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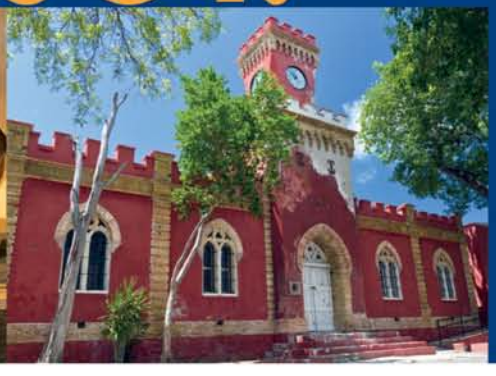
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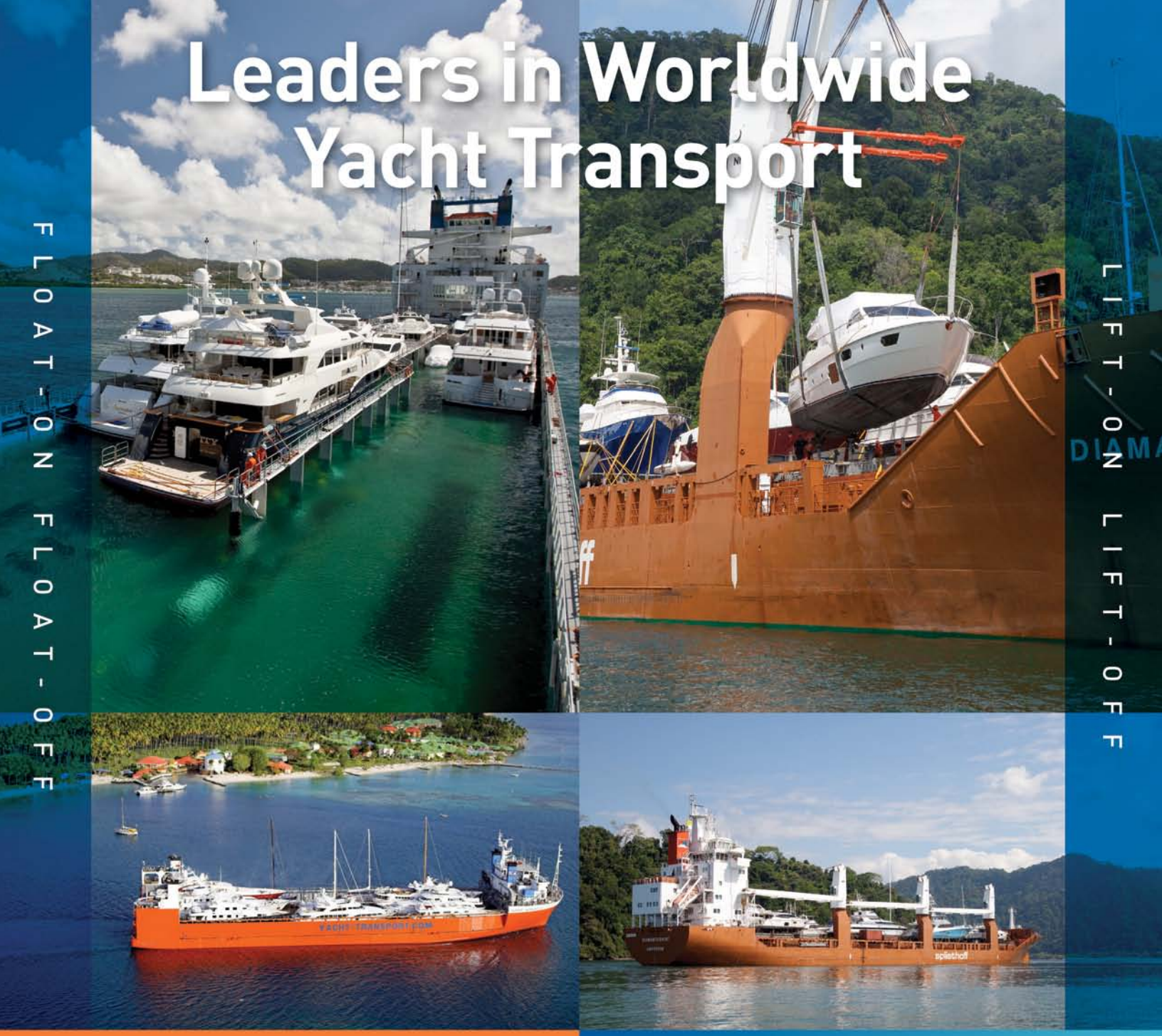
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THE AULD MUG'S GONE SOUTH

As my old mum would say, "It's all over bar the shouting," and how right she would be as the America's Cup is carried off to the Antipodes where it will sit in splendor, worshiped and smelling of fresh metal polish for the next four years. I was hard pressed this time round to find much enthusiasm for the event and in my discussions with other sailors found many who felt the same way. Although I have lost some of my enthusiasm for the America's Cup, I'm not knocking it. That boats can virtually fly is awesome and designers are putting this technology to use on a wide range of boats from the largest racing/cruising catamarans and monohulls down to the foilboards used by kitesurfers. So why didn't this America's Cup capture the public attention like it did in 2013? As I watched the boats skim towards each other at 30 knots and cross with only inches to spare, the wow factor was awesome, but after several wows I found myself ready for a cup of tea and willing to miss a couple of wows in order to put the kettle on. Approaching the final race, when it was obvious the Kiwi team was unbeatable, I just wanted it to be over. The fightback that ignited the world and turned the result on its head in 2013 was never going to happen and other than a spectacular capsize or collision, I ran out of wows. And do we really want spectacular accidents to attract people to the sport of yachting? As the Americans delve into why their boat did so poorly, and in the wake of hard-nosed Team New Zealand's CEO Grant Dalton's hefty verbal swipe at America's beleaguered Australian skipper Jimmy Spithill and Team Oracle, the new custodians of the Auld Mug have a lot to do, and I don't mean just to retain the cup but to put the spark back into the entire event. Where do you go from here? Make the boats faster? Fly higher? Make 'em smaller, bigger? Keep them the same? Go back to monohulls? The latter has been suggested several times. Will the Kiwis rewrite the rules? As it stands, there's a lot more shouting to come.

It always gives us pleasure to promote a Caribbean destination and this month we turn our spyglass on Cartagena, Colombia. In the past, Colombia featured in the news for all the wrong reasons. Those days are gone and Colombia is fast gaining a reputation as a first-class cruising destination that works continuously to expand and improve their yachting facilities. Colombia boasts 1,800 miles (2,900 kilometers) of coastline along the Caribbean Sea and the Pacific Ocean.



Team New Zealand carried off the Auld Mug

PHOTO: KATHY ENZERINK

Another plus, Colombia's north coast is out of the hurricane belt and Cartagena offers an attractive alternative for boats looking to sit out the summer months.

Are you a self-sufficient sailor? Can you cobble something together when things break miles from nowhere? World cruisers Birgit Hackl and Christian Feldbauer have taken the art of make and mend to another level. Some of their running repairs border on genius and yes, I am suitably impressed. Their article (p36) reminds me of a delivery I fell into a few years back. Having taken on dirty fuel and burned through an entire box of fuel filters north of Bermuda, we found ourselves having to ladle diesel out of the tank with an empty baked beans tin, run it through a kitchen strainer, and pipe it into the engine from a bucket. To say this called for limited use of the engine is an understatement. At this point, mid-way between Bermuda and foggy Nova Scotia, the mainsail ripped right across the middle, luff to leech. To repair it, we removed the Bimini, cut the whole thing into strips and using a combination of sail thread and dental floss spent 24 hours, rolling gunnel to gunnel, stitching the sail back together.

Ha, those were the days.

See you on the water!



Gary E. Brown, Editor



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AUGUST 2017

The Caribbean's Waterfront Magazine



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ALL AT SEA GOES TO THE AMERICA'S CUP

USA TEAM ORACLE Head Physiotherapist and Team Nutritionist, Scott Tindale and Craig 'Oscar' McFarlane, Physical Performance Manager enjoy recent issues of *All At Sea Caribbean*.

Ian and Shep Murray, co-founders and owners of Vineyard Vines, an American, preppy-style clothing and accessory company, take a short break next to the America's Cup Trophy on view at their new retail store on Front Street, Hamilton.

Beau Outteridge, younger brother of Artemis skipper Nathan Outteridge, and volunteer Alex Murray, wife of Iain Murray, Race Director America's Cup Race Management, share a copy of *All At Sea Caribbean* at the America's Cup Media Center.

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CARIBBEAN NEWS



PHOTO: ACEA 2017 / BOAT INTERNATIONAL MEDIA

Lionheart, winner of the America's Cup Superyacht Regatta

LIONHEART WINS THE AMERICA'S CUP SUPERYACHT REGATTA

Overall victory in the highly competitive fleet of six J Class yachts earned the crew of *Lionheart* the top prize at the second America's Cup Superyacht Regatta, hosted by Boat International Media. The record sized J Class fleet, racing in association with the Bermuda Business Development Agency, was the center of attention amidst the 20 superyacht crews mustered in Bermuda.

Lionheart, which has seven times round the world racer Bouwe Bekking as its long time tactician, reaped the rewards of their solid, consistent sailing to win the class which contained dozens of past America's Cup winners among the crews competing in Bermuda. *www.boatinternational.com/luxury-yacht-events/americas-cup-superyacht-regatta*



Mike Dye and Lesley Hayes of Grenada's new SeaHorse Sailing School

NEW ASA ACCREDITED SAILING SCHOOL IN GRENADA

The Caribbean has a new ASA accredited sailing school. Based in Grenada, you can learn to ride the waves with SeaHorse Sailing who began operating in June.

Located at True Blue Resort and Marina, SeaHorse Sailing School is operated by Mike Dye and Lesley Hayes, both originally from the UK. Mike is an experienced RYA and ASA instructor, and has worked in the Mediterranean and the Caribbean. He has also completed two transatlantic crossings and numerous yacht deliveries. Lesley has worked in the charter industry in Greece and Grenada, and joined Mike on his last transatlantic crossing.

"Having worked with various sailing schools I am really excited to be putting my own twist on how we run, making it fresh and interesting," Dye said.

The school offers a number of ASA courses on a by-the-cabin basis, as well as private group courses. Working in partnership with Horizon Yacht Charters, Grenada and St Vincent, the courses will run year round. They also offer own-boat tuition to yacht owners in the Caribbean.

"With two sailing itineraries available: one exploring Grenada and its islands and one exploring The Grenadines, clients will learn to work, and live together, as a team," the school said. *www.seahorsesailingschool.com*

ANOTHER SUCCESSFUL EDITION OF THE BUDGET MARINE CHALLENGE

Held off the coast of Curaçao in June, the 13th edition of the Budget Marine Challenge was lucky for some.

The challenging downwind start at Spanish Water saw *Venus Callipyge*, sailing in cruising class, streak across the line ahead of her competitors. However, it was the yacht *Melody*, sailing an almost perfect course that took line honors crossing the finish at Fuikbaai, leaving *Venus Callipyge* in second place.

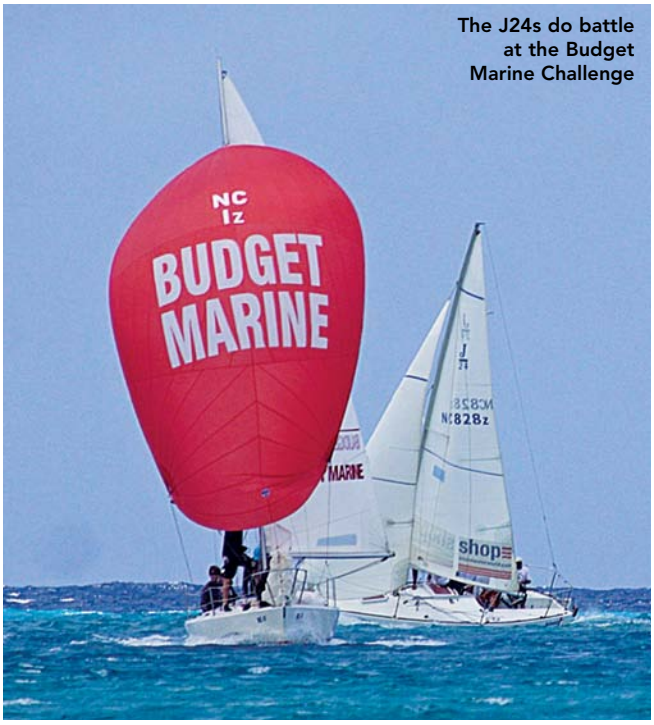
In racing class, despite reaching speeds in excess of 20 knots, Remco van Dordtmondt, sailing the J105 *Vuja De* could only manage third place behind the J24s *Budget Marine – Merlin*, the eventual winner, and *Chamba II*.

Following an elaborate lunch, courtesy of Budget Marine, the second race got underway with its notorious anchor start. All crew below decks until the gun goes off and only then can they appear, hoist sail and pull anchor.

Some boats had problems, however, in racing class *Chamba II* got away ahead of *Vuja De* and *Budget Marine – Merlin*. Tallying the points for the two races, *Chamba II*







The J24s do battle at the Budget Marine Challenge

scored the overall win ahead of *Budget Marine – Merlin* and *Vuja De*.

With afternoon winds gusting up to 30 knots, the sailing was exhilarating. In cruising class, *Melody* pushed through to take the trophy ahead of *Venus Callipyge* and *Ninfa d'Awa*, which finished second and third, respectively.

CARIBBEAN SAFETY AND SECURITY NET LAUNCH NEW WEBSITE

The CSSN have upgraded their website. In a release, the CSSN said their new site now utilizes the latest in web design to allow users the option of seamlessly navigating by scrolling down the home page to the most popular features. The site also offers new report capabilities with more options to more easily select the information that is most relevant to the user. Posting on their website, the CSSN add "to better reflect our independent and non-commercial mission we have changed our domain name from .com to .org."

For a time, those who go to .com will be automatically re-directed to .org, however, organizers suggest users update their browser bookmarks now. *For more info, visit: https://safetyandsecuritynet.org.*

ISLAND GLOBAL YACHTING MARINAS EXPANDS BUSINESS VENTURE IN PANAMA

IGY Marinas have officially transitioned their existing marketing partnership with Red Frog Beach Marina to an ownership and management agreement. The company's new business venture in Panama builds on the successful branding efforts implemented over recent years, which has further elevated the marina's presence internationally.

"IGY Marinas continues to execute on our ownership strategy, carefully selecting marina facilities that meet the high quality standards associated with our brand," said Tom Mukamal, CEO of IGY Marinas. "Our existing partnership with Red Frog Beach Marina has positioned the facility as a leading international megayacht epicenter in Central America. We look forward to enhancing our relationship in order to raise the marina's presence, services, and amenities to the next level."

As part of the integration process, IGY Marinas will join forces with the Red Frog Beach Marina team to begin incorporating the company's award-winning services and op-

VI'S BARNES RECEIVES COMMISSION, LOOKS FORWARD TO OLYMPIC 470 CAMPAIGN

Nikole 'Nikki' Barnes has cemented her future career on the sea. The St. Thomas, U.S. Virgin Islands native graduated from the U.S. Coast Guard Academy, in New London, Connecticut, and received her commission from U.S. President Donald Trump. Barnes, a three-time All-American and 2016 Quantum Woman Sailor of the Year, will be stationed in Miami, Florida, where in addition to her duties as a Coast Guard officer, she will pursue a campaign for the 2020 Summer Olympics in the Women's 470.

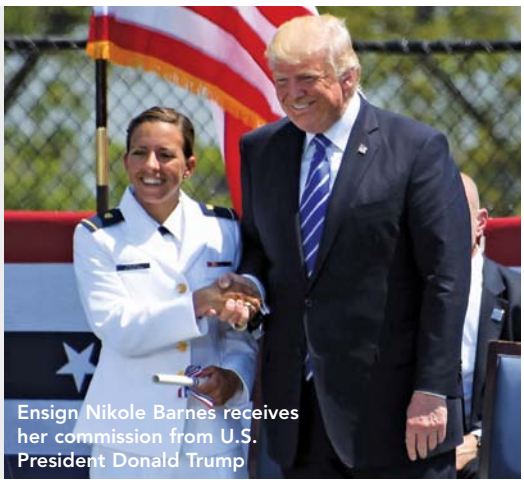

Ensign Nikole Barnes receives her commission from U.S. President Donald Trump

PHOTO: DEAN BARNES

EVENT CALENDAR

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

BOAT SHOW:

NEWPORT, RI
SEPTEMBER 14 – 17
Newport International Boat Show
www.newportboatshow.com

TAMPA, FL
SEPTEMBER 19 – 21
IBEX - The International Boatbuilders Exhibition and Conference
www.ibexshow.com/
info@ibexshow.com
866-963-9655

FISHING TOURNAMENT:

PUERTO RICO
SEPT 26 – OCT 1
San Juan International Billfish Tournament
www.sanjuaninternational.com

SCRUB ISLAND, BVI
AUGUST 3 – 6
Scrub Island Blue Marlin Invitational
www.skipstournaments.com
skip@skipstournaments.com
(954) 531-7985

ST. THOMAS, USVI
AUGUST 4 – 8
USVI Open Atlantic Blue Marlin Tournament
www.abmt.vi
loveto@islands.vi
340-775-9500

TORTOLA, BVI
SEPTEMBER 13 – 15
BVI Sportfishing Association Marlin Mix-Up
www.bvisportfishingassociation.com

TRINIDAD
SEPTEMBER 9
The Kingfish Tournament
www.ttgfa.com
info@ttgfa.com
868-632-6088

SAILING REGATTA:

ARUBA
AUGUST 18 – 20
Aruba International Regatta
aruba-regatta.com

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erations. IGY also plans to make a significant investment in marina improvements to enhance the overall guest experience, and is exploring plans of adding on-site food and beverage concepts.

As an IGY destination, Red Frog Beach Marina boasts 12 megayacht berths with the ability to accommodate vessels in excess of 300ft (90m) in length, as well as the electric requirements suitable to accommodate the world's largest vessels.

For more information, visit: www.IGYMarinas.com. Follow IGY Marinas on Facebook at www.Facebook.com/IGYMarinas or Twitter and Instagram @IGYMarinas.

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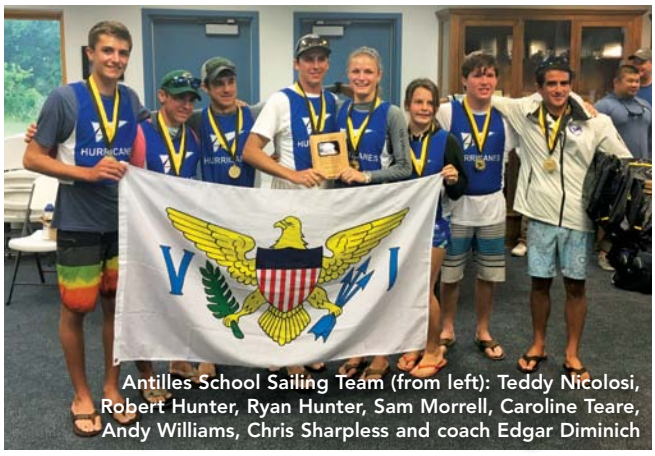
YACHT CLUB NEWS



USVI High School & College Sailors (from left): Mack Bryan, Graceann Nicolosi, Nikki Barnes, Paige Clarke, Alec Tayler and Ian Barrows.

USVI HIGH SCHOOL & COLLEGE SAILORS EXCEL IN USA

High school and college sailors from the U.S. Virgin Islands took their territorial pride to the national level by earning championship titles and impressive individual awards at major regattas on the U.S. mainland this spring. Specifically, the Antilles School Sailing Team won the Interscholastic Sailing Association's Team Race Championship for the Baker Trophy, while St. Thomas' Ian Barrows, a 2017 Yale University graduate, earned the coveted Marlow Ropes College Sailor of the Year award at the Intercollegiate Sailing Association's Gill Coed College Sailing National Championship.



Antilles School Sailing Team (from left): Teddy Nicolosi, Robert Hunter, Ryan Hunter, Sam Morrell, Caroline Teare, Andy Williams, Chris Sharpless and coach Edgar Diminich

PHOTO: ANN NICOLOSI

Team Work

Twelve high school sailing teams from across the nation, including Antilles from St. Thomas, each qualified for a shot at the Baker Trophy through successfully sailing in district championships. Right off the bat, competitors faced challenging conditions with winds blowing 0 to 15 knots and boxing the compass throughout the day. The contest's setting was the mouth of the Elizabeth River in Virginia, where host Old Dominion University is located. All teams sailed two-person FJs.

"We went into the event feeling strong," says Sam Morrell, a senior who will be attending Boston University in the fall. "After the first day, we were in a solid position overall. The team's skill, maturity and passion for the sport showed on the second day as we swept the Gold Fleet."

Antilles bested California's Point Loma Academy in second, followed by Milton Academy of Massachusetts in third place.

Winning Antilles team members comprised captain Sam Morrell as skipper along with fellow co-team captain Caroline Teare as crew. The other members of the team were Teddy Nicolosi skippering with Ryan Hunter as crew, and Chris Sharpless skippering with Robert Hunter as crew. Like Morrell, Teare and Hunter will sail on the collegiate level in the fall at Georgetown University and the United States Merchant Marine Academy, respectively.

This is the seventh National Championship Title won by the Antilles School Sailing Team since the team was founded twelve years ago.

Awards Aplenty

The five to eight knots of breeze that barely puffed across the harbor in Charleston, South Carolina, made racing challenging in two-person Z420s at the Gill Coed College Sailing National Championship. This was especially true for Caribbean sailors used to more blustery tradewinds, but it sure didn't show at awards time. In fact, after host College of Charleston's team came in first, it was Yale University – with Barrows skippering – that took second place. Barrows also earned All-American skipper.

"Nationals was a mental endurance test, but fortunately we persevered and we got a spot on the podium," says Barrows, who post-graduation will sail Olympic 49ers as well as sail professionally. "Everything I learned from college sailing will help me with my future sailing and with life."

Fellow Yale student, Graceann Nicolosi, earned All-American crew, something special for a freshman.

"I worked hard every day during practice to do the best I could to compete with my teammates, and they pushed me to be better every day," says Nicolosi. "I hope one day to also be that inspiration for someone on the team."

Four other Virgin Islands college sailors either won individual awards or helped their team achieve a national top 10 ranking. Nikki Barnes, a 2017 graduate of the U.S. Coast Guard Academy was named the Robert H. Hobbs Sportsmanship Award winner, All-American Co-Ed Honorable Mention skipper and led the Academy to a 9th place finish. St. Croix's Mack Bryan, a junior at Roger Williams University, was also named All American Co-Ed Honorable Mention skipper, with RWU ending 10th overall. Senior Alec Tayler led the Fordham University team to 7th place and freshman Paige Clarke from St. John, helped Dartmouth to third on the podium.

Report by Carol Bareuther

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THE SINK-ING FEELING

SAILING HUMOR BY **CAP'N FATTY GOODLANDER**

Everything on a boat is complicated—even the kitchen sink. To prove my point, let's focus on the lowly galley sink. Boring? Perhaps. But upon such technical details hinge the difference between the happy vessel and the pain-in-the-butt boat. Lubbers often say to me, "That's the life, Fatty—lying around a boat all day in paradise," and I think to myself, yeah, but if I didn't sweat the details I would not be able to.

The first problem that comes up is water. The galley sink is constantly being used around water. It would be nice if we could eliminate this fact, but we can't. So we have to deal with it.

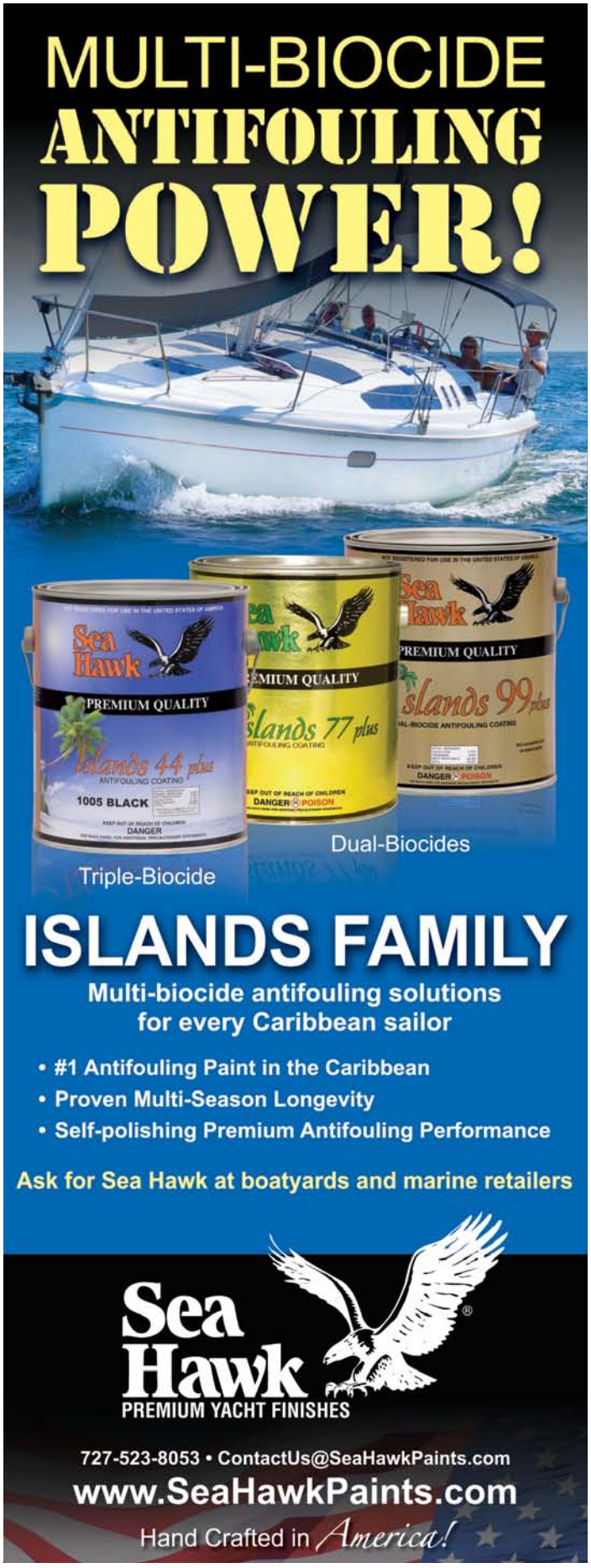
Let's put it another way: If your boat is more than seven years old, there's dry rot in your galley and head area. (Notice I didn't use a qualifier like 'probably' but merely stated the actual reality?)

The reason is stagnant fresh water always breeds dry rot, and the launch pad is often under the rim of your sink. Try this experiment: Heavily use your sink by washing the breakfast dishes, allow the area to dry, and then inspect under the rim of the sink with a tactical flashlight, a magnifier, some toilet paper (to wick up the moisture), and a toothpick (to stir the compacted dirt).

If under the sink rim is wet, your galley top—which is plywood under the Formica—is rotting. This will only get worse, and it will not get better. It is your job as ship's husband to fix it. Luckily, it is relatively easy. Just remove the sink, and reseal it with a flexible but firm sealant like Life Caulk. (Don't use 3M's 5200 or you'll have to destroy the whole galley next time.)

Great! You have now prevented the water on top from getting under the galley. Alas, that's not the only water involved. The bottom of your sink occasionally sweats (condensation) and forms drops of water that cling to the underside of the sink. Even worse, there's salt water in your drain hose, and it pulses up and down constantly at sea or at anchor—misting the inside of the tailpipe with salt. And, of course, there's salt in the air unless you are sailing in a freshwater lake. So, no matter what you do, the tailpipe of your sink is gonna be damp with saltwater.

Now, 99% of all production boats come with standard tailpipes. This is wonderful in the sense you can get a new tailpipe for your marine sink at almost any hardware store. That's the good news. The bad news is that you'll *need to* because the sink drain in your boat (probably) has a pot-metal nut that turns to powder around salt. (Heavy sigh.)



This can sink your boat.

The solution? There is no practical one—so I kept two spare tailpiece nuts wire-tied to my tailpipe hose on *Wild Card* (our previous boat, a Hughes 38) at the ever-ready.

Plus, I tied my drain hose *up* in such a manner that if the tail pipe broke, it would not fall below the waterline and sink us.

Part of the job of a good ship's husband is to be prepared for common marine scenarios. And many live-aboard boats have been flooded via dropped sink drain hoses.

This whole thing stinks, right? (I mean the sink, dummy, not this column!)

Sure, all sinks eventually stink from the drain and also under the sink from permeability of the plastic hose.

The hose stink under your counter can be solved by using a smooth reinforced plastic hose INSIDE a heavy marine exhaust hose and double clamping it at each end. By double hosing it in this matter (a useful trick on head outlets as well) you can prevent it from stinking for at least a decade of live-aboard use.

Make sure your sink outlet has a working seacock, so you can close it and regularly pour bleach down the drain to push back the cooking grease odor. (If you don't, the slightest harbor roll will cause your galley sink to 'puff' halitosis.)

Now that we have your galley top not rotting, your sink not leaking, and the whole area not stinking—let's turn our attention to the faucet. Leaking is very common in this area if the spout swivels. Occasionally, tightening the top nut will solve this but, alas, often the aging seal needs to be replaced but even the best ship's chandlery seldom carries such seals. Thus, they need to be special ordered from the manufacturer.

Most boats have a single faucet. Fine. However, on all my offshore vessels, I've added two more—one, for the completely separate 'deck water' system I collect off the deck, and another for salt water.

The deck water is simplicity itself. I put a deck-fill at the lowest part of the deck, which runs to its own tank. When it rains, I open the cap and it floods with water. (On *Wild Card*, I used the jib sheets to funnel the water to the deck-fill, on *Ganesh* I just put sponges into the scuppers and the whole boat becomes my collection system.)

Ah, the secret is revealed on how I went four and a half months in Chagos without a watermaker and never asked for a drop of water from a passing yacht. (We circumnavigated twice without a watermaker.)

We do not drink this deck water because it has some bird poop and anchor mud mixed with it. But we do, after filtering through a 20 micron filter, use it for dishwashing and showering—our two biggest water hogs.

The trick to conserving water is to not waste it. That sounds stupid, but it is not. Some boats gush water under great pressure the moment you open the faucet—even if you want a single drop.

The best bet is to have a Whale foot pump and an inline check valve—both of which will allow you to quickly get only a drop when you want only a drop.

You can still have a pressure water system if you want. We do—because we have two sinks, two heads and a deck shower all run off a single pressure pump.

Our saltwater pump uses a totally separate Whale inline bait-well pump—because they are cheap and dependable. We have two switches to actuate it: a toe-operated doorbell switch (cheap again) and a standard marine push-pull.

If I want to wash my dirty hands in saltwater, I use the foot switch momentarily—and then rinse the salt off with deck water. This uses zero drinking water. If I am doing dishes at sea, however, I just allow the salt water to run continuously—why not?

Is there more to know about marine sinks? Sure, I haven't delved into sink size, shape, or depth for example. I just wrote a book on anchoring (Creative Anchoring) and could surely dash off another hundred pages on sinks. But you get the idea—even washing your hands on a boat is very, very complicated.

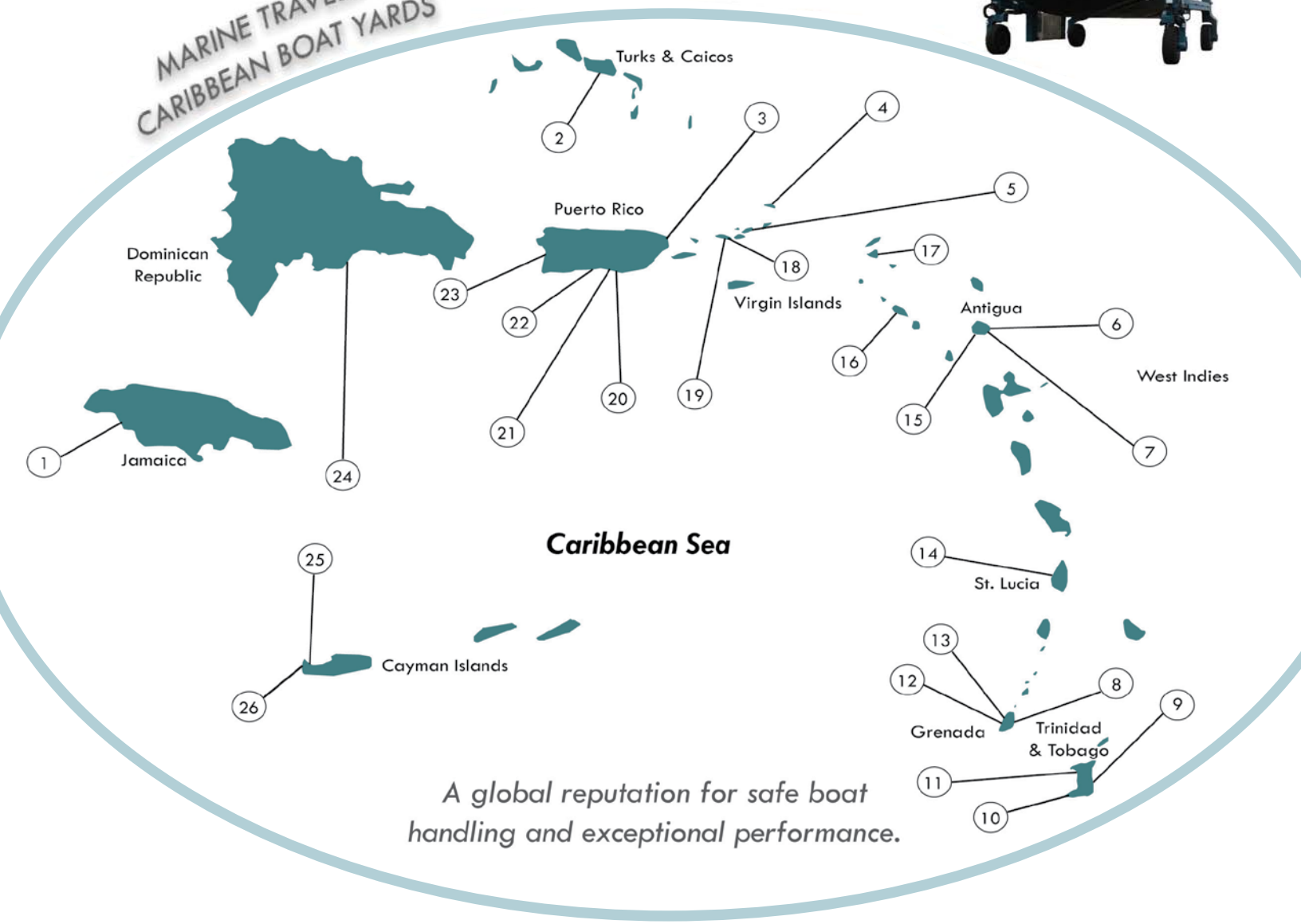
EDITOR'S NOTE: Cap'n Fatty and Carolyn just completed their third circumnavigation and are back on their beloved St. John.)

Cap'n Fatty is the author of Chasing the Horizon *and numerous other marine books. His latest,* Storm Proofing your Boat, Gear, and Crew, *is out now. Visit: fattygoodlander.com*

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20. **Plaza Del Varadero Shipyard:** 100 BFMII, Pending, 9/10/15
21. **San Juan Bay Marina:** 60 BFM, Pending
22. **Ponce Yacht Club:** 70 BFM, Pending, 12/23/15
23. **Villa Marina Yacht Harbour:** 70 BFM, Pending
24. **Club Nautico De Santo Domingo Inc:** 70 BFM, Pending, 10/1/15
25. **The Barcadere:** 100 BFM, Pending, 4/46/17
26. **Harbour House Marina:** 70 BFM/150 AMO, Pending, 4/27/16

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SAILING WITH CHARLIE: GLOBAL WARMING

SAILING HUMOR BY **JULIAN PUTLEY**
GRAPHICS BY ANOUK SYLVESTRE



Climate Change has been in the news lately. There is no doubt that climate change and global warming are fact. But there seems to be some confusion as to whether it's man-made or a natural Phenomenon – or, more likely, a bit of both.

Another irrefutable fact is that sea levels are rising. This is having dire consequences for small island nations like the atoll countries and territories in the Pacific. Tuvalu, a small island nation in the Pacific is in constant danger of being submerged by rising sea levels. Kiribati, another atoll country, has similar concerns, as does the neighboring Marshall Islands. What to do? Perhaps it's time to build another Old Testament style ark.

In those days of yore there were apparently about 17 million species of animals on the planet so if they had all boarded that enormous craft, as we are led to believe – two by two – it would have housed 34 million animals. Wow! A replica would have plenty of room for all the Micronesians, Melanesians and Polynesians out there – although there might be a line for the toilet.

Global warming is responsible for rising sea temperatures too – and rising temperatures help to spawn dangerous hurricanes, not to mention having adverse effects on underwater life like coral bleaching and subsequent destruction of reefs: habitats for many important fish populations that feed species right up the food chain.

Hurricanes are the major meteorological threat to Caribbean islands. Hot, wet weather moves westward off tropical Africa and as it continues along its westward path sea and wind conditions accelerate tropical systems into mighty and destructive revolving storms. Some expert in the Met Office several decades ago (1953) decided to name the storms to more easily identify them (good idea) – and they were to be female names (bad idea). There was a stormy debate on the issue but it wasn't until 1978 that the protocol changed to bipartisan names, both men and women.

Hurricane Donald is expected to produce unusual effects. It will become very intense. Then it will reverse direction, against all expectations. It will be so erratic that it will confound all Met Office employees, who will then be systematically fired.

Some fanciful sailors tend to associate the characteristics of a storm based on its name, others are more realistic. This year Charlie has been looking into his crystal ball … Hurricane Donald is expected to produce unusual effects. "It will become very intense," explains Charlie. "Then it will reverse direction, against all expectations. It will be so erratic that it will confound all Met Office employees, who will then be systematically fired. Eventually it will make landfall in the US and cause catastrophic damage to the Washington DC area, wiping out everything achieved in the last eight years. Death and destruction will be 'huge'. Health providers won't help. Thousands will be turned away – to die – with no health plan."

Some weeks later, after careful evaluation, blame will be allocated …

"It was the Russians wot did it …"

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



BLITZ BLITZES AT FOUR CARIBBEAN REGATTAS IN A ROW

RACING CIRCUIT BY **CAROL M. BAREUTHER**



PHOTO: DEAN BARNES

With her distinctive paint job, *Blitz* stormed through the season winning four regattas in a row

Reggae and rum are only half the fun of Caribbean regattas. Out on the water, there's serious racing by teams with strictly planned campaigns, strategically prepared boats and skillfully trained crew. A wonderful example of one of the best this past season was Peter Corr's *Blitz*. The King 40 certainly lived up to her name, with a lightning speed that landed St. Thomas' Corr and his Australian and U.S. Virgin Islands-based crew first place finishes in four regattas in a row: Round the Rocks, St. Thomas International Regatta, the BVI Spring Regatta and Les Voiles de St. Barth. This was no mean feat considering the class competition changed with each event meaning *Blitz* sailed against 14 different boats, everything from a Melges 32 to Andrews 70 during its quartet of spring season regattas.

"Since *Blitz* was a new boat for us and we had tuned it up and did other work on her for three months prior to the start of the season, we were anxious to see how we performed – and we won," says Corr. "To recap the season, we became stronger with each race because we changed sails dependent on conditions, we corrected items on the boat every evening and we certainly tried to start each day in the best position we could, both boat and crew. As a result, we just got better and better and the boat responded."

The persistence paid off and *Blitz* finished seven points in front of second place finisher, the BVI-based J/122 *El Ocaso* in the St. Thomas International Regatta, 11 points in front of the USA's Marten 49, *Summer Storm*, in the BVI Spring Regatta, and six points ahead of the Antigua-based J/122 *Liquid*. In most races, *Blitz* owed everyone time based on handicap.

The *Blitz* team was made up of Corr on helm, David Sampson calling tactics, headsail trimmer Malcolm Parker, and Tricia Hooper and Rene Papo as pit and pit assist, respectively. The mainsail trimmer was Nathan Ellis with Eric Butte on mast, Nicholas Blackman on bow, Rian Bareuther mid-bow, and alternate Christiane Jernigan.

"David Sampson has worked with me overseeing the building of my boats and is an amazing racer. He connected me a decade ago to some great guys and we have all raced together for years," says Corr. "We also party, but get to sleep at a reasonable time so everyone rests sufficiently. Except, of course, on award nights and the lay day in St. Barth!"

WHAT'S AHEAD FOR 2018?

"Next year we will race in at least these four regattas again, plus perhaps the Round Tortola Race and new overnight Full Moon Race around the British Virgin Islands," says Corr.

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

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PHOTO: GLEO

Top Boat and winning team *Casca Dura* collect their prizes



PHOTO: GLEO

Top Angler Luis Mario Fernandez (left) and his grandson Eduardo Ignacio Fernandez III (holding hook) with Sebastian Maldonado (assistant to tournament director Rick Alvarez); and Kary Gomez, marina marketing executive.

The spectacular catch and release of two blue marlin and four white marlin on the third and final day of fishing in the 23rd International Billfish Shootout in Cap Cana, Dominican Republic, is the come-from-behind feat which earned the sport fishermen aboard *Casca Dura* the Top Boat Prize. In total, the 72ft Merritt's Brazilian-based team were the first to release a grand total of three blue marlin and eight white marlin over the three-day event, fished June 9th to 11th.

"We knew that at minimum to win the tournament, we had to have two regular days and at least one hot day of fishing. That's just what hap-

pened," says Lucas Abud, owner/angler aboard *Casca Dura*. "Cap Cana is very dynamic. Fishing prior to the tournament, we realized that it would be the release of more limited blues rather than the more plentiful whites that would decide the winner and so we targeted the blue marlin."

The winning team on *Casca Dura* included anglers Abud, and Venezuelans Aquiles Garcia, Rafael Revenga and William Morrison, as well as Capt. Scott Leon.

Meanwhile, it was the Dominican Republic-based 63ft Buddy Davis *Tomahawk* that led as top boat during the first two days of the tournament. Even though the team, led by owner/angler Jeff Ranick, ultimately settled for second place in the boat standings, it was family friend, Puerto Rico's Luis Mario Fernandez, who earned Top Angler by individually releasing five white marlin and one blue marlin.

"I released the blue marlin on the second day and it put on a spectacular show," says Fernandez, who's sport fished in Dominican Republic waters since the 1980s. "It was the second of a double-header, came up on the left rigger and piled on my ballyhoo (bait). Upon hookup, the fish jumped once then made a sub-surface beeline right towards the boat like a submarine, passing only 15ft to starboard. We could hear the water ripple as it passed the boat, clearly upset with the hookup. In seconds, the blue turned down sea towards the horizon. Our captain, Ramon (Omar) Marte, put the boat in reverse and throttled to chase the fish. Within 20 minutes, the blue marlin cooperated and surfaced for a graceful release. The last day was very slow for us. I can only say that no day of fishing is the same and when competing against top teams and experienced anglers, it's not over until it's over."

Twenty-three anglers on six boats released a total of 31 white and six blue marlin.

The International Billfish Shootout was the second leg of the Dominican Billfish Triple-Header series.

"Although lightly attended, the tournament was marked by pretty good fishing, incredible shore-side activities thanks to our sponsors and committee members, highly qualified Certified Observers and great camaraderie," says organizer Rick Alvarez, of International Billfish Tournaments. "For 2018, the Shootout will move to Cap Cana's fall blue marlin season with tentative dates of October 17th to 21st.



ANTIGUA & BARBUDA SPORT FISHING TOURNAMENT

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



PHOTO: ANTIGUA & BARBUDA SPORT FISHING CLUB

Marlin Division winners, *Tahla'o* from St. Barth, in the Antigua & Barbuda Sport Fishing Tournament. Famed marine artist Carey Chen (far left) and Dan Jacobs of the Offshore World Championships (far right). As top boat in the marlin division, *Tahla'o* received an invitation to the 2018 Offshore World Championship, fished next April in Costa Rica

Good vibes and great skills led the team aboard *Incognito* to win the Mikie Pigott Jr. Memorial Classic, hosted out of Nelson's Dockyard on June 2nd. However, when it came to the team defending its top boat title in the marlin division at the 51st Antigua & Barbuda Sport Fishing Tournament, which followed back-to-back on June 3th and 4th, the St. Martin, FWI-based sports fishermen settled for second place to *Tahla'o* from St. Barths. Still, as *Incognito* angler Dimitri Asselin explained, it's hard to be too disappointed when catching and releasing a total of six blue marlin in three days of fishing.

"We released three blue marlin to win the Piggott classic," says Asselin. "Then, we released three blue marlin in the two-day tournament. Since we caught our third fish after *Tahla'o*, we took second in the marlin division. Our success in both tournaments came from luck and from sending good vibes to the blue marlin to make them come to us."

Meanwhile it was *Team Ginger*, from Guadeloupe, that earned Top Boat in the Sporting division of the Antigua & Barbuda Sport Fishing Tournament for highest total weight. This was thanks to a 158.3lb tuna that earned *Team Ginger* angler



***Team Incognito*, winners of the Mikie Pigott Jr. Memorial Classic**

Rudy Erivan the Largest Fish for an Adult Male and Largest Tuna prizes, and from angler Chriss Dethiere 38.9lb dolphin (mahi-mahi), the largest dolphin of the tournament.

"The first day of fishing in the two-day tournament was very calm for us, except catching the big dorado (mahi-mahi). Then the second day is when Rudy had a fight and caught the

big tuna that gave us our award," says *Team Ginger*'s Capt. Lelou Laurent.

Team Grewsome from Antigua with Capt. Kevin Geiger at the helm won Top Team for boats under 25ft in the Sporting Division of the two-day event.

"Sargassum weed was everywhere and our arms were sore from reeling in mostly salad the first day," says Geiger. "We did get three dolphin and I couldn't believe we were in second place after the first day, behind by 22lb. Evan (Campbell) caught a 23lb dolphin the second day to win us the trophy."

In one of the angler awards, it was the Dominican Republic's Gregory Asiodu aboard the Antigua-based charter vessel, *Double Header*, who released three blue marlin during the Antigua & Barbuda Sport Fishing Tournament to win the Top Angler in the Marlin Division.

"We went to the South Bank and caught the first marlin at the west end of the bank about 10am, and the second and third one close by. None of them offered a spectacular display of jumping or tail walking and Mr. Asiodu, being a very experienced angler, had no problem bringing them to the boat for tagging," explains Capt. Derek Biel.

In total, 17 boats and 92 anglers caught 11 blue marlin and released ten in the Mikie Pigott Jr. Memorial Classic. In the Antigua & Barbuda Fishing Tournament, 47 boats with 239 anglers from Antigua, St. Kitts, Guadeloupe, St. Martin, St. Barths, Barbados, Martinique the USA and Germany, released 31 blue marlin and caught 31 dolphin, 27 wahoo, six tuna and two kingfish.

"This year's tournaments were among our most successful in the last nearly two decades," says organizer Robert Hall. "We put a great deal of effort into marketing the tournament and put up a grand prize of US $100,000 if a team could break our current blue marlin tournament record of 771.25lb. One team came very close, but fell short with a fish weighing in at 735lb. Overall, the comradery amongst the anglers and the competitiveness on the water make this tournament what it is."

For full results, visit: www.antiguabarbudasportsfishing.com/tournament.php?id=1454 and www.antiguabarbudasportsfishing.com/tournament.php?id=1466



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Boom repair while on passage

Cruisers often have to rely on their own resources when something breaks, needs to be replaced or invented. Sometimes the parts used for make-shift repairs or gadgets do not quite fit (together) and look like something from the Mad Max movies, but they do the job until a proper replacement can be found. On *Pitufa* we have many items that started as temporary solutions but have become permanent features as we got used to their weird looks and grew fond of them. Mad Max style gadgets are unique and add character to a cruising boat. Items made from recycled material go easy on the cruising kitty and it is eco-friendly to make a virtue of necessity and turn disused material into something useful. Here are *Pitufa*'s top ten makeshift/recycled items:

1. MAIN BOOM REPAIR

Our main boom broke on the way from Rarotonga (Cook Islands) to Tahiti (French Polynesia). With no land or a welding shop in sight and 350nm to go close-hauled, we had little alternative but to fix it en route. Drilling 40 holes into the boom and riveting five scrap metal straps in place on the swaying deck was not easy. The straps held all the way to Tahiti where we had the boom professionally repaired.

2. NAUTILUS-STYLE THROTTLE LEVER

Years ago the plastic throttle lever in the cockpit yielded to material fatigue. A metal sleeve taken from an old man-over-board pole helped, but the material underneath kept crumbling. We added a hose clamp on top and honestly planned to replace it soon. Somehow we never got round to ordering one and in the meantime we have become fond of the hold-it-all-together magical hose clamp. Captain Nemo would appreciate the Nautilus style.



Nautilus-style throttle/gear lever



Homemade mast slides

3. IMPROVISED MAST SLIDES

Plastic mast slides have a limited life expectancy. When they suddenly started breaking, one after the other, far from chandleries, compassionate fellow cruisers offered old batten cars and Christian cobbled together creative-looking yet functional slides that fit our mast track.



Fabricating a bushing for the windlass motor

4. A BUSHING FOR THE WINDLASS MOTOR

We were in a picture-perfect, uninhabited atoll when our 30-year-old Muir anchor winch started making nasty sounds. Cranking up the chain manually when changing anchorage with each wind shift wasn't a fun prospect, but we also did not want to leave. Christian opened the winch and found the culprit: a damaged bronze bushing. He manufactured a new bushing from a brass hose connector on our tiny lathe and the anchor winch purred happily again.



The outboard crane can save you from damaging your back

5. OUTBOARD CRANE

Lifting the outboard engine manually onto *Pitufa*'s high stern was a challenge for my back and outright dangerous with the boat pitching in waves. Finally, Christian took pity on me and mounted a construction made of threaded rods on the radar arch. Meant as a temporary solution the crane proved so convenient that it is still there four years later.


Recycled hatch cover and wind scoop

6. HATCH COVERS

I'm no wizard on the sewing machine, so I tend to postpone tricky projects. When the covers of the deck hatches started tearing, I kept sewing patches on them until hardly any original Sunbrella remained. When I finally tackled the project, fitting new covers from our old Bimini material proved much easier than expected.

7. DINGHY COVER

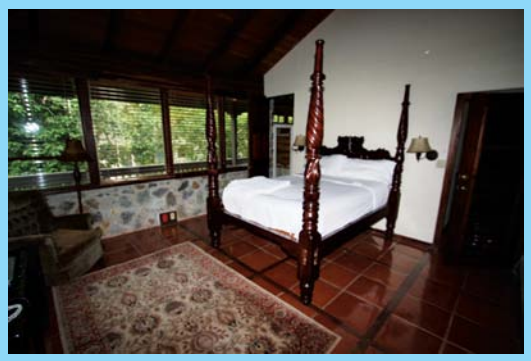
Anyone who has ever fabricated a cover for the dinghy knows how fiddly that job is. Christian's a perfectionist whereas I tend to work quickly with varying results. To go easy on our relationship we did the job in tiny steps, one segment after the other with long breaks in between. It took us a year to finish the perfectly fitting pajamas from an old, extra-strong canvas cover off a truck.

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This is a beautifully remodeled and pristine family home, on the desirable East End of St. Thomas.
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- Large Generator on Automatic Transfer switch to cover power outages
- Two full kitchens, one on each level
- Ample outdoor living space on both levels
- Central Air Conditioning
- Wired for offices, with dedicated server room
- Huge temperature controlled wine room
- Hurricane resistant windows eliminating the need for shutters
- Lots of driveway space for parking
- Professional Landscaping
- Granite counters in upstairs kitchen
- Hardwood accents
- Saltillo tile floors

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

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8. WINDSCOOPS

When our elderly gennaker ripped, we knew it was no use wasting any more repair tape. It still felt like a shame to toss the beautiful dark-blue and turquoise sail, so I sewed colorful wind scoops in different sizes (so we can reef when the wind picks up) for all our hatches.

9. SALTWATER TAP

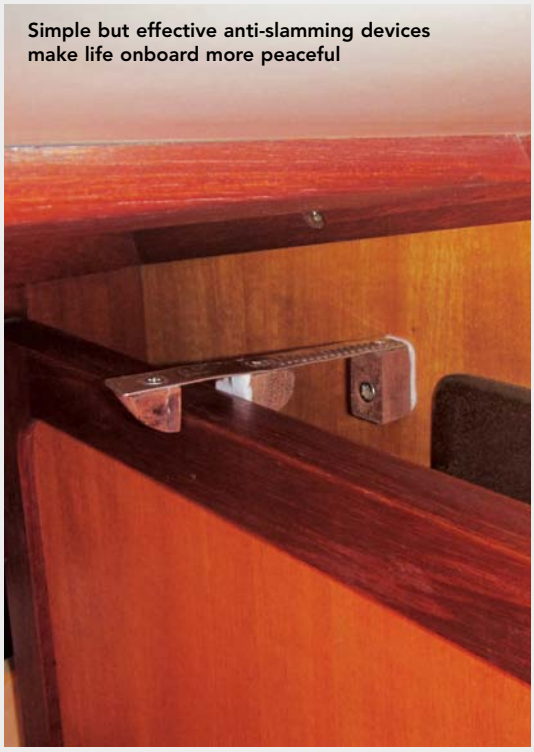
In our former life as landlubbers we had fish tanks and before we moved to the boat we found new homes for our scaly pets, but kept some of the tank equipment. When we installed our watermaker and a saltwater tap for the kitchen sink, the green plastic pipes from our old aquarium turned into rotatable and height-adjustable faucets.



We fashioned fish tank pipes into a saltwater tap and watermaker outlet



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10. ANTI-SLAMMING DEVICES

Our first downwind passages caused locker doors and the toilet lid to slam repeatedly and drive us crazy. On arriving, we installed the handle of an antenna mount over the toilet and fashioned brackets for the cupboards from scrap wood and straightened hose clamps.

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



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TIM WRIGHT: THE CARIBBEAN'S FAMED YACHTING PHOTOGRAPHER

SAILORS IN THE NEWS BY **CAROL M. BAREUTHER**



Famed Caribbean marine photographer Tim Wright in action

More people know him by name rather than by face. That's because Tim Wright is generally behind the lens instead of in front of it, aboard his 12ft, 15HP rib with signature shovel-crafted tiller extension that allows him to stand, drive and photograph Caribbean regattas. Interestingly, Wright never planned to make photography a profession or call the Caribbean home. Yet the UK native seized upon the power of serendipity and has become one of, if not *the* most famous Caribbean yachting photographer.

"I have always been interested in photography," says Wright, who at age 14 set up a darkroom at home in Malvern, Worcestershire, taught himself to process black and white film, and later progressed to color processing as well. "But it was never more than a hobby at that time."

A decade-plus later, a friend introduced Wright to yachting with a day sail on the Solent. Two years later, having completed Royal Yachting Association (RYA) courses, he left his job as a salesman and sailed away single-handed in an Elizabethan 29, on the first Atlantic Rally for Cruisers (ARC) to the Caribbean in 1986.

"I never planned to move to the Caribbean as I vaguely intended to circumnavigate, although I was really just looking for adventure and an escape from a normal lifestyle," Wright says.

By 1992, Wright was living on his Roberts 34 in Bequia, nearly out of money but still with the good camera in hand that he brought over on the ARC. Fate took over when a Boxing Day round the island race was organized.

"I had the cunning plan of sitting out on the start/finish boat and photographing all the participants. Of course, there was nowhere on Bequia to get film developed, but since all the boats were staying in Bequia for New Year I had time to go over to St. Vincent on the ferry, get the pictures printed and go back to sell them," he explains.

A very positive response led Wright to convert *Adhara* into a live-aboard photography studio thanks to a loan from his parents. He set up an enlarger on the settee berth and taped a blackout curtain around it. He incorporated sleeves, which enabled him to put his arms through the curtain to control the enlarger. Film

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and prints were processed in a revolving drum, which was in turn inside a water bath. Although the process was slow, messy and difficult, Wright could achieve his aim, which was to photograph several boats in the afternoon and present framed 8 x 10-inch prints to boat crews the following morning.

"I photographed the Bequia Easter Regatta, and at the end of the season I thought it a good idea to sail up to Antigua and photograph the Classic regatta and Sailing Week. Soon after, I bought my current boat *Seascape*, a 43ft Wauquiez Amphitrite ketch, and started covering other events like the St. Maarten Heineken Regatta," says Wright.

Tech-savvy before it became popular, Wright transitioned to digital in 1998, the same year he created his website photoaction.com. This is likely the first photographer's site that used a searchable database to sell images. Digital photography changed Wright's life and career. For example, it created a practical way to shoot the ARC arrivals in St. Lucia, which take place at all hours over several days. He also had more freedom to travel, and began to photograph a few summertime events in the UK and Europe.

"The Canon EOS 1Ds camera, which I first bought in 2003, was a real revolution. The quality was better than any 35-mm film camera, so suddenly my images were no longer second class, but state of the art. I remember going to Cowes Week in 2003 or 2004 and putting a 20x30-inch print in a shop window in Cowes High Street. I happened to overhear Ken Beken (fourth generation veteran UK marine photographer) and his sidekick Peter Mumford looking at my picture and arguing over whether the image was shot with a digital camera or not, because it was 'too good' to be digital," he says.

Most recently, Wright has added aerial drone photography to his repertoire.

What's next?

"More of the same until I can't do it any more, I guess. I will be sixty this year and I don't know how long that will be, but fortunately I am not falling apart just yet."

For examples of Tim's work, visit: photoaction.com

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



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PILOT PROGRAM COACHES YOUNG ISLANDERS IN SAILING

YOUTH SAILING BY **CAROL M. BAREUTHER**



PHOTO: JOST VAN DYKE PRESERVATION SOCIETY

Youngsters get a feel for sailing during a voyage off Jost Van Dyke



PHOTO: JOST VAN DYKE PRESERVATION SOCIETY

A group of kids that hope to become instructors and racers stand next to some of their boats in Mayreau

The Caribbean boasts all the components for some of the best sailing in the world: ever-blowing tradewinds, water, water everywhere and boats of all types. Yet, on many islands, younger generations have moved away from seafaring trades. This has led to a lack of knowledge, especially on the sailing front, on how to make the most of these 'backyard' resources both recreationally and vocationally, in careers such as day sail captains, charter skippers, and professional racers. A pilot program held this summer on five Caribbean islands sought to reverse this trend by providing professional coaching to instruct island youth on the basics of sailing, and older teens and twenty-somethings the skills to coach even more youth in the future.

"I went to the Grenadines earlier this year on a delivery and I met kids who wanted to sail, but didn't have any clue how to rig or sail some of the dinghies that were available," explains Tyler Rice, who was born and grew up sailing on St. Thomas, competitively sailed for and graduated from Brown University in 2014, coached the champion Antilles School High School Sailing team, and now operates Bow Sailing Schools. "It was then, with my sailing background, that I was inspired to work with pre-existing youth programs, where kids were ripe to learn more, and provide the coaching framework and template, everything they needed to succeed at sailing."

Rice isn't a one man show. Indeed, this summer's pilot pro-

gram is very much of a collaborative effort between multiple individuals and organizations. For example, in the British Virgin Islands, Rice conducted week-long coaching sessions in early to mid-July with young people on Jost Van Dyke and Virgin Gorda, two islands where there is limited formal junior sailing instruction.

"Tyler has a passion for the modern sailing industry and passing that information on to youth," says Susan Zaluski, organizer of the Jost Van Dyke Preservation Society's marine summer camp, first spearheaded in 2010 by famous calypsonian and namesake bar owner, Foxy Callwood. "This summer, he brought Optimist, Sunfish and Laser dinghy sailing into our program, which is is fundamental for students to learn sailing basics before moving on to the larger boat *Endeavour II* (32ft modern-built traditional Tortola sloop). In addition, we also ran a short pilot course in Virgin Gorda in partnership with the Virgin Gorda Fishermen's association. The Bitter End Yacht Club provided the camp venue and use of boats, Hobie Cats and Hobie Waves. *Endeavour II* provided transport and lodging for summer program instructors in Virgin Gorda."

The JVD Preservation Society and Bow Sailing, says Zaluski, hope to hold a pilot program in Anegada later this year to focus the program on 'sister islands' which have smaller populations, fewer resources, but are also more reliant on the BVI's sailing industry.

Rice is taking his Bow Sailing School coaching skills to the Grenadine Islands of Union, Mayreau and St. Vincent in late July and early August. Here, host sites are an informal Sunday sailing program venue in Mayreau; Happykite, a kite-surfing school on Union Island, and Blue Lagoon Marina on St. Vincent, where there are Optimist, BICs and a Laser. Like in the BVI, he will coach younger kids in the morning and teach older kids in the afternoon. It's Bow Sailing School's sustainable two-tier approach. The curriculum includes teaching basic concepts like wind direction, sail trim and points of sail as well as coaching instruction for older youth.

"It's easy to be mediocre, but if we can teach kids how to sail the correct way from the start, they will have a life skill and potentially a lifelong vocation," says Kelly Glass, businessman and founder of Karib Cable, who owns the Blue Lagoon Hotel & Marina, Bequia Plantation Hotel and Clarke's Court Bay Marina in Grenada. "This is especially important for the Grenadines. We are 32 islands in 33 square miles and are, charter-wise, the BVI of the Southern Caribbean. Now that St. Vincent has its new international airport, there's a great opportunity to grow the charter industry and with it associated industries like yacht repair. There's a real potential to grow the yachting industry here."

Going forward, Bow Sailing School's Rice plans to continue to seek out youth programs already in place throughout the Caribbean that have or can access boats and are ripe and ready for professional instruction and coaching for its young participants.

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



BVI kids in Jost Van Dyke Preservation Society summer camp who participated in the pilot program in 2016

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GIRLS FOR SAIL

WOMEN AT THE HELM

BY **GARY E. BROWN**



Continuing our series Women at the Helm, we talked to Karen Harris of the Girls for Sail sailing School. The school have made it their job to get more women out on the water and behind the helm in what is still predominantly a male dominated sport.

Exclusively for women by women, Girls for Sail accepts that potential students may shy away from sailing fearing they lack the physical strength to handle the heavier boat gear. The school destroy this argument by referring to some of the world's great female round the world sailors like Ellen MacArthur, Dee Caffari and Tracey Edwards.

"Women are fantastic to sail with," says Harris, "and though

they may not always be physically as strong as men, they have great potential to sail brilliantly using technique, tactics and great teamwork."

Noting that sailing doesn't have to be an endurance test, Girls for Sail tweak their events to give ladies the space and confidence to develop their sailing skills.

"It's all about learning the correct way to do things and about team work. Good tuition is crucial. Boats are designed so that much of the equipment can take the load if used properly and with know-how."

Being fit is important for anyone thinking of taking up sailing but, according to Harris, age isn't that much of an issue and several ladies in their 70s have made an Atlantic crossing with the school.

Macho BS can be a real problem for women learning to sail as part of a male crew and is one of the reasons that some women quit the sport. Harris was quite polite when discussing the subject saying only that problems can arise thanks to "certain men with certain beliefs about what women can and can't do on boats." This lack of support can put paid to a woman's hopes of ever enjoying the sport of sailing.

"Women need to gain confidence through encouragement, practice and a good support system to assist in developing the same self-belief about their sailing skills as many men," says Harris.

Female instructors and crew remove the threat of male bullying, which as editor of *All At Sea* I have come across only too often in my own sailing career.

Like men, women take up sailing for many different reasons, the sport is diverse and offers something for everyone. Some women take courses to increase their enjoyment of simply messing about in boats, cruising alone or with family. Others have used the school as a first step into serious yacht racing including round the world regattas. A few students have followed a career in the marine industry, gaining various licenses and tickets and even becoming instructors in their own right, which goes to show that what the guys can do, the girls can do and (dare I say it), do even better.

Is there a down side to all this positive seagoing exuber-

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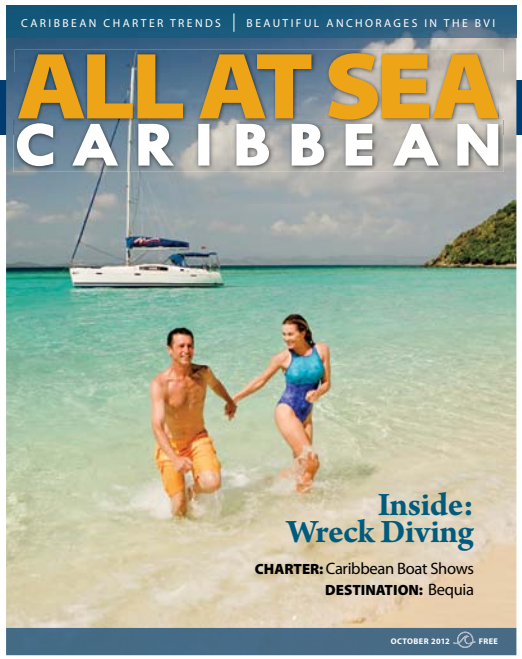
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Offshore during the Fastnet race


Sophie - Chief instructor


Bad weather fun

ance? Well, of course there is and no matter what your gender sailing isn't for everyone. Harris says students should be prepared to face the challenges found on a small boat at sea.

"Sailing and working with a group of people in a different environment will often take you out of your comfort zone but can be totally empowering. The weather won't always be good and although the school boats are clean and comfortable, they are not five star hotels," she says, adding, students are unlikely to have their own space during courses.

The school offer a variety of courses from basic crewing to Yachtmaster offshore and beyond. If it's an RYA course then students are taught/taken though the syllabus by the skipper and should expect to spend most of their time on-board sailing or maneuvering.

For the more adventurous, courses take students across the ocean as part of the Atlantic Rally for Cruisers (ARC) and the RORC Transatlantic Race. Harris says next year will mark the twelfth time that the school as participated in the ARC and this is something they are very proud of.

"We have safely taken over 75 girls across the Atlantic – a truly life-changing experience for many and undoubtedly something that will stay in all their memories forever. We have trained thousands of ladies from our international bases in Cowes on the Isle of Wight, and on the Caribbean island of St Lucia."

She adds, "We are really very experienced. We are all qualified RYA instructors having crossed oceans before and are well versed in all aspects of sailing."

For more information about all the courses offered by Girls for Sail including their transatlantic voyages and Caribbean-based training schemes, visit: http://www.girlsforsail.com; http://www.girlsforsail.com/events/arc-2015/105; and http://www.girlsforsail.com/events/rorc-atlantic-crossing/269

Courses fill up quickly and advanced booking/planning is a must.

Gary E. Brown is the Editorial Director of All At Sea. *He is the author of the thriller/sailing adventures* Caribbean Deep *and* Caribbean High. *Works of nonfiction include,* Biscay: Our Ultimate Storm. *For more information visit: garyebrown.net*

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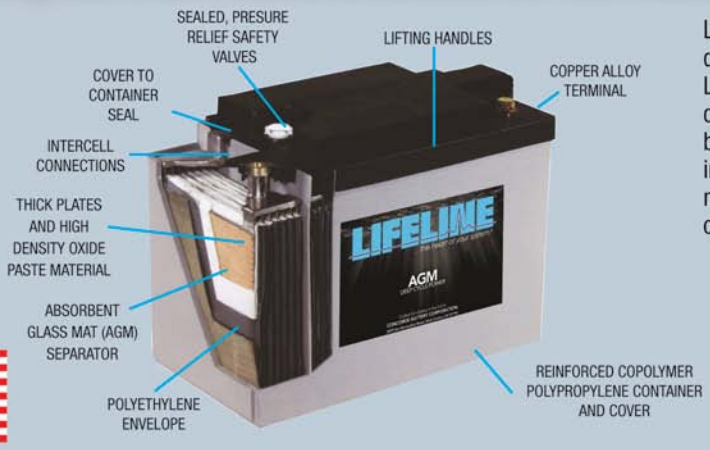
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DESTINATION CARTAGENA

BY **CAROL M. BAREUTHER**

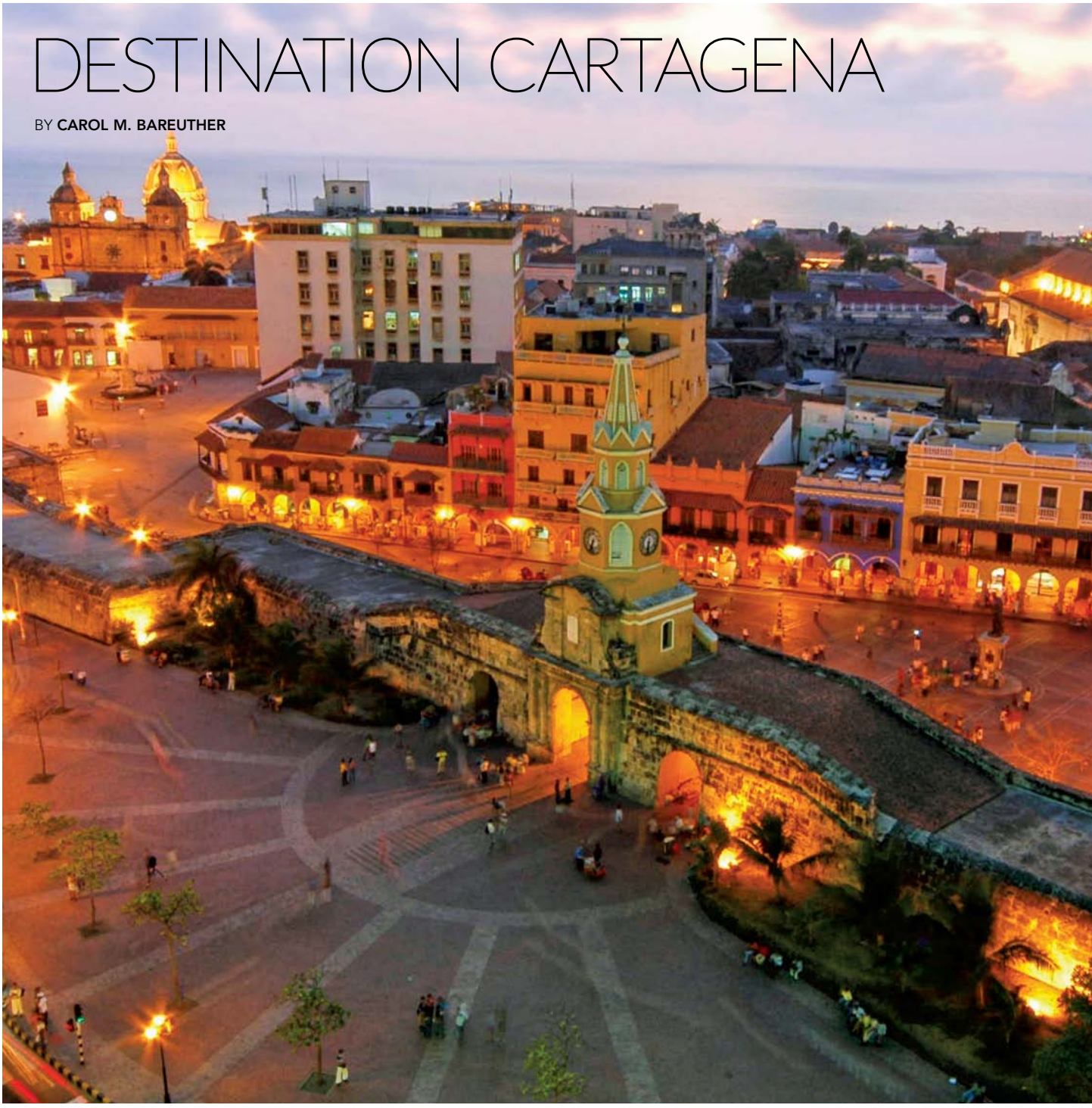


PHOTO: JORGE BARVA / TOURISM BOARD OF CARTAGENA

A spectacularly rich history that's instantly recognizable by its colonial wall and fortress stronghold, both visible when approaching by sea, is just one reason to put Cartagena, Colombia, on your 'must-visit' destination bucket list. Other enticing reasons include location, below the hurricane belt and close to the Panama Canal; weather, tropical in nature averaging 82°F year-round;

Frequent attacks by French, English and Dutch pirates and privateers led to the construction of 6.8-miles of massive stone walls and a series of fortresses including the formidable Castillo San Felipe de Barajas, surrounding and protecting the bay.





PHOTO COURTESY OF JAIME BORDA



sights, ranging from city museums to offshore islands; and nautical facilities, complete with modern full-service marinas. In fact, Cartagena, nicknamed 'The Magic City' is the only port in Colombia that offers complete maintenance and repair services for boats of all sizes and types. What this means is that whether you're a sailor, cruiser or a megayacht owner, Cartagena has something special to offer.

"The nautical market in Cartagena is growing very fast," explains Jorge Arroyave Ayola, in international sales with Eduardoño, a Colombian manufacturer of over 50 models of boats, ranging from 12- to 45ft., and for everything from artisanal fishing to pleasure cruising. "This is because the city is becoming a popular destination where you can cruise to islands with nice beaches, fish, spend a relaxing day or



PHOTO COURTESY OF COLOMBIA NAUTICA

night sightseeing through the bay, dive or snorkel through the coral reefs, walk through or ride through the old city at night in coaches, taste local cuisine and more. Plus, the city offers a wide range of hotels and restaurants for all types of budgets and preferences. For these reasons, I would say that Cartagena is becoming a very popular destination for nautical and non-nautical visitors alike."

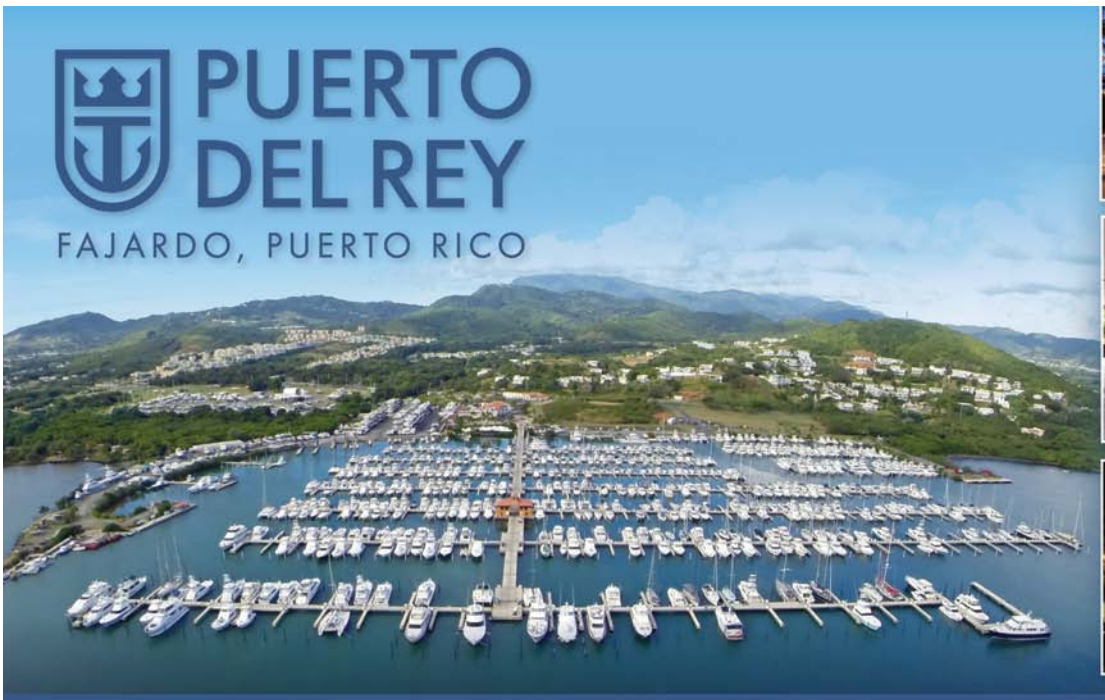
LAND & SEA SIGHTS

There was definitely a nautical birth to this city set on the Caribbean Sea. Founded in 1533 by Spanish commander, Pedro de Heredia, the town was built on the site of a former native village and named for the port city of Cartagena in Spain, where most of Heredia's crew resided. Within a decade, the

Cartagena, nicknamed 'The Magic City' is the only port in Colombia that offers complete maintenance and repair services for boats of all sizes and types. What this means is that whether you're a sailor, cruiser or a megayacht owner, Cartagena has something special to offer.

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Club de Pesca de Cartagena

PHOTO COURTESY OF CLUB DE PESCA DE CARTAGENA

city was such an important port for the export of Peruvian silver to Spain, that Cartagena suffered pillage and plunder by French, English and Dutch pirates and privateers. These assaults led to the construction of 6.8-miles of massive stone walls and a series of fortresses including the formidable Castillo San Felipe de Barajas, surrounding and protecting the bay. The Castillo and Cartagena's historic city center are a UNESCO world heritage site.

"Cartagena's best beaches are found on the islands of Rosario, Barú, Rosario and San Bernardo," says Jairo Andres Aguilera, nautical tourism and cruise advisor with ProColombia, a governmental agency that promotes the South American country in areas such as international tourism.



Colombia Nautica International Boat Show

PHOTO COURTESY OF COLOMBIA NAUTICA



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CLUB DE PESCA DE CARTAGENA

International yacht racing and regattas are now very much part of the scene



PHOTO COURTESY OF EDUARDOÑO

Sports boat, one of fifty models manufactured in Colombia by Eduardoño

"The best fishermen from Colombia and world meet for three days of fishing each fall to determine the winner. Everyone tries to beat the Colombian record for marlin of 539lb set in 2002"

The Rosario islands, located 22 nautical miles southwest of Cartagena, are a coral reef archipelago where swimming, scuba and snorkeling are among the favorite pastimes. Isla de Baru, part of the Rosario islands, is close enough to reach by small boat in about 15 minutes and known for natural attractions such as submarine gardens, mangrove forests and white sand beaches. San Bernardo, very laidback since it's off the beaten track at 47 nautical miles from the city, boasts a rich diversity of sealife from fish to turtles.

Those who didn't BYOB (bring your own boat) or don't want to take the public ferries to these offshore islands can purchase one of Eduardoño's two latest pleasure boats to make the trip. Both the Marlin 420, a 42ft Center Console with a Carolina-style hull, and Bravo 300, a 30-footer with a deep V hull, were launched this spring and can be configured either for fishing, tournaments, cruising or social family boating.

MARINE EVENTS

Sailing regattas, sports fishing tournaments and a boat show are just some of the marine events happening in Cartagena, which are all open to international visitors. For example, dinghy sailors aboard sunfish and snipes race Saturday afternoons in Cartagena Bay between Bocagrande and Tierra Bomba. The city has also hosted larger sailing competitions such as the Central American & Caribbean Games and Sunfish World Championships.

"The International Fishing Tournament has been an annual tradition at our club for more than 30 years," says Joan Mac

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PHOTO COURTESY OF TOURISM BOARD OF CARTAGENA

Master Gonzalez, manager of Club de Pesca de Cartagena, a group founded in 1939 by a few young fishermen and located at Fort San Sebastian del Pastelillo, in the bay of Cartagena de Indias. "The best fishermen from Colombia and world meet for three days of fishing each fall to determine the winner. Everyone tries to beat the Colombian record for marlin of 539lb set in 2002."

The internationally-attended Colombia International Boat Show happens each spring.

"We gather the entire recreational boating industry in Colombia in one place," explains Miguel Angel Franco, director of ColombiaNautica, an organization established by the National Marine Manufacturers Association, Grupo Heroica and AsoNautica Colombia to build the country's recreational boating industry. "We had companies from the U.S.A, Panama and Spain this year as well as Colombia, which included boat builders, brokers and dealers, marina operators and developers, and sellers of spare parts, accessories, clothing and sport fishing equipment. We also provided a complete offering to our visitors with entertainment like flyboard shows, music, food and a kid's zone."

BEYOND CARTAGENA

Cartagena isn't the only great destination for boaters in Colombia, according to Eduardono's Jorge Arroyave Ayola. "Colombia has a coastline of some 1,020 miles along the Caribbean Sea and 1,243 miles facing the Pacific. There is more or less 11,000-miles of navigable inland waterways and approximately 1800 lagoons and reservoirs."

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



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CALLAHAN WINS INTERNATIONAL OPTIMIST REGATTA

UNITED STATES VIRGIN ISLANDS



Mitchell Callahan, from Cape Coral, Florida wins the 2017 International Optimist Regatta, presented by EMS Virgin Islands

PHOTO: DEAN BARNES

Mitchell Callahan was in a sweet spot heading into the third and final day of racing at the 25th International Optimist Regatta (IOR), presented by Electronic Merchant Systems (EMS) Virgin Islands and hosted by the St. Thomas Yacht Club, June 16th to 18th. The 14-year-old sailor from Cape Coral, Florida, was sitting pretty five points in front of his closest competitor, twin brother Justin. Considering that Mitchell ultimately

"What a pleasure being the Principal Race Officer for such a fantastic regatta. Soup to nuts top notch conditions on the water and hospitality ashore. I honestly have never seen it done better"

placed no lower than third in the ten-race regatta, he felt confident that he could hold on to his first place. Indeed, he did just that and was named the regatta's Overall Champion.

"Going into today, I knew I could be pretty aggressive because of my lead," says Callahan, who sails out of the Lauderdale Yacht Club. "So, my goal in the last two races was to start in the middle of the start line and then reach to the left so that I could get the first lift, accelerate and cross in front of the fleet to get clear air. That's just what happened. I won both races."

A near-record 119 sailors from all three U.S. Virgin Islands, the British Virgin Islands, Puerto Rico, Antigua and the U.S.A, competed in the IOR/EMS. Sailors, who ranged in ages from 7- to 15-years-of age raced either in the Advanced Fleet in one of three age groupings: Red (ages 13 to 15), Blue (ages 11 and 12) or White (ages 10 and under), or in the Green or Beginner Fleet.

Callahan bested the Red Fleet, while it was Sebastian Spinelli-Sax, from Bayshore, Florida, that earned first in the Blue Fleet.

"Sailing fast, keeping the boat flat in the water and getting good speed," is how 12-year-old Spinelli-Sax described his game plan and secret to success.

In the White Fleet, it was St. Thomas' ten-year-old Tanner Krygsveld who won by an incredible nearly 200 points.

"I wasn't so much thinking about winning the White Fleet as I was about doing the best as I could in the overall," says Krygsveld. "My goal was top 15 and I finished 16th, so I'm pretty happy. What really helped was the clinic earlier in the week, where I learned more about how to handle the wind shifts and more about where to start on the starting line."

Puerto Rico's 11-year-old Roger Casellas, from Guaynabo, championed the Green Fleet.

"Having a nice start is what really helped me a lot," says Casellas. "The big winds were tough though, but I had a lot of fun."

St. Thomas Mia Nicolosi was awarded Top Girl.

"There was a lot more competition this year having the USA Worlds Team here," says Nicolosi, who championed the IOR/EMS in 2016 and finished fourth overall this year. "If they weren't here, I probably would have won again. But then again, I wouldn't have learned as much without having them here to sail against."

In other awards, it was the USA's Peter Foley, representing the Coral Reef Yacht Club in Florida, who earned the Chuck Fuller Sportsmanship Award, while Justin Callahan was presented with the Pete Ives Award, given for a combination of sailing prowess, sportsmanship, determination and good attitude both on and off the water.

"What a pleasure being the Principal Race Officer for such a fantastic regatta. Soup to nuts top notch conditions on the water and hospitality ashore. I honestly have never seen it done better," says Bill Canfield.

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

"We at EMS Virgin Islands are so pleased to sponsor this event and want to congratulate all the sailors, parents and organizers on a fantastic event," says Cobia Fagan, owner, EMS Virgin Islands, whose 7-year-old son, Coby, raced in the regatta for the first time this year. "It made me so proud to see him out there smiling, playing and so happy making new friends."

For more information and full results, visit the St. Thomas Yacht Club web site: www.styc.club or www.regattanetwork.com



Top Three Sailors Overall, (left to right): Justin Callahan, Mitchell Callahan, Stephan Baker, at the Awards Ceremony at the St. Thomas Yacht Club

PHOTO: DEAN BARNES

GRANDMOTHER COMBINES THE FUN OF PADDLEBOARDING AND SAILING

UNITED STATES VIRGIN ISLANDS

BY **CAROL M. BAREUTHER**



What's the next best thing to paddleboarding? A paddleboard with a sail! Sharie Seibert says this popped up in her mind a few years ago like the proverbial cartoon light bulb. "I was paddling in Magen's Bay when off shore winds blew me out. I thought, if you had a sail how much fun would that be!"

Seibert has brought this concept to its conclusion with her Taloo-ard Paddlesail.

"I first duct-taped a shower curtain, which I had cut into a triangular sail shape, to my paddle and sailed ta'loo-ard (leeward). That sail was May 9 2011. Thus, began the journey of the Ta'loo-ard Paddlesail, which as its name implies is strictly a downwind sail. "Paddle up and sail down," says Seibert, a California native who after a 30-plus year career as a school teacher relocated to St. Thomas, U.S. Virgin Islands, where her sister lives.

Seibert's start in board sports happened many years ago when she began windsurfing in the Pacific Ocean and Caribbean Sea. More recently, she launched into stand-up paddleboard-

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ing (SUP). It was a sport she took to like a duck to water, competing in races in all three U.S. Virgin Islands and Puerto Rico. Seibert became so enamored of SUPing that she became a certified instructor and taught local kids the watersport.

"I summer on Catalina Island, off Southern California, where some of my family lives. In 2011, those months were spent working with a local canvas maker. She and I developed the first paddlesail. That first sail was made with 5oz sailcloth and three Velcro tabs to wrap the sail. My sons and grandchildren helped me to test the sails. We learned a lot about what worked and what didn't. For one, the sail isn't recommended to use in more than 12 knots of wind. Two, to save enough energy to paddle back as it is a downwind sail. Three, that it's possible to do a partial tack by sitting down on the board and dragging one foot. We had lots of laughs figuring out this idea of grandma's."

Seibert's paddlesail is hand-crafted out of 1.5oz spinnaker cloth. Its dimensions are 60 x 45 x 58-inches (154 x 114 x 147cm) with a weight of less than 8oz. The sail is secured to the paddle by Velcro, where it then wraps around the paddle and is held tight by a Velcro strap when not in use. The sail, which unfurls in seconds, comes in five rainbow color combinations or a single color. Rolled up it fits neatly into an 8 x 12-inch (20 x 30cm) sail bag. A variation is the American Pride sail with a vinyl window. The largest is a Batten Sail which is 65 x 51 x 62-inches (165 x 129 x 157cm) and has two detachable fiberglass battens. Prices range from $75 to $179. Seibert attempted to make a clear all-vinyl sail but found it was too heavy to use or to wrap around the paddle well.

Seibert's idea of a paddlesail certainly proved a winner. In fact, in 2013 she took an Entrepreneur Class at the University of the Virgin Islands (UVI) and won second place and a $20,000 start-up prize in a Student Entrepreneurship Competition. This she has used to make and market her paddlesail.

"Some of the UVI students helped me to make a video of the product in Magens Bay. We all had such fun! After all, after you work your shoulders, delts and core to paddle vigorously upwind, the reward for all that effort is gliding effortlessly back down in that same sweet breeze," Seibert says.

For more information, visit: www.taloo-ard.com

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

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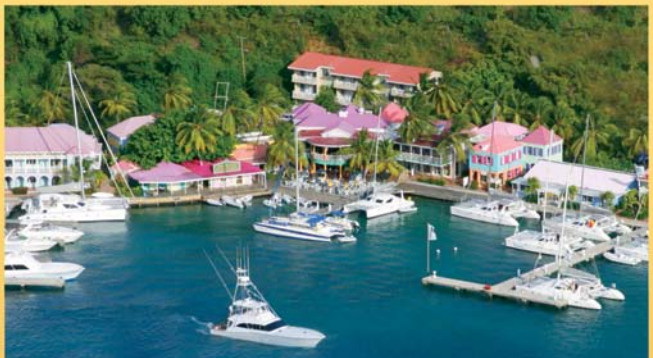
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THE 2017 BVI POKER RUN

BRITISH VIRGIN ISLANDS

BY **SUSAN ZALUSKI**



PHOTO COURTESY OF FREEMAN ROGERS



Horse power and blue seas - Foxy's Taboo, Stop # 2

PHOTO: LEON MILLER / ISLAND BOY PHOTOGRAPHY

On a Sunday in late May, boats rumbled through the waters of the Virgin Islands, hitting six destinations along the way. The British Virgin Islands' Poker run founder Nick Willis was ecstatic saying that 2017 was a record-breaking year with nearly 300 boats and 2,000 persons participating. In its first year, the poker run attracted around a dozen boats but the event has grown every year.

Willis, who is the General Manager at Leverick Bay Resort and Marina, describes the event as "just amazing," noting that they had to delay the start because the beach at Leverick Bay Resort (the event's start and finish point) was flooded with people and boats clamoring to enter.

A watery territory encompassing some 50 or more islands, cays and rocks, events like the BVI Poker run make it evident why some claim the BVI is the yachting capital of the world. Participants spent a day on the water with five scheduled card stops: Trellis Bay on Beef Island; Foxy's on Jost Van Dyke; Scaramouche in West End, Tortola; Pirate's Bight on Norman Island and the new Pier Park in Road Town, Tortola. At each stop, participants who have purchased 'a hand' for $250 had the opportunity to draw from a deck of playing cards. The persons or teams with the best hands had the opportunity to win cash and other prizes.

For 2017, the first place prize went to *Team Baja* who collected $8,000 in winnings, while *Barracuda* and *Moulin Rouge*, finishing second and third respectively, claimed $5,000 and $3,000 cash prizes. While lots of people are excited by the chance to win big, the event is also fundamentally a fashion show—showcasing the beauty of the BVI, high-powered speed boats, designer swimwear and even themed group costumes.





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The event also helped raise funds for Virgin Gorda charities. Ten thousand dollars went to the Virgin Gorda Charitable Trust, while Virgin Gorda Animal Rescue and the Virgin Gorda Track teams received donations of $2,000 and $1,000 respectively. Over its 16 year history, the event has helped provide nearly $100,000 to local charitable causes in the British Virgin Islands.

2017 marks the inauguration of the Caribbean Triple Crown Poker Run, an Island Global Yachting (IGY) Marinas' partnership, which links the BVIs' Poker Run to two other Poker Runs in the region: The 'Stars and Stripes' USVI Poker Run on July 2nd, and the St. Maarten Poker Run scheduled for July 29th. Those who wish to compete in all three events across the Caribbean are in with a chance of going home with the Triple Crown prize comprising $20,000 in winnings.

The move towards regional integration is something that Javier Lopez of Puerto Rico-based JL Marketing, one of the BVI Poker Run's promoters, believes was a unifying force helping to make this year's BVI Poker Run the biggest yet. Lopez, who helped launch the USVI Poker Run in 2014, and the St. Maarten Poker Run last year, says that the unification is turning the Poker Run into "the biggest nautical event in the Caribbean." Lopez was happy with the BVI turnout, noting how much the event injected into the local economy in just a single day.

More information about the three events, visit: http://caribbeanpokerrun.com/



PHOTO COURTESY OF FREEMAN ROGERS



Ready to rock - Foxy's Taboo

PHOTO: LEON MILLER / ISLAND BOY PHOTOGRAPHY



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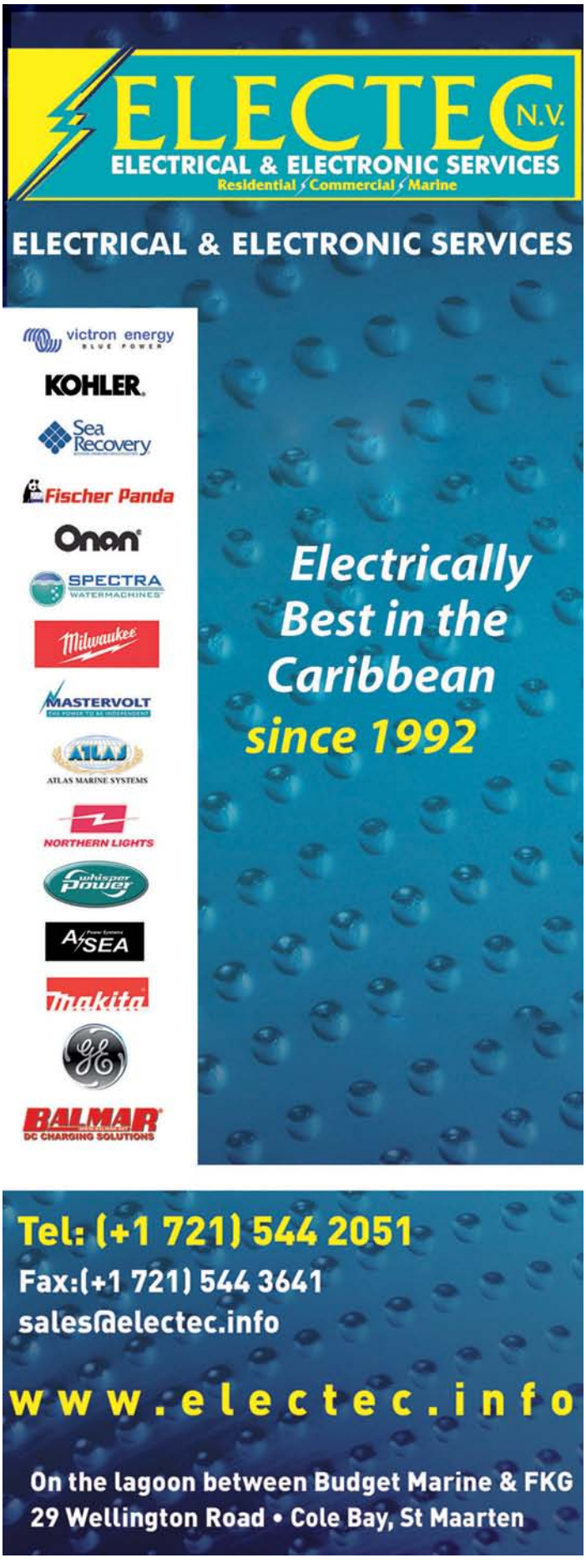
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FOXY CALLWOOD AND THE FUTURE OF HIS WOODEN BOAT REGATTA

BRITISH VIRGIN ISLANDS

BY **SUSAN ZALUSKI**



The yacht *Buxom* with her traditional tan sails and awesome figurehead

In Shakespeare's Romeo and Juliet, a woeful Juliet bemoans Romeo's name, referencing the famous feud between the two lovers' families. Waxing poetic over the insignificance of the names that keep the star-crossed lovers apart, Juliet insists that "a rose by any other name would smell so sweet, so Romeo would were he not Romeo called."

Fast-forward to 2017 and Foxy Callwood, the BVI's legendary barefoot bar patron, missed the memo from Juliet.

Earlier this year, organizers of Foxy's namesake: Foxy's Wooden Boat Regatta, lamented the lack of participation by local wooden boats in the long-standing event now in its 43rd year. A once thriving regatta with about 80 entrants, participation has dwindled in recent years. Since the pres-



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Approaching the finish and time for rum and cold beer

ence of wooden boats in the Virgin Islands has almost disappeared this is not entirely surprising. Wooden boats, it seems, are a thing of the past.

In recent years, the race's organizers—the Loyal West End Yacht club, Foxy's Bar and the Jost Van Dykes Preservation Society—have opened up participation in the regatta to include all boats. Whether old or new, classic or modern, all boats are welcome to compete. Despite broadening participation, the event has suffered an identity crisis, as many of those with modern boats hardly give the event a thought. In an effort to overcome this hurdle, event organizers worked to change the name of the event.

And then Foxy Callwood protested.

A bemused Foxy quipped to the race committee, "As long as there is one wooden boat to sail, the name stays the same. The name was, is and always will be "Foxy's Wooden Boat Regatta."

Foxy Callwood is one of the great icons of the Caribbean sailing world, and is often credited with launching the BVI yachting tourism industry, opening up the first bar to cater specifically to visiting yachtsman. His now world famous Foxy's Tamarind Bar has occupied the same corner of the beach in Jost Van Dyke, where he has been serving food and strong rum drinks to sailors and visitors since 1968. In the early 1970s, he even hopped onboard a wooden schooner and sailed across the Atlantic to Gibraltar and met feisty Australian Tessa, to whom he is still married today.

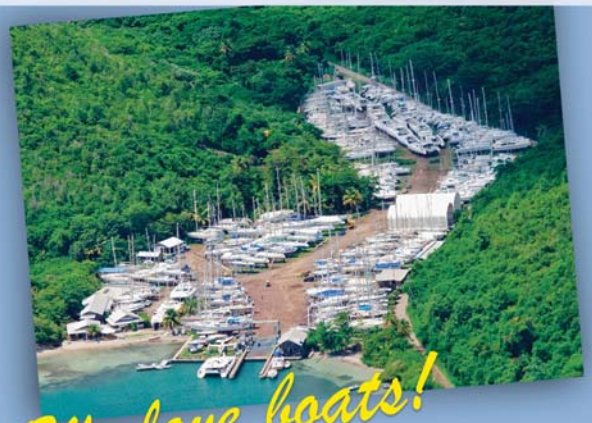
During the early years of his business, Foxy found great friendship and camaraderie with the Caribbean's wooden boat enthusiasts. Even by the early 1970s, he saw that maritime traditions were quickly fading and, in 1974, he created Foxy's Wooden Boat Regatta in an effort to save as much as he could.

Going into the millennium, Foxy also spearheaded the formation of the Jost Van Dykes Preservation Society, providing space and support to build a tradition-inspired wooden sailing vessel to keep maritime heritage alive, and ensure that there is always at least one wooden boat on Jost Van Dyke.

Although small, Foxy's Wooden Boat Regatta draws a spirited crowd from the BVI, US Virgin Islands and Puerto Rico. Like Foxy and Jost Van Dyke, the event is fun and casual. Seventeen boats participated in the 2017 regatta, however, the five wooden boats were still the stars of the event. The bar also threw a great after party, rolling drink prices back to 1974 and charging just $1.

So the name stays the same. For Foxy, resisting the name change is less about resisting the modern and more about continuing on with the spirit of the yachting community that helped him to build a successful family and business, and driving home the message that everyone is always welcome at Foxy's.

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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
Montauk, NY	**Montauk Yacht Club** www.montaukyachtclub.com an IGY destination	631-668-3100/ 888-MYC-8668	12′	200′	232	●	30/50/100 amp single phase, 100 amp 3-phase	Cable			●	●	●	●	●	9/11	FREE
NY Harbor - Jersey City	**Newport Yacht Club/Marina** www.igy-newport.com an IGY destination	201-626-5550	10′	200′	154	●	110V, 220V 30/50/100 amps		●	●	●	●	●	●	●	16/78	FREE
NY Harbor - Manhattan	**North Cove Marina at Brookfield Place** www.igy-northcove.com an IGY destination	917-677-7680	16′	175′	18	●	110V, 220V; 480V 3-phase					●	●	●	●	69	FREE

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CARIBBEAN BOATYARDS

All At Sea's Caribbean Boatyards Guide

		Latitude	Longitude	Phone Number	Maximum Draft	Maximum Length	Maximum Beam	Maximum Air Draft	Power Supply	Arrival Hours	Lift 1 Type / Capacity (Tons)	DIY Friendly	Electronic Shop	Carpentry Shop	Electrical Shop	Prop Shop	Paint Shop	Onsite Crew Facilities
Antigua	**Jolly Harbour Marina / Boat Yard**	17 04 46.4 N	61 54 37.0 W	(268) 462-6041	15′	80′	18′	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	•		•	•		•	•
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	**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	•	•	•	•	•	•	•
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	•		•	•		•	
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** an IGY destination	14°04 ′32. 72″ N	60°56 ′55. 63″ W	758- 572-7200	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 Slips	Fresh Water	Electrical Supply	Cable / Satellite TV	Diesel	Gas	Shower / WC	Laundry	Provisioning	Bar / Restaurant	Security	VHF Channel	Wireless Internet
Washington D.C. / MD	VA MD	**National Harbor Marina** www.igy-nationalharbor.com an IGY destination℠	301-749-1582	Call	160′		●	30/50/100 single and 3 phase	●	●	●	●	●	●	●	●	71/16	●
Morehead City	NC	**Morehead City Yacht Basin**	252-726-6862	8′-10′	200′ +	88	●	30/50/100 Amp	●	●	●	●	●		●		16	FREE
Beaufort	NC	**Jarrett Bay Boatworks**	252-728-7100	10′	135′	30	●	30/50/100 Amp		●	●	●				●	16	FREE
St Petersburg	FL	**Maximo Marina & Boatyard** www.igy-maximomarina.com an IGY destination℠	727-867-1102	8′	110′	300	●	30/50/100 single phase	●	●	●	●	●		●	●	6/16	FREE
Miami Beach	FL	**One Island Park** www.igy-miami.com an IGY destination℠	754-701-4020	40′	150-800′	8	●	100 single & 3 phase/ 200/480/600 Amp		●	●		●	●		●	11/16	FREE
Fort Pierce	FL	**Fort Pierce City Marina**	772-464-1245	7′	150′	240	●	30/50/100 Amp		●	●	●	●	●	●	●	16/78	FREE
Clear Lake Shores	TX	**Legend Point Condominiums & Marina** www.legendpointmarina.com	281-334-3811	7′	48′	254	●	30/50/100 Amp	●				●	●					

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SOUTHEAST U.S. BOATYARDS

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

				Maximum Draft	Maximum Length	Maximum Beam	Maximum Air Draft	Power	Arrival Hours	Lift Type/ Capacity	DIY Friendly	Electronic Shop	Carpentry Shop	Electrical Shop	Prop Shop	Paint Shop	Onsite Crew Facility
Washington	NC	**Washington Yacht Service**	252-975-2000	7′	70′	21′	no 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	**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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1



CAP CANA, DOMINICAN REPUBLIC. Currently under construction, Iguanas Garden are 2-, 3- and 4-BR residences complete with imported marble floors and Italian kitchenware. Located a few yards from spectacular Juanillo Beach and next to the 7th and 8th hole at the Las Iguanas Golf Course. Starting Price: US $494,000

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2



ST. THOMAS, U.S. VIRGIN ISLANDS. Enjoy beautiful Caribbean Sea views from this upgraded 2 BR/2 BA condo at Sea Cliff Villas, in Frenchman's Bay. Recently remodeled kitchen and bathrooms, flooring and central A/C. New furnishings and full-size washer and dryer. Located within a gated community with tennis courts, pool and short walk to beach and beachfront restaurants. Price: US $$349,000

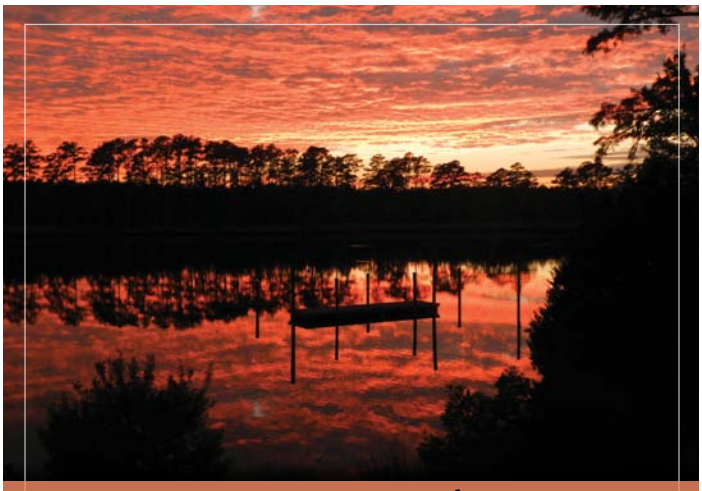
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3



ISLES BAY, MONTSERRAT. Perched clifftop with an extraordinary view to the north and west (and every sunset), this homey 2 BR/2 BA villa has a lovely tiled pool and wrap around veranda. The modern kitchen, living room and both bedrooms all open onto the veranda and pool patio. Amenities include laundry, Wi-Fi, BBQ, Smart TV. Fully furnished. Price: US $475,000

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4



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5



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6



CARRIACOU, GRENADA. Frangipani villa is located in the much sought-after Snow Hill development at Craigston, Carriacou. The views across Hillsborough Bay to the out islands are stunning. This elegant home with 5 BR/4 BA is ideal for a large family and is an income producing rental property.
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7



MOUNT IRVINE, TOBAGO. Spacious 6 BR Caribbean-style villa located in a prestigious development overlooking the golf course. Only minutes from major beaches, shops and restaurants. Surrounded by lush tropical foliage and offering sunset views over the golf course and ocean. Large open plan living area with wall to wall glass doors. Good rental income property.
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8



PUNT VIERKANT, BONAIRE. Stylish, contemporary, quality 5 BR/5.5 BA seafront villa. The priceless location comes with stunning views, stylish finishing and a spacious well-equipped kitchen. On the first floor, sliding doors from the living room lead to a covered porch. The bedrooms occupy the second floor along with a seating nook with majestic sea views. Amenities include laundry room, storage room and two-car garage. Price: US $2,150,000
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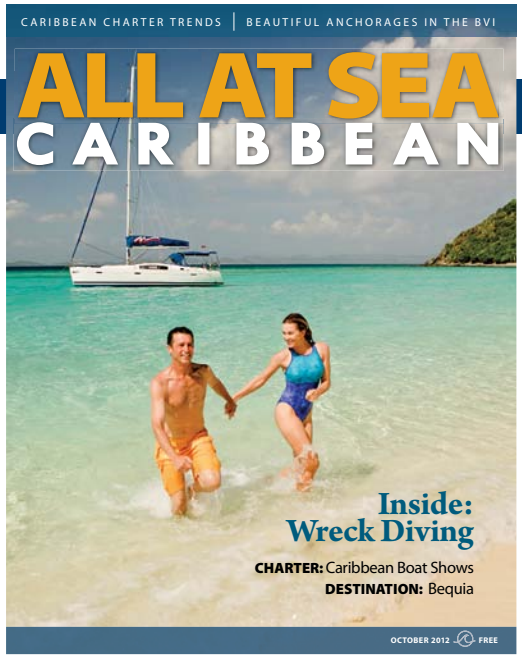
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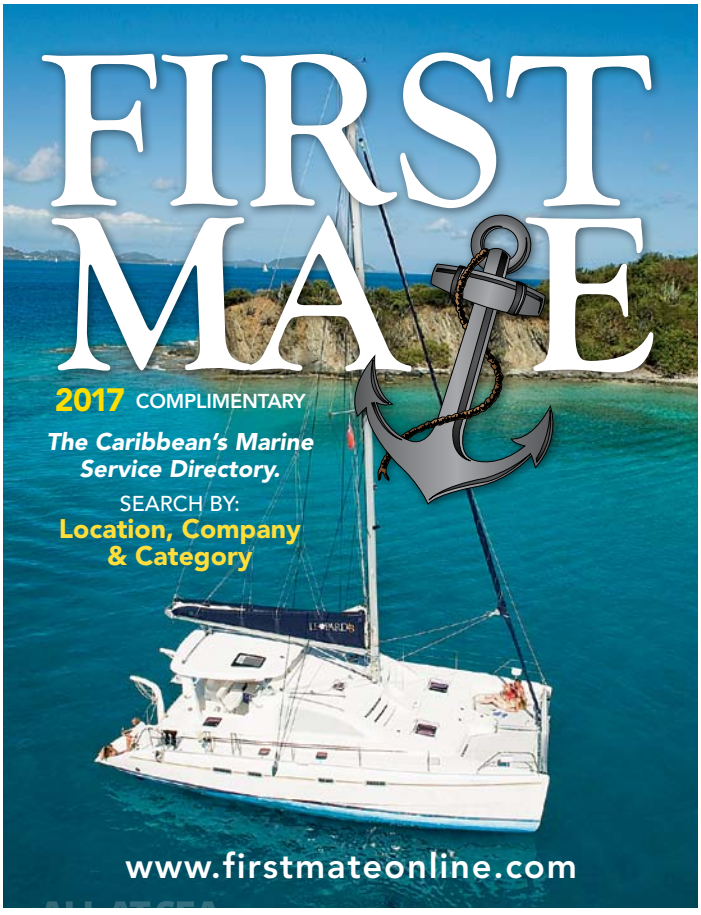
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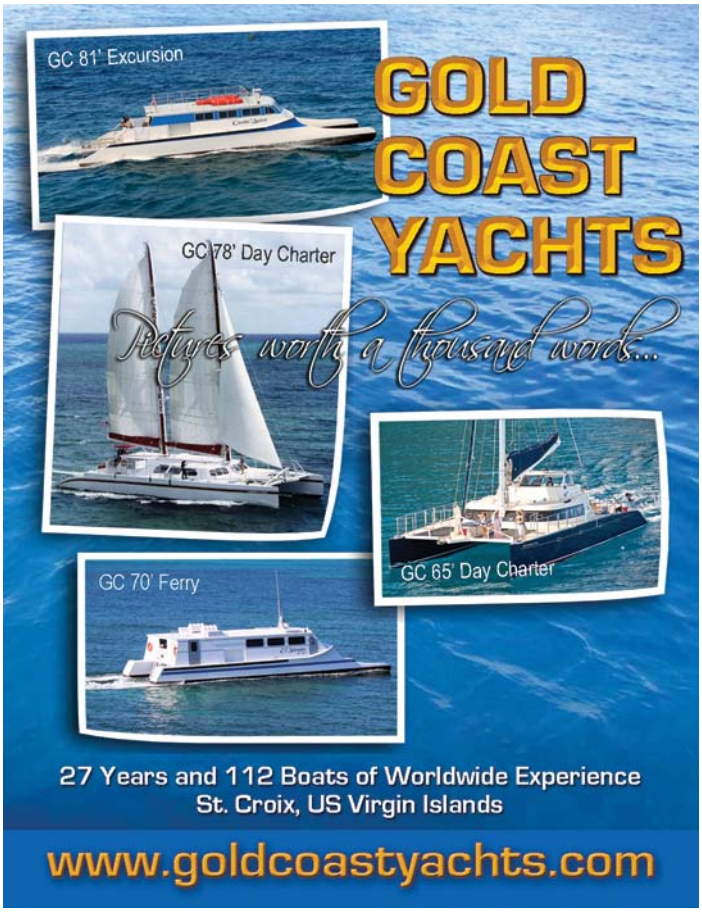


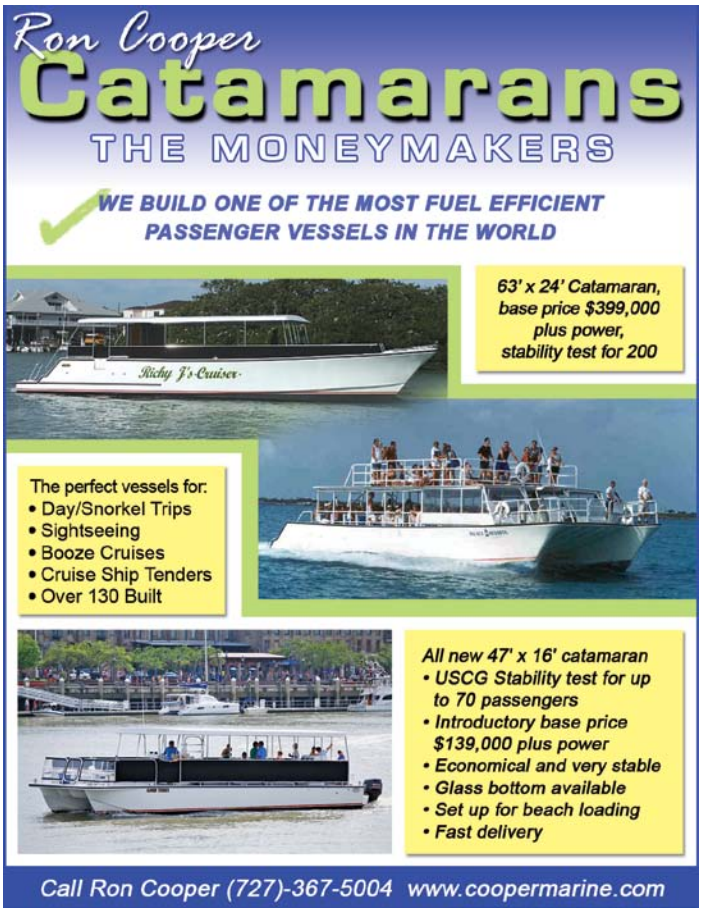
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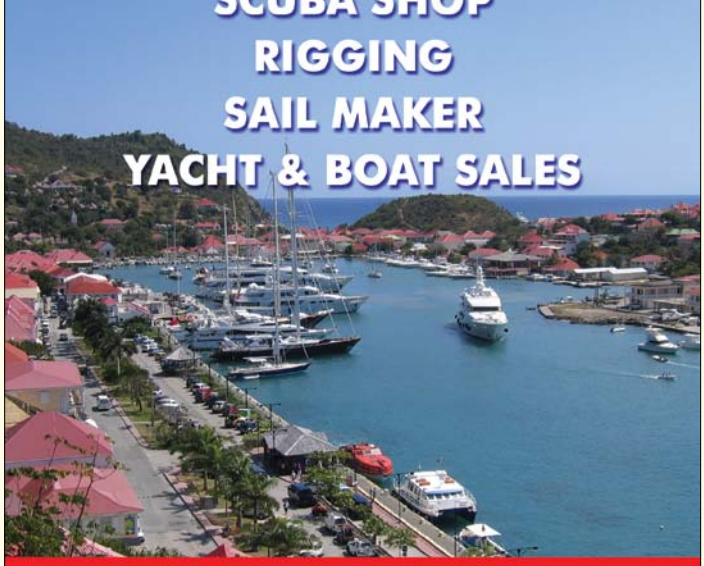




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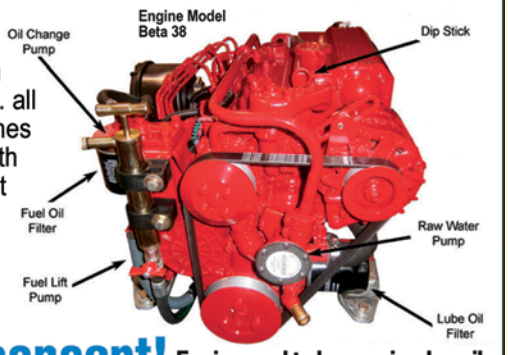
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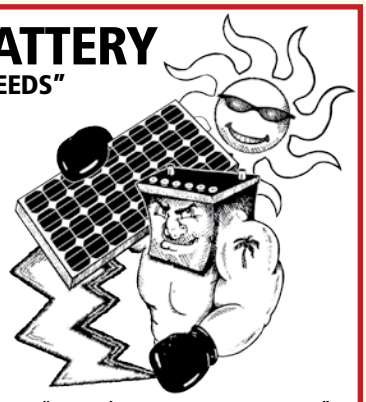
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CELEBRATE SUMMER

THE DISH

BY CAP'N JAN ROBINSON

Beat the heat and the clock with easy to prepare recipes using the freshest produce. Chef Tim MacDonald on the new-build charter yacht motor yacht Elixir emailed me both the Ceviche recipe and photo. Enjoy!

BREAKFAST ROOT CAKE

Prep time: 15 minutes. Cooking time: up to 8 hours. Serves: 3 or 4

Extra Virgin Olive oil
2 tbsp butter, optional
1 medium celery root (celeriac), peeled and chopped small
1 medium beet, peeled and chopped small
3 medium-size carrots, peeled and chopped small
2 medium red potatoes (or 1 sweet potato) chopped small
1 red onion, peeled and diced
½ cup chopped cilantro leaves
3 fresh garlic cloves, minced
1/4 cup sunflower seeds
6 eggs, lightly beaten
Sea salt, pepper, cayenne and cumin, to taste
GARNISH: Crumbled feta cheese

Over medium-high heat prepare a heavy bottomed skillet. (I like to use cast iron; heavy but you can get an arm workout at the same time!) Heat the olive oil in the pan and then add celery root, beet, potatoes and carrots. Stir-fry the vegetables for about 5 minutes. Add butter, onion, garlic, sunflower seeds, and cilantro. Cook another 10 minutes or so until vegetables are softened and almost cooked. Turn heat to low. Press the vegetables down a little; pour over the eggs. Do not stir. When eggs are set and cooked, serve on warm plates for a great breakfast! Garnish.

TIP: When the celery root starts warming up, it emits a very unique savory smell – yummy!

EASY, TASTY CEVICHE

Prep time: 15 minutes. Marinating time: up to 8 hours. Serves: 4 - 8

2.2 lb/1kg fresh mahi (or other firm-flesh fish) completely deboned and diced into bite size chunks
1 cup lime juice (about 8 large limes)
1 cup diced ruby grapefruit segments
1 cup chopped avocado
Sea Salt
1/2 cup finely chopped onion
1/2 cup seeded chopped tomatoes
1/2 cucumber, peeled, seeded and finely diced
1 finely sliced bird's eye red chili or Serrano chili
1/4 cup fresh cilantro leaves
1 tsp freshly ground rose peppercorns
Coriander micro sprouts



Mix all and marinate for up 8 hours

NOTE: Always use the freshest fish possible and prepare the same day you purchase the fish.

FRESH PEACH CROSTINI WITH WHIPPED HONEY FETA AND BALSAMIC DRIZZLE

Prep time: 10 minutes. Cooking time: about 20 minutes. Makes: 12

2 mini baguettes or ½ regular baguette
Extra Virgin Olive Oil
Salt and pepper
2 tbsp honey
4 oz feta cheese
2 oz cream cheese
1 cup balsamic vinegar, (balsamic reduction recipe below)
2 peaches, thinly sliced

Preheat oven to 350 degrees F. Cut baguettes into ¼" slices then brush both sides with extra virgin olive oil and season lightly with salt and pepper. Place onto a baking sheet then bake for 5-7 minutes, or until golden brown, rotating sheet halfway through. Let cool completely.

BALSAMIC REDUCTION: Bring balsamic vinegar to a boil in a small saucepan then lower heat to medium and simmer until it's the consistency of thin maple syrup, about 15 minutes. Let cool. Note: vinegar will continue to thicken as it cools and can be made ahead of time.

Combine feta cheese, cream cheese, and honey in a food processor then process until very smooth, scraping down sides a few times.

Spread whipped honey feta onto cooled crostini then top with a peach slices and drizzle with cooled balsamic drizzle and serve.

Capt. Jan Robinson's Ship to Shore Cookbook Collection *is available at your local marine or bookstore. Visit www.shiptoshoreINC.com email CapJan@aol.com.*

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