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Gilbert Molnar, Vancouver, Canada



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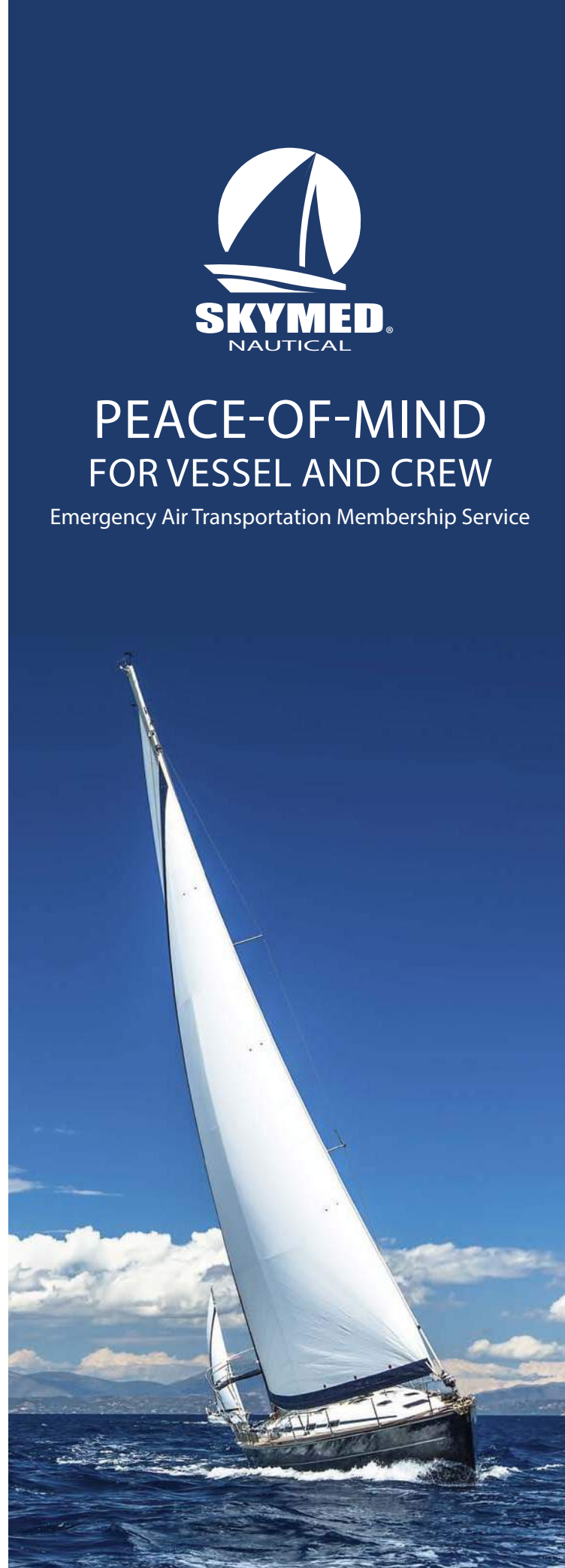
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COVER SHOT: Starting and finishing in Antigua, the Caribbean 600's unique 600-mile course uses 11 Eastern Caribbean islands as turning marks, providing an interesting challenge for navigators and crew
Image Courtesy of Tim Wright - www.photoaction.com

WHAT'S NEW?

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Ray & Jennifer Bryan of *S/V Jalapeño* at Sky Tavern, Nevada

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ISLAND EVENTS & INTERESTS

ALL AT SEA'S
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St. Lucia's Mango
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British Virgin Islands
(B.V.I.)

Puerto Rico

U.S. Virgin Islands
(U.S.V.I.)

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The Grenadines

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Carriacou

Grenada

Aruba

Curaçao

Bonaire

Tobago

Trinidad

Venezuela

Caribbean Sea

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From a Beach in Barbados
to the Antigua Classics:
The Superlative Schooner *Ruth*



CARIBBEAN NEWS



If you have a
news story to share,
**PLEASE EMAIL
THE EDITOR:**
editor@allatsea.net

NEW LEADERSHIP AT THE HELM OF ANTIGUA'S CLASSIC YACHT REGATTA

A new all-star crew is heading up Antigua's Classic Yacht Regatta, set for April 17 to 29, 2019. Elected in November were chairman Carlo Falcone, vice-chairman Cameron Fraser, Antigua Yacht Club commodore Franklyn Braithwaite, competitor liaison officer Tommy Paterson, treasurer Janie Easton, financial advisor Don Ward, and program editor, social media and sponsor liaison, Gilly Gobinet. Collectively, the eye on the prize for all Steering Committee members is competitor's happiness, according to regatta press officer, Ginny Fields. This means a greater focus on what happens on the water, such as the introduction of windward starts and new courses to make racing safer and more challenging. The definition of classic boat eligibility for registration is under review too, with in the meantime a new Dragon class added for 2019.

"We will still be holding our very popular shore-based parties and social events, such as Music Night and the Sea Shanty Competition, and other traditional events that celebrate this unique and world-class event," says Fields.

Several yachts had already expressed interest in or registered for the 2019 event by the beginning of January. These include Chronos, a 157-foot 2012-built Klaus Order staysail ketch; Columbia, a 141-foot 2009-constructed Gloucester fishing schooner; Mary Rose, a Herreshoff schooner built in 1925 at 64.5-feet; Sumuran, a 118-foot 1914-launched William Fife ketch; Xarifa, a Samuel White three-masted schooner from finished in 1927 and 163-feet in length; the brand new 2018-launched 44-foot Dykstra Leonardo yacht, Willpower; and ACYR steering committee chairman Falcone's beautifully restored 1936-constructed 79-foot Alfred Mylne yawl, Mariella. www.antiguaclassics.com/registration/



FOURTH ANNUAL YACHTIE APPRECIATION WEEK (YAW) SET FOR MARCH 10-17, 2019

There's a new date for what has become one of the most popular cruiser's weeks of the year in Dominica. Portsmouth Association of Yacht Services (PAYS) members have listened to past visitors and moved the date of this event to the second week in March. This timing is after the typically blustery breeze in February and follows the Nature's Island of the Caribbean's Carnival celebration in the beginning of March.

"This year's YAW celebrates the completion of the new mooring field in Portsmouth, Dominica," says Hank Schmitt, founder and chief executive officer of Halesite, NY-based Offshore Passage Opportunities (OPO), who has spearheaded the philanthropic project of establishing this field. "All 30 new moorings will be in place and will be free on a first come first serve basis starting Sunday March 10th. Besides free moorings

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there will be discounted tours all week and Saturday March 16th there is a free YAW party at Cabrits Fort."

PAYS encourages cruisers to visit year-round and pick up a mooring at a bargain price of \$10 per night. The money goes to pay for a nightly security boat. Dominica offers a plethora of natural attractions from waterfalls to wonderful scuba diving. www.sailopo.com, dominicapays.wixsite.com/pays



THOMAS JACOBS

Tom and Barbara Jacobs and fellow cruisers with a tour group at River Rock Café, as part of PAYS Yachtie Appreciation Week, 2016



PARTS & POWER APPOINTS NEW SERVICE MANAGER

There's a new face behind the very busy service department at Parts & Power Ltd. In October, Sayeed Mohammed took the reins over this part of the Tortola, British Virgin Islands-based company, which is the largest supplier of diesel engines,

generators, parts and accessories in the Eastern Caribbean.

"Parts & Power's foundation has always been service," says managing director, Tom Gerker. "We have continually strived to increase our level of service and customer satisfaction through our 45-year history. Our service department made an incremental leap with the addition of Gavin Dooley as service manager in 2016. He expanded our service staff and set a new standard of excellence and customer service, especially following hurricanes Irma and Maria. Sayeed brings yet another step up in professionalism and managerial skills. We hope to be able to continue to increase our level of customer service under his leadership."

THE BITTER END IS OPEN – ONLINE

It's been 18 months since Hurricane Irma ravaged the British Virgin Islands, especially the corner of North Sound, Virgin Gorda, where the Bitter End Yacht Club (BEYC) hosted sailors since the 1960s. The debris has been cleared and the BEYC 2.0's rebuilding is underway. In the meantime, what has re-opened is Bitter End Provisions, a new line of sea-worthy gear and goods that includes men's, women's, children's and pet's apparel as well as totes, tumblers and tees.

"It started as a handful of goods, tried, tested and beloved by Bitter End's crew," explains John Glynn, vice president of sales and marketing. "Those goods were shared with family members, friends and yacht club guests. Those guests took these items home to places far and wide. Then trickled in the requests...could we please send them another... and Bitter End Provisions was born. The criteria for an item to make the cut in the line is that it works hard and works often. That it has been tested at sea. And, that it pairs really well with a bottle of rum!"

For every Bitter End Provision's purchase, the BEYC donate \$1 to the Bitter End Foundation in support of the BVI community and in stewardship of the marine environment. bitterendprovisions.com



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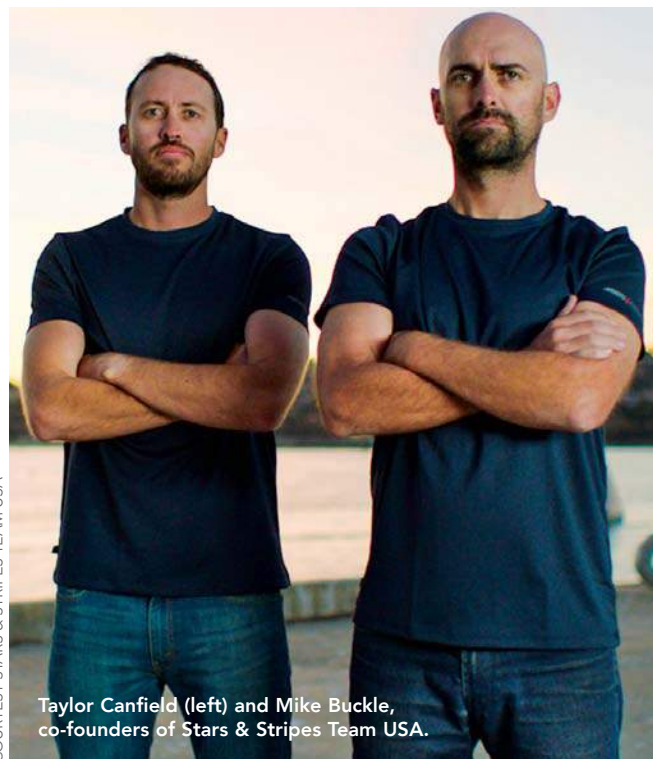
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Mohammed, a Trinidadian native, graduated from St. George's College, completed Caterpillar's College of Leadership Harvard ManageMentor training and holds certifications in diesel and gas engines, generators, machines, sales and customer service. Previous positions include service manager in the heavy equipment division at Massy Machinery (Trinidad & Tobago's Caterpillar's dealer) and most recently customer service manager at Ansa Automotive. www.partsandpower.com



COURTESY STARS & STRIPES TEAM USA

Taylor Canfield (left) and Mike Buckle, co-founders of Stars & Stripes Team USA.

U.S. VIRGIN ISLANDER CO-FOUNDS FIRST ALL-AMERICAN AMERICA'S CUP CHALLENGE

He first made his name in Optimist dinghy sailing out of his home, St. Thomas Yacht Club in the U.S. Virgin Islands. Following an All-American collegiate sailing career, four Congressional Cup wins and a ranking as the world's number one match racer for three of the past five years, 29-year-old Taylor Canfield is ready for his biggest sailing challenge yet. On December 12, the Long Beach Yacht Club, in Long Beach, California, announced its entry, Stars & Stripes Team USA, was formally accepted by the Defender and Royal New Zealand Yacht Squadron as the fifth Challenger of the 36th America's Cup. Canfield co-founded the team with fellow professional American sailor, Mike Buckley.

"The chief focus will always be to get as much support as we can," says Canfield, who has wanted to win the Ameri-

ca's Cup since his Opti days and in the wake of fellow Virgin Islander, Peter Holmberg. "This being from fans and emotional supporters all the way to financial supporters. It is our goal to make our team as inclusive as possible and inspire generations to come. In addition to this, at this early stage we have some everyday business to handle including getting a boat built, filling out the rest of the team (shore and sailors), and of course for me getting more time on the water and in the gym."

The team's name is a nod to Dennis Conner's 'Stars & Stripes' campaigns that defined all-American, America's Cup racing for decades. starsandstripsteamusa.americascup.com

NEW BVI BASE LOCATION FOR DREAM YACHT CHARTER

Scrub Island, a private 230-acre isle with a resort and marina of the same name, is the new base of the Dream Yacht Charter fleet in the British Virgin Islands. The Saint-Mandrier-sur-Mer, France-headquartered world's largest charter company offers 60 catamarans and 19 monohulls for bareboat, crewed or by the cabin charters out of the Scrub Island Resort, Spa & Marina.

"We've grown so much since we opened in the BVI's more than 10 years ago and our commitment to the BVIs, one of the world's premier cruising grounds, remains strong," according to company founder, Loïc Bonnet, in a press release. "Scrub Island provides the room to develop and accommodate our growth. Our new base offers a first-class experience for our guests who will have access to the five-star facilities of one of the islands' premier resorts."

Scrub Island is located less than 2 miles north of Trellis Bay, on Beef Island, site of the Terrance B. Lettsome International Airport. Road Town, Tortola and Spanish Town, Virgin Gorda, are 6 to 7 nautical miles away to the west and east, respectively. www.dreamyachtcharter.com, www.scrubisland.com





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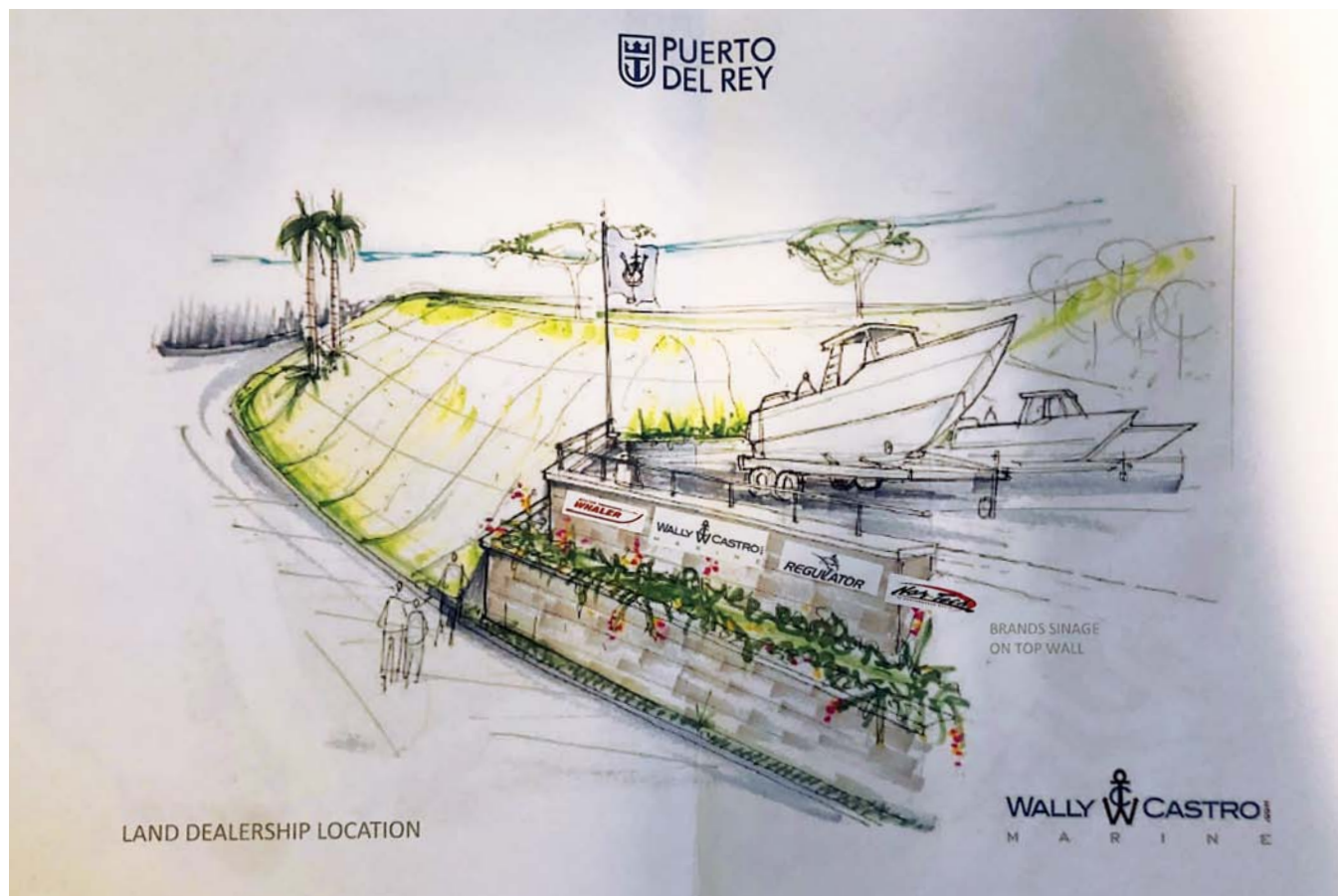
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THREE GENERATIONS OF BOATING HISTORY: WALLY CASTRO MARINE

BUSINESS SPOTLIGHT BY CAROL M. BAREUTHER



Wood-built boats ruled the waves in Puerto Rico and the wider Caribbean back in the 1950's and early 1960's. It took the vision of one man, Mario Castro, a dealer for Cummings-brand engines, to foresee the next trend on the water would be fiberglass boats. Today, grandson Wally Castro owns and operates the third generation of the family boating business. Castro, at his namesake Wally Castro Marine located at Marina Puerto Del Rey in Fajardo, has put his signature stamp on the yacht sales and service company and wider marine industry, as did his father, Wally Castro Sr., before him. In doing so, the Castro family have long promoted boating in Puerto Rico and surrounding U.S. and British Virgin Islands.





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"My grandfather liked to have the latest and he was the first in Puerto Rico to bring in a fiberglass boat. No one wanted to buy the boat because they thought that since it was plastic it would break and sink. He ended up modifying it by putting jet engines on the back and a hose with nozzle on the front and finally sold it to the fire department," Castro explains.

Castro's father continued the fiberglass trend by taking on a line of 'wiener' boats. Narrow and long, like the nickname for the dachshund breed of dog of the same build, the craft were fitted internally with foam to make them unsinkable. Castro was a young boy at the time and remembers a promotion for the boat that showed it full of water, yet still floating. From there, the then named Industrial Marine Services company, located in Santurce with its small showroom at the Cangrejos Yacht Club, added brands such as Sea Ray, Hydra Sports and Bertram.

"The brand that turned us around was the Phoenix Marine 29. It was the first twin diesel, with cabin room for six adults, a generator and air-conditioning. That's the boat young professionals would buy and take their families out for the weekend. My father would get 12 to 14 boats together and everyone would go to Culebra. That's how the first culture of rafting up started," says Castro.

It was his father that schooled Castro in the boating business.

"I always joke that I never played basketball in school, instead I played with tools in the marina. After school, I'd work with my father on the warranties and servicing. He was my best teacher. Later, I started my own company, a brokerage, within his company. I really enjoyed servicing the used boats and then selling them," he says.

Castro's father passed away in 2005. After that, he took his company to Fajardo and used his inherited foresight to grow the business.

"I saw a change in the industry. People wanted high end boats, so we became dealers for quality brands and brands that represented a wide variety of what people enjoy on the water. For example, Boston Whalers are ideal for cruising and entertaining. Regulator and Wellcraft outboards and Jarratt Bay and Bertram inboards for sports fishing. Nor-Tech offers speed and Riviera are luxury motor yachts. We are also dealers for Belize, SeaForce IX and Blackfin," says Castro.

The most recent highlights in Castro's career is his company being named the No. 1 Boston Whaler dealer in Latin America and the Caribbean in 2017, a distinction he's earned six other times in the past decade and achieving the world's first sale of Boston Whaler's 420 Outrage in 2015.

Castro's professional and personal contributions span beyond the showroom and service center. He is the founder of Christmas in July, an event that saw 229 boats rendezvous in Savannah Bay, Virgin Gorda, in the British Virgin Islands. He took a page out of his father's pioneering raft up days to create a week-long event that filled marinas, restaurants and shops as well as fulfilled what he loves best about boating.

"There is no better way to spend family time than on a boat. If you are at a hotel, it's easy for each family member to go in different directions. But on a boat, you can spend a lot of quality time together," he says.

Family is definitely important to Castro. His two oldest daughters now also working in the family business, along with 19 other employees who collectively make the company full service from new sales to resales, warranties and servicing. Wally Castro Marine is a certified Raymarine and Garmin dealer as well as service dealer for Mercury and Suzuki outboard engines.

Castro is also building for the future – literally. The company broke ground on a new showroom and office complex in Puerto del Rey in early 2018. This building, expected to open in February or March, will put the entire business under one roof and will make it the largest facility of its kind in Puerto Rico.

What's next?

"Technology is the next big trend in the marine industry," Castro says. "We will soon offer a phone app that connects directly to our service department. After all, my vision is to give the best service possible to keep families in boating." 📱



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

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nickwhite55@hotmail.com

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MARTINIQUE

FEBRUARY 8 – 10

Round Martinique Regatta
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PUERTO RICO

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vela@nauticodesanjuan.com
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hank@bucketregattas.com
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APRIL 14 – 20

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ST. JOHN, USVI

MARCH 21

Around St John Race



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Caribbean Multihull Challenge
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manager@smyc.com
 721-544-2079

FEBRUARY 28 – MARCH 3

St. Maarten Heineken Regatta
www.heinekenregatta.com
regatta@heinekenregatta.com
 +599 544 2079



ST. THOMAS, USVI

MARCH 22 – 24

St. Thomas International Regatta
www.stthomasinternationalregatta.com
stycisv@gmail.com
 340-775-6320



TORTOLA, BVI

MARCH 25 – 31

BVI Spring Regatta and Sailing Festival
www.bvispringregatta.org
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THE UNSINKABLE PASSIONS OF SAILOR LIN PARDEY

SAILING HUMOR BY CAP'N FATTY GOODLANDER



Lin with Michael Marris, editor of Kookaburra Magazine of Kawaii.

This is a story about Thanksgiving—my favorite American holiday. Why do I enjoy Thanksgiving so much? Because it is a non-commercial holiday about being grateful. What am I grateful for? I'm grateful for people who encourage others—and I'm especially grateful for people who encourage aspiring sailors to live their watery dreams.

My favorite destination to celebrate American Thanksgiving—where I've joyously celebrated many of them over the last two decades—is a tiny island off the east coast of New Zealand.

Another trendy topic I'm currently intrigued with is decluttering, downsizing, and simplifying. I really believe in the mantra of 'go simple, go small, go now.'

I am not alone. Many sailors, as our planet burns, desire a more minimalistic, less carbon-intensive lifestyle.

Of course, there's nothing new under the sun. I've already lived through one 'back to the farm' youth movement and I am sure there will be others. The truth is that *more* doesn't necessarily translate to better. Good things can come in small packages.

This brings us to the pint-sized author/sailor named Lin Pardey. She isn't merely a dear and diminutive friend; she is a larger-than-life intellectual tour-de-force. Her back-to-basics cruising concepts have nurtured my wife Carolyn and I for nearly half a century of offshore sailing—while inspiring thousands of hopeful sailors at the same time.

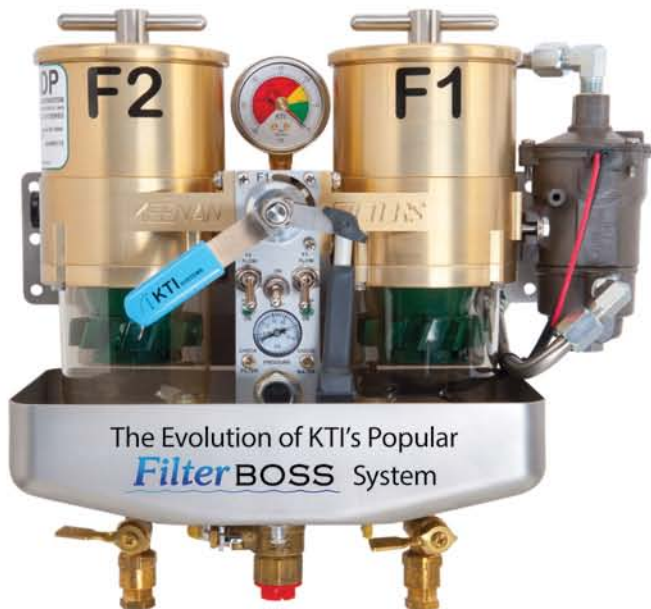
Another trendy topic I'm currently intrigued with is decluttering, downsizing, and simplifying. I really believe in the mantra of 'go simple, go small, go now.' I am not alone. Many sailors, as our planet burns, desire a more minimalistic, less carbon-intensive lifestyle.

In many regards, Lin is our marine community's first strong-willed feminist—a traditional Renaissance woman of all things nautical. Her literary and life accomplishments are almost too numerous to mention. *Legend* is a word often misused—but not in relationship to Lin.

Lin is more than a skillful fellow marine writer—she has been a lifelong moral compass. How? By having firm convictions and steadfastly acting on them. Do I agree with all of them? Of course not. But I respect Lin because she has earned the right to her opinions. Anyone can say they prefer the purity of not having a stinky, oil-smeared engine aboard—few can back those words with an east-to-west circumnavigation, a west-to-east circumnavigation, and then toss in a rounding of Cape Horn just for good measure.

Parts of Lin's life story are familiar: she, along with her Canadian husband Larry, built a Lyle Hess 24-foot engineless cutter named *Seraffyn* in the late '60s. They promptly sailed that traditional wooden craft around the world, then built *Taleisin*, a 29-foot version of the same concept, for their second circ. Along the watery way they collected the Cruising Club of America's Far Horizon Award and the Seven Seas Cruis-

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ing Association's Lifetime Achievement Award—as well as the Ocean Cruising Club's Merit Award.

Concurrently, in order to fund their adventures, Lin penned a dozen marine books such as *Cruising Seraffyn*, *Seraffyn's European (and Mediterranean and Oriental) Adventures*, *Storm Tactics*, *The Cost Conscious Cruiser*, *The Self Sufficient Sailor*, *The Capable Cruiser*, *Taleisin's Tales*, *The Care and Feeding of the Offshore Crew*, *Bull Canyon*, and *Details of Classic Boat Construction*.

What else? Plenty!

Of course, there's nothing new under the sun. I've already lived through one 'back to the farm' youth movement and I am sure there will be others. The truth is that more doesn't necessarily translate to better. Good things can come in small packages.

Herb McCormick, one of my editors at Cruising World, wrote their biography *As Long as It's Fun: the Epic Voyages and Extraordinary Times of Lin and Larry Pardey*. In between hustling books at boat shows and regularly giving cruising seminars in America and Europe, Lin continued to write her how-to articles—and even produced a series of popular how-to DVD videos (long before the YouTube era).

Not content with mere writing, Lin then started publishing other marine books under the L&L imprint as well. Titles include *Blown Away* by Herb Payson and *Voyaging with Kids: a Guide to Family Life Afloat* written by Behan Gifford, Sara Dawn Johnson, and Michael Robertson (with an introduction by that crazy Cap'n Fatty).

All of the above is, as noted, well documented.

What people might not realize is that Lin is a fun-loving, gregarious, wine-swilling party gal as well—a hostess equally adept at entertaining her guests in a tiny cockpit or a commodious beach house along the shore.

I guess what I'm hinting at is that Lin and Larry eventually washed ashore on a tiny rock in New Zealand called Kawau.

Grateful for discovering their own Shangri-la, they celebrated

their first Thanksgiving on Kawau by having a great feast—and inviting both their cruising friends and some locals.

Thus began a culinary tradition that is not only locally famous but well-known in distant foreign cruising ports as well. "We spent Turkey Day with the Pardey's on Kawau," is whispered with pride not only at the NY and San Francisco yacht clubs—and the Royal New Zealand Yacht Squadron—but also in numerous fist-banged rumshops from Borneo to Madagascar, from Cocos Keeling to Cape Town.

This year (2018), there were 37 guests—and while some of the local Kiwis attending resided ashore, all shared a lust of adventure and a love of Lin.


Of course, in every life some rain must fall—and perhaps the most cherished marine marriage (48 wonderful years) dimmed as Larry fell ill with Parkinson's and slipped into dementia in 2016. He is currently in a full-care facility close to Kawau. Lin visits often.

But Lin is an indomitable spirit—and Americans are known for reinventing themselves during their Second Acts. And at 75, Lin is still a sassy romantic. And you know what they say about sailors and every port.

This year's festivities were co-hosted by Lin Pardey and an Aussie legal environmentalist named David Haigh. Yes, of course he has circumnavigated aboard his Van de Stadt-designed 40-foot *Sahula*—who hasn't made a global circle or two in Lin's worldwide watery entourage?

How was the perfectly staged sit-down Thanksgiving meal that took two hours plus to consume?

The dueling turkeys—one oven cooked and the other barbequed—were perfect. And this year I was wise enough not to gorge on bird alone—so I had plenty of room for the six (homemade whipped cream was to die for) desserts.

Where, in our humble opinion, is the best port on the planet for a sailor to spend an American Thanksgiving? Why, Kawau Island on the northern rim of the Gulf of Hauraki, of course. 

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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SAILING WITH CHARLIE: MAN OVERBOARD

SAILING HUMOR BY JULIAN PUTLEY

GRAPHICS BY ANOUK SYLVESTRE



((M an Overboard" is the term screamed at high volume when an unfortunate crew member departs the deck or rigging of a vessel underway and lands in the water at great peril to himself or herself. All crew members, whether in the dead of night in a raging storm, must jump from their warm bunks to act as lookouts and help in the rescue. Now, some genius in the 'politically correct' department of some editor's office has decided that "Crew Overboard" would be less offensive to females and thus should now be used instead. Of course, it's immaterial really – the object being

to retrieve the victim regardless of sex. And it should be clarified that 'man' is also short for 'woman.' So, if a rescued woman berates a 'heartless crew' for screaming the politically incorrect term, throw her back in.

Charlie had a man overboard recently and it was not pretty. The middle-aged gentleman was a novice sailor and he was standing on the deck of the catamaran near the helm station coiling a furling line. It was blowing about 20kts with a boat speed of about seven and a four-foot chop in the middle of the channel. Catamarans can have a very jerky movement

sailing across beam seas and in this instance the man lost his balance and took a step backwards where there was a step down, which didn't help, and into the water he went upside down, still clutching the line.

Nowadays a total crew of two is not uncommon – a couple as man and woman partners for instance. So, if one of the couple goes over the one remaining on board has to be able to do everything to retrieve the victim. In Charlie's case the lady on board, also a complete novice, was immediately panic stricken. Charlie had his hands full. After screaming the necessary M.O.B. he looked back to see that the man had let go of the line and was hundreds of yards back. He tacked the heavy cat with the help of the engine and left the jib aback. Then – horror of horrors - noticed the line in the water. He quickly pulled it aboard without fouling the prop and then ran to release the swim ladder and aft gate.

The poor woman was almost comatose but managed to point to her hapless partner who, by this time, was not far away.

The poor woman was almost comatose but managed to point to her hapless partner who, by this time, was not far away. Charlie maneuvered the yacht to a close haul, jib backed, hove to and put the engines in neutral with the man on the leeward side. It was then that he noticed that the victim had lost his shorts. He managed to get himself back to the stern but somehow it seemed that he was unable to ascend the ladder; it turned out that he was now completely naked and being none too well endowed, too embarrassed. Finally, with loud vocal assistance, Charlie managed to get him aboard – but just then his shorts floated by – and, horror of horrors – he jumped back in to retrieve them.

Just for a moment Charlie imagined a cat o' nine tails would come in handy but swallowing back inflammatory thoughts he eventually handed the man a towel, jibed the boat over and continued on a beam reach. "Just another day in paradise," he thought. 

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

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RACING CIRCUIT BY JAN HEIN



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Starting and finishing in Antigua, the unique 600-mile course uses 11 Eastern Caribbean islands as turning marks, providing an interesting challenge for navigators and crew. Start-

ing on Monday, 18 February, with such a long course, finishing times vary over a number of days. The RORC work with the Falmouth-based Antigua Yacht Club and their wonderful army of local volunteers: every yacht that finishes the race is met with cold beer!

The race attracts professional competitors the world over, plus enthusiastic Corinthian sailors and regular RORC racers. Participation in the RORC Caribbean 600 has grown steadily



IMAGE BY TIM WRIGHT - PHOTOACTION.COM

each year and in 2018 a record 85-boat fleet, including some of the world's fastest yachts, brought the spectacular race to the attention of media and sailing fans worldwide. Any resemblance to a Caribbean cruise was quickly dismissed as 25 knots of solid trade winds with gusty squalls and a confused sea state delivered a challenge to over 1000 sailors from six different continents!

George David's American Maxi Rambler 88 scorched around

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IMAGE BY TIM WRIGHT - PHOTOACTION.COM



IMAGE BY TIM WRIGHT - PHOTOACTION.COM

the track to set a new monohull course record of 37 hours 41 minutes and 45 seconds and was declared overall winner of the RORC Caribbean 600 Trophy.

In 2019, entries include the largest privately owned yacht in the world, *Athos*, at 203ft, together with the three fastest ocean-going trimarans *Maserati*, *PowerPlay* and *Argos*.

Chris Stone, RORC Racing Manager says, "We are delighted to be back in Antigua for the 11th edition of the event

for which we are expecting close to 100 boats from all over the world, coming to Antigua to enjoy the challenging racing and amazing weather. We should have an extremely good mix within the fleet, seeing our smallest competitors tussling with the larger race machines for the prestigious IRC overall trophy – not forgetting our famous Caribbean 600 social programme! We love seeing all our sailors coming together to enjoy the best of Antiguan food and music"

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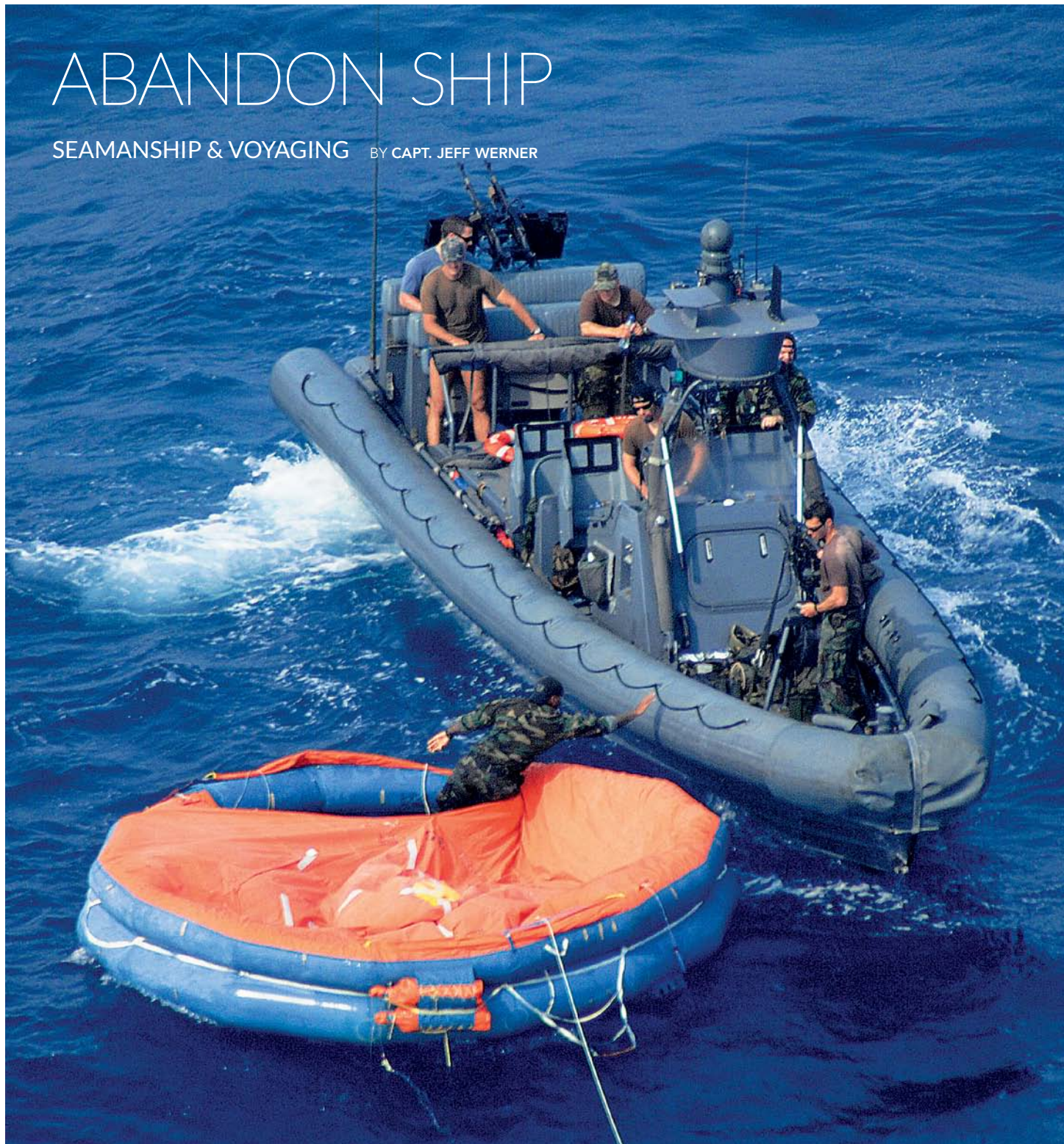
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SEAMANSHIP & VOYAGING BY CAPT. JEFF WERNER



When disaster strikes onboard an assessment must be made whether to abandon the vessel. The criteria for abandonment are straightforward, if the boat is sinking or there is a fire aboard that can't be contained and ex-

tinguished, it is time to abandon ship immediately. Otherwise, stay with the boat, as it is a much larger target for the search and rescue teams. If temporary repairs can be made to delay sinking, everyone has additional time to prepare to abandon ship.

GETTING READY FOR ABANDONMENT

- **Alert the crew to prepare to abandon ship.** Keeping calm is the first order of business. Quickly assigning tasks to assist getting ready will aid the preparation.
- **Don lifejackets.** If there is enough time to put on extra clothing plus foul weather gear, it will help to stay warm and dry.
- **Transmit a distress call.** Press the "distress" button on the DSC (Digital Selective Calling) enabled VHF radio, followed by a voice mayday call.
- **Turn the EPIRB on.** After activation, the EPIRB will be taken aboard the liferaft along with the ditch bag.
- **Grab the ditch bag.** A pre-packed abandon ship bag with all the necessities needed to supplement the survival equipment packed with the liferaft, including a waterproof handheld VHF radio and SART (Search and Rescue Transponder), should be readily accessible. If extra time permits, gather additional water, non-perishable food, extra distress pyrotechnics, blankets, medications, passports, binoculars, hand bearing compass and first aid kits.
- **Position the liferaft for launching.** A liferaft should be stowed where it is readily accessible in case of an emergency. The bottom of a locker underneath dock lines and deck brushes is a poor choice for a storage location.

DEPLOYING THE LIFERAFT

- **Secure the painter.** Using a strongpoint, such as a cleat or padeye, tie the liferaft painter to the boat. Double check the knot or hitch used to make sure the liferaft will not drift away once inflated.
- **Launch the raft downwind.** Heave the liferaft canister or valise overboard to leeward, this will help provide a modicum of protection from wind and waves when boarding and avoid potential damage to the raft when inflated.
- **Pull the painter.** Life raft painters are long; they can be as long as 50 feet. Keep pulling out the painter from the floating canister until it is taut. Then give it a sharp tug, this activates the inflation by piercing the CO2 canister.
- **Secure the liferaft close to the boat.** Once fully inflated, quickly trim in the painter and cleat it off so the liferaft is close enough to the boat for boarding.

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- **Board the liferaft.** The goal is to board the liferaft directly from the vessel and not from the water. Staying out of the water is essential to remain as dry and warm as possible. Don't forget to load the ditch bag and any other spare items collected.

ONCE ABOARD THE LIFERAFT


Initial actions. There are four actions to be taken immediately:

- Cut the painter with the blunt-tipped safety knife secured at the liferaft's entrance.
- Stream the sea anchor to slow the rate of drift. A SOLAS approved liferaft will automatically deploy its sea anchor.
- Close the entrance flap to keep the wind, waves and rain at bay.
- Maintain the liferaft by keeping it as dry as possible. Bailing scoops and sponges are included in the survival service pack.

Subsequent actions.

- Attach the EPIRB's security line to the raft so it can float in the water nearby.
- Distribute seasick tablets and use them immediately.
- Give first aid to any injured crew.
- Inventory survival items in the raft.
- Apportion food and water for rationing.
- Do not eat or drink water for the first 24 hours.
- Stay warm and dry.
- Maintain an active watch to look for other vessels or aircraft.
- Keep morale high, the will to survive is a key factor while awaiting rescue.

Prior training makes handling emergency situations more successful. All boats should have their crew practice conducting abandon ship drills, which include muster stations and pre-assigned preparation tasks. Practice builds confidence and reduces panic when an actual emergency occurs.

It is also helpful to get to know the liferaft stowed on board. When it is time for the scheduled liferaft service, observe the liferaft when it is manually inflated and tested for leaks prior to repacking. Become familiar with the raft's construction and placement of the safety gear on board. 

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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CAROL BAREUTHER TALKS TO CAPTAIN COLLEEN KORONA OF S/V FIREFLY

SEAMANSHIP & VOYAGING



Captain Colleen
at the helm

The old saying that 'when one door closes another door opens' certainly applies to the career of Captain Colleen Korona. In fact, it was twice being unemployed that led Korona to her dream career as a yacht captain. Today, she is at the helm of the Leopard 46 catamaran, *Firefly*, term chartering year-round in the U.S. and British Virgin Islands.

Though having entered her preferred profession later than some of her peers, salt water started flowing through the Florida native's veins at an early age.

"My uncle was an avid surfer and sailor," says Korona. "He always had Hobie cats and surfboards laying around and never hesitated to say, 'Give it a try! Don't worry about breaking it, just have fun.'"

Korona worked a shoreside nine to five job for many years managing a mental health office and nuclear brain imaging facility. Then, the US economic market crashed and she was out of a job. A few years later, she and a friend sailed north from Key West to Block Island, then from Hampton, Virginia to Tortola, BVI on a 38-foot Shannon. The two stayed and played in the Virgins for a while, before continuing south to Trinidad & Tobago. It was during this time that Korona started picking up a paid charter gig here and there. This led to a crew position for several seasons aboard a historic tall ship that sailed the Virgins. One day, the ship was struck by a car ferry traveling to Spanish Town. The next day, Korona found herself unemployed again.

"I had been complacent in my position as first mate/stewardess and deckhand, but unemployment basically forced me to take the next step and get my captain's license," she tells.

Substantial sea time is one of the requirements for a captain's license. Korona had many miles under her belt cruising aboard the Shannon. However, once she began working on charter boats her hours increased substantially. This included sails north to the US East Coast from the Caribbean, and working aboard vessels that included day boats, term charters, monohulls, catamarans, trimarans and power yachts. One of these was a beautifully restored classic 85-foot Trumpy motoryacht whose owner cruised throughout New York, Rhode Island and Maine. Since becoming licensed, Korona has run catamarans from 44- to 53-feet, delivered a 44-foot trawler from Fort Lauderdale to the BVI, oversaw a \$120,000 refit on a 43-foot cat and delivered it from the USVI to Port Canaveral, and is now aboard *Firefly*.

"I admit it took me awhile to settle into the role and get com-



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fortable with the responsibility of someone's expensive vessel and the people on it, but captaining is a perfect fit for me and it's a great profession if you have the people skills and stamina. General duties include, keeping the boat clean inside and out, engine maintenance, being able to repair general electric items, fix broken heads or showers, change out pumps, oversee and coordinate major repairs as well as correspondence with guests and owners. I always laugh and say a captain's license just makes you a glorified plumber and mechanic. You must be able to adapt to the boat, weather and guests needs. That means never saying, 'That's not my job,'" she says.

Korona claims she sees more women every year enter the marine industry at the helm. The only challenges, she says,

is occasionally not being taken seriously by mechanics and yard workers.

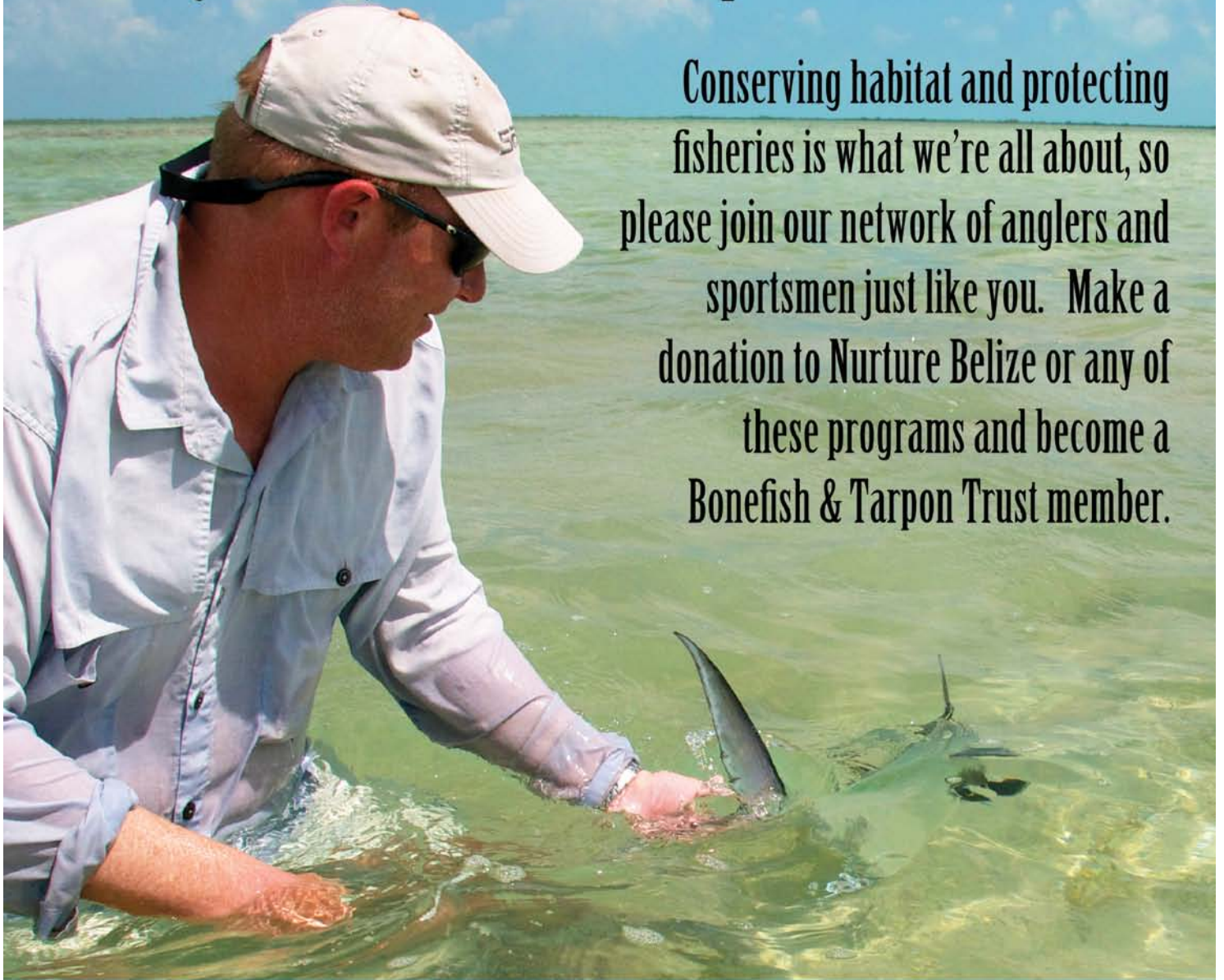
To those who would like to follow in Korona's wake, she advises: "Just do it! There is definitely a niche for female captains and I think women get a pretty good reception overall from brokers and owners. You would be surprised at how many bookings we get because I am a female captain. It does set us apart. Of course, my boyfriend/mate's amazing cooking is a big factor too!"



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

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TEN TOP CARIBBEAN SNORKELING DESTINATIONS

BY CAROL BAREUTHER



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If you swim, you can snorkel. Easier than diving as no certification isn't required, all you need is a mask and snorkel to see a whole other side of the Caribbean – the underwater one, that is. If you don't have this basic equipment, no worries. Many of the ten top snorkeling spots below are near rental vendors.

1. Providenciales, Turks & Caicos.

A great locale to snorkel with kids is the Bight Reef. It's easy to see why this spot is also called Coral Gardens. A long shallow ridge of hard and soft coral extends out from shore. Common sightings include sea turtles, rays and fish such as Nassau groupers, parrotfish, colorful sergeant majors and porcupinefish. A sugar soft white sand beach ashore makes an idyllic place to rest after snorkeling.



2. Negril, Jamaica.

Calm, warm water with visibility over 60 feet make snorkeling a joy here for first-timers and veteran snorkelers. Rockhouse in western Negril is a fantastical area with submarine caves teeming with finned critters and other sea life. Seven Mile Beach is also a popular snorkeling destination. Cliffs above the beach are a perfect perch to spec out what part of the reef you've like to snorkel.

3. The Baths, Virgin Gorda, British Virgin Islands.

This playground of giant granite boulders that mark the island's iconic southwest coast is a paradise for snorkelers. Arrive here by boat and dive in. Or, walk down to the beach on the short, clearly-marked yet somewhat rocky trail leading from the Top of the Baths restaurant. Plentiful schools of rainbow-colored fish are the main undersea attraction. Yet, climbing around the boulders and sea-filled grottos between them is great shoreside fun.





4. Green Island, Antigua.

Located off the east coast of Antigua, this uninhabited island owned by the private Mill Reef Club is full of pristine white sand beaches that offer a perfect gateway into the sea beyond. The best snorkeling is over the reef right offshore. Charter operators bring guests here for snorkel trips, but other than this, the area is quiet and relatively isolated. After all, the only way to get to here is by boat. Plan to bring a picnic and spend the day sunning, swimming and snorkeling.

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5. Scotts Head, Dominica.

Known for its stunning scuba diving, the Soufriere Scotts Head Marine Reserve situated off this southwest coastal village of Scotts Head is also ideal for snorkeling. One of the best sites is the Champagne Reef. Named for the water bubbles that float up from the volcanic hot springs on the sea floor, this area is a real underwater zoo. It's filled with all kinds of coral, sponges, anemones, lobster, and multicolored fish. Snorkeling gear is available to rent nearby.

6. Rockley Beach, Barbados.

Snorkeling is just some of the fun on this beach, also called Accra Beach, which is a favorite among locals and visitors alike. Calm to moderate waves, no undertow and a sandy beach entry make snorkeling easy. Lots of colorful fish, sea turtles and even an occasional ray are the chief underwater draws. Souvenir vendors, sun lounger and umbrella rentals, and beach bars and restaurants are also here. Additionally, two miles to the north at Browne's Beach, one of the island's largest beaches, there are several sunken ships about 100 yards offshore that are spectacular to snorkel.



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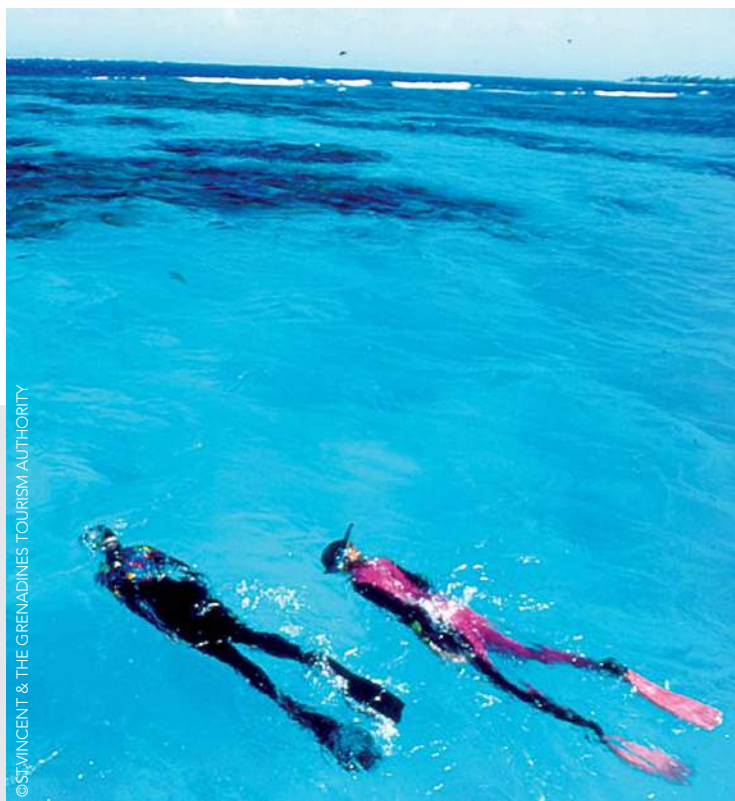


7. Mayreau, St. Vincent & the Grenadines.

The magical reefs around this smallest of the inhabited Grenadine islands are nicknamed the Mayreau Gardens and are home to some of the greatest biodiversity in the region. Managed and protected by the Tobago Cays Marine Park, there is a wealth of sea life: turtles, rays, nurse and reef sharks as well as corals, sea fans and corals. The island is reachable only by boat since there is no airstrip.

8. Tobago Cays, St. Vincent & the Grenadines.

See sea turtles feed on the sea grass growing in the clear shallow waters off the Baradal Turtle Sanctuary. Located on an island in the center of the Cays, this protected area is home to green, hawksbill and leatherback turtles. The reefs here are also swimmingly full of other sea creatures like corals, conch and spiny lobster. The current can sometimes be strong, so fins are helpful. Reach the Tobago Cays by yacht or day charter from the mainland.



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9. Buccoo Reef, Tobago.

Shallow reefs rim much of Trinidad's sibling island, making it easy to snorkel right off the beach. One of the best places is Buccoo Reef, a protected marine park located between Buccoo Point and Pigeon Point. Head to the western part of this area for the best snorkeling. Do be aware of boat traffic in this area and to the north as glass bottom boats take visitors to the reef daily. Rent snorkeling equipment from vendors on the beach.

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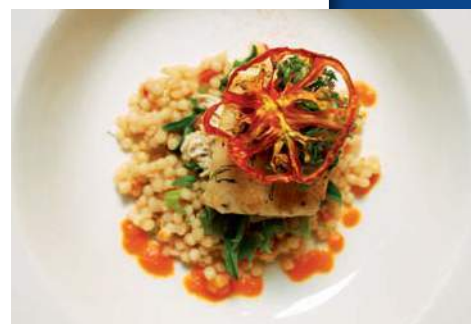
10. Klein Curacao, Curacao.

Look but don't touch applies to the snorkeling off of this ½-square-mile uninhabited island at the south-east of mainland Curacao. That's because sea turtles are one of the prime sights. This advice also applies to the sensational stands of coral and countless fish. The island is only reachable by boat. What makes the one-hour one-way ride really memorable is the frequent bottlenose dolphin escort. Moorings off Klein Curacao are mainly for day tour boats.



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SAINT CROIX TAKES PART IN GLOBAL SLAVE WRECKS PROJECT

U.S. VIRGIN ISLANDS BY CAROL M. BAREUTHER
PHOTOGRAPHY COURTESY OF DR. MEREDITH HARDY



New light on maritime history from the Caribbean's dark days of slavery may soon be on display at the Virgin Islands National Park's (VINP) Fort Christiansvaern museum in St. Croix. The seeds for this enterprise were sown a decade ago with the launch of the originally-named Southern African Slave Wrecks and Diasporan Heritage Routes Project. The project's goal was, and remains, to combine research, training and education to better understand the realities of the global slave trade, especially via slave shipwrecks. The project's Phase I research efforts concentrated in Southern Africa. Phase II kicked-off in 2012, when the name was shortened to the Slave Wrecks Project (SWP) and widened in geographic scope to reflect the far-reaching slave trade. Since one of the SWP's core partners is the U.S. National Park Service (NPS), it was a

natural to look at slave wrecks within park waters. Two such areas were identified: the Biscayne National Park in Florida and Virgin Islands National Park in St. Croix.

"The reason for our interest in St. Croix is that there are a lot of shipwrecks," explains Meredith Hardy, Ph.D., an archeologist with the NPS Southeast Archeological Center, in Tallahassee, Florida, who, with project colleagues, presented a talk on the SWP work on St. Croix in July. "Research shows some 114 wrecks between the years of 1523 and 1917, when Denmark sold the Virgin Islands to the US. Records show that the first enslaved Africans arrived in 1630, brought by the English, followed by the Dutch and French in 1650. The slave trade was ended in the Danish West Indies in 1792, but the importation of slaves didn't stop until a decade after."



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Slave Wrecks Project 2017 team in Christiansted



Two of the shipwrecks identified are the *Mary* and the *General Abercrombie*. The English-flagged 150-ton *Mary* departed from Cameroon with 266 slaves aboard in 1797. All these people were rescued when the ship was wrecked on Buck Island. The Buck Island Reef National Monument is one of three national parks on St. Croix. The second was the English-flagged, 328-ton, *General Abercrombie*, which sailed from the Congo until she too wrecked on the coral heads off Buck Island in 1803. This grounding took place off the back side of the island and in the dark of night, a sneaky move owing to the fact it was 11 years after the ending of the slave trade.

"Part of the purpose of the SWP is to provide experience and training in heritage resource protection for future generations. To this end, we introduced student interns from the University of the Virgin Islands (UVI) to archeological science and cultural resource management first hand. This started on the heels of a two-year magnetometer survey of Buck Island's waters by professionals at the NPS's Submerged Resources Center. Survey results showed a total of 239 targets. These included anchors, chain and partial hulls filled with Danish brick. Each of these targets were visited by staff or students by snorkeling or scuba diving and documented. Of note, all cultural resources in federal waters are protected by the National Historic Preservation Act (1966) and several other laws – federal, state, and territorial."

N'lyse and Michelle gently sift through the archeology at Christiansted Wharf



One partnership that has assisted in making dive training possible for the student interns is the SWP and NPS's collaboration with the groups, Diving with a Purpose and the National Association of Black Scuba Divers.

However, since the underwater aspect of the project is limited in the number of people who can participate, the SWP in St. Croix has also moved ashore. Over the past few years,

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UVI student interns and researchers have excavated the grounds of the Danish West Indies & Guinea Co.'s Warehouse complex along the Christiansted Wharf. This was the area where most enslaved Africans entered the island after arriving by ship.

"Ultimately, the interns will work with the NPS researchers to create exhibits for museum spaces, websites and social media," says Hardy. 🌐

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



Tiara DaCosta is a UVI student working on the project

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VEGAN RECIPES SHINE AT BVI ANNUAL CHARTER YACHT SHOW

BRITISH VIRGIN ISLANDS BY CAPT. JAN ROBINSON



Khalila's winning appetizer Quinoa Spinach Bites with Ginger Orange Honey Dipping Sauce.

((**D**iscover Plants: Eat Vegan" was the theme for the Culinary Contest at the 37th BVI Annual Charter Yacht Show, held at Nanny Cay Marina. Another excellent show by Janet Oliver the Executive Director.

Some chefs were already vegans and some were excited for the challenge. The judges also had their own challenge with the torrential rains, which abated during the day; Chef Gorvey Harvey from the H. Laverty Stoutt Community College Culinary Arts, Cara Rogers, a former yacht chef, and Chef Kenetha Ashton.

To give you an idea how the contest works; here is the judging criteria.

- Presentation
- Taste/Flavor
- Creativity/Originality
- Plant based ingredients
- Execution/technique
- Overall impression

The chefs are given a time the judges will be onboard. There is a 15-minute time window for the chefs to present their two dishes and the judges to make their decisions on all six cat-

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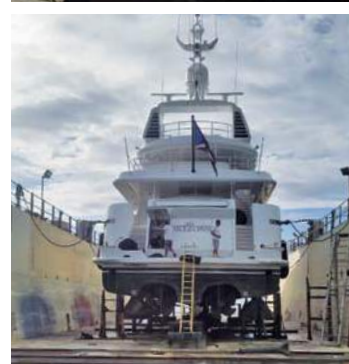
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Khalila's winning dessert Poached Pear in Red Wine with Vegan Mascarpone and Garnish of Mint Leaves.

egories. The Culinary Contest Coordinator, Captain Jan Robinson (author of the Ship to Shore cookbook collection) navigates the judges to each competing yacht on time!

CULINARY CONTEST WINNERS:

Winner Best Appetizer: Khalila Bartley aboard *Laurel Lee*

Runner up: Laura Kurton aboard *Twin*

Winner Best Lunch Entrée: Leah Wheeler aboard *Second Star To The Right*

Runner up: Kate Fairfield aboard *Foxy Lady*

Best Dessert: Khalila Bartley aboard *Laurel Lee*

Runner up: Leanne Ho Chung aboard *Zingara*

Best Dish Overall: Khalila Bartley aboard *Laurel Lee*

The winning chefs enjoyed receiving Veuve Clicquot distributed by Caribbean Cellars, along with other beautiful locally made gifts from Nutmeg Designs and Clean & Green W.I.

What a treat to meet **Khalila Bartley**, winner in two categories – appetizer and dessert - of the chef competition, and overall winner. Khalila was born and raised in Jamaica. She feels that she was born to cook and at the age of 12 cooked her first full meal for her three siblings – French Fried



Chicken, Peas & Rice and another vegetable. No recipe, just instinct and taste.

Khalila always wanted to be a chef but got pregnant and had a baby at the age of 18, putting her career on hold. She first visited the BVI in 2005. After many visits Khalila finally got her working visa and worked as a bartender and became a mixologist. 2013 Khalila was offered a crew position of stew-

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Leah Wheeler's Lunch Entrée of Portobello 'Steak.'

ardess at The Moorings. Watching the chefs perform on the yachts, she kept saying (to herself), "I will wait my time to shine." Knowing more than ever that she wanted a chef position, she saved her wages and ten days after Hurricane Irma, flew to the U.K. and attended the Ashburton Cookery School and Chef Academy. At graduation, the other chefs told her she was a "Rock Star."

And so she is! With tears of joy, she now holds chef position on charter yacht *Charter Laurel Lee*, a 57 ft. catamaran.

Leah Wheeler on Yacht *Second Star To The Right*. Winner of the Lunch Entrée with a *Vegan Surf and Turf*. Portobello

'Steak', lightly crumbed, with turnip 'scallops', cauliflower rice, local beans, oven roasted tomatoes, mushroom gravy and Chimichurri sauce.

Born in Alberta, Canada in 1990. Before 2014 Leah was working at a law firm in Canada, then changed career path and took a job at the Quarter Deck in Croatia and Greece. Started training as a stewardess at the Quarter Deck Hostess Academy. Found she enjoyed teaching and later took over to run the program. Met her partner Captain Marcus Fossel and attended the Camosun Culinary College. Recently they both moved to the British Virgin Islands and together they run a charter yacht. Leah entered the culinary contest because she loves Vegan food and delights in 'pairing protein with food'.



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SWEET COMPETITION IN ST. LUCIA'S MANGO BOWL REGATTA

ST. LUCIA BY CAROL M. BAREUTHER



St. Lucia's Frederic 'Freddy' Sweeney and his team certainly had the right attitude as they set sail in the 2018 Mango Bowl Regatta, hosted by the St. Lucia Yacht Club, November 30 to December 2. That is, "We just went out and tried to have as much fun as possible and that's what usually gets us to the top," says Sweeney, whose team of Dylan Charles, Ryan Alexander, Erik Simmons and Ricardo Charmon championed the highly competitive

J/24 class. Sweeney's J/24, Attitude, was one of 20 boats with over 100 sailors from St. Lucia, Martinique, Barbados, Trinidad, Grenada.

"Conditions were gusty and fluctuating winds. There was also a small swell rolling into the bay, which made mark roundings interesting. I'd have to say, though, our starts are what really made it for us. We raced in the combined J/24 Surprise class

where there were 14 boats on the start line and we managed good starts almost every race. From there, it was usually a matter of just holding position," says Sweeney whose team is a well-oiled machine having sailed together for a long time and whose class sailed 9 races in two days. "Most people like the Mango Bowl because there is lots of racing, plus the parties are great."

In other results, Martinique's Jean-Pierre Leny's Lady Blue won the racing class. In cruising, Barbados' David Spieler's Leonora topped the scoreboard. Meanwhile, Martinique's Nicolas Gillet's Helium finished first in both the Surprise class and combined J/24/Surprise class.

"We would love to have a bigger cruising and racing classes next year," says regatta director, Lily Bergasse. "This year, we decided to finish racing at noon on the last day. We held the BBQ Prize Giving soon after on the beach in front of the St. Lucia Yacht Club, where boats could simply anchor off the beach, be shuttled in and then sail off home in the mid afternoon or stick around a day to make it north or south home to neighboring islands."

Organizers aimed to maintain their Silver certification as part of the Sailors for the Sea Clean Regattas program in several ways. One was a clean-up of Reduit Beach as part of the Keep St. Lucia Clean and Green campaign. Others were no single use plastic employed in the regatta. Crews were offered reusable water bottles and there was a water station manned by volunteers from Caribbean Student Environmental Alliance (Caribbean SEA).

Next year's Mango Bowl Regatta will be held November 29-December 1.



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FROM A BEACH IN BARBADOS TO THE ANTIGUA CLASSICS: THE SUPERLATIVE SCHOONER *RUTH*

ANTIGUA BY JAN HEIN



For over a decade, visitors to Barbados' Carlisle Bay watched with fascination as the 100ft schooner *Ruth* grew in size and shape. The keel was poured in 2003, followed by years of painstaking labour to create the hull, deck and rig. Amidst great fanfare, she was launched in 2014, making sailing history as the first steel schooner in the world to be built on a beach.

Years before and miles away, owner Ian Dash was given a model fishing schooner as a child, thinking one day he would like one of



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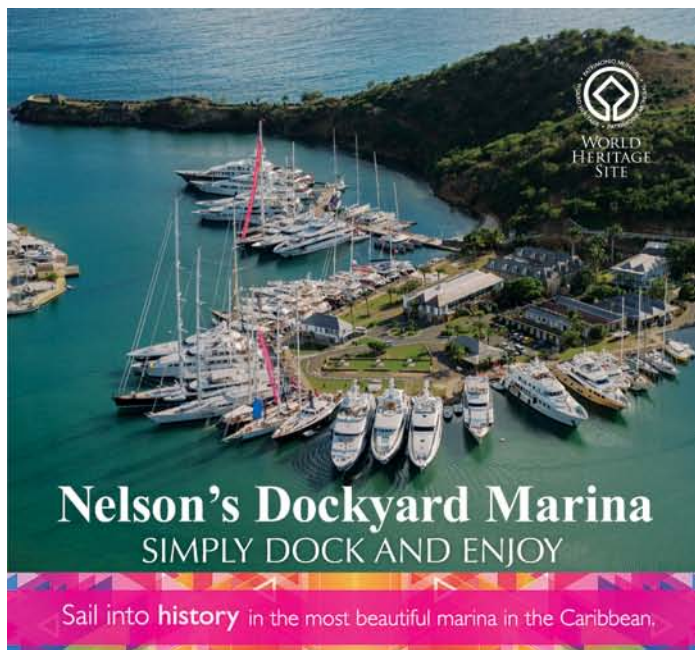
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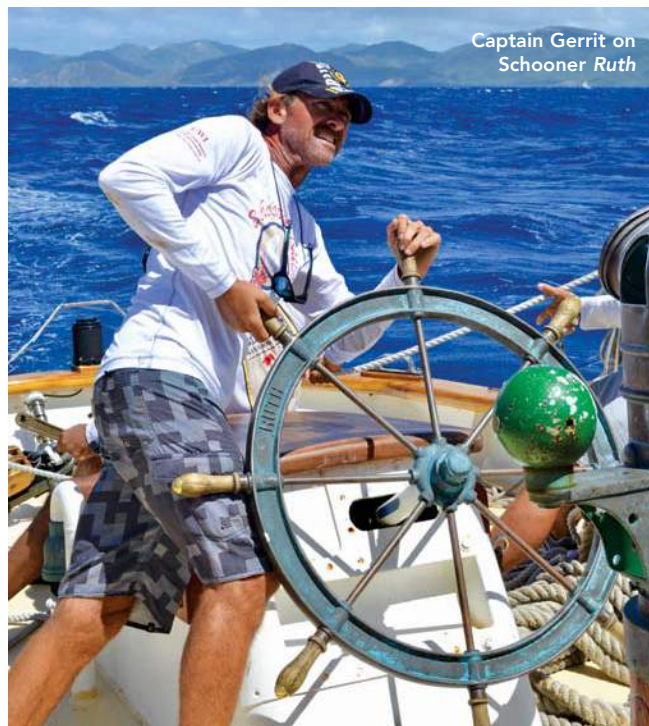


his own. Later working in British Columbia on a 52ft lug rig fishing schooner designed by Naval Architect Tom Colvin, Dash learned first-hand about the ocean's wrath and a vessel that will tolerate it. In 1999 he sought the designer's services. "I wanted a fast work boat," he said. "Somehow, my idea of 80ft grew to 100 ft on Tom's table."

Moving to Barbados in 1983, Dash recruited talented craftsmen from Barbados, Guyana and the OECS. Based on Canada's Grand Banks schooners, the sails, blocks and hardware were all all handcrafted in Nova Scotia. Tying her lineage together, stays were covered with New England pine tar and hatches oiled with Barbados beeswax. She represents the best of both maritime worlds.

As the project neared the end, the sustainable trading ship, *Tres Hombres*, sailed in. Two of their crew joined the *Ruth* project: Sean Parsonage was instrumental in replicating the traditional rig and Danielle Doggett became the launch captain and invaluable advisor on how to make *Ruth* pay for herself.

Captain Gerrit on Schooner *Ruth*



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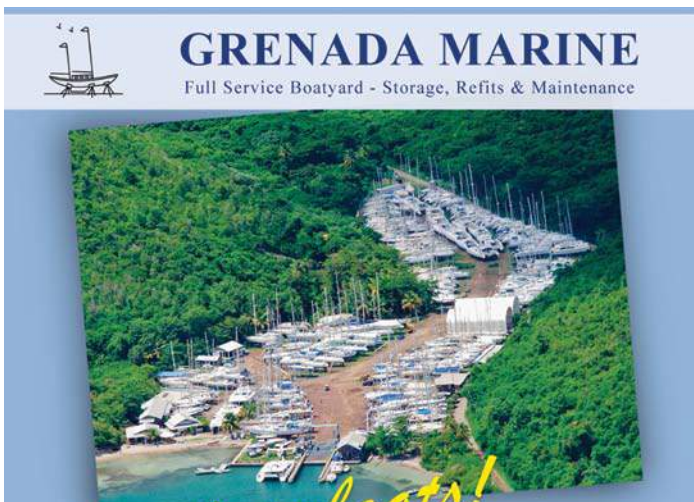
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In 2017, on discovering they had a common dream, Dash engaged Gerrit Schepers, a 7th generation Barbadian schooner skipper, as *Ruth's* captain

Like her forebears, *Ruth* is a working girl. Together, owner and Captain are fine-tuning her mission, which envisions inter-island trade under sail to reduce greenhouse gas emissions and the installation of state of the art solar and wind electrical systems to minimise *Ruth's* carbon footprint and to power her refrigeration systems. To meet the growing crew needs for sail-cargo ships, *Ruth* serves as teacher and classroom, offering Yacht Master training aboard and already, several Bajans have received their STCWs.

Supporters include the University of the West Indies, Barbados' Port Inc. and Global Affairs Canada/World University Service Canada, funding support for the solar-powered refrigeration. "When we're SOLAS compliant, we'll introduce trading between the Windward Islands, Guyana and Barbados," Dash said.

Adventure tourism is on the horizon for *Ruth* and already she served as Barbados's Sailing Ambassador during a hurricane relief mission to Anguilla in 2017. The Schooner's schedule last year included her first foray into racing at Antigua's Classic Yacht Regatta in April 2018, where she dazzled the competition both on and off the course. At the helm, Gerrit Schepers executed every tack with skill, rounding each mark with just feet to spare. Her team, small in number but big in force, took home prizes for their notable performance in the Sea Shanty Contest and Honourable Mention as Sailor of the Year went to young crew member, Nazz Alexander. Her return to the 2019 Antigua Classics is keenly anticipated.

Ruth's purpose is to serve by example. "By teaching and laying a pathway for others", Dash explained "using traditional rigging and simple but highly efficient skills that are cost effective, we can keep it alive." His passion for carrying the past into the future is infectious and will hopefully be followed by other classic sailing vessels to help close the shipping bottleneck between Caribbean islands. 

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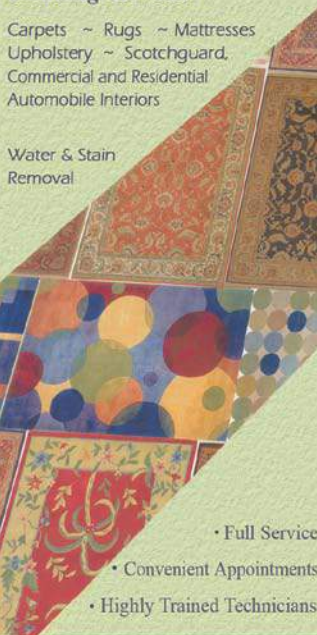
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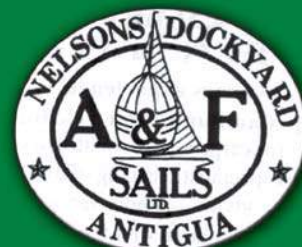
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CURAÇAO BY ELS KROON



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During sailing regattas the attention is mostly focused on the races and the best performing sailing teams, but without a thorough preparation and guidance by an expert race director, timekeeper and accountant no race can take place. Ivo van Dooren is such a centipede. Various race and regatta organizations can count on him year after year for more than a quarter of a century.

For Van Dooren, the sailing sport only became an unmistakable part of his life after his arrival in Curaçao in 1979. The Dutch hydraulic engineer, born in Twente near the German border, left for Peru after completing his studies in the United States, where he volunteered to avoid compulsory military service. He put his knowledge straight into practice during the reconstruction after a catastrophic earthquake in the South American country. After the contract, he tried to find work again in South America, but ended up in Ghana, where he worked for a Dutch engineering firm in agriculture. His wanderings then led him via Suriname, where he worked as a bridge builder, to Curaçao where he chose domicile after six months, while working in Caracas. Soon he was asked to sail along with American friends, which led to the purchase of the *Twente Ros* a 23 foot *Aquarius*. This opened up the possibility to participate in regattas. "That's how I got involved in racing", Van Dooren reminisces. "In 1984 I was introduced by the late Kees Rademaker at Asiento Sailing Club, but only when



I became a member of the Donderlingen, a club of skilled sailors which still maintained a balloting at that time - I really learned to sail. The Donderlingen still exists, but the club is grayed up with an average age of no less than 68 years!" Van Dooren says with a hint of melancholy.

"And then the Bonaire Regatta, which experienced the 51st edition last year, came around. As long as I had the *Twente Ros* I competed myself, but after the sale of the boat, and the cancellation of the purchase of another boat, I was asked for the race committee and I liked it. There were complaints about the organization in the past, buoys were missing and it took forever before the results became known. I myself hate

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disorganized activities, whether it is at work or in sport. With solution-oriented thinking we quickly realized improvements, also in dealing with protests. And there were new technical developments. For example, we clocked with the GPS. And the rating systems were further examined and updated. A great number of different factors need to be taken into account. Despite we try to do our best, the ratings remain a tricky issue. They are causing criticism among sailors who do not know the exact details, but they allow a diverse racing fleet to compete on an equal footing.

The use and application of the ratings is not the only task Van Dooren has performed through the years. His job starts with the creation of competition tracks and finding a suitable location. This used to be done on a map, but has now been replaced by GPS and Google Earth. "The weather conditions, speed of the participating boats and location have to be taken into account. Then sailing instructions must be drawn up, which nowadays require extra attention in the environmental field.

Every race requires at least 24 hours of preparation. "Too much work for a single person, that is why at the end of the eighties the CYA, the Curaçao Yachting Association was established, first unofficially, but now with its own regulations. Edwig Fontilus and Marc van Nes have been assisting with

the starts for several years. The organization however remains a challenge because it cannot cost anything.

"Before and during the actual race, buoys are laid and a start and finish are arranged, with sometimes a break moment - with an extra finish and start - to promote the fun and solidarity. And immediately afterwards the results must be calculated and protests handled. In between I follow the course of the race both on land and at sea. That's a lot of work but I'm happy to do so," Van Dooren enthusiastically admits. "Except for the speech at the prize-giving ceremony, it usually gives me headaches."

During each sailing race it's evident that Van Dooren volunteers and remains the stable and indispensable factor he has been in Curaçao for 35 years, not only in the organizational field but also socially. His door is always open and he enjoys a solid international reputation as a reliable organizer and judge. He is also a board member of various sailing clubs and organizations on the island.

Van Dooren has recently been recognized and decorated by the Dutch King Willem Alexander as a Knight in the Order of Oranje Nassau, the crowning of his selfless dedication. Well deserved.



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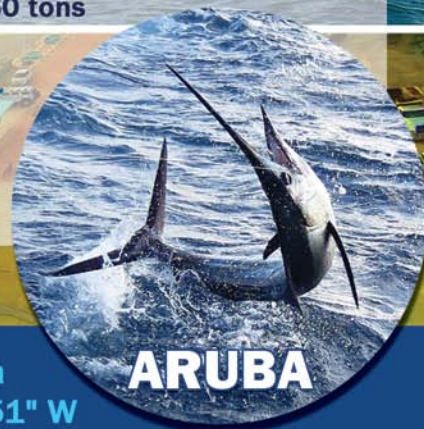
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
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CARIBBEAN MARINAS

All At Sea's Caribbean Marinas Guide

			Maximum Draft	Maximum Length	# of Slips	Fresh Water	Electrical Supply	Cable / Satellite TV	Diesel	Gas	Shower / WC	Laundry	Provisioning	Bar / Restaurant	Security	VHF Channel	Wireless Internet
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		●		●	●	●	●	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	●	

			Maximum Draft	Maximum Length	# of Slips	Fresh Water	Electrical Supply	Cable / Satellite TV	Diesel	Gas	Shower / WC	Laundry	Provisioning	Bar / Restaurant	Security	VHF Channel	Wireless Internet
Scrub Island, BVI	Scrub Island Resort, Spa & Marina www.scrubisland.com	(284) 394-3440	30'	160'	55	•	30, 50 & 100 amp				•	•	•	•	•	74	•
St. Croix	Green Cay Marina at Tamarind Reef Resort	340-718-1453	8'	100'	154	•	110/220V - 30A, 50A, 200A	•	•	•	•	•	•	•	•	16	FREE
St. Croix	St. Croix Marine	340-773-0289	11'	150'	44	•	110/220	•	•	•	•	•	•	•	•	16/18	
St. Lucia	Rodney Bay Marina www.igy-rodneybay.com an IGY destination™	758-458-4892	14'	285'	253	•	120V- 480V, 30/50/100/125/200 amps at 60 Hz, 240V- 440V, 32/63/125 & 200 amps at 50Hz	•	•	•	•	•	•	•	•	16	FREE
St. Lucia	The Marina at Marigot Bay	758-451-4275	16'	250'	40	•	110/220/380, 50/60 Hz	Cable	•	•	•	•	•	•	•	16/12	•
St. Maarten	Bobby's Marina www.bobbysmarina.com	721-542-2366	12'	130'	80	•	110/220V		•	•	•	•	•	•	•	16/69	•
St. Maarten	Island Water World Marina	599-544-5310	8'	90'	54	•	Available	Cable	•	•	•				•	74	FREE
St. Maarten	Lagoon Marina Cole Bay Waterfront	599-544-2611	9'	100'	45	•	110/220	•		•	•	•	•	•	•	16	FREE
St. Maarten	Simpson Bay Marina www.igy-simpsonbay.com an IGY destination™	721-544-2309	13'	196'	114	•	480V 3-phase 100 amps/leg; 220V 3-phase 100 amps/leg; 220V 50 amps; 110V 30 amps 60hz	•	•	•	•	•	•	•	•	16/79A	FREE
St. Maarten	The Yacht Club at Isle de Sol www.igy-isledesol.com an IGY destination™	721 544 2408	18'	320'	45	•	480V 3-phase 100 amps/leg; 220V 3- & single-phase; 100 amps/leg; 220V 50 amps 60hz	•	•	•	•	•	•	•	•	16/78A	FREE
St. Martin	Captain Oliver's	590-590-87-33-47	10'	150'	160	•	110/240		•	•	•	•	•	•	•	16/67	
St. Thomas	American Yacht Harbor www.igy-americanyacht-harbor.com an IGY destination™	340-775-6454	10'	110'	134	•	120/208Y/240 VAC 30 to 100 amps, 60 Hz	Cable	•	•	•	•	•	•	•	16/6	FREE
St. Thomas	Crown Bay Marina www.crownbay.com	340-774-2255	24'	200'	99	•	30, 50, 100amp 120v, 208v, 220v, 480v	Cable	•	•	•	•	•	•	•	11	FREE
St. Thomas	Yacht Haven Grande www.igy-yachthaven-grande.com an IGY destination™	340-774-9500	18'	656'	48	•	120/208Y/240/480Y VAC 50 to 600 amps, 60 Hz Ability to hard wire	Cable	•	•	•	•	•	•	•	16/10	FREE
Tortola, BVI	Nanny Cay Marina	284-494-2512	12'	125'	200	•	110/220		•	•	•	•	•	•	•	16	•
Tortola, BVI	Soper's Hole	284-495-4589	25'	170'	50	•	110/240	Cable	•	•	•	•	•	•	•	16	Cafe
Tortola, BVI	Village Cay Marina	284-494-2771	12'	200'	106	•	110/220/308	Cable	•	•	•	•	•	•	•	16/71	FREE
Trinidad	Power Boats Ltd	868-634-4346	13'	65'	40	•	115/220		•	•	•	•	•	•	•	72	•
Turks & Caicos	Blue Haven Marina & Resort www.bluehaventci.com an IGY destination™	+649-946-9910	8.5'	220'	78	•	30/50/100 amp, 3 phase, up to 480V	Cable	•	•	•	•	•	•	•	16	FREE
Turks & Caicos	Caicos Marina & Shipyard www.caicosmarina.com	649-946-5600 649-232-1905	9'	150'	100+	•	30/50/100 amp		•	•	•	•			•	16	FREE
Virgin Gorda	Virgin Gorda Yacht Harbour	284-495-5500	10'	180'	94	•	110/220		•	•	•	•	•	•	•	16/11	•
Colombia	Marina Santa Marta www.marinasantamarta.com an IGY destination™	+574363601	11.5'	132'	256	•	110/220V, 60hz		•	•	•	•	•	•	•	16/72	FREE

OUTSIDE OF CARIBBEAN:

Boston, MA	Boston Yacht Haven	617-367-5050	22'	300'	100	•	480V, 100 and 200 amps; 240V single-phase; 208V 3-phase, 100 amps; 240V, 50 amps; 120V, 30 amps	Cable	•	•	•	•	•	•	•	09/16	FREE
Cabo San Lucas, Mexico	Marina Cabo San Lucas www.igy-cabosanlucas.com an IGY destination™	+52 624 173 9140	26'	350'	380	•	110V 30 amps; 220V 50 amps; 100 amp 3-phase, 480V 150 3-phase		•	•	•	•	•	•	•	88A	FREE
NY Harbor - Manhattan	North Cove Marina at Brookfield Place www.igy-northcove.com an IGY destination™	917-677-7680	16'	175'	18	•	110V, 220V; 480V 3-phase				•	•	•	•	•	69	FREE

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CARIBBEAN BOATYARDS

All At Sea's Caribbean Boatyards Guide

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

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SOUTHEAST U.S. MARINAS

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

					Maximum Draft	Maximum Length	# of Ships	Fresh Water	Electrical Supply	Cable / Satellite TV	Diesel	Gas	Shower / WC	Laundry	Provisioning	Bar / Restaurant	Security	VHF Channel	Wireless Internet
Washington D.C. / MD	VA MD	National Harbor Marina www.igy-nationalharbor.com an IGY destination™	301-749-1582	Call	160'			●	30/50/100 single and 3 phase	●	●	●	●	●	●	●	●	71/16	●
Morehead City	NC	Morehead City Yacht Basin	252-726-6862	8'-10'	200'+	88		●	30/50/100 Amp	●	●	●	●	●	●			16	FREE
Beaufort	NC	Jarrett Bay Boatworks	252-728-7100	10'	135'	30		●	30/50/100 Amp		●	●	●				●	16	FREE
Fort Pierce	FL	Fort Pierce City Marina	772-464-1245	7'	150'	240		●	30/50/100 Amp		●	●	●	●	●	●		16/78	FREE
Miami Beach	FL	One Island Park www.igy-miami.com an IGY destination™	754-701-4020	40'	150-800'	8		●	100 single & 3 phase/ 200/480/600 Amp		●	●		●	●		●	11/16	FREE
Marathon	FL	Marlin Bay Yacht Club www.marlinbay.com/marina	305-731-2207	7'	70'	28		●	30/50 Amp	●			●		●	●		16	FREE
St Petersburg	FL	Maximo Marina & Boatyard www.igy-maximomarina.com an IGY destination™	727-867-1102	8'	110'	300		●	30/50/100 single phase	●	●	●	●	●		●	●	6/16	FREE

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SOUTHEAST U.S. BOATYARDS

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

					Maximum Draft	Maximum Length	Maximum Beam	Maximum Air Draft	Power	Arrival Hours	Lift Type/ Capacity	DIY Friendly	Electronic Shop	Carpentry Shop	Electrical Shop	Prop Shop	Paint Shop	Onsite Crew Facility
Washington	NC	Washington Yacht Service	252-975-2000	7'	70'	21'		no 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	Moore's Marine Yacht Center	252-504-7060	10'	130'	30'		no limit	30/50/100 Amp	8-4 M-F	50/75/200 ton travelift		●	●	●	●	●	
Beaufort	NC	True World Marine	252-728-2541	6'	100'	20'		no 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 IGY destination™	727-867-1102	8'	62'	18'		no limit	Outboard, I/O, Inboard	8am M-F	50 ton travelift		●	●	●	●	●	
Gulf Shores	AL	Saunders Yachtworks	251-981-3700	10'	130'	28'	74'		30/50/100 Amp 3 phase	24x7	165 ton travelift		●	●	●	●	●	
Mobile	AL	Dog River Marina	251-471-5449	8'	85'	22.5'	75'		30/50/100 Amp 3 phase	24x7	70 ton travelift		●	●	●	●	●	
Orange Beach	AL	Saunders Yachtworks	251-981-3700	6'	85'	21.5'		no limit	30/50 Amp	7-5 M-F; Sa-Su by app't.	60 ton travelift		●	●	●	●	●	

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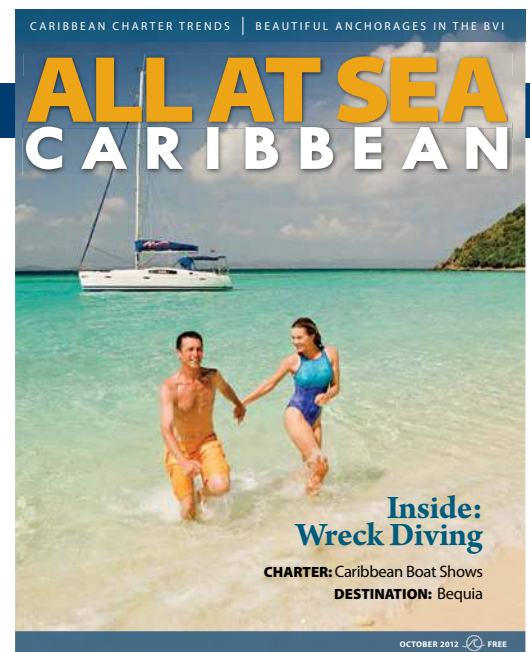
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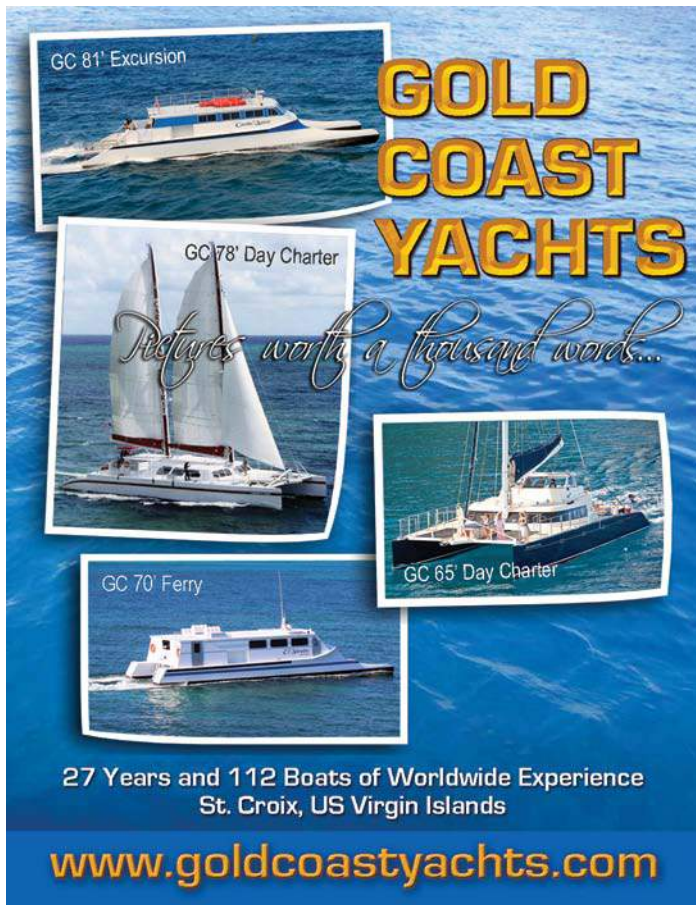
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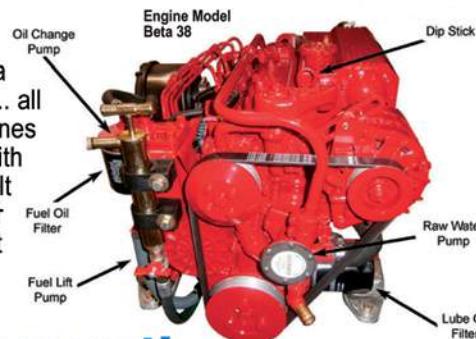


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CARIBBEAN RECIPES: GREEN MANGO SALAD

THE DISH BY CAP'N JAN ROBINSON

Green mangoes have numerous health benefits and an abundance of nutrition. Green Mango salad is one of my favorite dishes and definitely a favorite in Cambodia. Recipe below, is from Lily's Secret Garden Cooking Class, in Siem Reape.

As the green mango recipe also calls for cabbage, I thought I would add a little trivia. February, the 2nd month of the year brings us George Washington's Birthday, Valentine's Day, and the shortest month of the year. February in old English, was called Solmonath (Mud month) or Kale-monath (Kale or cabbage month.)

GREEN MANGO SALAD

Preparation time: 15 minutes. Serves: 4

SALAD:

1 green mango	½ cup fresh coriander,
1 shallot, finely sliced	roughly chopped
1 large carrot, peel	¼ cup unsalted roasted
and julienned	cashews or peanuts,
2 cups finely sliced	roughly chopped
green cabbage	1/3 cup Vietnamese mint
1/3 cup mint leaves,	leaves or Basil, torn
torn and finely chopped	and finely chopped

1 Tbsp. roasted sesame seeds

GARNISH: Curley Green Lettuce

SALAD DRESSING:

1 small red chili, dressed,	2 tsp. honey
and minced	2 tsp. fish sauce
1 clove garlic, minced	1 Tbsp. vegetable juice
2 Tbsp. fresh lime juice	Kosher salt

Cut the mango from the stone. Peel and discard the skin, then coarsely grate the flesh. Put in a large bowl and add shallots, carrot, cabbage, mint, Vietnamese mint, coriander, and sesame seeds; toss all together. In a blender, purée the chili, garlic, lime juice, honey, fish sauce, and oil, until smooth. Pour over the grated mango mixture; toss and season with salt. Sprinkle with the cashews. Place garnish on plate, and Green Mango Salad on top.

NOTE: This salad should be fresh, crunchy, spicy, sour, and a little bit funky. Taste as you go and adjust to how you would like it!

HINT: The dressing maybe made the day before. Cover and refrigerate.



SESAME SOBA NOODLE BOWL WITH EDAMAME

By Chef Jen Augspurger on Yacht S/C STARFISH

Preparation time: 5 minutes. Cooking time: 15 minutes. Serves: 2

6 oz. soba noodles	2 Tbsp. toasted black
3 tsp. toasted sesame	sesame seeds
oil, divided	2 Tbsp. rice vinegar
8 scallions, whites and	2 Tbsp. soy sauce
part of the greens, minced	1 Tbsp. toasted
2 cups frozen shelled	sesame oil
edamame beans, thawed	1 tsp. minced ginger
and patted dry	

GARNISH: Minced scallion greens

Cook soba noodles according to package. Drain and toss with 1 teaspoon sesame oil. Over medium heat, add remaining 2 teaspoons sesame oil in a large pan. Add minced scallions, cooking for 3 to 4 minutes then add in the edamames. Cook, stirring occasionally, until edamames are hot and starting to char on a few pieces.

Whisk together the rice vinegar, soy sauce, sesame oil, and ginger. Pour over the noodles, followed by adding the toasted sesame seeds. Toss until everything is well coated and combined. Serve with extra soy sauce, sesame seeds, and minced scallion greens.

TIP: To toast sesame seeds, place in a dry skillet and cook over medium heat, stirring often, until sesame seeds are slightly fragrant, 3 to 4 minutes.

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YAMAHA in Caribbean

Country	Company Name	Town	Phone
ANTIGUA AND BARBUDA	Outdoor World Ltd.	St. Johns	+268-736-9262
ARUBA	A&F Motors N.V. (Budget Marine)	Oranjestad	+2970587-3590
BAHAMAS	Bay Breeze Marina & Storage Ltd.	Abaco	+242-367-2452
BAHAMAS	Harbourside Marine Ltd.	Nassau	+242-393-3461
BAHAMAS	Longs Marine	Freeport	+242-352-2219
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 N. V.	Bonaire	+599-717-5050
BRITISH VIRGIN ISLANDS	Tradewind Yacthing Services (Nanny Cay)	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 REPUBLIC	Fernando Giraldez, S.R.L.	Santo Domingo	+809-683-0305
FRENCH GUIANA	Marine & Loisirs	Cayenne	+594-594-359-797

Country	Company Name	Town	Phone
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
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
PUERTO RICO	Motor Sport Inc.	San Juan	+787-790-4900
SAINT BARTHELEMY	Ets Chez Beranger	Gustavia	+590-590-278-900
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	Green's General Cycle Ltd. (Waverunners)	Curepe	+868-663-2453
TURKS AND CAICOS ISLANDS	MPL Enterprise Ltd.	Providenciales	+649-431-0376

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