top Angler and Charlett finished fourth in the angler standings. Agar also caught the largest dolphin of the tournament. Francois Mouttet, Isaiah Aleong, Roger Aleong, Christian Hadeed and Barry Williams were the other anglers and crew on the *Magic Lady* team.

"The only secret to our team's success is that we all fish together regularly and not just during a tournament. This year, the conditions during the tournament were not ideal so sticking to a small area where we caught all of our fish was a major factor as well," says De Freitas.

In other awards, *Lucky Strike*, with Captain Mike's owner, Bruce Hawkshaw, at the helm, won the Best Local Boat prize.

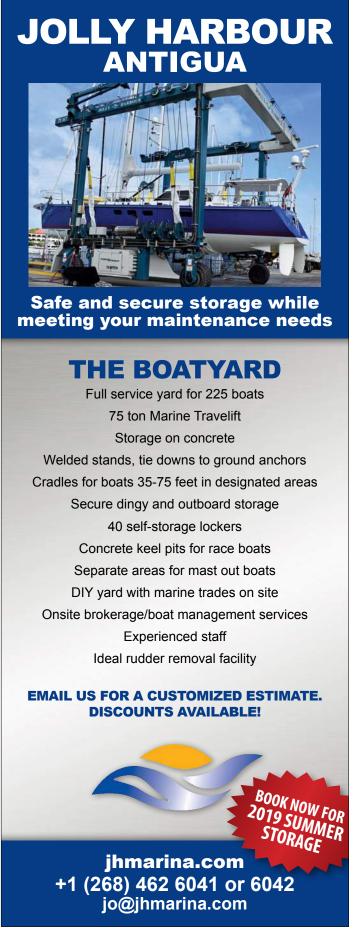


One of the anglers aboard was nine-year-old Maia Hackshaw, who took home the Best Female/Junior Angler award.

The prize for the Best Hard Luck story went to St. Lucia's Geoffrey Duboulay, aboard the boat Maverick. Duboulay fought his fish and got it to the side of the boat. But before he could release it or even get the required photo for an 'official' release, the sailfish straightened the hook and swam away. Had the cameras caught the fish, it would have counted as a release since Duboulay had the leader right in his hand. Without photographic evidence, the tournament committee had no choice but to disqualify the catch.

"The seas around St. Lucia are teeming with fish making our tournament one of the best for chances at snaring a marlin," said tournament director Elizabeth Andrew-Rose. "Our tournament this year went very smoothly, with a great deal of the camaraderie which always surrounds a great event like this. From all reports, the anglers had an amazing time and will be returning next year."

\*Next Saint Lucia Billfish Tournament: October 29th – November 2nd 2019





un is what they went out to catch. When Juan Colon and his team aboard the Sunny Briggs 64, Caramba, docked after the final day of fishing in the Club Nautico de San Juan's International Billfish Tournament, it was fun plus the Top Boat prize they brought back. Caramba was one of 43 boats and Colon one of 172 anglers from Puerto Rico and as far as South Africa, who released 67 blue marlin, nine white marlin and 13 sailfish in this 65th anniversary event fished October 15th - 21st.

"The first day was the most exciting for us," explains Caramba's owner and angler, Colon. "That was when we released four blue marlin. First, we had a double header on and our adrenalin went through the roof. Secondly, we had just released those two blues when another blue came up on the right long rigger. After that one was hooked, our captain started to back down on the fish when another blue came up on the right teaser. My son, Juan Jose Colon, pitched the bait to that blue and we were hooked up on another double header.

I think of the entire tournament that was the longest and most fun fight we had. We had to really work to release those two small but feisty blues. For example, when we thought they were about to get tipped (swivel hits the rod's tip), they started running the line out again and continued to fight until we finally accomplished the releases."

The Caramba team fished in an area off the coast of San Juan called Los Radares (the Radars) the first two days, when they released the four blue marlin on the first day and another one on the second. Then, on the final two days, they fished between the Radars and in front of the city's major beachfront hotels, where they released one sailfish. It was Caramba's total of six billfish releases that landed them the Top Boat prize. Colon's son, Juan Jose, released three of the blue marlin to earn Best Local Angler and Best Angler Overall.

"The secret to our team and my son's success was simple. We went out to fish each day with the idea of having fun. For



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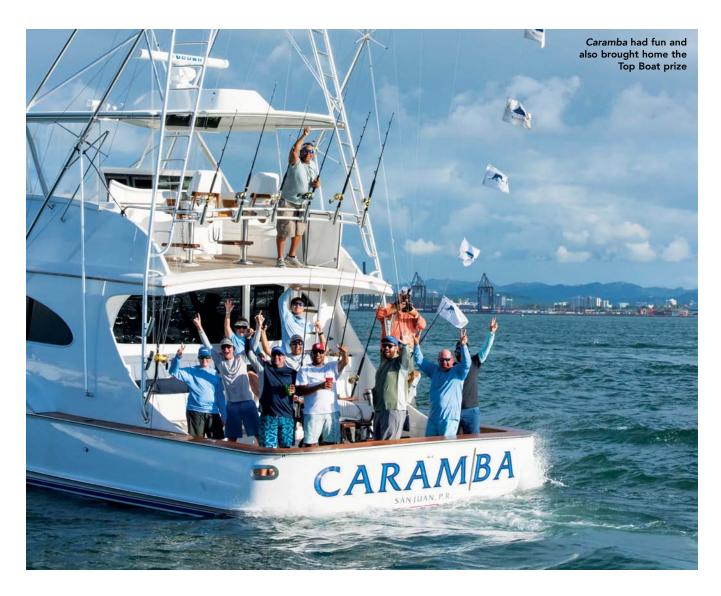
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us, this is a hobby and like any other hobby we do, we do it simply to have fun. That is, tell different stories during the day and simply laugh and have a great time," says Colon, whose Caramba team finished runner up to Top Boat four years ago and won for the first time this year.

Members of the winning Caramba team, in addition to the Colons, were Captain Victor 'Vitin' Gonzalez, first mate Jose 'Pulgui' Rosario, second mate Victor Garcia, angler Emerito Ruperto and daily rotating anglers Roger Casellas, Marcos Aleman and Jose Ramirez.

In other awards, Mi Lujo and Demencia rounded out the second and third Top Boat slots on the leaderboard, respectively. The global participation in this tournament certainly showed in the International division's team awards. Club Nautico de San Juan's team of Harry Nadal, Rafael Marti and Luis Co-Ion Torres finished first, while it was the Palm Beach, Florida, team of Louis Hammond, Thomas Hassey and Greg Milopoulos who ended second. In third was Dwayne Viviers, Davis Saalman and Robin Vermaak from South Africa. The first two teams released two blues and one white, each. South Africa released two blues.

"We had an extraordinary tournament with fabulous days of fishing, plenty of baitfish and lots of rich marine life out there. We look forward to continuing our tournament's tradition of sports fishing and conservation for future generations to enjoy," said tournament chairman Salvador Egea, Jr.

For full results, visit: www.sanjuaninternational.com

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



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nchoring's easy in big sandy bays, but areas with rolly anchorages, coral heads or strong currents require different tactics. Quite often the trickiest loacations are the prettiest and well worth the effort. With the right equipment, and some practice handling second anchors or floats quickly, the job becomes routine.

#### A BRIDLE FOR THE CHAIN

We despise rolling, so spending a cyclone season in the Marquesas (French Polynesia) where most bays are open to the ocean swell gave us plenty of opportunity to experiment. With steady wind but swell from a different direction, a bridle is the easiest remedy to align the boat with the waves. We tie a second line to the chain, lead this line to a cleat amidships. Then we pay out more chain. Now it's playtime: by adjusting the length of this bridle we can point the bow at different angles to the wind and better into the waves.

# A STERN ANCHOR IN ROLLY **OR TIGHT ANCHORAGES**

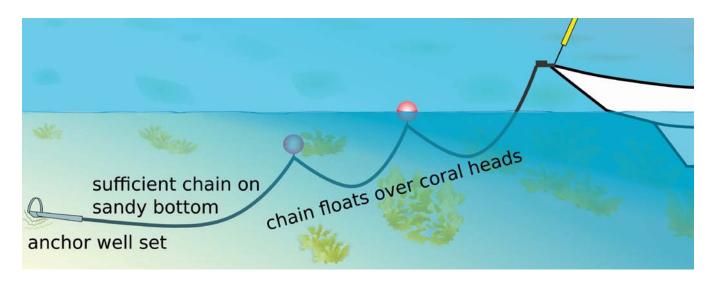
In bays without steady winds a bridle does not work. It's time to get out the stern anchor. We attempted deploying our anchors by dinghy, but soon got the hang of a much simpler system: First we drop our main anchor with the bow in the wind and set it. Then we align the boat with the swell, and while backing down, pay out double the necessary scope and simply drop the second anchor directly from the stern. Next, we pick up chain from the bow while paying out line over the stern until we are located between the two anchors. Luckily we have four bow rollers, so when leaving we let go the stern line with a buoy attached, haul up the main anchor, and then return to the buoy and lead second anchor over the free bow roller and to the windlass—a maneuver that's much easier on the back than hauling up the anchor by hand while kneeling in the dinghy.



# A FLOATED CHAIN GOES EASY ON **CORAL AND ANCHOR GEAR**

Climate change and a global rise in water temperatures is killing coral reefs on a large scale and unfortunately irresponsible cruisers add to the damage. In popular anchorages the damage caused by chains to these delicate structures is horrendous. People anchor blindly in bad visibility or in deep water and when the wind shifts the chain gets wrapped around a bommie (an outcrop of coral reef, often resembling a column, that is higher than the surrounding platform of reef and which may be partially exposed at low tide). When the wind picks up and they have to lift anchor in high waves the maneuvers can result in bent bow rollers and ruined or even ripped out windlasses. A 'floated' chain avoids such problems. First, we search for a sandy spot in shallow water where we can see the bottom and bommies are usually less numerous. We then drop the hook in the middle of that spot and pay out chain while looking





around for coral heads within swinging distance (in case the wind shifts). Before the chain can touch any coral heads in the vicinity we attach a float (a buoy or a medium-sized fender) to the chain using a carabiner snap hook and then run out more chain, adding another float if necessary, until we have the right scope. Of course it's true that floats partly nullify the weight advantage of the chain, so it is important to have as much scope as possible before hooking on the first fender and to properly

set the anchor. As long as it's calm the chain hangs in loops between the floats and remains clear of the coral heads. When the wind picks up, the chain stretches out as it usually would and the floats are submerged.

# **BAHAMIAN MOORING IN TIGHT SPOTS OR STRONG CURRENTS**

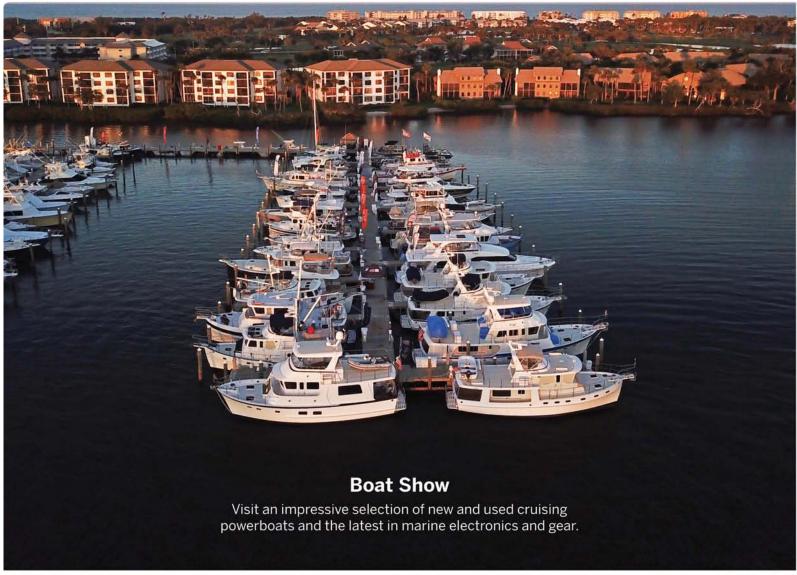
A floated chain can be risky in areas with wind against





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# Seminars

March 5 - 9

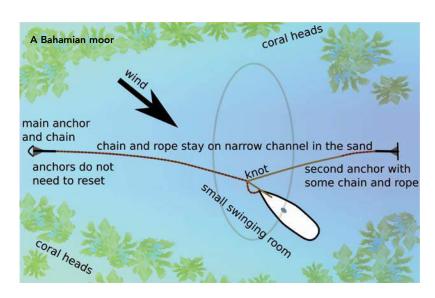
# In-Water Boat Show

March 7 - 9

current, where the chain could get fouled with the floats or even wrapped around the keel. In such conditions, or when there is not enough swinging room, we build a 'Bahamian mooring'. The first part of the maneuver is the same as with a stern anchor (set main anchor, fall back, drop second anchor from the stern, pull forward), but instead of attaching the second line to the stern it is led to the bow and tied to the chain of the main anchor under tension (best with a sacrificial line). Both are then lowered below keel depth and the bow can point into the wind (or the current). The whole system should be so tight that both chains and the boat remain almost stationary. Even when the wind shifts

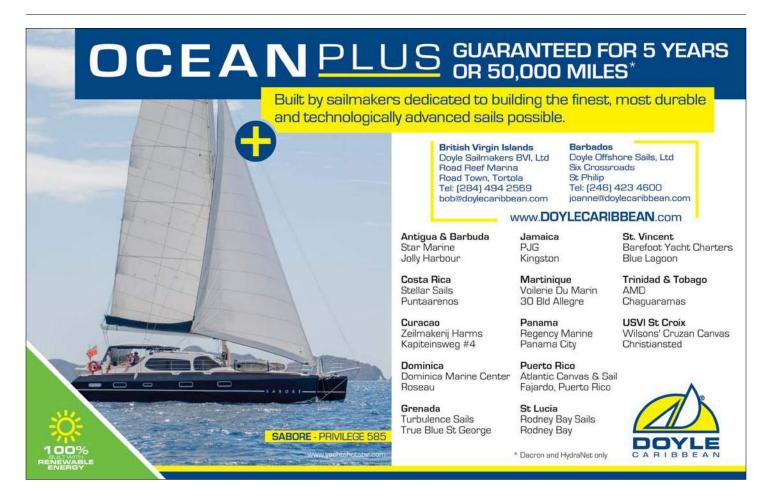
the pulling direction on the chain does not change much and the anchors do not need to reset.

A reliable, firmly set anchor gives the crew the peace of mind to sleep undisturbed through squally nights and to enjoy activities ashore without an urge to constantly watch out to check whether the boat's still there. Searching for the right spot and fiddling with additional equipment may take a little



more time, but what are a few minutes compared to the safety of the boat and the wellbeing of the crew?

Birgit Hackl, Christian Feldbauer and ship's cat Leeloo have been anchoring their way from the Mediterranean via the Caribbean to the South Pacific. Check out their blog on www.pitufa.at





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# HEAVY WEATHER SAILING

# SEAMANSHIP & VOYAGING BY CAPT. JEFF WERNER



or many sailors the prospect of strong winds and rough seas takes them outside their comfort zone. The sight of the lee rail awash on a beat in six-foot seas causes many cruisers to wish they were still tied up at the dock. Knowing the steps to take as the apparent wind approaches gale force and practicing them in calm weather builds the skill set needed to overcome the challenge.

#### **REEFING THE SAILS**

As the wind pipes up and the sail trim methods for depowering the sails fail to reduce the excessive weather helm on a keelboat, it is well past the time to begin reefing. Imagine how terrifying it would be to careen along a mountain road in a supercharged Indy racecar compared to driving around those same curves in a 90 horsepower subcompact. Since the sails are a boat's engine, reefing gives the prudent mariner the ability to reduce the size of the boat's engine allowing for safer sailing in heavy weather.

Deciding which sail to reef first is determined by a boat's sail plan. The relative sail area between the mainsail and the jib or genoa determines the order of reefing. The sail with the greater square footage should be reefed first to keep the center of effort of the sails balanced for a slight amount of weather helm. If the genoa is carrying greater sail area than the main, reef the genoa first. Or since the mainsail has greater area than a working jib, first tuck a single reef into the main.

Methods for reefing a mainsail differ for in-mast, in-boom,

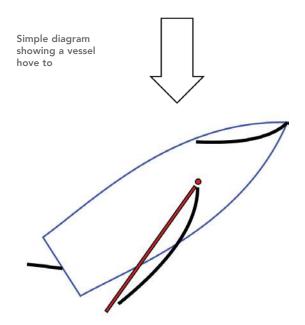
slab reefing or jiffy reefing rigs. And roller reefing allows large genoas to be reduced down to the size needed. The owner's manual of newer sailboats may contain reefing recommendations based on apparent wind speed from the boat's designer.

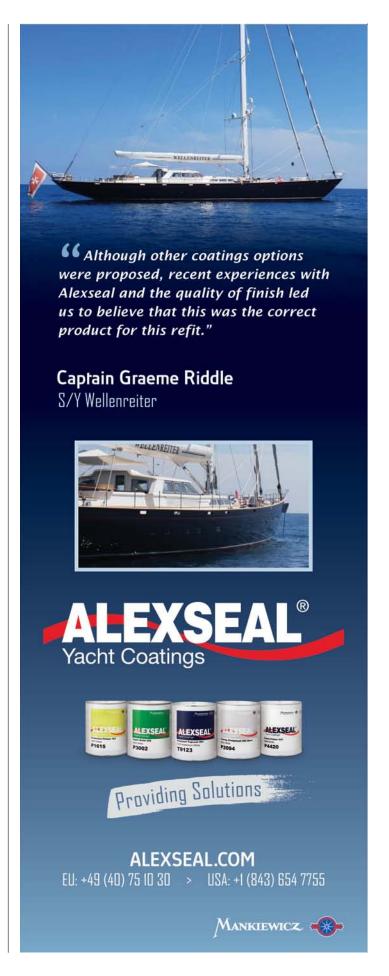
#### **HEAVING TO**

This traditional sailing technique should be part of every sailor's tool kit and can be used whenever sailing conditions get too rough and safety of the boat and those aboard are a concern.

Heaving to is best accomplished with plenty of sea room to leeward, as the vessel slowly drifts in that direction while making a small amount of headway. The steps to follow to heave to are:

- 1. Sail close-hauled with the sails trimmed, and reefed if needed.
- 2. Tack the boat through the wind, but don't release the jib or genoa sheet and let the foresail backwind.
- 3. Continue the boat's turn through the wind and stop the turn when the wind is abeam.
- 4. Slowly turn the bow back towards the wind taking care not to bring the bow back through the wind.
- 5. While easing the mainsheet to allow the sail to luff slightly, bring the rudder hard over to steer the boat to windward
- 6. Lock off the steering wheel or lash the tiller to keep the rudder hard over.







When hove to the boat will sit with the wind forward of the beam in a position representing the equilibrium of forces. First, the wind will push against jib that is aback to send the bow to leeward. This motion will cause the mainsail to stop luffing and fill, which causes forward motion. However, with the rudder hard over turning the boat to windward the mainsail will luff again and lose forward drive. The backwinded jib will once again push the bow off the wind as the cycle repeats itself.

Depending on the ratio of sail area of the foresail to the mainsail, it may take some practice to heave to with the wind sitting forward of the beam. But just like reefing, practice is the key to completing a successful maneuver when conditions warrant.

Heaving to can be used in a variety of situations not limited to riding out a storm. Reefing the mainsail is more safely done from a hove to position, and medical or other emergencies may be addressed more easily when the boat is not pounding through the waves. Working in the galley, route planning at

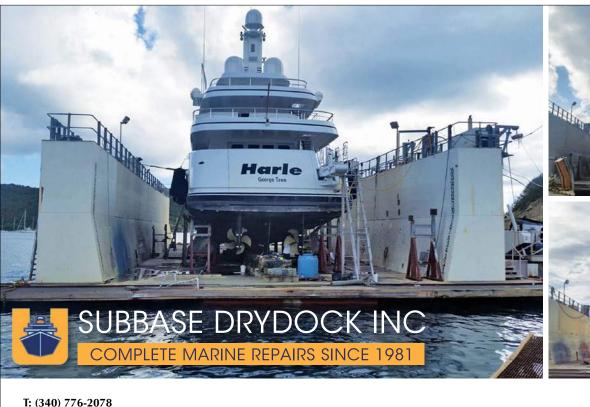
the chart table and eating meals are all easier when hove to.

Keep in mind while hove to the vessel is still underway, and according to the Rules of the Road a proper lookout by sight and sound must be kept at all times.

Good seamanship under sail in heavy weather is both satisfying and rewarding. Satisfying because the duel with the forces of nature was met successfully, and rewarding because of the confidence gained while expanding one's repertoire of sailing skills.

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





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# MARINE TRAVELIFT – THE FASCINATING STORY BEHIND THE NAME

BUSINESS BY CAROL M. BAREUTHER



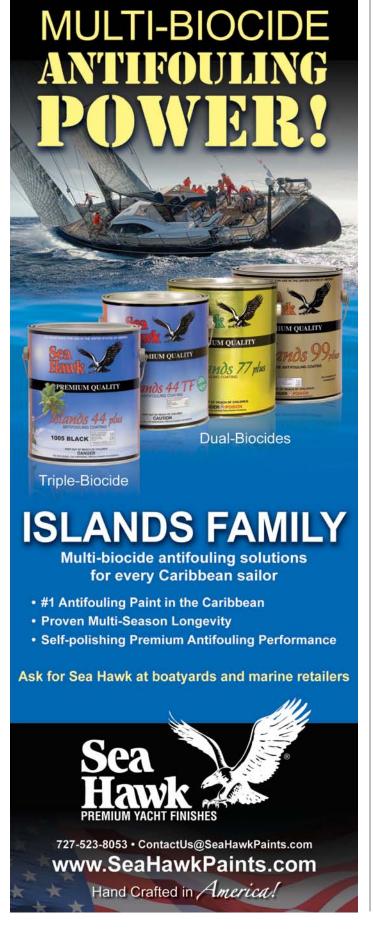
mitation may be a sincere form of flattery. Yet in the world of boat yards and marinas, contrary to what some may believe, not all boat hoists are Marine Travelifts. The Travelift name has become a sort of passing term in the industry, however, Marine Travelift is a trademark belonging to the company headquartered in Sturgeon Bay, Wisconsin, USA. They have over half a century of impressive history and reputation in the boat handling industry. The story of this essential piece of equipment's development and subsequent widespread installation in the Caribbean is a captivating one.

It all began in the late 1940s when a man by the name of Baudouin invented the first 'gantry type boat crane' in Wisconsin, according to Stephan Chayer, Director of International Sales at Marine Travelift. Baudouin worked at the Yacht Club of Sturgeon Bay where the boats were getting fairly heavy and there were too many to get hauled out in

time to avoid the November freeze, in which foot thick ice would inevitably crush their hulls. One day he got the idea to use two piers combined with a steel frame on four truck wheels, which also employed four chain blocks with straps; with this innovation he managed to pull a boat weighing a few tons from the water and place it on the ground without the challenges imposed by trailers at the time.







Shortly thereafter, other boat yards in the area heard about Baudouin's invention and contracted him to build and deliver these prototypes. By 1949, the name Travelift, made by combining the words 'travel' and 'lift' was coined, and Marine Travelift was officially established as a company in 1954. Three years later the first self-propelled straddle-type mobile boat hoist was engineered with a 7-ton capacity, followed by the introduction of an open-end style unit for faster handling of boats with high masts or fly bridges.

It wasn't until sometime in the 1960s that Marine Travelift came to the Caribbean yards. Bobby Velasquez started his same-named marina as Bobby's Yacht Services in 1968, since then Velasquez is believed to have purchased 14 boat hoists from the company over the years. However, it wasn't until 2000 when Marine Travelift introduced the inspection program for their machines that they truly grew widespread as the preferred boat handling company throughout the Caribbean.

The program took off quickly and the condition of machines went from deteriorating to top level. Boaters benefited the most by the greatly reduced risk of accidents, reduced risk of downtime and overall improved perception of the Caribbean as a first-class destination for boat repair and storage. The inspection program has put everyone on the same level as Marine Travelift publishes a list of machines they've inspected and approved in the Caribbean.

"Keeping up the inspection program can be a challenge," says Chayer, who adds that Marine Travelift currently has over 4,000 of its boat hoists in operation worldwide, all supported by a global network of service technicians and dealers. "We have seen yards attempt to cut corners in maintaining their machines to lower their price in hopes of getting more customers. That is why we have maintained our inspection program with genuine Marine Travelift parts, we won't let the Caribbean boaters and yards down. We will continue our program and do everything we can to lead boaters to first-class facilities."

Today, Marine Travelift has boat hoists hauling upwards of 1,500 metric tons with machines operating at over 27 boat yards in the Caribbean, and many more located in Southern Florida. The company's long history in the industry has given them a reputation for high quality dependable machines, and as the developer of the first self-propelled straddle type boat hoist, Marine Travelifts are clearly one-of-a-kind.

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

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# CARIBBEAN DINGHY HAMPIONSHIPS

#### YOUTH SAILING



Caribbean Dinghy Champions (from left): Zenworth Daly (RS Feva); Mauriceson Valentine (RS Feva); Sue Augusti (Optimist Youth); Louis Bavay (coach); Theodore Spencer (Optimist Junior); Daniel Smit (Laser Radial); Jules Mitchell (Laser), and Shinez Hall of Budget Marine

eld on the last weekend in October, teams from Antigua, Barbados, St. Maarten, St. Barth, and Trinidad and Tobago competed in challenging conditions. The Championships are unique in that they provide the opportunity for teams of sailors to compete in a variety of one-design 'small-boat' dinghy classes. For 2018, classes included Optimists, Laser (Radial and Standard) and a new class, the 2-person RS Feva.

"I was pleased and relieved that we managed to get so many races in as the light airs on the first day were extremely challenging, said race manager Karl James.

He added, "It was great to see such fierce competition between some of the Caribbean's top sailors."

Three classes saw top youth sailors Theodore Spencer of Antigua winning Junior Optimist, Lorenzo Meyer from St. Barth winning Optimist Youth, and Daniel Smit (16) of Antigua winning Laser Radial. All scored eight bullets (excluding discard).

In Laser Standard, the battle for first place was between Jules Mitchell of Antiqua and Andrew Lewis of Trinidad and Tobago. Lewis placed first in four races and Mitchell placed first in three, however, Mitchell consistently achieved second in all the other races (after discard) resulting in a net point advantage and the overall win. Bajan Jason Tindale held off Benoit Meesemaecker from St. Barth to win third place.

In the double-handed RS Feva class, the St. Barth team of Antonin Sciou and Tristan Greaux dominated from the beginning and ensured they walked away with the win. The battle for second and third place was hotly contested between Trinidad and Tobago and Antigua. Both achieved the same net score but Trinidad won the second race which gave them the advantage and second place went to them.

"The weekend was very successful. The event is a great opportunity for Caribbean sailors to compete with their regional counterparts and gain much needed experience before moving on to larger international events outside of the region," said CSA President Alison Sly-Adams. "At the recent CSA Annual Conference, we agreed that for the 2019 edition there will be further changes made to the format to ensure we can include more nations in this great event."

The CSA thanked sponsors Budget Marine, Gill, Marlow Ropes, National Sailing Academy, Club Sushi, Frank B Wall (Antigua) Ltd., and the Antigua Yacht Club Marina for their support and Antigua Yacht Club and its race committee and volunteers for organising the event.

For full results, visit: https://caribbean-sailing.com/wp-con-0 tent/uploads/2018/10/final-results-2018.pdf





# TYLER DUNN, S/V PLAYTIME

## MEN IN THE GALLEY INTERVIEW BY CAROL BAREUTHER





orn dogs, those cornmeal-battered deep-fried hot dogs on a stick that are state fair and carnival staples, might not seem like charter yacht cuisine. Yet it's a dish deliciously upscaled to a coconut oil fried lobster corn dog served over a bed of Asian coleslaw with a lemon-wasabi aioli, that won chef Tyler Dunn a culinary award at the U.S. Virgin Islands' yacht show competition in 2015 and has since become a menu staple and guest request aboard the 56 Lagoon, *Playtime*. Dunn is one of a growing number of men in the galley in the Caribbean crewed charter yacht industry.

"I think men who are charter chefs help to break down the idea that 'men drive boats and women cook in the galley'. We certainly see it on almost any charter we do. People assume I'm driving the boat and my wife is making the food. It's the exact opposite for us and it makes a great conversation starter. I think this is something important men can bring to the table in this industry. Pun intended," says Dunn, who, with wife Kelsey, transitioned from the day charter and dive industries to term chartering as a team four years ago. The choice to assume the roles they did was born out of necessity. "My wife had her captain's license and a sailing background and I had a food background."

Dunn grew up in North Carolina where he learned to sail at a summer camp. One of his first culinary jobs was in the camp's kitchen, while helping his mother host dinner parties

\*To feature in 'Men in the Galley', please email: editor@allatsea.net





over much of this picturesque waterfront community



throughout the year instilled in him the importance of good food graciously served. It was later as a line cook at a couple of restaurants that Dunn learned about the finer side of dining such as the art of plating and presentation.

"When I first knew that I would be cheffing onboard a yacht I thought in all honesty that I was unqualified. So, I took a few culinary classes at local universities, found local cooking groups and classes, and sourced recipes to sample on my friends. That led to a massive recipe database and a network of people to call to ask how to make things, fix dishes, fine tune sauces and more. While it is stressful, it is very rewarding to have people try a dish you have never made before and ask you for the recipe," he says.

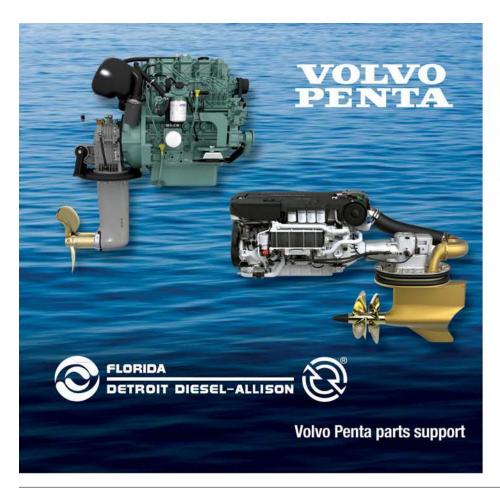
On charter today, and as a rule, Dunn serves a deliciously varied menu. This is a guest-pleaser as well as prevents him getting into a culinary rut. As a result, his repertoire is vast and spans from Dorito encrusted chicken fingers for kids on charter to elegant dishes like duck confit for the adults. Other selections may be almond flour Belgian waffles sweetened with local Virgin Islands honey for breakfast, Caribbean chicken rotis or shrimp Caesar salads for lunch, red capsicum and walnut dip with roasted pita wedges as a pre-dinner hors d'oeuvre and seared Ahi tuna or BBQ NY strip steaks for dinner. Tiramisu, crème brûlée and Caribbean chocolate rum cake are among Dunn's to die-for desserts.

"Planning is key. You have to plan your menu based on what will spoil the fastest. Also, most yachts will have sufficient storage but your Tetris game has to be strong in order to fit it all into the fridges, freezers and cabinets. You have to manage your beverage storage as well. Provisioning is a time-consuming part of this job and it takes trips to many local grocery stores and roadside stands to get exactly what you need for your menu. Developing a relationship with these businesses is a necessity," he says.

For those who want to be a charter yacht chef, Dunn recommends doing a little research to find out what certifications are required. This may be a STCW certification, heath department certification and/or sommelier certification/degree, for example.

"Get a grasp on these and then start making some good food! Try things out and don't be afraid to burn something. Nobody comes out of the womb knowing how to use a fiveburner stove top."

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



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aribbean racing heats up when ice and snow hits the northern latitudes. In fact, during the first three months of the year, a major regatta takes place nearly every weekend. Here's a sampling of what's new at these events:

# **JANUARY 16 - 24: Barbados Sailing Week**

Last year's new name for this four-regattas-in-seven-days event continues. Competition includes the Coastal Racing Series, J/24 Racing Series, Mount Gay Round Barbados Race

(where record-breaking skippers win their weight in Mount Gay rum), and the Ocean Passage Race to Antigua. www. barbadossailingweek.com

# **JANUARY 27 - FEBRUARY 1: Grenada Sailing Week**

Forty-plus entries are anticipated for this intimate regatta full of West Indian charm, fierce competition and great camaraderie. "We've switched our host venues so the racing starts on the calmer west coast at Camper & Nicholsons Port Louis Marina before the transition race takes the fleet to Secret







Harbour Marina and the brisker south coast," says committee member Rosie Burr. "We are also excited to introduce a youth sailing scheme to help bridge the gap between dinghy and keel boat racing." grenadasailingweek.com

#### **JANUARY 31 - FEBRUARY 3:**

# **Superyacht Challenge Antigua**

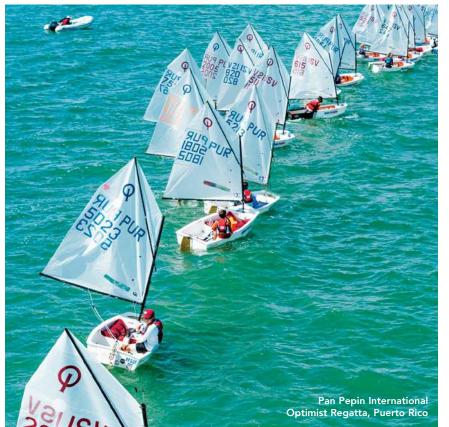
Fifteen magnificent sailing yachts from around the world will take to the seas off Antigua's south coast for four days of racing. Entries expected include defending champ of the Gosnell Trophy, the 112-foot Frers sloop, Spiip, as well as 112-foot

Sparkman & Stephens sloop, Kawil, and 148 Dubois ketch, Catalina. superyachtchallengeantigua.com

# **FEBRUARY 8 - FEBRUARY 10:** The Caribbean Multihull Challenge

This new event hosted by the St. Maarten Yacht Club is for those who like two hulls, or three, rather than one. "Multihulls only, everything from classic plywood cats from the 1950s up to carbon fiber speedsters are invited to enter in one of the five classes," says organizer Stephen Burzon. Arawak, Fujin, Shooting Star, Tryst and Zephyr are among entries. Multihull











friendly courses, a mini-boat show, and prizes such as HH Catamaran's builder, the Hudson Group's, presentation of the coveted Hudson Cup trophy, are all part of the fun. www. smyc.com/caribbean-multihull-challenge

#### **FEBRUARY 8 - FEBRUARY 10:**

## Jolly Harbour Valentine's Regatta

Northern Child, Southern Child and Scarlet Oyster as well as Biwi Magic, Huey Too and Blue Peter are among international and local boats participating. "The Club introduced new courses last year, which was hugely successful and took the boats further off island. This enabled the participation of boats with larger keels. We'll do this again. The usual fun race on Friday afternoon lets the boats know the location of the marks," says Grahame Williams, commodore of the host Jolly Harbour Yacht Club. www.jhycantigua.com

#### **FEBRUARY 8 - 10:**

## **Round Martinique Regatta**

Forty to 50 yachts, including some Route de Rhum participants, are slated to attend and circumnavigate. "We are back to three legs rather than four, with both racing and cruising classes. Moreover, the 80nm leg two from Fort-de-France to Marin on the island's Atlantic side, will make this edition special as we are back to the initial no-stop philosophy this event was founded on in the 1960s," says organizer Claude Granel. www.theroundmartinique.com/en/home.html

# **FEBRUARY 18 - 22:**

### **RORC Caribbean 600**

Nearly 100 boats from ports worldwide will assemble in Antigua for this 11th annual edition. "We expect an extremely good mix from within the fleet, seeing our smallest competitors tussling with the larger race machines for the prestigious IRC overall trophy. This year we again continue with the famous Caribbean 600 social program where sailors enjoy the best of Antiguan food and music," says Chris Stone, the RORC racing manager. caribbean600.rorc.org

#### FEBRUARY 28 - MARCH 3:

### St. Maarten Heineken Regatta

There's no Gill Commodore's Cup, but there will be four days of exciting racing all adding up to the overall prize-giving. New, "we will offer racing tailored to two-handed crews by offering courses with reaching starts on a separate uncongested start line and incorporate longer legs with fewer mark rounding's," explains event manager Sacha van der Wouden. heinekenregatta.com

#### MARCH 1 - MARCH 5:

Martinique Intl. Sailing Week - Schoelcher 2019

Optimists, Lasers, Sunfish, Surprise and Bic classes will be

joined by windfoils. "We want to give a new and strong emphasis on foilers," says organizer Michel Zougs. Among the 180 boats and 210 sailors expected are Antoine Albeau and Delphine Cousin, who won their 25th and 3rd PWA (Professional Windsurfers Association) slalom world championship titles in 2018. www.cnschoelcher.net

#### **MARCH 8 - 10:**

## St. Croix International Regatta

New courses and more multihull participation are on tap. A highly competitive one-design Rhodes 19 class and Optimist racing off the host St. Croix Yacht Club beach is back, as is the winning skipper's weight in rum as the top prize. On land, "we're going green. No straws, no plastic water bottles and eco-friendly prizes," says organizer Karen Stanton. www. stcroixyc.com/SCYC-International-Regatta

#### **MARCH 17 - 18:**

# Pan Pepin International Optimist Regatta

Optimist and Laser sailing is the focus of this year's regatta hosted out of Club Nautico de San Juan, Puerto Rico. "We expect over 60 sailors from the Caribbean and U.S. East Coast," says director of the Club's sailing academy Pedro Luis Fernandez.

#### **MARCH 21-24:**

# St. Barth Bucket Regatta

Over 30 superyachts, including 2018 overall winner 112-foot *Nilaya*, will race. "Many of the Bucket's special features are valued for their traditional characteristics, so 'newness' is subtler such as a venue change for the Bucket Bash and awards ceremony to the beautiful grounds of the Hotel de la Collectivité," says organizer Jeanne Kleene.

# **MARCH 21-24:**

# St. Thomas International Regatta

The kick-off Round the Rocks race on March 21 prefaces three days of racing. New is an expansion of one-design classes including IC24s. Also, over ten companies are offering yachts for race charters. "Plans are underway for an exciting 2019 regatta both on sea and shore," says host St. Thomas Yacht Club commodore Margo Lynch. www.stthomasinternationalregatta.com

### MARCH 25-MARCH 31:

## **BVI Spring Regatta & Sailing Festival**

Nanny Cay is back as a sponsor and as a full-service marina. The outer marina will offer 100 slips with ice, water, power and fuel, and the inner marina is expected to have its 200 slips complete by regatta time. The iconic Regatta Village will be back too and the place to be for post-race parties each evening. www.bvispringregatta.org











# VI CHARTER YACHT SHOW:

U.S. VIRGIN ISLANDS BY CAROL M. BAREUTHER



n inspired use of fresh local ingredients, which reflect the hottest global cuisines and look as good as they taste. This is what todays guests want from the galley when on a crewed charter in the Caribbean. It's deliciously exemplifying that these key characteristics earned three chefs top prizes in Appetizer, Entrée and Dessert categories at the USVI Charter Yacht Show's Concours de Chef Competition on November 11th.

"Healthy, stylish food ... most of our guests love to eat creations that they don't regularly get in the US," says Daniela Drescher, chef aboard the Lagoon 52, Shangri La, who received formal culinary training in her native Austria as well as



informal yet indispensable kitchen skills as a child from her mother and grandmother.

Drescher's winning appetizer was a Caribbean interpretation of the Onsen egg. This is an egg cooked at the low temperature of 145-degrees, such that the white has a custard texture while the yolk is firm yet creamy. She served it on a bed on pumpkin mousse with mustard greens and topped with a broccoli-christophine puree with potato foam. On the side were a variety of accompanying colors, textures and flavors such as beet tarte, mango chutney with curcumin, tamarind puree, dragonfruit and starfruit slices, and an eye-catching scattering of microgreens and edible flowers.

"The Onsen egg is a dish from Japan. They cook the eggs in the hot springs of the volcanos. Currently, the Onsen egg is a very trendy dish in European Michelin star restaurants. When I was on vacation at home in Austria, I ate one in a very good restaurant and knew this is my dish," Drescher explains.

Rock City Wahoo is the dish that earned Johann Roebert, chef

aboard the 111-foot Broward motor yacht, Lady Sharon Gale, Best Entrée. The seared locally-caught wahoo was served with roasted calabaza, ginger caramelized christophine and caramelized whole garlic, which flavored a Thai green curry coconut sauce made with fresh turmeric and tamarind accompanied by a basil oil and mustard leaf pesto.

"Exotic fresh local ingredients bring some excitement to the





# DRAGONFRUIT PANNA COTTA WITH PINEAPPLE DUST Chef Katie Saunders, S/Y Yes Dear



#### PANNA COTTA:

1 envelope unflavored gelatin
2 tablespoons cold water
2 cups heavy cream
1/3 cup half and half
1/3 cup sugar
1 ½ teaspoon of Caribbean Gourmet

Collection vanilla extract

In small saucepan, combine gelatin over water and let sit for about 1 minute. Heat gelatin mixture on low heat and remove once gelatin has fully dissolved.

In a large saucepan, combine heavy cream, half and half, and sugar, stirring occasionally. As soon as mixture comes to a boil, remove from heat and stir in gelatin and vanilla extract. Divide into small ramekins and cover to be chilled overnight.

#### PINEAPPLE DUST:

1 whole pineapple, thinly cut 1/2 teaspoon arrowroot flour Cut pineapple into thin slices and dehydrate using dehydrator or oven. If using an oven, set temperature to 130 to 160 degrees Fahrenheit and lay on parchment paper. If using a dehydrator, stack thin pieces in different levels of dehydrator and monitor for 16 hours. Once pineapple breaks in pieces easily with no sticky residue, use mortar and pestle to grind down into a fine powder, adding arrowroot flour to keep from sticking together. Store in air tight jar and serve as garnish when needed.

plate, but also creates a nutritious balanced, well-presented meal that is not too high in fat. This is what is popular," says Roebert, who studied at the Institute of Culinary Arts in Stellenbosch, South Africa, started his chef career aboard a 101foot ketch in 2005 out of St. Maarten and most recently owned The Stone Restaurant in Simpson Bay, St. Maarten, before it closed following Hurricane Irma. "I wanted to combine my favorite versions of each ingredient on a plate in the simplest way possible. This dish was inspired by Caribbean, Japanese and Thai cuisines."

The ability to 'wow' quests through plating and presentation is just as important as how the dish tastes, according to Katie Saunders, chef aboard the Voyage 58 catamaran, Yes Dear. Saunders championed the Dessert category with her Dragonfruit Panna Cotta with Pineapple Dust.

"My inspiration was the natural beauty of our locally sourced ingredients," says Saunders, whose culinary training includes experience working for several cafes, organic eateries and catering companies as well as working alongside many talented chefs in the mega yacht industry. "When looking at my dish, you can see nature's influences all the way down to the choice of the plate. I was excited to hear the culinary competition would be providing local ingredients to feature in our dishes. In preparation for the boat show, I was able to meet many local farmers and vendors, establish a great working relationship with them and I'm excited for future collaborations."

For those who'd like to be award-winning yacht charter chefs, Shangri La's Drescher, Lady Sharon Gale's Roebert, and Yes Dear's Saunders offer a few suggestions as to the most important skill a charter chef can have.

"A good charter chef should be like a mum or grandmother. That is, do everything to make them feel satisfied and loved," says Drescher.

Building good relationships with food and liquor suppliers comes in very handy when you're on the clock," adds Roebert.

Finally, says Saunders, "is 'mise en place'. Prepping in advance and keeping an orderly galley is key to having a seamless food service. When serving ten guests three meals a day in a small galley, gathering all your ingredients and being prepared is the key to survival."

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









Foxy's 2018 Cat Fight Regatta in late October. Twenty-two years ago, Jost Van Dyke resident, bar owner and calypsonian Foxy Callwood noticed the growing dominance of multihulls in the BVIs' robust charter industry. Together with friends at the 'Loyal West End Yacht Club', Foxy decided to create an event to see what those boats could do. In the decades since the regatta's

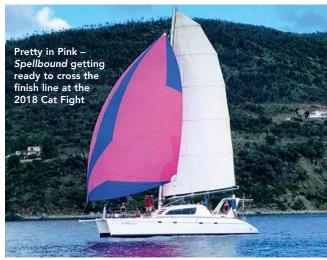
reat Harbour, Jost Van Dyke was the setting for

Last year's regatta was cancelled, as the BVI was still reeling from the impact of Hurricanes Irma and Maria, and the return of the event this year was warmly welcomed.

inception, the race has turned into the largest multihull

regatta in the Caribbean.

This year's fleet comprised 16 vessels - 13 catamarans and three mono-hulls or 'one legged cats' as their class is jovially known in this mutli-hull event. Racers met beautiful, sunny blue skies and flat seas; however, the winds were far from record setting, averaging zero to two knots, with occasional gusts all the way to four knots. Some sailors even reported finding puffs of wind bursting to six knots! The event drew



in vessels from around the Virgin Islands and Puerto Rico and sailors from around the world.

The approximately seven nautical mile triangular race course, which ran from Great Harbour to Great Thatch Island, over to Sandy Cay and back to Great Harbour, took approximately six hours for most vessels to complete in the light conditions.







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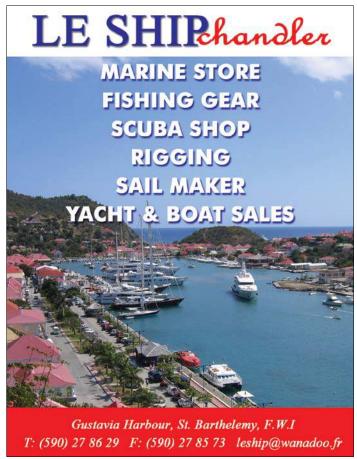
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One boat noted "as we approached Sandy Cay, we were actually drifting backwards."

The race used staggered one-minute starts to prevent collision. Of the 16 entering vessels, only six vessels were hearty enough to survive the weather and complete the course.

Despite the unfavorable conditions, The Loyal West End Yacht Club & Foxy's are known regattas that are notoriously 'one part race and one part party' and the event ended with Foxy's Masquerade Ball featuring BBQ dinner, a costume contest and live music by Final Faze. Most participants had so much fun, that many have requested that the 2019 regatta be turned into a two day event.

Mount Gay Rum and local food and beverage distributor Road Town Wholesale were the official 2018 sponsors. A case of Mount Gary rum was awarded to *Sail Pending* who earned the title of 'Baddest Cat' for the event. As is tradition with West End Yacht Club, all vessels that completed the course received prizes, which included gift certificates from local BVI restaurants. Every entrant received Mount Gay Rum and other goodies.

Foxy's next Cat Fight Regatta is tentatively scheduled for October 26th 2019.

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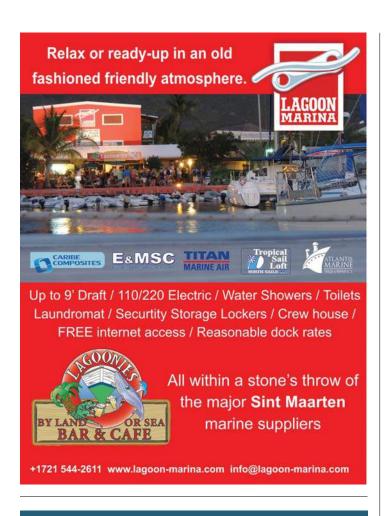
# SINT MAARTEN MARITIME

# ST. MAARTEN / ST. MARTIN WORDS AND PHOTOS BY GARY BROWN



wards ceremonies are usually staid affairs where those receiving qualifications after months of hard training shuffle to the podium and shyly accept their certificates. In Sint Maarten they do things differently. They load up an Aqua Mania Adventures day charter catamaran for a sunset cruise, blast out music, open the bar, and party. Awards Caribbean style, and I was there to join in the celebrations.

For years it's been the dream of several St. Maarten residents to open up the marine industry to local people, an industry that is too often seen as the domain of a select few. Thanks to an intensive three month training course, that has now happened and eight students hold valuable certificates in boat handling, both power and sail; boat maintenance, the all-important STCW 2010, and their VHF radio operators license. The course pulled no punches when it came to seamanship,





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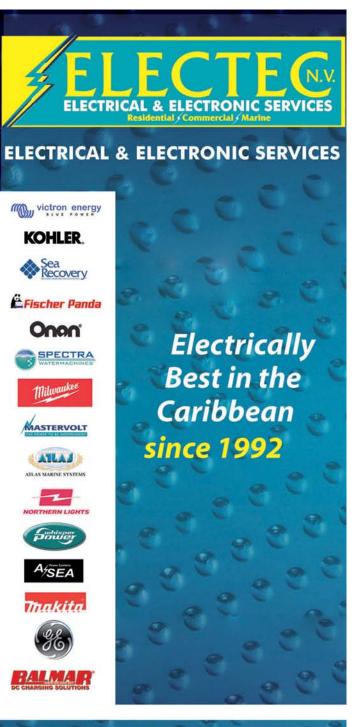
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and the students went to sea in heavy weather where they mastered man overboard drill.

Of the three girls who embarked on the course, only Kharmian-Hailey Boasman saw it through to the end, finishing as one of the top students.

Boating since she was young, Kharmian said she didn't find the course difficult and now intends to work her way up in the marine industry. Her dream is one day to own and skipper her own charter yacht and her new qualifications have taken her closer to fulfilling that dream.

I put it to Kharmian that perhaps it wouldn't be easy to make her mark in what is still a male dominated business. "Women need to fight for their equality," she said, and this made her even more determined to succeed.

One of the course organizers, Garth Steyn, founder of the Kidz at Sea program, said he was particularly proud of the students when they qualified on the motorboat course, as they were "the first ever group on St. Maarten to do so."

The success of the first course has led to an increase in interest and a second program with a new group of students was underway even before the ink dried on the first round of certificates.

Instructor Captain Jon Westmoreland was involved in every stage of the student's training. He described the course as a positive experience for everyone.

"The students took to the physical work, which included the use of tools, epoxy laminating and fabrication, etc. Their workmanship improved over the duration of the course. Not only can they captain and crew on a boat they can also keep it afloat. We've had great feedback from all involved," Westmorland said.

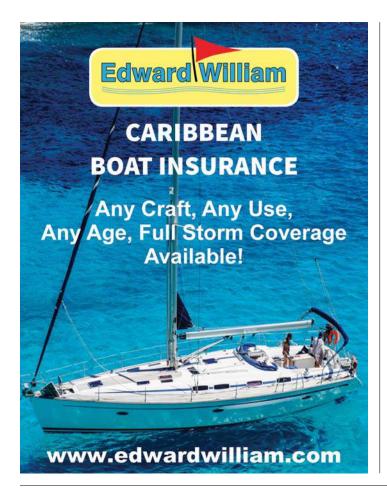
He added, "All the graduate captains are now gainfully employed in the St. Maarten marine sector."

The training course wasn't just open to young people as 57-year-old Elwin Christopher can attest. He's been sailing for many years and has even helped deliver yachts across oceans, however, not having the resources to get that all-important certificate has held him back. Thanks to the training program, he can now make his way as an equal in the yachting industry.

Kidz at Sea President Lorraine Talmi said it was now up to the graduates to take the next step. "The students have been given all the tools they need to succeed in the marine industry; it's their job to use it to maximum capacity now."

Before awarding the students their certificates Steyn thanked the Holland America Line, the K1 Britannia Foundation, IGY marinas and those in his own organization, Kidz at Sea, saying it was their contributions that made the maritime training program possible. 0

Gary Brown is the former editor of All At Sea Magazine and the author of the adventure novels Caribbean High and Caribbean Deep; the illustrated children's book, The Adventures of Moggie and Buster, and a non-fiction story of survival at sea, Biscay: Our ultimate storm. For details, visit: garyebrown.net









# SAINT BARTH CATA CUP 2018: GREEKS EXPECTED TO WIN, BELGIANS SAIL TO VICTORY

### ST. BARTHELEMY



he fourth and final day of the 11th St. Barth Cata
Cup was expected to be decisive, however, things
took an unexpected turn. Greeks Iordanis Paschalidis and Konstantinos Trigonis (St Barth Assurances),
the current world champions, were well on their way to a fifth
straight race win, and first place in the overall rankings, when
they rounded a mark in the wrong direction. A costly mistake
that pushed them from first to fourth place and opened the

door for Belgium's Patrick Demesmaeker and Olivier Gagliani (Les Perles de St Barth), to sail to victory.

Konstantinos Trigonis described the events of the day. "After the tour around the island, arriving in the bay of Saint Jean, before heading toward Public, we went around the marker in the wrong direction, with the buoy on the starboard side rather than portside. That cost us the race, and it was definitely a big error on our part. It's tough because that ruined our race, and it's all the more infuriating for us as it's the second time that happened this week—we had already made an error on the routing of the first race. It's regrettable, but that's how it is."

Speaking with emotion in his voice, winning skipper Patrick Demesmaeker said he was shaken by the events of the day and that they went into the final race keeping their fingers crossed for a podium place as they were only three points ahead of their closest competitors.

"Our start wasn't all that fantastic yet we moved into twelfth place on the windward side on the island and we continued to battle and believe we could do it. It all finally played out on the last leg of the race. Olivier pulled off a tactical move with this magic wand, and that allowed us to come back and finish in fourth place today. This saved the regatta for us and even gave us the overall victory. It's simply incredible!"

Demesmaeker and Gagliani won the Cata Cup in 2015 and now join Misha Heemskerk and Eduard Zanen in the very small circle of double winners for this event.

For the Belgians and others hoping for a podium place, the tension continued ashore as the three leading boats all finished with 14 points and calculations had to be made before the podium places could be confirmed. When the numbers were crunched the Belgians were confirmed overall winners with Enrique Figueroa and Ruben Booth (Nikki Beach St. Barth), and Pablo Volker and Sergio Mehl (Paraboot by Maxwell & Co), taking second and third place, respectively.

Demesmaeker and Gagliani won the Cata Cup in 2015 and now join Misha Heemskerk and Eduard Zanen in the very small circle of double winners for this event.

Forty-six boats took part this year and the future looks bright for the St. Barth Cata Cup, a unique event in the Caribbean for Formula 18 catamarans that brings together professional and amateur sailors from around the world.

For news, photos, videos and full results, visit: http://stbarth catacup.com







# SAILABILITY IN THE CARIBBEAN

#### **ANTIGUA** BY GILLY GOBINET



ailing is one of the few genuinely inclusive sports where able and disabled sailors, regardless of age, can participate together on equal terms. It was British yachtsman Geoff Holt who first triggered public awareness of this enormous potential: he dived into the water aged 18 and despite breaking practically everything, went on to become the first quadriplegic sailor to circumnavigate single-handedly the British Isles in 2007. Sailing subsequently became a Paralympic sport and the Royal Yachting Association (RYA) created the national Sailability Programme, with 202 recognised sites in the UK.

Outside of the UK there are just three RYA Sailability Programmes in the world: Hong Cong, Dubai – and Antigua. The latter was set up and is managed voluntarily by English yachtsman Bob Bailey, co-founder of the UK Peterborough Sailability Programme and who lives on board his boat in Antigua six months of the year. Baily launched the scheme in 2014

at the non-profit Antigua National Sailing Academy (NSA) run by former Commodore Elizabeth Jordan - whose aim is to teach every child in Antigua how to swim and sail – for free!

Currently there are about 70 participants in the Sailability Program, mostly special needs, but the aim is to extend operations to include physical disabilities once more funds and instructors are forthcoming. The ultimate goal is to grow the Sailability Programme throughout the Caribbean and the Americas.

Meanwhile qualified RYA instructors have taught five of the present participants to go solo, albeit under close supervision, while the others require a companion in the boat with them. The Academy is fortunate to have been donated two Challenger Trimarans that are used in weekly training with adults and children with disabilities plus three RS Venture Connects, which are very safe and stable boats, and one of the two types approved by the Governing Body of World Sailing. These are, of course, all hideously expensive but, thanks to Elizabeth Jordan's relentless and dynamic fund-raising activities, generous donations continue to support this totally free but entirely worthy program. Contributions have come from the Antiguan Government's Ministry of Social Transformation and various local businesses.

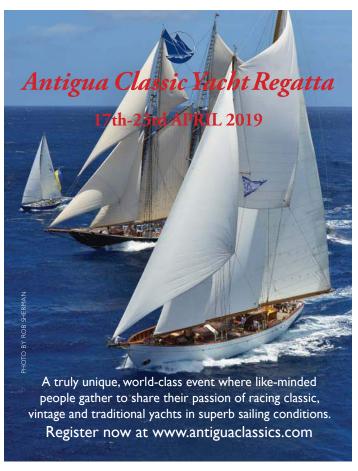
One of the main fund raisers is the annual Sailability Super Sunday Charity Walk. This highly popular and completely fun event includes a marching band, steel band and carnival costumes, all which accompany the able and disabled participants in their fund-raising trek from the NSA in Falmouth Harbour to Nelson's Dockyard for refreshments and back again to relax and be entertained by local band 1761. The next walk takes place on 11 March 2019.

Thanks to Antigua's Jumby Bay Foundation funding the necessary wheelchair access to boats, the NSA will host a Paralympic Development Programme (PDP) in January 2019 for disabled participants from the Caribbean and the Americas. Invitations have been sent out by the Member National Authorities in each region and at the time of writing, Belize, the BVI, Trinidad and Tobago and Grenada have so far confirmed their attendance. World Sailing (WS) is sponsoring this exciting event, the first of its kind in the region. As well as transport to and from the event and accommodation, they will provide on loan 20 Hansa 303 boats.

Organizers in Antigua, said: "There is no age limit and we look forward to this ground-breaking major event which will go a long way towards enabling disabled sailors to 'achieve the unimaginable' – the slogan of Antigua Sailability."

For more information, visit: www.antiguasailability.org/

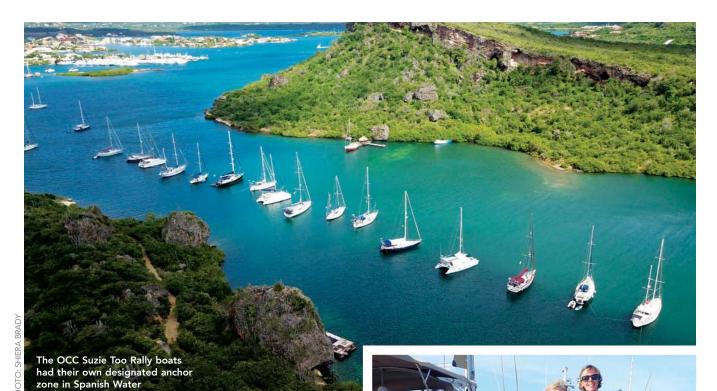






# OCEAN CRUISING

### **CURAÇAO**



here was a spectacle of sailing boats leaving the dockside at Santa Barbara Beach & Golf Resort as the second Ocean Cruising Club (OCC) 'Suzie Too Rally' departed from Curação in late November. After weeks of preparation, the first 40 boats from nine different countries gathered together for the launch, excited to be on their way to Aruba, and then on to South America, Central America and the Western Caribbean.

Rally organizer Suzanne Chappell, Roving Rear Commodore OCC, worked tirelessly to ensure the boats and crews had the best adventure possible, planning an impressive five-month itinerary taking in Colombia, San Blas, Panama, the Bay Islands off Honduras, and culminating in Belize in April 2019. In order to avoid over-populating some destinations, the boats were split into two groups, with the last 25 boats departing Curação in December.

On the pontoon at Santa Barbara Beach Resort for the start of the OCC Suzie Too Rally (from left): Jenevora Swann, Two Drifters; Fiona Baily, Supertramp; rally organizer Suzanne Chappell, Suzie Too; Jules Buckley, Mojito. Front row seadogs: Molly, Two Drifters, and Chloe, Mojito

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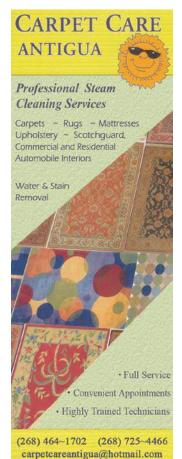
0900 hours

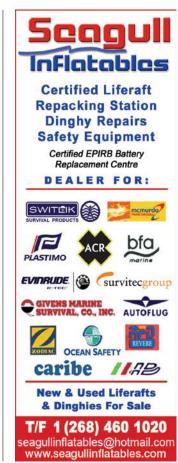
Sundays & Public Holidays

1430 hours

1730 hours

0900 hours 1730 hours









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Lead rally boat
Suzie Too sets sail

"I organized a similar rally in 2016 with the aim of cruising in company to some of the more off-the-beaten-track destinations, and was surprised and encouraged by the support from the governments in some countries and their willingness to assist us. By developing these contacts, this year's OCC 'Suzie Too Rally', will benefit so much more. The Colombian Navy have given the rally boats permission to anchor within the naval zone, a restricted area, which will give us added security. They will monitor our passage from entering Colombian waters and will greet us on arrival. We've also had some destinations waive

She added, "I am thrilled by the warm reception we are receiving."

their check-in fee for us as they see the importance of bringing

structured tourism into their countries. Some marinas and har-

bors have offered a group discount and are going out of their

way to help us organize tours and events," Ms Chappell said.

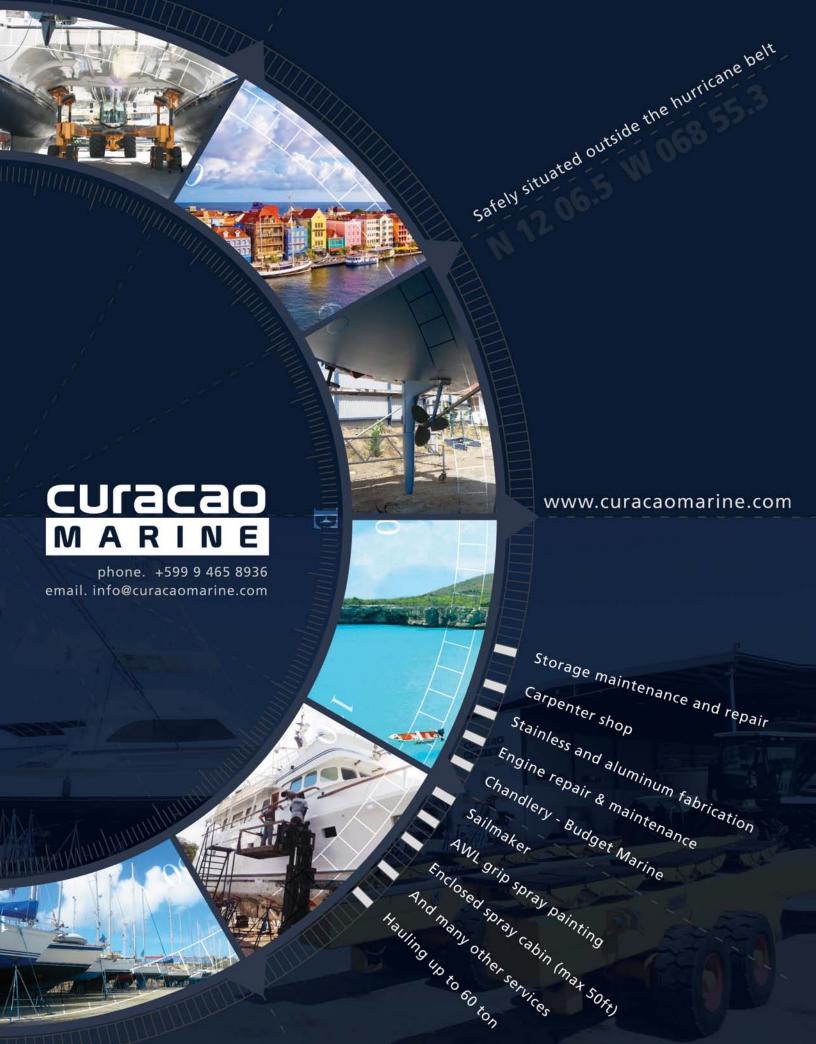
She said Curação has done itself proud in being an excellent

destination for the rally start and that it was chosen as it is out of the hurricane zone and has a large harbour at Spanish Water for the boats to congregate and a fantastic boatyard and hauling facilities at Curação Marine

"The Santa Barbara Beach & Golf Resort have been fabulous in hosting events in the run up to the rally."

The Minister of Economic Development Curaçao, along with the Curaçao Ports Authority, Harbour Master and Customs & Immigration Willemstad have also given the OCC 'Suzie Too Rally' huge support. The Curaçao Ports Authority allocated a secure area in Spanish Water for the boats to anchor together. In addition, and totally unprecedented, they allowed the rally boats freedom of movement to explore Curaçao's beautiful anchorages, arranging for skippers to purchase a permit enabling them to just email the Harbour Master when they changed their anchorage. Normally, only a three-day permit is allocated for fixed dates and pre-agreed locations.

"The Curaçao Ports Authority may roll this out to other boats, which will increase the popularity of Curaçao as a destination of choice during the hurricane season as it will give cruisers the safety of Spanish Water and the beauty of Klein Curaçao and the bays on the north west of the island to explore at their leisure. Customs & Immigration Willemstad were also very helpful as for the first time ever, they arranged a group checkout for us from the Santa Barbara Beach & Golf Resort. They have also acknowledged that having a regular check-in and check-out facility here for any vessel using Sail Clear would be hugely beneficial to improve the service for the yacht tourism into Curaçao," Suzie Chappell said.



# CARIBBEAN MARINAS

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
Aruba	Renaissance Marina Aruba	297-588-0260	13′	200′	50	•	110/220		•				•	•	•	16/69	•
Aruba	Varadero Caribe www.varaderoaruba.com	297-588-3850	8′	120′	75	•	50/30 amp				•			•	•	68	•
Curaçao	Barbara Beach Marina	5999-840-0080	15′	200′	19	•	220V/380V - 250A				•	•	•	•	•	67	FREE
Curaçao	Curaçao Marine	5999 465 8936	13′	120′	30	•	110/220/380		•		•	•	•	L	•	67	FREE
Curaçao	Curaçao Yacht Club www.curacaoyachtclub.com	5999-767-4627	16′	160	10		110/220 v; 50 hrz		•	•	•			•	•	68	FREE
Curaçao	Seru Boca	5999 560 2599	14′	80′	140	•	127/220				•	•	•	•	•	67	FREE
D.R.	Casa de Campo Marina	809.523.8646/ 8647	16′	250′	350	•	110/220 v to 60 hrz	•	•	•	•	•	•	•	•	68	•
D.R.	Marina Zar Par	809-523-5858	12'	120′	110	•	110/220 308	•	•	•	•	•	•	•	•	5	FREE
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
Grenada	Le Phare Bleu Marina	473-444-2400	15′	120′	60	•	110/220/480		•	•	•	•	•	•	•	16	FREE
Grenada	Port Louis Marina	473-435-7431	14.76′	90m	170	•	110/208/220/230/240/ 400/480/630V	•			•	•	•	•	•	14	FREE
Grenada	Prickly Bay Marina	473-439-5265	17′	200′	10	•	110/220/308		•	•	•	•	•	•	•	16	•
Guadeloupe	Marina Bas-du-Fort	590 590 936 620	15.5′	210′	1,100	•	110/220/380		•	•	•	•	•	•	•	9	FREE
Jamaica	Errol Flynn Marina & Shipyard	876-715-6044	32′	600′	33	•	110/220/480 1&3PH 50/60HZ	Cable	•	•	•	•	•	•	•	16/9	FREE
Jost Van Dyke	North Latitude Marina	284-440-4322 284-495-9930	12′	50′	N/A	•	N/A		•	•			•			16	
Panama	Bocas Marina www.bocasmarina.com	507-757-9800	20′	150′	83	•	110 -220v		•		•	•	•	•	•	68	FREE
Panama	Red Frog Beach Marina redfrogbeach.com an IGY destination	+507 6726-4500	20′	300′	84	•	50 Amp 110/220V 60 Hz, 100 Amp 220V 60 Hz, 200 Amp 480V 60 Hz 3-phase		•	•	•	•	•	•	•	68	•
Puerto Rico	Club Nautico de San Juan	787-722-0177	31′	250′	121	•	110 volts / 220 / 480 for megayachts		•	•	•	•			•	16/10 68	•
Puerto Rico	Marina Pescaderia	787-717-3638	8′	65′	97	•	110/220		•	•	•	•	•	•	•	16/68	•
Puerto Rico	Ponce Yacht & Fishing Club	787-842-9003	20′	150′	169	•	110/220V, 30A, 50A and 100A		•	•	•	•		•	•	68	FREE
Puerto Rico	Puerto Del Rey Marina	787-860-1000	15′	260′	1,000	•	120/208V single & 3 phase; 30, 50,100 & 200 amps; 60 Hz	Cable	•	•	•	•	•	•	•	16/71	FREE
Puerto Rico	Sunbay Marina	787-863-0313	12'	75′	287	•	110/220	Cable	•	•	•	•	•		•	16/12	•

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Scrub Island, BVI	Scrub Island Resort, Spa & Marina www.scrubisland.com	(284) 394-3440	30'	160′	55	•	30, 50 & 100 amp	\(\mathcal{S}^{\mathcal{S}}\)	الله الله	<i>.</i>	45	•	•	• B	•	74	N <sub>I</sub>
St. Croix	Green Cay Marina at Tamarind Reef Resort	340-718-1453	8′	100′	154	•	110/220V - 30A, 50A, 200A	•	•	•	•	•		•	•	16	FREE
St. Croix	St. Croix Marine	340-773-0289	11′	150′	44	•	110/220	•	•	•	•	•	•	•	•	16/18	
St. Lucia	Rodney Bay Marina www.igy-rodneybay.com	758-458-4892	14′	285′	253	•	120V- 480V, 30/50/100/ 125/200 amps at 60 Hz, 240V- 440V, 32/63/125 & 200 amps at 50Hz	•	•	•	•	•	•	•	•	16	FREE
St. Lucia	The Marina at Marigot Bay	758-451-4275	16′	250′	40	•	110/220/380, 50/60 Hz	Cable	•	•	•	•	•	•	•	16/12	•
St. Maarten	Bobby's Marina www.bobbysmarina.com	721-542-2366	12′	130′	80	•	110/220V		•	•	•		•	•	•	16/69	•
St. Maarten	Island Water World Marina	599-544-5310	8′	90′	54	•	Available	Cable	•	•	•				•	74	FREE
St. Maarten	Lagoon Marina Cole Bay Waterfront	599-544-2611	9′	100′	45	•	110/220	•			•	•	•	•	•	16	FREE
St. Maarten	Simpson Bay Marina www.igy-simpsonbay.com an IGY destination	721-544-2309	13′	196′	114	•	480V 3-phase 100 amps/ leg; 220V 3-phase 100 amps/leg; 220V 50 amps; 110V 30 amps 60hz	•	•	•	•	•	•	•	•	16/ 79A	FREE
St. Maarten	The Yacht Club at Isle de Sol www.igy-isledesol.com	721 544 2408	18′	320′	45		480V 3-phase 100 amps/ leg; 220V 3- & single- phase; 100 amps/leg; 220V 50 amps 60hz	•	•	•	•	•	•	•	•	16/ 78A	FREE
St. Martin	Captain Oliver's	590-590-87- 33-47	10′	150′	160	•	110/240		•	•	•	•	•	•	•	16/67	
St. Thomas	American Yacht Harbor www.igy-americanyacht harbor.com an IGY destination	340-775-6454	10′	110′	134	•	120/208Y/240 VAC 30 to 100 amps, 60 Hz	Cable	•	•	•	•	•	•	•	16/6	FREE
St. Thomas	Crown Bay Marina www.crownbay.com	340-774-2255	24′	200′	99	•	30, 50, 100amp 120v, 208v, 220v, 480v	Cable	•	•	•	•	•	•	•	11	FREE
St. Thomas	Yacht Haven Grande www.igy-yachthaven grande.com an GY 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	+649-946-9910	8.5′	220′	78	•	30/50/100 amp, 3 phase, up to 480V	Cable	•	•	•	•	•	•	•	16	FREE
Turks & Caicos	Caicos Marina & Shipyard www.caicosmarina.com	649-946-5600 649-232-1905	9′	150′	100+	•	30/50/100 amp		•	•	•	•			•	16	FREE
Virgin Gorda	Virgin Gorda Yacht Harbour	284-495-5500	10′	180′	94	•	110/220		•	•	•	•	•	•	•	16/11	•
Colombia	Marina Santa Marta www.marinasantamarta.com an IGY destination	+574363601	11.5′	132'	256	•	110/220V, 60hz		•	•	•	•	•	•	•	16/72	FREE
OUTSIDE OF	CARIBBEAN:						100/100 1000										

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	917-677-7680	16′	175′	18	•	110V, 220V; 480V 3-phase					•	•	•	•	69	FREE

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## CARIBBEAN BOATYARDS

All At Sea's Caribbean Boatyards Guide

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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 <b>4</b>	•		•	•	•	•	•
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 <b>4</b>	•	•	•	•	•	•	•
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 <b>4</b>	•	•	•	•	•	•	•
Virgin Gorda, BVI	Virgin Gorda Yacht Harbour	18. 45222	-64. 43750	284-495- 5318	10	150	34	no limit	110/120	7am- 6pm	70 <b>4</b>	•		•	•	•	•	•
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 4 <u>\$</u>	•		•	•	•	•	•
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	Clarkes Court Boat- yard & Marina	12° 00.6′ N	061° 44.0′ W	473-439- 3939	11′	150′	37′	0	110/220; 50Hz	7:30am- 4:30pm	242	•	•	•	•		•	•
Grenada	Grenada Marine	12° 01:20	61° 40:42	00-1-473- 443-1667	12′	75′	31.5′	0	110/220	8-5, M-F; 8-12, Sat	70 <b>4</b>	•	•	•	•	•	•	•
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° 23.06W	507- 6619-5601	10′	65′	20′	no limit	120/220	7:30- 3:30pm	60 4 <u>ड</u>	•		•	•		•	
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 <b>4</b>	•	•	•	•	•	•	•
Sint Maarten	Megayard	18°02′ 13.24 N	63°05′ 08.52 W	1-721-5444- 060	12′	200′	33′	12′	110/220	8-5 M-F	150	•	•	•	•	•	•	•
St. Lucia	Rodney Bay Marina an IGY destination	14°04 '32. 72" N	60°56 '55. 63" W	758-458- 4892	11′	75′	28′	no limit	120V- 480V, 30/50/ 100/125/200 amps at 60 Hz, 240V- 440V, 32/63/125 & 200 amps at 50Hz	8am- 5pm	75 &	•	•	•	•	•	•	•
St. Croix, USVI	St. Croix Marine	17° - 45′ N	64° - 42′ W	340 773- 0289	11′	68′	13'-8"	no limit	110v 30amp; 220v 50amp; 3 phase 100amp	8-5, Mon- Sat	60 4 <u>ड</u>	•	•	•	•	•	•	•
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 <b>4</b>	•		•	•	•	•	•

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Washington D.C. / MD	VA MD	National Harbor Marina www.igy-nationalharbor.com an GY destination	301-749-1582	Call	160′		•	30/50/100 single and 3 phase	•	•	•	•	•	•	•	•	71/16	•
Morehead City	NC	Morehead City Yacht Basin	252-726-6862	8′-10′	200' +	88	•	30/50/100 Amp	•	•	•	•	•		•		16	FREE
Beaufort	NC	Jarrett Bay Boatworks	252-728-7100	10′	135′	30	•	30/50/100 Amp		•	•	•				•	16	FREE
St Petersburg	FL	Maximo Marina & Boatyard www.igy-maximomarina.com	727-867-1102	8′	110′	300	•	30/50/100 single phase	•	•	•	•	•		•	•	6/16	FREE
Miami Beach	FL	One Island Park www.igy-miami.com an GY destination	754-701-4020	40'	150- 800'	8	•	100 single & 3 phase/ 200/480/600 Amp		•	•		•	•		•	11/16	FREE
Fort Pierce	FL	Fort Pierce City Marina	772-464-1245	7′	150′	240	•	30/50/100 Amp		•	•	•	•	•	•	•	16/78	FREE
Clear Lake Shores	TX	Legend Point Condominiums & Marina www.legendpointmarina.com	281-334-3811	7′	48′	254	•	30/50/100 Amp	•			•	•					

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

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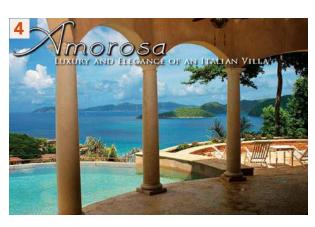
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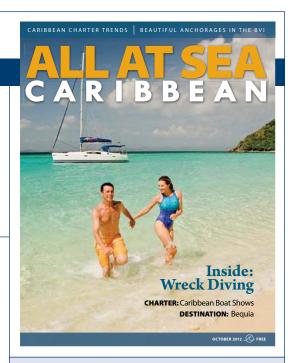
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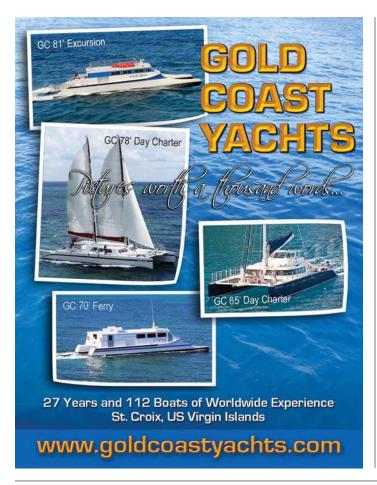


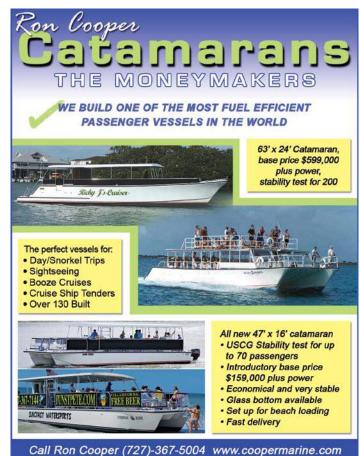
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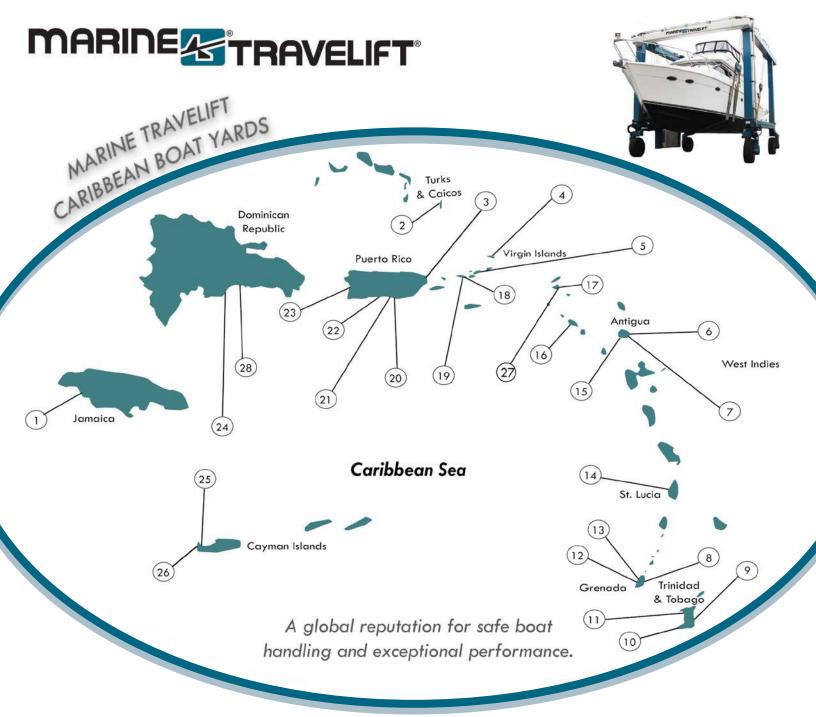




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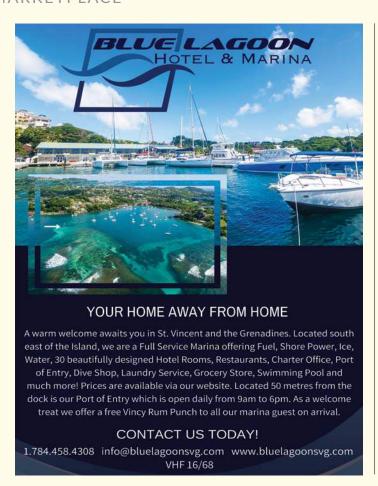
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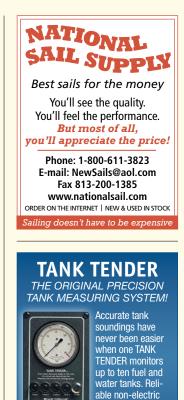




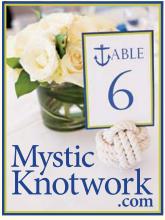


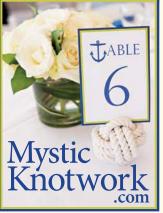














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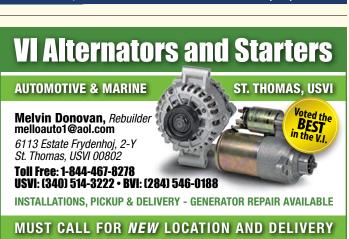
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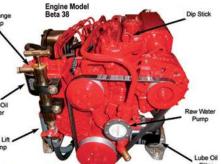
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### Employment

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### **VEGETABLE SUMMER ROLLS WITH TAMARIND PEANUT SAUCE**

By Chef Kristi Marquart, Yacht Genesis Preparation time: 45 minutes.\* Serves: 4-8 as an appetizer

#### **VEGETABLE SUMMER ROLLS:**

8 spring roll rice paper wrappers Black sesame seeds 1 large carrot, shredded 1 large cucumber, julienned 1 bell pepper, julienned (orange, red or yellow) 1 avocado, sliced

1/4 cup fresh mint, chopped 1/4 cup fresh basil and/or cilantro, chopped Small bowl of spinach or green leaf lettuce Handful of pea tendrils Pinch of chili powder

### TAMARIND PEANUT SAUCE:

4 tbsp tamarind paste\* 4 garlic cloves, minced 2 inches peeled turmeric, minced

4 tbsp local honey

4 tbsp fresh squeezed lime juice

6 tbsp peanut butter 2 tbsp sesame oil 2 tsp Sriracha (or other chili sauce) Pinch of salt

Blend above ingredients in a food processor until smooth.

NOTE: \*Tamarind paste can be made ahead time by carefully peeling 6 tamarinds to remove the outer shell, and soaking the inner fruit in 1.5 cups boiling hot water for 1 hour, no longer. After 1 hour you can easily remove and discard the seeds. Blend the remaining fruit and water to make a paste.

Blend all ingredients for tamarind peanut dipping sauce then pour into a large ramekin. Add warm water by the tsp to adjust consistency if desired.

Mise-en-place! Arrange your rolling station with a clean, damp towel to roll on, ingredients washed, cut, and set in bowls or plates and ready to assemble. You will also need a cutting board and a sharp knife to slice the finished rolls in half.

Pour warm water into a saucepan or bowl large enough to fit one



rice paper sheet. Dip the rice paper wrapper in the warm water for 5-10 seconds, until it is pliable but still slightly firm.

Set the sheet on your damp towel and sprinkle lightly with sesame seeds. Then begin to place vegetables on the bottom 1/4 of the paper, starting with the shredded carrot and ending with 2-3 pieces of spinach lettuce on top. Remember you are making 8 rolls so spread your ingredients out and do not overfill.

Fold the sides of the wrapper in like a burrito to tuck the veggies into place, and begin rolling until sealed.

Slice completed rolls in the center at an angle and arrange on a platter around the ramekin of dipping sauce. Sprinkle rolls with chili powder and garnish with pea tendrils or your favorite microgreens. Enjoy!

### ARTICHOKE, JALAPENO AND CILANTRO DIP

Preparation time: 15 minutes. Waiting time: 30 minutes. Serves: 6

1 cup plain nonfat yogurt, drained in a paper towellined sieve for at least 30 minutes 2 (15 oz) can artichoke hearts.

drained and chopped 1 shallot, finely chopped

1 jalapeño, minced 1 tbsp fresh lemon juice 2 tbsp fresh cilantro, finely chopped 1 medium tomato, diced ½ tsp pepper

Blend all ingredients together and serve in attractive dish, along with your favorite prepared raw vegetables!



### YAMAHA in Caribbean

More information is available on the WEBSITE https://www.yamahawaverunners.com/

COUNTRY	COMPANY NAME	TOWN	PHONE
ANTIGUA AND BARBUDA	Outdoor World Ltd.	St. Johns	+268-736-9262
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
GRENADA	McIntyre Bros. Ltd.	St. George's	+473-444-3944
GUADELOUPE	S.O.G.U.A.M.A.R. S.A.	Baie Mahault	+590-590-252-055

COUNTRY	COMPANY NAME	TOWN	PHONE
GUYANA	Ming's Products & Services Ltd.	Georgetown	+592-225-3553
JAMAICA	Yamaja Engines Ltd.	Kingston	+876-927-8700
HAITI	Marine Motors	Port-au-Prince	+503-3-702-2424
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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