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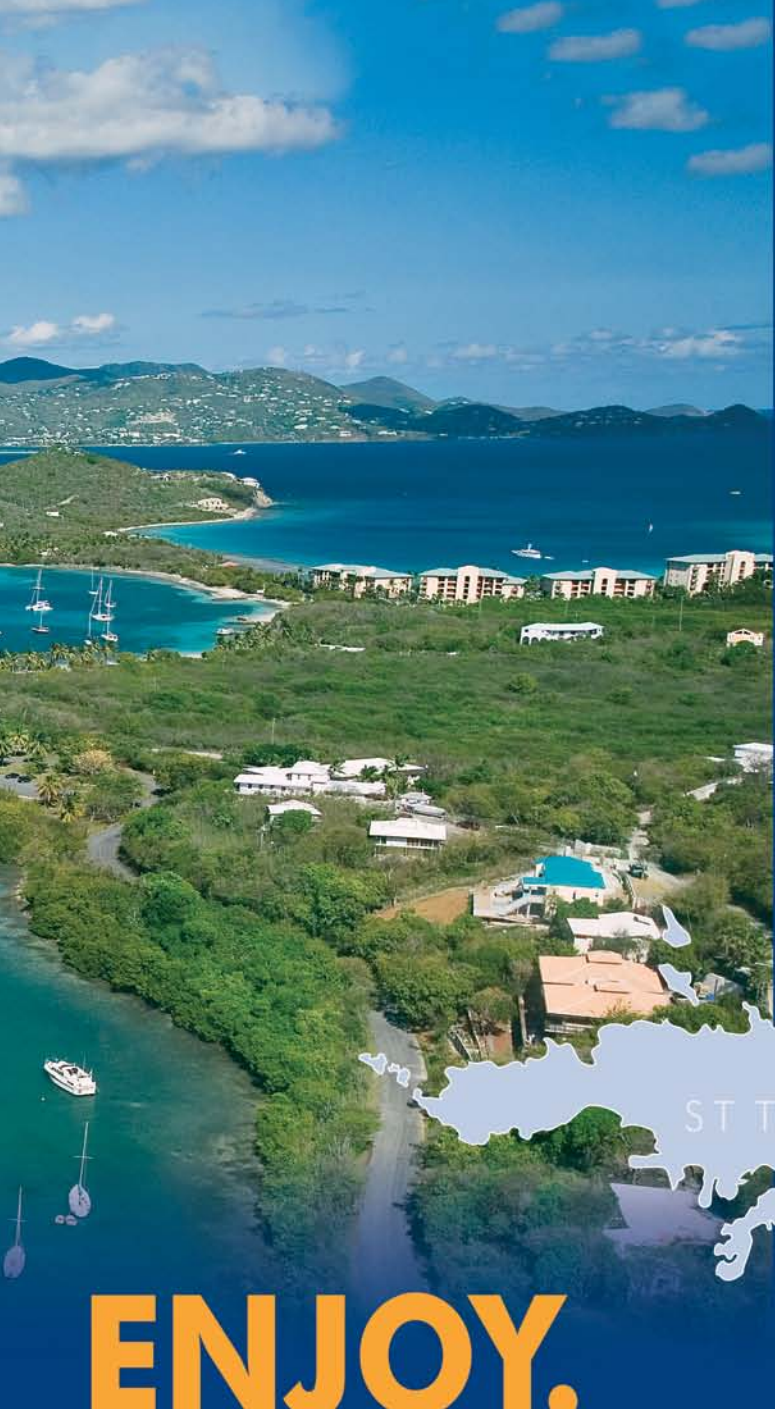
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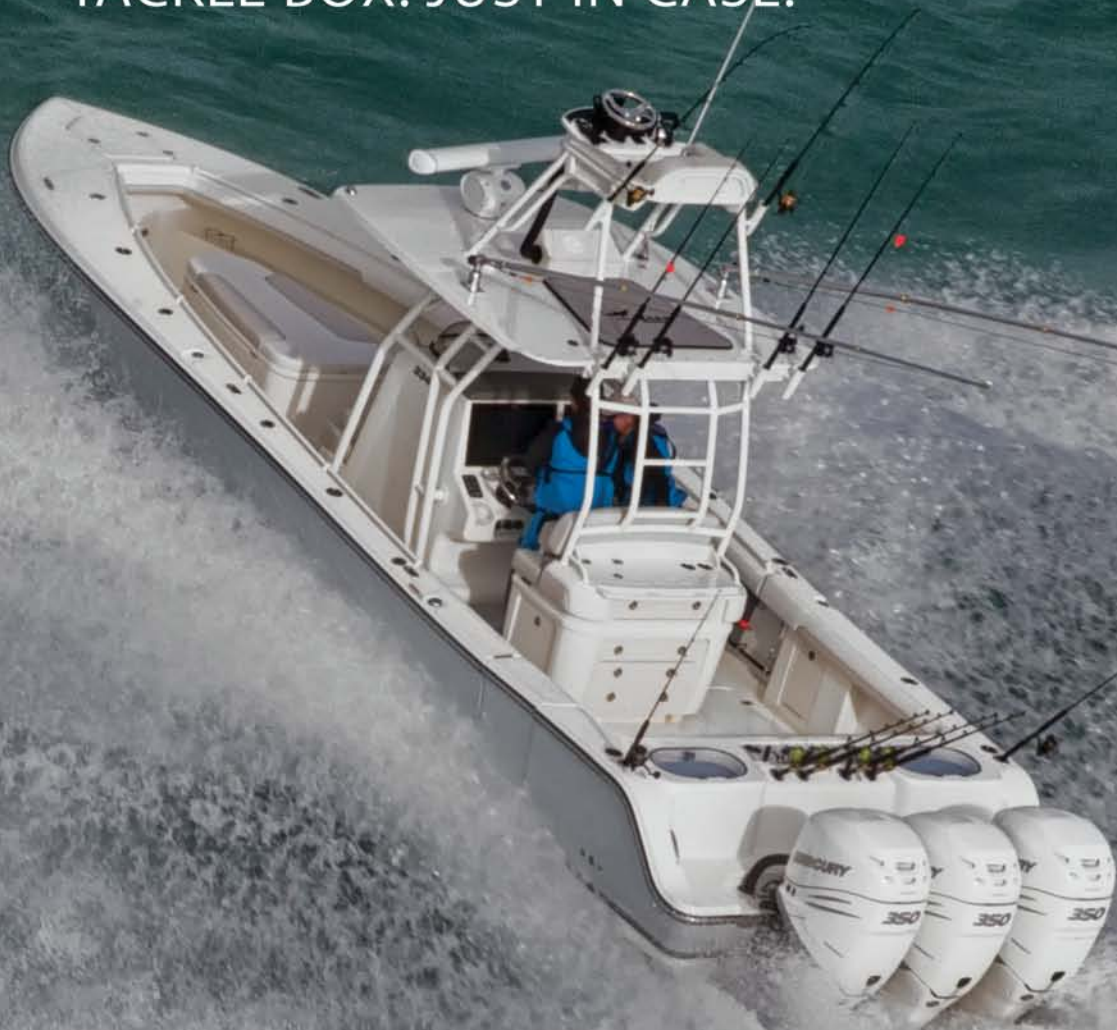


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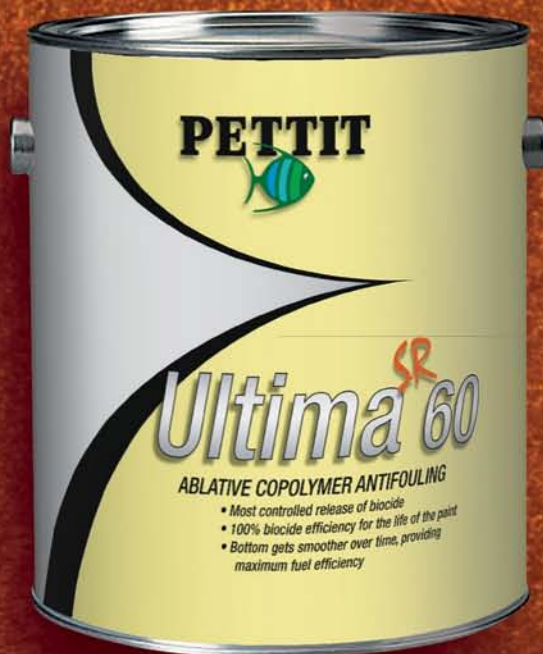
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THERE CAME A MIGHTY WIND

Almost two months have gone by since the islands of the Caribbean were hit by two Category 5 hurricanes. Irma and Maria, the gruesome twosome, smashed into the northern Leeward Islands leaving a trail of destruction in their wake. Homes were wrecked, boats sunk, infrastructure smashed. My wife and I experienced the eye of Hurricane Irma, hunkered down in our shower room with a Golden Doodle and two cats while the shrieking witch did her damndest to tear off the roof. It could have been worse, we might have been on the boat but fortunately the boat was in the yard, although at the time we had no idea if she was smashed or not and it was two weeks before I could find out, and three weeks before I could get to her.

Looking out after the storm we were met with a sight I will never forget, a sight that left us dazed and in shock. But that was then. It would be easy to dwell on the damage and there are a million stories I could tell. Some would mention heroes, others, villains, but for those of us who make our homes in the islands the story that must be told is one of recovery. Just 24 hours after the storm moved on the tiny birds returned, the cats and kittens that roam the gardens of our apartment complex, that surely must be lost, reappeared, and the iguanas were out soaking up the sun. Mother Nature began healing the island and it wasn't long before the hand of man took a turn. Slow at first, the recovery picked up and within a month the difference was astounding.

Our job at *All At Sea* is to continue to support and promote the islands the best way we know how. Now, more than ever, we need to focus on the positive.

The Caribbean is still beautiful and, even more important, it is open for business. With help from bases in the southern Caribbean, which were undamaged by the two storms, the charter fleets of the northern islands such as the BVI, USVI, and St. Maarten are coming back on line. Although some megayachts might have to adjust their itinerary a little this season, they are coming back. Just about every Caribbean regatta reports business as usual—Heineken, Caribbean 600, Antigua Sailing Week, BVI Spring Regatta, will all


go ahead and their rallying cry is “We’ll be better than ever!”

The rallies are still sailing to the islands, bringing thousands of people from Europe and the US to enjoy what is, and always will be, one of the finest and most beautiful cruising and racing locations in the world.

It's vital for the economy of the northern islands that the marine industry rebuilds and that they do it quickly. Yachts and yachting support a huge workforce, decent, hardworking, highly skilled people, and we owe it to them to get the industry back on its feet.

The spirit of the Caribbean is strong, her people resilient, friendly and welcoming and it takes more than a storm to destroy that.

Following the storms many people were quick to donate to relief funds, it was admirable and the islands are forever grateful. However, if you really want to make a difference then bring your boat to the islands, visit the resorts, don't cancel your vacations because of a little sawing and hammering. Enjoy the islands for their hospitality, blue seas, warm trade winds, cold beer and famously infamous rum punch, none of this has changed. The spirit of the Caribbean is strong, her people resilient, friendly and welcoming and it takes more than a storm to destroy that.

We hope you enjoy this edition of *All At Sea*, we think it's rather special: Atlantic rowers, Rallies to the Caribbean; yacht racing in Aruba and Grenada; a trek through the rainforest of the Spice Island; instructions on how to fit a watermaker on a small boat, and the joys of sailing at night ... In our island's section Julian Putley takes a look at Irma and Maria in the BVI, and you can find his storm lashed account on page 56. 

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A LETTER FROM CAP'N FATTY GOODLANDER

CARIBBEAN HURRICANES: FACT AND FICTION

There is a growing misconception that the Caribbean has been decimated by hurricanes Irma and Maria. It was not. A few islands at its Northeastern corner—primarily Barbuda, Sint Maarten, St. Barts, Anguilla, Anegada, Virgin Gorda, Tortola, St. John, St. Thomas, Puerto Rico and Cuba—did, indeed, suffer.

However, most islands south of Barbuda—that's Antigua, St. Kitts, Nevis, St. Lucia, Martinique, St. Vincent, Bequia, the Grenadines, and Grenada were relatively untouched.

I write these words from Mount Hartman Bay in Grenada—we didn't even get any *rain* from Hurricane Irma.

The sun never went away—it was a perfect sailing afternoon here, while Barbuda was getting hammered.

Thus, saying "Don't go to the Caribbean, it's been whacked," is like saying, "Don't sail the Chesapeake, there's a gale in Maine."

Another thing to bear in mind is that one of the reasons that the Caribbean chartering industry is so perfect for the local economies of the Lesser Antilles is precisely because it is so mobile.

True, the posh mega-resorts on Sint Maarten won't reopen soon, but there are already arrangements being made to send unscathed bareboat charter vessels from Antigua, St. Lucia, St. Vincent, and Grenada to Sint Maarten and the Virgins to fill in for their decimated fleet.

The fully crewed scene is even more responsive—with marginally-profitable vessels that intended to charter elsewhere, already considering coming southward.

In many ways, the charter and recreational fleets of the Lesser Antilles will be the first to recover—with their independent power generation and their ability to make their own fresh water.

If there's a silver-lining to the dark cloud of the hurricanes' aftermath, it's that the four hardest hit groups—the Dutch, British, French, and American islands—rapidly had boots on the ground.

The marine industry has undeniably taken a hit, but it will be the first to spring back. All the yards, yard workers, insurance agents, surveyors, shipwrights, fiberglass repairmen, diesel mechanics, and gen/set troubleshooters will be busy/busy/busy.

Was there some spasmodic looting, particularly in Sint Maarten? Yes, there was. But there has not been, as far as I know, one single act of violence related to Irma. Generally speaking, West Indians are very peaceful and tolerant—which is why I chose to raise my daughter here. In nearly four decades of headquartering out the Lesser Antilles, I have not seen one single act of violence by any West Indian ever, for any reason.

I was born on Englewood Avenue on the southside of the Chicago—these islands are, comparatively, a safe and crime-free Eden.

Another advantage the Lesser Antilles has post-Irma is that 99% of our visitors are not here for our infrastructure but rather our nature. While Irma might have damaged our airports, buildings, and our land-based communications systems—it didn't wipe the smiles off our faces.

The sail to Jost Van Dyke was just as lovely the day after Irma as it was the day before. The same can be said for beam-reaching to Anegada, or cracking sheets and running off to Culebra or running southward from trendy English Harbour in Antigua to lush Grenada or Calypso-kissed Trinidad, and beyond.

Those huge lobsters hiding under the ledges of Anegada haven't the foggiest there was a hurricane—it is business as usual for them. Ditto the local fish—they are still as tasty and fresh as ever.

In fact, the 2017/2018 season might be the best time to charter—not only because of low prices but because of empty harbors and deserted dive sites.

The very best reason to visit the northeastern Lesser Antilles post-Irma is to see how our polyglot community works together in peace and harmony.

After three circumnavigations, I can live anywhere I want on this planet. I choose to live in the Lesser Antilles because it affords me the highest quality of life imaginable—as an American sailor, husband, father, and grandfather.

Yes, Irma and Maria were category five storms but don't worry—we're a category six people!

— *Captain Fatty, Mt. Hartman Bay, Grenada,*
September 18 2017

'Tis the Season

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NOVEMBER 2017

The Caribbean's Waterfront Magazine



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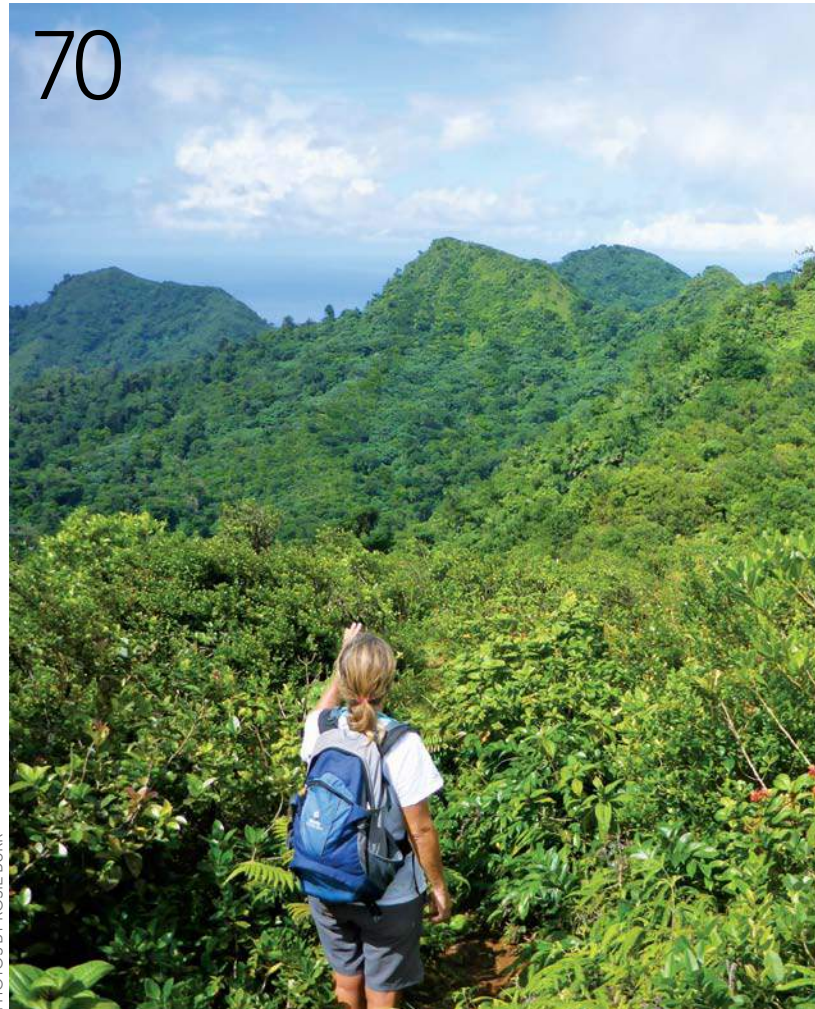
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PHOTOS BY ROSIE BURR

NEXT MONTH IN ALL AT SEA:
Our guide to the best of Caribbean Kayaking

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WHERE IN THE WORLD?

Congratulations Pat and Patrick and thanks for reading *ALL AT SEA!*



COOL CUSTOMERS

All At Sea readers have taken the magazine to many cool places but I think Pat and Patrick Carney might top them all. This is Pat on a recent visit to the Qooroq Ice Fjord and surrounding fjords in Southern Greenland. Pat notes the glacier in the Qooroq fjord calves about 200,000 tons of icebergs on a daily basis ranging in color from pure white to a stunning, stunning blue.

"It's quite different sampling 1000 year old ice with your gin and tonic ..." said Pat raising a glass to her Greenland adventure and the Caribbean's favorite waterfront magazine.

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ISLAND EVENTS & INTERESTS

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THE CARIBBEAN IS OPEN FOR BUSINESS



IGY's Yacht Club at Isle de Sol – Simpson Bay, St. Maarten

THE INTERNATIONAL SAILING COMMUNITY RESPONDS TO HURRICANE IRMA AND MARIA

“Two highlights of the many fund-raising activities planned are Sail Aid UK holding a Black Tie/Loud Shirt gathering on the ‘Flight Deck’ at Land Rover BAR in Portsmouth on November 11th; and the Andrew Simpson Foundation, the Sailing Charity pledging all monies raised from this year’s edition of Bart’s Bash to rebuilding of community sailing projects affected by Irma,” said Deborah Miller of Regatta Guru, shortly before she returned to the Caribbean from the UK.

“It is clear that the thousands of racers and cruisers who consider the NE Caribbean their winter home will help rebuild and will return,” Miller said.

VIRGIN ISLANDS CHARTER YACHT SHOW WILL GO AHEAD

Although St. Thomas’s Yacht Haven Grand may still be undergoing repairs, management have confirmed that the Virgin Islands Charter Yacht Show will motor ahead.

“Yes, the show will go on and we are open to registration both

for vessels and for vendors to exhibit at the marine expo on the first night of the November 11th,” said Oriel Blake, Executive Director of the VI Professional Charter Association.

ST. MAARTEN YACHT CLUB HEINEKEN REGATTA

Support for the St Maarten Heineken Regatta’s 38th edition has been overwhelming – their Facebook posting announcing that the 2018 edition would go ahead attracted over 1,900 likes, 700 shares and countless messages of support within days.

“It is with that friendly determination that we will continue with preparations for the 38th edition of the St. Maarten Heineken Regatta. The regatta will go ahead, and it will be a very special edition indeed. Its organization and presentation will be a symbol of the spirit of St. Maarten,” a club spokesperson said.

Although some yachts were destroyed in St. Maarten, much of the marine infrastructure remains intact, including sail lofts, riggers, and the marine stores. The YC’s main building remained intact.

“One way to help the island and show your support is to come

and visit and participate in the 38th St. Maarten Heineken Regatta 1-4 March 2018," the club said. www.heinekenregatta.com

CHRISTOPHE HARBOUR, ST. KITTS AND NEVIS REPORT MINIMAL IMPACT FROM HURRICANE IRMA

The 2,500-acre resort and superyacht marina destination on the southeastern peninsula of St. Kitts, reported that the community and the larger island nation of St. Kitts and Nevis were spared significant damage from Hurricane Irma.

In a press release issued shortly after the passing of Hurricane Irma, Christophe Harbour reported that they were open and operational and providing fuel and berthing for vessels displaced by the storm and that the new Park Hyatt St. Kitts Christophe Harbour is still scheduled to open 1 November 2017. As tourism and yachting are mainstays of the larger Caribbean economy, Christophe Harbour joins its neighboring islands in encouraging continued travel to the region this season. Doing so will not only minimize the storm's larger economic impact, but also ensure those who were affected recover quickly.

GOOD NEWS FROM ENGLISH HARBOUR, ANTIGUA

Although Barbuda was severely damaged by Hurricane Irma, the island of Antigua reported little damage and escaped the monster's maw virtually unscathed.

According to the Antiguance.com website, it was full steam ahead as the island geared up for another Caribbean yachting season. They reported all boatyards, marinas, docks and anchorages intact and that for their charter and service companies it was business as usual.

"Planning for our upcoming regatta season continues apace as we look forward to some brilliant sailing and yachting," the website said.



Franklyn Braithwaite, President of the Antigua and Barbuda Marine Association confirmed that the Caribbean is open for business. "Many people have been in touch to check that Antigua is still up and running. We thank them immensely for their concern for our island; we have been lucky. Many people have asked how they can help the affected islands. My best advice is to come to the region in the coming season as planned. I have told people not to change their plans, register early for events and come and enjoy your favorite yachting destinations. That will ensure that our economies continue to receive much needed support throughout the regatta season," Mr Braithwaite said.

Here is a snapshot of the events Antigua already have planned for what promises to be an unforgettable season:

Antigua Charter Yacht Show
AYC Round the Island Race
Antigua Superyacht Challenge
Jolly Harbour Valentine's Regatta
Antigua 360
10th RORC Caribbean 600
Antigua Classic Yacht Regatta
Antigua Sailing Week
Antigua to Bermuda Race

*SOURCE: Antiguance.com

BARBUDA RECOVERY & CONSERVATION TRUST

In response to the devastation from Hurricane Irma, the San Diego-based Waitt Institute established the 'Barbuda Recovery & Conservation Trust' to provide humanitarian assistance to the hurricane-ravaged island of Barbuda. The International Community Foundation administers this emergency relief fund pro-bono allowing 100% of donations to go directly to the people of Barbuda. The partners released the following joint statement to enhance public understanding about the Trust and provide the most effective emergency aid, promising complete transparency and government coordination.

Jacob James, the Waitt Foundation's Managing Director, and a Board Member and diplomatic advisor to the Waitt Institute, said: "The International Community Foundation (ICF) is one of the most respected charitable fund-managers in the world. The Waitt Institute and Waitt Foundation selected ICF not only for their demonstrated competence and expertise in environmental disaster response, but for their trustworthiness and generosity. ICF has agreed to manage the Barbuda Recovery & Conservation Trust with 0% overhead. This means no administrative costs, allowing 100% of donations to go directly to Barbuda. Their generosity to the people of Barbuda in this time of crisis is extraordinary."

IGY MARINAS POST HURRICANE IRMA UPDATE



Island Global Yachting was quick to mobilize their clean-up efforts following the passing of Hurricane Irma. Staff, working alongside contractors immediately went to work on critical repairs in order to make facilities operational.

In a release, IGY said they were optimistic that their marinas would be operational in most, if not all, affected locations for the upcoming winter season, and promised to provide frequent updates on both specific operational capabilities and the state of the surrounding infrastructure upon which their facilities, to some degree, rely.

The release concluded: Hurricane Irma has not only affected IGY's marinas, but also the Caribbean's nautical tourism industry. Small business is critical to the overall health of the international maritime sector and IGY intends to lead the way in the recovery of local marine trades affected during one of the strongest storms in history. IGY will be a pivotal force in helping the maritime industry throughout the Caribbean bounce back stronger than before.

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IGY FULLY OPERATIONAL MARINAS:

- Montauk Yacht Club Resort and Marina – Montauk, NY
- North Cove Marina at Brookfield Place – Manhattan, NY
- National Harbor Marina – Washington D.C., MD, VA
- Rodney Bay Marina – Rodney Bay, St. Lucia
- Red Frog Island Beach Resort & Marina – Bocas del Toro, Panama
- Marina Santa Marta – Santa Marta, Colombia
- Marina Cabo San Lucas – Cabo San Lucas, Mexico
- Maximo Marina – St. Petersburg, FL
- One Island Park Marina – Miami Beach, FL

MARINAS CURRENTLY UNDER REPAIR:

- The Marina at Oretaga Landing – Jacksonville, FL
- Blue Haven Resort & Marina – Providenciales, Turks & Caicos
- Marina at Yacht Haven Grande – Charlotte Amalie, St. Thomas
- American Yacht Harbor Marina – Red Hook, St. Thomas
- Yacht Club at Isle de Sol – Simpson Bay, St. Maarten
- Simpson Bay Marina – Simpson Bay, St. Maarten

**EDITOR'S NOTE: This information was issued in mid September as All At Sea prepared this edition for publication. For current information relating to IGY marinas, please visit: info@igymarinas.com*

Contributions to the Barbuda Recovery & Conservation Trust can be made at: www.waittinstitute.org/barbuda-hurricane-relief

100% of monies donated will go directly to Barbuda and its people.

CARIBBEAN SAILING ASSOCIATION NEWS


The Caribbean Sailing Association announced that the region's planned regattas and sailing events are expected to proceed this season without interruption.

"The building process is already well underway in the islands damaged by recent hurricanes and the CSA is confident that regattas and events across the region will proceed as planned," said Caribbean Sailing Association President Kathy Lammers "Those regattas and events are key contributors to local economies so we strongly encourage everyone to proceed with plans to visit the Caribbean in the coming season. The sun will shine, the water will be warm and the trade winds will guarantee great sailing."

NEWS FROM HEMINGWAY MARINA, CUBA

Comodore Escrich, of the Hemingway International Yacht Club in Cuba, contacted All At Sea magazine to report that the headquarters of the famous yacht club did not suffer serious damage and that HIYC of Cuba was ready to welcome its members and guests.

"No vessel was harmed at Marina Hemingway, proving that this marina offers good shelter for boats in case of hurricanes and storms," Escrich said.

He added, "For our part, we are very concerned about the damages our friends may have suffered in Caribbean islands and the south of Florida." 

EVENT CALENDAR

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

BOAT SHOW:

 **ANTIGUA**
DECEMBER 4 - 10
 Antigua Charter Yacht Show
 www.antiguayachtshow.com
 acym@candw.ag
 268-460-1059

 **FORT LAUDERDALE, FL**
NOVEMBER 1 - 5
 Fort Lauderdale Boat Show
 www.ShowManagement.com
 800-940-7642

CRUISING RALLY:

 **HAMPTON, VA**
NOVEMBER 1 - 16
 The Caribbean 1500 Rally to the Caribbean
 www.carib1500.com
 carib1500@worldcruising.com

NOVEMBER 2
 Salty Dawg Fall Rally to the Caribbean (free)
 www.saltydawgsailing.org
 hank@saltydawgsailing.org

 **NEWPORT, RI**
NOVEMBER 1
 Annual N.A.R.C. RALLY - Newport to Caribbean
 www.sailopo.com
 offshorepassage@sprintmail.com
 1-800-4-PASSAGE

FISHING TOURNAMENT:

 **ANEGADA, BVI**
NOVEMBER 3 - 5
 Captain Lowell Wheatley Memorial Game Fish Tournament
 www.bvisportfishingassociation.com

 **BIMINI, BAHAMAS**
NOVEMBER 9 - 12
 BBGC Wahoo Smackdown
 www.wahoosmackdown.net
 BWatson@biggameclubbimini.com
 (954) 462-3400

 **ST. CROIX, USVI**
NOVEMBER 18
 Golden Hook Wahoo Tournament
 www.fishstx.com
 GHFC@fishstx.com

 **ST. THOMAS, USVI**
NOVEMBER 21
 VIGFC Wahoo Wind-Up Fishing Tournament
 www.vigfc.com
 usvigfc@gmail.com
 340-775-9144

SAILING REGATTA:
 **ANTIGUA**
DECEMBER 31
 Nelson's Pursuit Race
 www.antiguayachtclub.com
 yachtclub@candw.ag

 **ST. BARTHELEMY (ST. BARTH)**
NOVEMBER 13 - 20
 St Barth Cata Cup
 www.stbarthcatacup.com
 info@stbarthcatacup.com

 **ST. JOHN, USVI**
NOVEMBER 25 - 26
 Coral Bay Yacht Club Annual Thanksgiving Regatta
 henstjohn@yahoo.com

 **TORTOLA, BVI**
NOVEMBER 4
 Carey Olsen Double-Handed Race
 www.royalbvicyc.org/racing/careyolsendoublehandedrace.html
 admin@royalbvicyc.org
 +1-284-494-3286

NOVEMBER 18
 Budget Marine Round Tortola Race
 www.rbvicyc.org
 cpsailingrbvicyc@gmail.com
 284-494-3286

DECEMBER 16
 Commodore's Race & Annual Club Prizegiving
 www.royalbvicyc.org

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GARBAGE AND TRASH

SAILING HUMOR BY CAP'N FATTY GOODLANDER



"As best as I can determine," Carolyn said, "our boat is trash—we're garbage!"

Ah, dirt-dwellers! They are always adding more rules about garbage (organics) and trash (inorganics). Shipboard waste is an increasing problem for the cruising sailor. Here's how we handle our trash and garbage aboard *Ganesh*, our 43-foot ketch.

First off, we never throw plastic overboard—not the slightest bit.

Second, we do everything possible never to cast a sheen upon the water. Thus, we never intentionally dump fuel or oil into the water. (Notice my 'possible' and 'intentionally' qualifiers here.)

Why use these qualifiers? Because to be alive is to pollute. I'd love to tell you that in my 57 years of living aboard that I've never spilled a drop of fuel in the water—but I can't. All humans poop occasionally. We might like to pretend otherwise and believe that Mother Theresa's defecations are intrinsically different than Charlie Manson's—but they're not.

We were attempting to clear into Babylon after one of our circumnavigations, when the U.S. Custom's official began quizzing us about our trash and garbage. Evidently I looked confused because he handed my wife Carolyn a booklet that explained the legal difference. Carolyn knitted her brow as she read, while I twiddled my thumbs. Growing impatient, I finally said, "Well?"

Mine stinks. So does yours.

I have a friend who owns a house on a bay in Grenada where I often anchor. He likes me and I like him. We often have dinner together. There are three cars in his driveway; a motorcycle, and two lawn mowers in his garage. Oh, yeah: he has a weed whacker and leaf blower in their too. His large house is

air-conditioned on a setting called 'morgue'. He has a giant refrigerator, a freezer, and twin icemakers.

Because he lives in 'de islands, mon,' he also has a diesel generator—oh, and a portable Honda gasoline generator too.

His house looks great; one local kid mows the lawn (and fertilizes it) every week, while another local kid drops in to soap-up the cars.

Yes, he has a jet ski and little speedboat to fish out of.

"You cruisers are awful," he occasionally says to me. "You don't pay taxes and you poop everywhere!"

My point is that he doesn't see his own pollution. He only sees the *other guy's* pollution. We're all like that, to greater and lesser degrees.

Of course, my saying "we never throw plastics overboard" is easier said than done.

Okay, let's say I am drinking a Coke in a plastic bottle. Let's also say I am on a 48-day offshore passage—which is how long it took us to sail nonstop from the Panama Canal to Paapeete, Tahiti.

After I finish drinking, the first thing I do is to rinse out the bottle with salt water and toss it somewhere below. Later, we rinse it (fresh water this time), stow the cap in a different spot, and carefully slice up the plastic bottle (with a pair of small industrial tin snips) so that it takes up minimal space. Then we stow these compacted pieces in an airtight container.

Alas, most of our food comes in plastic jars, plastic sacks, plastic containers—plastic/plastic/plastic!

This is especially a problem in America—where plastic is INSIDE of plastic that is WRAPPED in plastic and grouped into SIX PACKS with plastic.

Thus, each food jar and sack must be thoroughly cleaned, cut, and stowed in an airtight, watertight container.

Why? Because after a couple of hours in the tropics my on-board garbage will start to stink to high heaven ... even the salt water will stink (like low tide) if the drops collect.

This requires *considerable* time and effort on our part. Sure, if we're just day sailing we can temporarily toss a bag of tightly sealed garbage in the dinghy astern—not so, in 24-foot seas on the way to New Zealand.

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Speaking of New Zealand, the customs officials there are particularly serious. They confiscate most cooked and uncooked foods—fresh food, frozen, preserved, packaged, or dried. Home-canning is also a no-no. Meat, dairy products, fish, and honey—they steal them all. Plants? *Forgetaboutit!* Fruits, flowers, fungi, cane, bamboo, straw, wood ...”

No, you don't clear into New Zealand lightly—not if you're on a tight budget and don't like to watch (on an empty stomach) all your expensive food be carted away for incineration.

My health, of course, is important me. Thus I try to eat an apple a day to 'keep the doctor away'.

In New Zealand they sell *Pacific Rose* apples—so crisp, so juicy, so flavorful. Carolyn bought many pounds of them just as we cleared out to sail north to Tonga. She wrapped each one individually in newspaper to help preserve them.

We have a bottle-bottom-buster, a heavy metal rod with a knob on one end. Every few days offshore, Carolyn puts on gloves, dons her safety glasses, and sits on the aft deck to shatter the bottoms out of her wine bottles over the side.

Alas, the customs guys in Tonga confiscated all that were left when we cleared in there. Bummer! Oh, well. That's life. So that afternoon we went to the local market to buy more apples. Good news, they'd just gotten some in, juicy ones, prewrapped in newspapers from NZ!

How *convenient*, eh!

Not only must your waste plastics be clean—they must be well-stowed.

We've tried to put them in plastic bags and stow them on the aft deck, but we ripped those plastic bags while reefing our mizzen or working on the aft deck.

So the bottom line is—you have to thoroughly clean and compact your plastics.

So much for plastics. What about organics?

Offshore, we deep-six it—sailor-talk for tossing it overboard.

Basically, we have two modes: coastal, where we'll be into a harbor soon, and offshore mode, where we are in deep water far offshore and won't be in port anytime soon.

Example: We spent four and half months in the Indian Ocean between garbage bins. That's a long time.

We have a bottle-bottom-buster, a heavy metal rod with a knob on one end. Every few days offshore, Carolyn puts on gloves, dons her safety glasses, and sits on the aft deck to shatter the bottoms out of her wine bottles over the side. (Yes, you gotta use the eye protection and gloves. You don't want a shard of glass in your eye offshore!)

All galley organics are NEVER mixed in with our plastic garbage offshore (additional cleaning)—but rather collected in a special pot and periodically tossed over.

Metal (rusts) and aluminum cans (corrode) are multi-punctured and deep-sixed. This means that, even if you toss the metal and glass, you will still have a large pile of plastics. Luckily, we have a place to stow this belowdecks—most boats aren't so lucky.


However, we certainly couldn't stow four and half months of plastics while limin' (relaxing) in Chagos.

Thus we burn our plastics to ash.

How?

We take them to a beach and dig hole below the high tide line. Then we burn them with the help of a little gas or kerosene.

We've done this repeatedly in the same area and later dug up that area—either finding nothing or only a slight discoloration in the sand. Of course, ALL the plastic must be ash and sometimes that last little bit can be stubborn, especially if it gets wet.

Ideally, of course, it would be cool to leave and arrive at the same exact weight—to leave nothing out there but bubbles. But we live and sail in the real world, and this is how we manage our waste while on passage. 

Cap'n Fatty Goodlander and his wife Carolyn recently finished their third circumnavigation. 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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FAR AND AWAY 53' JEANNEAU 2011
\$275,000 // PALM BEACH, FL



STRING MUSIC 52' BENETEAU 2006
\$259,000 // ST. THOMAS, U.S.V.I.



BOSSA NOVA 46' OCEANIS 2009
\$195,000 // MIAMI, FLORIDA



THALASSA 46' OCEANIS 2007
\$15,950,000 // WESTPORT, MA



SOLACE 43' BALI 2015
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CYNTHIA WUMMER
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may be questioned on how you would interact with certain guests. If you're catering to honeymoon couples then discretion is important. If you were on a romantic honeymoon cruise and your new deckie blurted out, "Last night I was up checking the anchor... Did you hear that thumping noise? It went on for half the night." This would be embarrassing if the guests were within earshot. If you insisted on playing a Bach concerto whilst the eight guys on their bachelor party were swilling beer and waiting to go to the rave at the beach bar then you might not be enhancing their evening.

Food is important. Crewed charters are expensive so great cuisine is imperative. Dedicated chefs will enter a contest, which will include hors d'oeuvre, entrée and dessert. There are things to remember here because professional chefs will be judging your submissions. They will examine appearance (creativity and originality is important), ingredients (local ingredients get points), texture (whether cooked properly) and, of course, flavor.

Here are a few clues: Before the judges arrive at your boat, have cool glasses of Planter's Punche ready to serve and don't be stingy with the rum. Engage the judges with mouth-watering descriptions of your dishes and when a bit of merriment becomes evident (happy judges are favorable judges) offer your dishes for tasting. Portions should not be huge but must look original, elegant and appetizing, like an edible Picasso painting perhaps; garnish is important. Dishes must be delectable and perfectly cooked. You can't get away with rubbery, overcooked offerings dressed up with drops, blobs and swirls of doubtfully edible goo –this doesn't fool anyone. A sprig of mint, a raspberry on a chocolate creation, a truffle on a pate – these are more appropriate. With a bit of luck, you'll win a prize and ensuing photos can be added to your web site and brochure.

For a solid three days brokers will be quizzing you on every detail and taking copious notes. There are parties, theme days, happy hours ... Make sure you attend them all and suck up to every broker around. The more you're in their faces the more likely they will remember you – but a word of warning, don't drink too much, no politics or religion, and watch the dirty jokes. The idea is to leave the brokers with the feeling that, 'Wow ... yachties have the most fun of anyone on the planet!'

Finally, it's all over. Sit back and relax and wait for the deposits to come rolling in. 

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

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GALATEA TOPS ROUND GRENADA REGATTA

RACING CIRCUIT CAROL M. BAREUTHER

PHOTO: STEVE BRETT

Sailors enjoyed lots of late summer racing in Grenada. Fourteen boats set sail in the two-day Round Grenada Regatta, held August 19th-20th, and a dozen teams competed in the first J/24 Match Race on September 17th. Both events were hosted by the Petit Calivigny Yacht Club (PCYC) and both produced some great stories of competition and camaraderie.

Wind, at first too much and then too little, was a theme at

the 3rd Round Grenada Regatta. In fact, Barbados' lashing by then Tropical Storm Harvey almost prevented well-known J/24 sailor, Gus Reader, on his *Shakin*, from sailing south. In fact, Reader and his crew just made it to the start line off Le Phare Bleu in time for the race back north to Carriacou.

"Decent winds on the south coast kept the three J24s with spinnakers in contention and in the lead until the dreaded west coast Grenada calms, where everyone sat for hours turn-

Richard Amerling, third place
in J/24 Match Race



Close racing in PCYC's
J/24 Match Race among
12 teams. The teams
sailed three boats and
changed boats after
each race

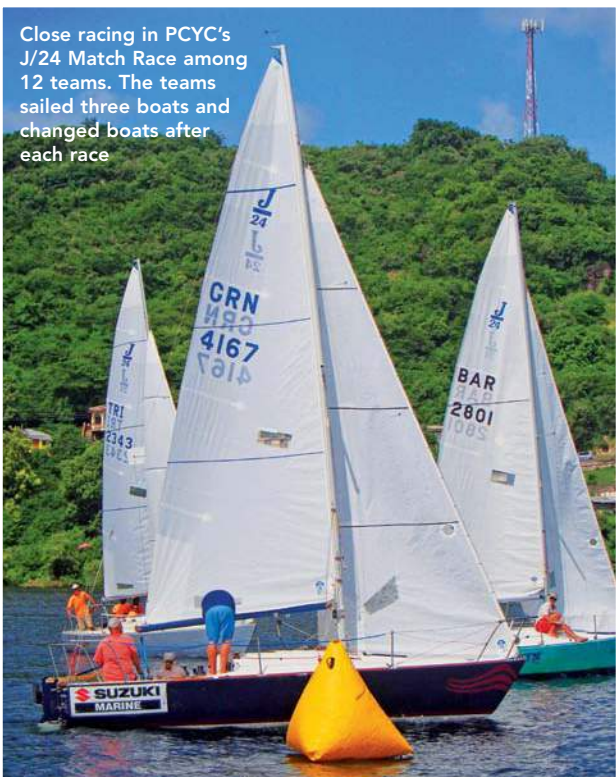


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PHOTO: STEVE BRETT

Jason Crew, winner of the J/24 Match Race



PHOTO: STEVE BRETT

ing gently in circles," says Reader, who ultimately finished eighth overall against larger boats like winner, *Galatea*, a 72ft Bermudian yawl, and second in the J/24 class behind Grenada's Robbie Yearwood's *Die Hard*. "From there, it was who the wind gods favored like *Julie Rule* (Chris Hellburg's Elan 37) inshore, *Galatea* in the middle and *Am Bushe* (Rene Froehlich's J/24) on the outside, who got breeze from somewhere while the rest of us sat like rubber dummies in a bathtub. When the breeze finally picked up, we almost got *Am Bushe* and stayed ahead of *Die Hard* to finish first, second and third, respectively, by the time we reached Tyrrell Bay. Great party, and great spirit that night in Carriacou, not about who won or lost, mostly about being there."

The next day's race from Carriacou back to Grenada was abandoned due to lack of wind. One boat, *Galatea*, did finish the second leg under sail and was declared the overall winner.

"The fleet started in good wind but halfway a squall came through, took the wind away and it never really came back," says Judd Tinius, *Galatea's* owner and skipper. "Being as I have no engine, we were forced to stick it out and finish the race when all others either motored or got towed in. We had a lot of fun and I will definitely do this event again next year."


The J/24s were back and the boat of choice for the PCYC's newest match race.

"The PCYC has organized monthly Hobie Cat match races for some years," explains commodore Rene Froehlich. "Robbie (Yearwood) came up with the idea to now have J24 match races. He secured two more J24s, plus his own, so we had three boats. A date was set right after the Round Grenada Regatta,

we had about three weeks to organize and very quickly eager teams booked the 12 spots."

On the Saturday prior to the race teams had a chance to practice on the water. The breeze was great, the boats went out, and the teams had fun. Then Sunday, the actual race day, the seas were flat and there was no breeze when sailors arrived at the course. Thankfully, the wind freshened a half hour later and racing was on for the day. Each team raced three times, each time on a different boat. At the end of the day, it was Jason Crew's *Team Palm Tree Reserve* which won all the races and the overall title. The two second place teams, Richard Fleming's *Skinny Guys* and Richard Amerling's *SGU Yacht Club*, each had the same number of points and had to race one more time for second and third place.

"In that sail off, Richard was over early at the start and I got out in the lead," says Amerling. "Then downwind, I was getting fuzzy because it was late in the day and I didn't have a game plan in mind. We went around the leeward gate, split in opposite directions and Richard got the better breeze. He's also a very good sailor. We had speed issues too. We later saw that we were dragging a fender in the water. I really loved sailing with this nucleus of a one design J/24 class here in Grenada and I hope we do more."

The PCYC J/24 Match Race was sponsored by North Yacht Shop, Clarke's Court Boatyard & Marina, Adrift Restaurant & Bar and Westerhall Rums Grenada. *For full results, visit: pcycgrenada.com* 

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



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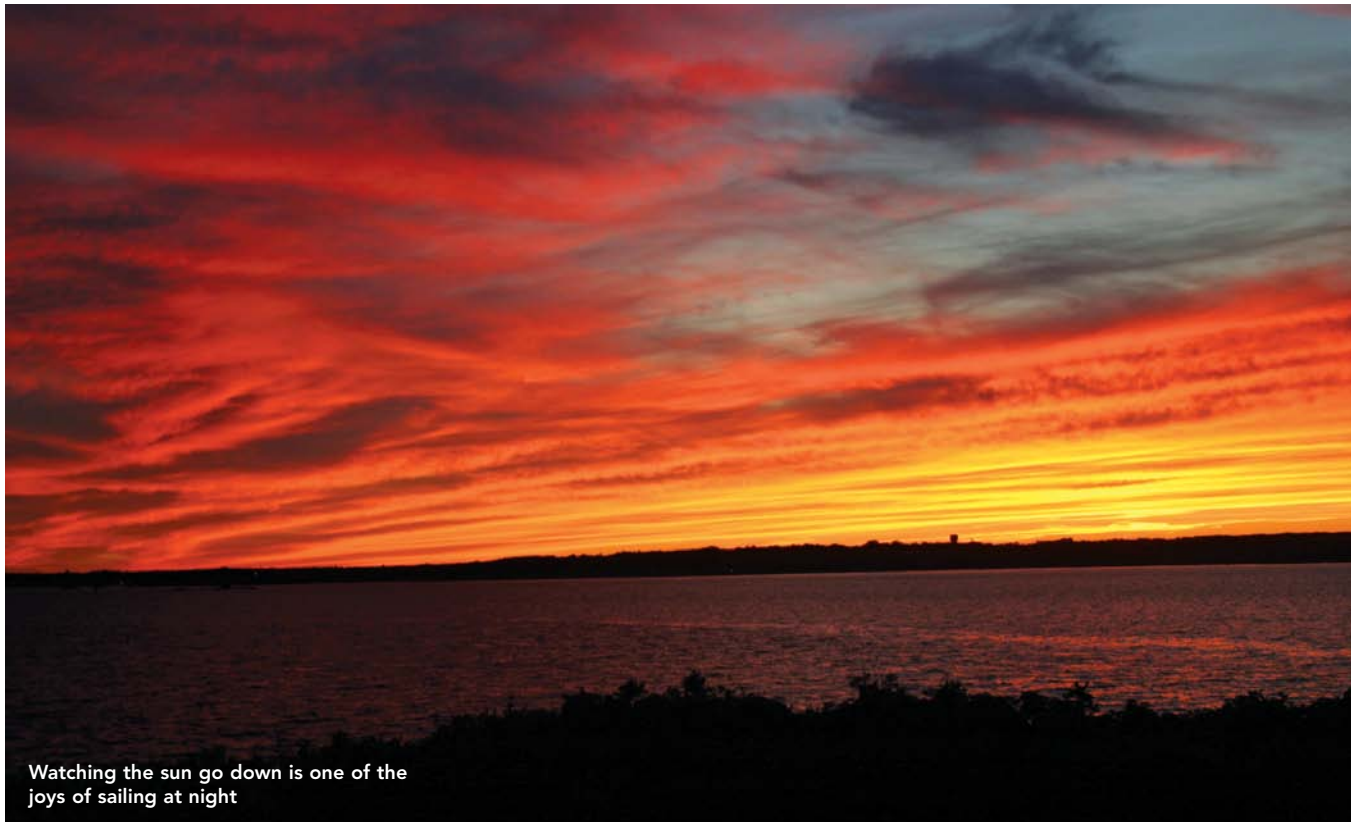
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SAILING AT NIGHT PART 1: DON'T BE AFRAID OF THE DARK

CAPTAINS & CREW BY ROGER MARSHALL



Watching the sun go down is one of the joys of sailing at night

Are you afraid of sailing after dark? Many sailors are. They figure that if they fall over the side at night they'll never be found or that they'll make a mistake and steer the boat onto the rocks. There is really no need for such fears. With a little practice and some of the newer gizmos you can put to sea at night without trepidation.

GETTING USED TO SAILING AT NIGHT

Going sailing at night can be a lot of fun. Stars are more visible than on shore. The moon rises with wonderful majesty from the eastern horizon and your boat leaves a trail of white frothed foam that makes a night sail something special. If you are lucky you will have a pod of dolphins swim at the bow making night time sailing totally enchanting.

You'll also find that everything seems to be different at night. Even though weather conditions haven't changed, the sea may feel rougher and the wind stronger. Things seem to be



Dusk, it's time to set the watch

more concentrated. For example, in a strong breeze on a dark night you may seem to be sailing down a tunnel.

PRACTICE FIRST

If you have any doubts about night sailing, practice by sailing in the evenings on moonlit nights. Sail during the late afternoon and then up to about ten-o'clock at night. Gradually stay out later and later, until you feel confident about sailing until dawn. You'll find that you feel most tired between the hours of 2am and 4am. This is when the body is at its lowest ebb. It's natural to feel sleepy at times, which is why mariners set up watch systems.

NIGHT VISION

If you are coming on watch in the dark, first get your night vision. Vision needs time to acclimate to the darkness. It takes about 20 minutes to half an hour after being in a brightly-lit cabin for your eyes to see in the dark with maximum efficiency. This means that you should get on deck early and become acquainted with the darkness before you take the helm. Once you can see relatively well in the dark, look only at red lights such as those on the compass. Turn your red instrument lights down very low with the dimmer, so that they will not hamper your night vision. Use only red lights in the cabin at night to help preserve night vision. This also means using only red lights when rousing the off watch. Once you have your night vision, don't go near bright lights unless you really have to, because it will take another ten to twenty minutes to get your night vision back.

WATCH SYSTEMS:

FOUR HOUR WATCHES

- 12 midnight to 4am – Middle watch
- 4am to 8am – Morning watch
- 8am to 12 noon – Forenoon watch
- 12 noon to 4pm – Afternoon watch
- 4pm to 6pm – First dog watch
- 6pm to 8pm – Last or second dog watch
- 8pm to midnight – First watch

SWEDISH SYSTEM




- 12 midnight to 6am
- 6am to 10am
- 10am to 2pm
- 2pm to 6pm
- 6pm to midnight

Alternatively this system can start at 2am instead of midnight. This makes the night watches slightly less strenuous.



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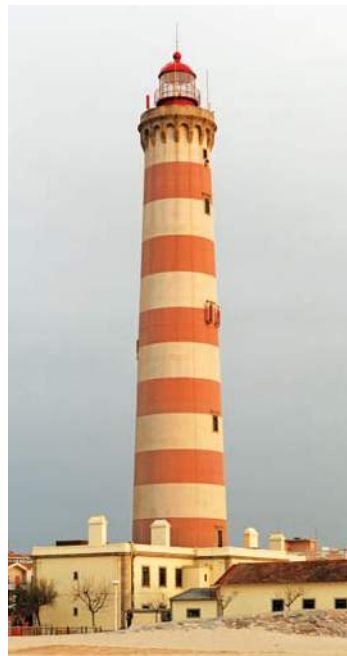


Boatyard full moon: One of the joys of arriving at the boatyard in the middle of the night is howling at the moon

HELMING IN THE DARK


When hand steering at night, don't stare at the compass and rigidly hold the boat on course. Watching the compass can mesmerize you and help you fall asleep. As John Masefield said, "All you need is a tall ship and a star to steer her by." Look for a star in front of the boat and try to sail toward it. Check your course on the compass or you will gradually follow the star eastwards as it moves across the heavens. (You can also sight on a cloud if it is overcast, but you will need to check the compass more frequently because clouds move faster than stars.)

On a sailboat, feel where the wind is coming from and keep it there in relation to the boat. Occasionally, check astern. Your wake will tell you if you are veering off course. Don't shine the flashlight back toward the cockpit or you will ruin the night vision of the helmsman.



SAFETY FIRST

Make it a rule that everybody wears a harness (and is clipped on) or lifejacket when on deck at night no matter what the conditions are like. On a powerboat at night, I recommend that you wear a lifejacket. If you wear a harness and fall over the side you could get dragged under the boat when it is moving at speed. If a crew goes forward, one of the afterdeck should keep an eye on them to enable an immediate response should something unexpected happen.

It also helps to give every watch member a flashlight or strobe and a whistle attached to their lifejacket. Should they fall off the boat the flashlight or whistle could help you find them. Personal EPIRBs and transponders are also useful to have onboard at night. 

Roger Marshall has written 14 boating related books including his latest, Fiberglass Repair Illustrated.



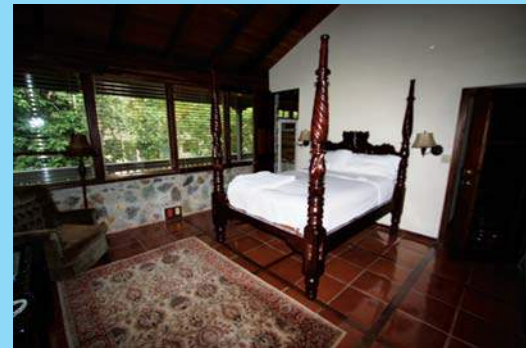
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This is a beautifully remodeled and pristine family home, on the desirable East End of St. Thomas.

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

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

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- Huge temperature controlled wine room
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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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Leeloo is supervising the project



WATERMAKER ON A SMALL BOAT: IT CAN'T BE MODULAR ENOUGH!

TECHNICAL TIPS & TRICKS STORY AND PHOTOS BY BIRGIT HACKL

When you look at the glossy pictures in brochures, the displayed watermaker units are usually mounted on a wall, all parts easily accessible and elegantly connected with short tubes. Watermaker producers seem to assume that all their customers own super-yachts where their product will have its own little cabin, or why else would they screw comparatively small bits like pumps, membranes and even the instruments on top of big, bulky plates? Cruisers on smaller boats, who also want to enjoy the comfort and freedom a watermaker adds to

cruising, have to be creative when it comes to fitting all the bits and pieces into the available, limited space on board.

When our new Spectra watermaker (Cape Horn Xtreme) arrived, the size of its crate was already intimidating—it hardly fit into our dinghy. After unpacking, the search for available space began. Initially, we planned to use the provisioning locker in the saloon for the main pump but with two short membranes attached it was one inch too short. Next, we thought about cutting open one of our aluminum water

We installed the main unit of our Spectra in the hanging locker and are fitting new shelves on top



PLANNING, ORDERING & INSTALLATION TIPS:

If a long membrane does not fit anywhere then ask the manufacturer for short (but more expensive) ones instead.

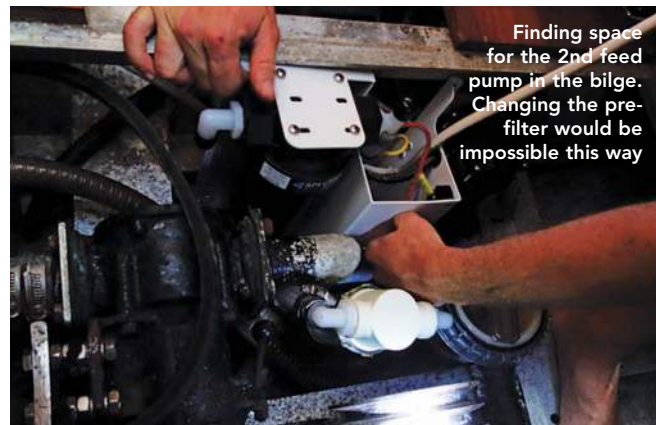
In case you need to split up components, order a few extra feet of pressure hoses and normal hoses.

Anchor in areas with good access to hardware stores during the installation process as most likely you'll need some fittings and other bits and pieces as you go along.

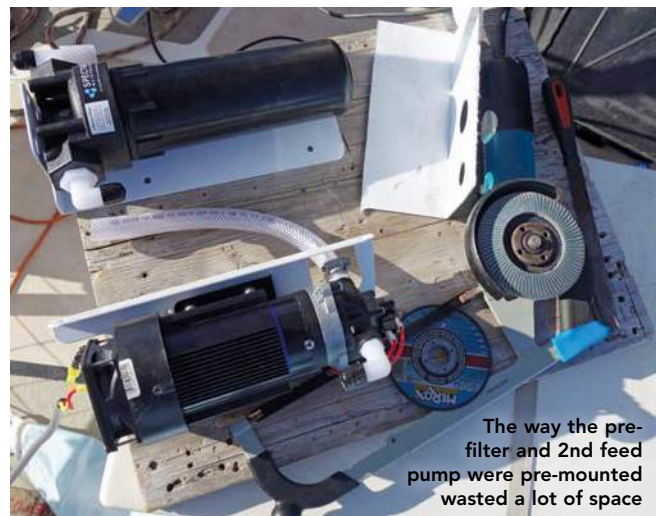
Keep the hoses as short as possible, extra-long connections (particularly on the suction side) put unnecessary strain on the pump.

For 12 volt systems, use large-size wires to avoid voltage drop.

tanks, but one compartment was just a little bit too narrow and the other one a tad too low. We had ordered pressure hoses in the event we would need to separate the pump and the membranes (worst case scenario) and we were about to unscrew the parts when we thought of the hanging locker in our cabin. What's the wellbeing of fancy cocktail dresses and elegant three-piece suits in comparison to the luxury of home-made drinking water? We sacrificed half the hanging space and mounted the main unit on its plate low down on one side of the locker. My partner Christian instantly turned



Finding space for the 2nd feed pump in the bilge. Changing the pre-filter would be impossible this way




The way the pre-filter and 2nd feed pump were pre-mounted wasted a lot of space

into a carpenter and transformed the upper half of the locker, fitting shelves and even gaining more space for clothes.

The brine outlet of our old watermaker shared a thru-hull with the galley sink and we experienced a few nasty galley floods over time, so we decided to drill a dedicated thru-hull at the stern for the new one. The next step was to search for space in the bilge to house the two feed pumps. Eventually we had to 'modularize' the supposedly modular system by cutting the mounting plates into less bulky pieces.

While we were at it we decided to change most of the old hoses in *Pitufa's* plumbing and optimized the wiring. With all these little extra projects and various hitch-hiking tours to hardware stores for yet another fitting, valve, and differently sized hose clamps, the installation of the watermaker took over a week, but now we're happy with the quality, quantity and energy consumption.

The only remaining issue is a beating oscillation between the two feed pumps that causes annoying noise and vibrations. We're tackling this problem by adding rubber mounts to the pumps and rubber mats underneath resonating floorboards. 

Birgit Hackl and Christian Feldbauer along with ship's cat Leeloo set sail towards the horizon in June 2011 on their yacht Pitufa.



WHICH TYPE OF WATERMAKER SUITS YOUR CRUISING LIFESTYLE?

TYPE 1: ENGINE-DRIVEN WATERMAKER

Watermakers with belt-driven pumps are big, strong machines that produce huge amounts of water in a short time. If you motor a lot and entertain guests who like to splash around then this type might be the best choice for you.

TYPE 2: AC-POWERED WATERMAKER

AC-powered watermakers also have a high production rate, but they require a diesel or gas generator. If you run your generator for other appliances on a daily basis then this type might work best for you.

TYPE 3: 12 VOLT WATERMAKER

In comparison to type 1 and 2, many of these DC-

powered watermakers don't have a high production rate, but they also don't require much energy. Systems based on passive pressure intensifiers (e.g. Spectra, Schenker or Aqua-Base) or energy-recovery pumps (e.g. Katadyn) are much more efficient than systems with classical high-pressure pumps and yield reasonable product output. Therefore those models are a preferable (though more expensive) choice for battery-run watermakers.

If you prefer to rely on alternative sources of energy, go for DC-powered! On *Pitufa* we run our watermaker every day for a few hours around noon when the solar panels generate the most energy. Free, fresh water produced by the sun for environmentally aware cruisers.

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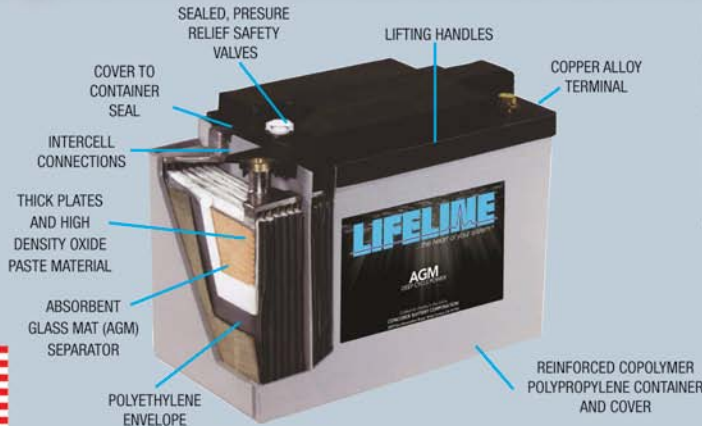


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FOR WOMEN WHO WOULD LIKE TO TAKE THE HELM

WOMEN AT THE HELM BY RUTH LUND



Cruising the Caribbean

I am not a hotshot racer or world cruiser, but after a lifetime of taking part in dinghy and keelboat regattas, and 20 years of living aboard, I have some helming experiences to share.

There tends to be two kinds of women who sail. Those one might call boat wives, taking care of the domestic side of sail-

ing – provisioning, stowage, cooking, entertaining, cleaning, laundry, sewing and boat maintenance. These are tough tasks at sea and often tougher when holed up in a boatyard, so not to be sneezed at. Then there are those women who take on the technical and seamanship side of sailing – navigation, communications, sail trimming, helming and ultimately skippering and making decisions on which lives depend. These

days, with a bit of application, women can obtain positions from deckhand to captain, or, like many a first mate on a cruising boat – a role somewhere in between.

At university I got the chance to sail dinghies, learning the hard way the art of hanging out on trapeze and avoiding the crack of the boom. On my very first dinghy sail I landed upside down, floundering to get out from under the main-sail, and from then on, I expected to get thoroughly wet and bruised when sailing, an attitude that would serve me well. Dinghy sailing gave me an understanding of where the wind was coming from, and what to do about it, so when I moved onto keel boats, I could take the helm without too many crash gybes. I was always highly amused when a cruiser in Trinidad would call out a warning on the VHF radio to others moored in the bay, "Batten down the hatches for a gusting squall with strong wind!" and at the same time the intrepid Optimist sailors from T & T's Youth Sailing School would be bobbing their way out to the open sea for a day's racing fun.

My husband Niels, who sailed from a young age, taught me basic sailing skills. Our Cape Town racing season included a round the buoys series as well as a long distance coastal series (from two days to seven days non-stop). Initially I was asked on board for longer races because they wanted Niels' expertise and he wanted me with him. Being a woman, I was asked to cater and cook on various boats with crews ranging from six to 12. I leapt at the chance, although a pretty hopeless cook on land, let alone at sea. This gave me an entry into blue water sailing and I found that later on, when Niels was too busy and I raced without him, I tried even harder to prove myself worthy of a place on a predominantly male crew. On one memorable occasion I ended up helming a Shearwater 39 with spinnaker up in 35 knots, careening down huge waves off the Cape of Storms – the skipper and I were the only ones not lying prone and seasick below. With no one else to do it, you learn fast. On the other hand, when the wind was light, the watch crew often got bored with steering and handed the wheel to the galley slave (me) – and this improved my helming considerably.

In 1997/98, we crossed the Atlantic in a 37ft yacht on a shoestring budget. One day out of Cape Town, our wind vane, resurrected from a dusty second hand shop aptly named Yot Grot, came to grief, while our small autohelm unit had an overheating manufacturer's fault, so we hand steered from South Africa to St Maarten – three of us doing three hours on and six hours off for 5000 plus miles. Flying downwind with sails boomed out along the South American coast, Niels told me to take note which ear felt colder to make sure I kept the boom on the right side. Little tips like this and putting



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MANKIEWICZ


Sailing off the coast of South Africa



On a starlit night with phosphorescence streaming from the rudder, there is nothing better than to be totally in tune with your yacht, skimming along between sea and sky.

many miles under the keel made helming more instinctive. It also meant despite eating freshly baked bread every day and gorging night watch snacks to keep awake, I arrived at our final destination many pounds lighter from hours of isometric exercise at the wheel. Switching roles can also improve one's competence. Cranky knees forced me to maneuver the boat alongside, gaining another kind of skill, instead of jumping onto the dock with the lines.

We now have efficient autohelm and wind vane systems, but I still love to feel the boat respond to my helming touch. On a starlit night with phosphorescence streaming from the rudder, there is nothing better than to be totally in tune with your yacht, skimming along between sea and sky. Letting the auto-

helm do the job can never give you the same kick. Even in the middle of a storm, there is tremendous satisfaction when your dogged concentration keeps you pointing into the waves and gets you safely where you want to go. So to all those women who would like to take the helm with more confidence and control – putter around in a dinghy on your own, put in miles on the wheel, swap crew tasks for new challenges, rise to the challenge in adverse weather, and even if you never become a captain, your sailing pleasure will increase tenfold. 

Ruth Lund lives on board a Bruce Roberts 44 Offshore, Meander II, currently based in Grenada.

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RALLY PROFILES: BILL AND LINDA KNOWLES

SAILORS IN THE NEWS



Bill and Linda Knowles

Bill and Linda Knowles have spent a lifetime on the sea. For Bill, his love of the ocean started in childhood when sailing Beetle Cats and Herreshoff 12-1/2s in Ontario and New England. As an adult, he served as director of operations at the Herreshoff Museum, which includes the America's Cup Hall of Fame in Bristol, Rhode Island, and met many of the famous names in the sport at that time. For Linda, who grew up in Florida, on-the-water time meant power boating and sailing sailfish. The two met three decades ago, purchased a Hunter 30 and began a cruising life together. Their seafaring travels have taken them north along the New England coast and south to the

Caribbean's British Virgin Islands. Today, the couple cruise aboard their Jeanneau 54, *Sapphire*.

All At Sea's **Carol Bareuther** asked Linda and Bill about their popular cruising rallies ...

What inspired you to start the Salty Dawg Rally?

BILL: We participated in several Caribbean 1500s, starting in 2004. In 2011, we thought why not do the passage to the Caribbean ourselves with friends? George Day of Blue



Bill, Linda and Zoe on Sapphire in the BVI



Salty Dawg packed up and ready to go

Water Sailing Magazine contacted us with a similar thought. George became our first sponsor and we promoted a rally that fall from Hampton, Virginia to the BVI. The interest was great. We had 32 boats and several volunteers to help. Thus, the Salty Dawg Rally was born.

Why the name 'Salty Dawg'?

BILL: Salty dog is old sailing slang for a very experienced sailor. Since our focus is on a rally for experienced sailors, the term fit. However, we wanted a unique term, not just using the old sailor slang. We think the term Salty Dawg did it.



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Manning the desk

I heard that there was a four-legged tail-wagging dog also behind the name. Is this true?

LINDA: Yes. Brie, our Jack Russel at the time, was our artist's inspiration in creating the Salty Dawg logo. The cute little dog face with the pirate patch was based on a photo of Brie. She sailed many thousands of miles, and was a Salty Dawg in her own right, accompanying us on our many Caribbean 1500 passages and our first several Salty Dawg Fall and Spring Rallies. We lost Brie to age-related issues a few years back. Her replacement, Zoe, a coarse hair Jack Russel, has fit right in, making herself at home on *Sapphire* and with the Salty Dawg membership."

What are some of the rally's milestones over the past seven years?


LINDA: After the first year, we added a formal organized Spring Rally for the return trip to the US in 2012, and have repeated that each year. In 2012, the Fall Rally grew to 59 boats and then 110 in 2013. In 2013, we established a Board of Directors to guide and help manage the organization. In 2014, activities after arrival to the BVI expanded to a month. Other Salty Dawg activities added since then include several Rendezvous in the BVI, USVI, and comprehensive seminars in

Annapolis, Newport and Hampton; and other rallies including the Rally to Maine and Rally to Cuba. In 2016, we formally organized the Salty Dawg Sailing Association as the governing organization of all our activities, and now have several hundred members and growing.

How would you describe what sets the Salty Dawg Rally apart from other cruising rallies?

BILL: It's the intense and lasting friendships that develop from the close-knit activities, passage accomplishments and then month-long time together in post arrival activities. Our organizing sailors don't hop on a flight after an arrival dinner and depart for their next rally. They are part of the family that has developed, and many help with boat repairs and continuing social activities right through the winter, up to the Spring Rally, and through the summer.

What's on the horizon?

BILL: Our board and management team will take more of the load off Linda and myself. Some management changes will be coming, but it is an orderly change that will ensure the continued success of the Salty Dawg organization. We will both stay involved as long as we can." 

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QUANTUM LOFT HURRICANE STATUS: Everyone is safe and alive and that is all that matters at this point!!

QUANTUM BVI: The top floor of the Quantum BVI loft was completely destroyed with Irma taking all machines, sails and stock and distributing them all over the boat yard. A plan is in place to move into a smaller temporary location above the chandlery and two machines are on their way. Kevin is open for business and already has a few canvas and sail orders in the queue so please contact him on his Cell 284 346 2309. New machines will be in place by November 1st.

QUANTUM USVI: The loft in St Thomas also suffered severe damage but Arun is determined to be in a new location by November 1st. He is taking calls on the loft number and has been busy working with Surveyors and insurance companies. Please contact him on 340 777 5638.

QUANTUM PUERTO RICO: Fraito is in clean up mode and like Tortola and St Thomas suffered serious damage. His machines are ok and he believes he will be open before November. Communication is spotty at best but try Fraito on his cell phone and leave a message on 787 378 5032.

All in all a lot of damage to all three lofts but all are taking new sail and canvas orders and happy to get estimates out to insurance companies.



2017 FALL CARIBBEAN RALLY ROUND-UP

BY CAROL M. BAREUTHER



Setting sail from the continent to the Caribbean remains one of the great sailing adventures. The last three decades has seen the popularity of cruising in company soar, a concept that's not new since Christopher Columbus traveled in a fleet of three vessels during his famous 1492 voyage. Cruising rallies are especially gaining interest from veterans who enjoy the sociability and first time offshore sailors who appreciate the safety. Here's what's new from four popular Caribbean rallies taking place this year:

NORTH ATLANTIC RALLY FOR CRUISERS

Newport, Rhode Island

Departure: October 28

Destination: St. Maarten, via Bermuda

www.sailopo.com

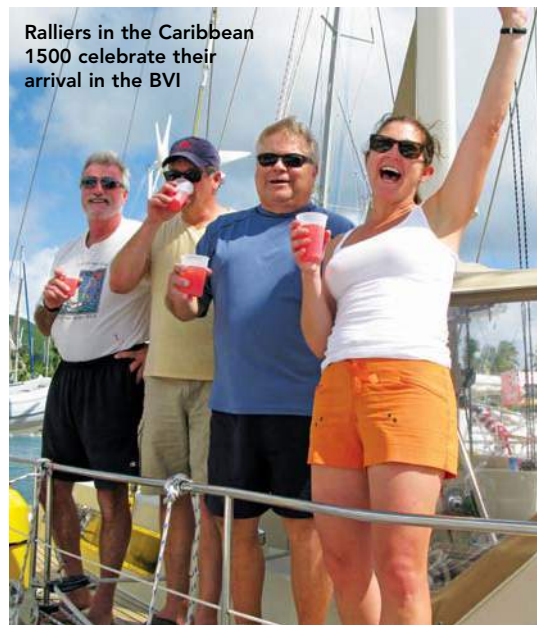
Practiced yacht owners and professional skippers form the nucleus of the 18th annual North Atlantic Rally for Cruisers, which homeports out of Newport Yachting Center. Here, discounted dockage is available starting October 23. A weather



Salty Dawg Rally - Rum Runner arrives in the BVI



Caribbean 1500



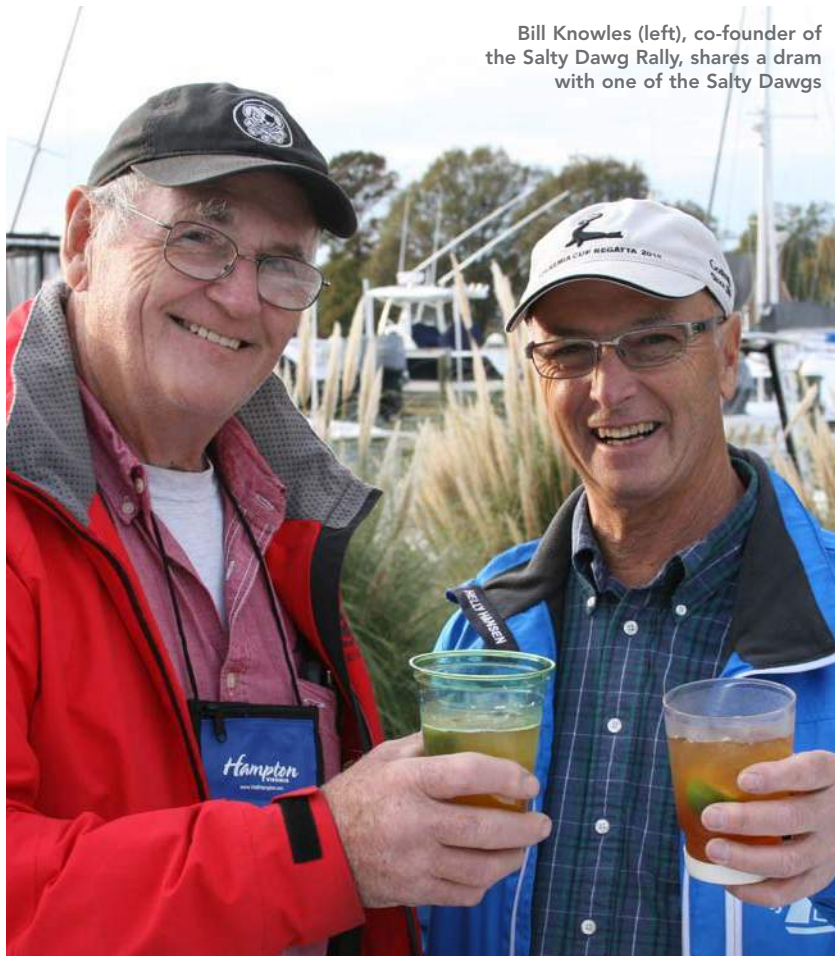
Ralliers in the Caribbean 1500 celebrate their arrival in the BVI

briefing, dinner for all skippers and crew are part of the pre-rally activities. The rally stops briefly in Bermuda at the St. Georges Dinghy and Sports Club and then continues to IGY's Simpson Bay Marina, in St. Maarten.

"We expect to have the usual 15 to 20 boats," says organizer, Hank Schmitt, who is also the chief executive officer of Off-shore Passage Opportunities (OPO), a crew network service based in Huntington, New York. "We have four Swans in the

Swan Program and three boats from Rob Swain Sailing School as well as the usual boat repeats heading south. The NARC Rally has always ended in St. Maarten, but if boats wanted to go to the BVI or somewhere else I never made them finish in St. Maarten. We will continue that idea and let boats decide where they wish to base for the winter. The NARC boats are usually scattered from Grenada to Puerto Rico.

One of this year's ralliers is John Slingerland, from Beverly,



Bill Knowles (left), co-founder of the Salty Dawg Rally, shares a dram with one of the Salty Dawgs



North Atlantic Rally for Cruisers – Avocet in Blue Hill Bay

Massachusetts, who will sail his Oyster 41, *Avocet*, for the third time in the NARC. Slingerland, who this summer set a personal record of 58 consecutive hours under spinnaker during the Marblehead to Halifax Ocean Race, says what he enjoys best about the rally is the camaraderie and excitement of setting off on a challenging trip and the pleasure of learning things from other like-minded sailors.

For first time NARC ralliers Slingerland recommends, "Get the right number of crew with the right number of sailors who know what they are doing. It's usually safer to pick crew you know, but one time I took someone Hank recommend. The guy was a great person, excellent sailor and mechanical engineer so he fixed stuff. We sailed to St. Maarten with an inoperable engine that he got working long enough to power five minutes through the bridge into Simpson Bay," he says. "In addition, if it's your boat, be prepared to cut a check in each port for stuff that breaks. That way, it becomes part of the deal and isn't a big deal. If your spouse isn't onboard, get com gear to make a call or send an email halfway and try to get him or her to join you at the other end. Also, learn weather routing and have fun."

In the wake of Hurricane Irma, Schmitt, through his OPO, has started an online St. Maarten Relief Fund to help those in the nautical community. *To donate, visit: www.sailopo.com/store.aspx*

SALTY DAWG FALL RALLY

Hampton, VA

Departure: November 2

Destination: Antigua

www.saltydawgsailing.org

Bluewater sailors who enjoy a full range of social activities will set sail in the 7th annual Salty Dawg Fall Rally, hosted by the nonprofit Salty Dawg Sailing Association (SDSA). Prior to the departure from the Bluewater Sailing Center in Hampton, ralliers have a chance to participate in a wide array of social, technical and educational activities, including the annual Salty Dawg Halloween Party. New talks this year include how to make your own 'killer Mahi lure' and inside info on how the USCG uses high tech methods in their search and rescue efforts.

The legendary Salty Dawg Dinghy Drift



A fleet of about 80 boats, a mix of monohulls and multihulls ranging in size from 34- to 70-feet, are expected to set sail.

New this year, the rally will end in Falmouth Harbour, Antigua, instead of the British Virgin Islands, says SDSA director Hank George. "With the widespread damage across the BVI, we have changed the destination for the rally. While they did sustain some damage on Antigua, it was quite light. Their sister island of Barbuda sustained major and quite serious damage but not so with Antigua. Our visit to Antigua by such a large fleet will help bring much needed revenue to that island nation and aid in its recovery."

In Antigua, George says, ralliers enjoy many of the same benefits that they are accustomed to in the BVI such as wonderful anchorage opportunities in Falmouth Harbour, historic sites in Nelson's Dockyard, excellent marine services, plenty of opportunities for socializing, fascinating hikes and super dining options. Antigua also offers excellent flight connections to the US, England and Europe for crew flying out or guests coming in.

To support the Dawgs long-time rally home, the SDSA has

started its tax-deductible Salty Dawg BVI Relief Fund. The organization's volunteers have been working with local BVI Rotary and similar groups to channel all contributions to where it's needed most. *To contribute, visit: www.saltydawsailing.org/hurricane-relief-fund/*

CARIB1500

Portsmouth, VA

Departure: November 5

Destination: British Virgin Islands

www.worldcruising.com

Returning veterans and cruising newbies from the US, Canada and UK will take part in the Carib1500, organized by the World Cruising Club, headquartered in Cowes, UK. The fleet's largest boat is the Canadian Hanse 575, *Spritzer*, with rally stalwart *Karina*, a Tayana 55, the next largest. Six boats close the list at just over 40-feet, with *Belize Magique*, a Jeanneau Sun Odyssey 40 being officially the smallest. Preparatory seminars and parties take place at the Ocean Yacht Marina, in Portsmouth. Underway, the 'safety in numbers' popularity of rallies extends



offshore with satellite trackers on each vessel, daily weather forecasts and nightly SSB radio chats. Social activities continue at the end destination, Nanny Cay Marina, in Tortola, British Virgin Islands.

"Since Hurricane Irma in September, the message we have had from the BVI, is that the community wants visitors to return, and that they will be open for business and able to give a warm welcome to returning boaters. In fact, Nanny Cay's new marina basin was undamaged in Hurricane Irma," says WCC communications director Jeremy Wyatt. "The reaction from our ralliers has been overwhelmingly positive. In coordination with www.sailorshelping.org, many of our boats will carry practical supplies to aid and assist the communities after our arrival and many crews are keen to lend a hand with practical skills as engineers and technicians."

A good example of Carib1500 sailors, who used this event as a learning experience for longer cruises, are Steve and Kate Jenkins. The couple sailed their 44-foot Antares, *Blue Summit*, in the 2015 Carib1500. Since then, they have cruised half

of the World ARC 2016, explored the Pacific for two years, and will soon complete their first circumnavigation.

ARC+CAPE VERDES

Las Palmas, Gran Canaria

Departure: November 5

Destination: St. Lucia, via Sao Vicente, Cape Verde

www.worldcruising.com

ARC

Las Palmas, Gran Canaria

Departure: November 19

Destination: St. Lucia

www.worldcruising.com

Experienced cruisers as well as those fulfilling a bucket list dream to cross the Atlantic make-up the capacity 300-yacht fleet for both the Atlantic Rally for Cruisers (ARC) and the ARC+. The latter of which gives ralliers a short layover in Cape Verde prior to the transatlantic crossing to IGY's Rodney Bay

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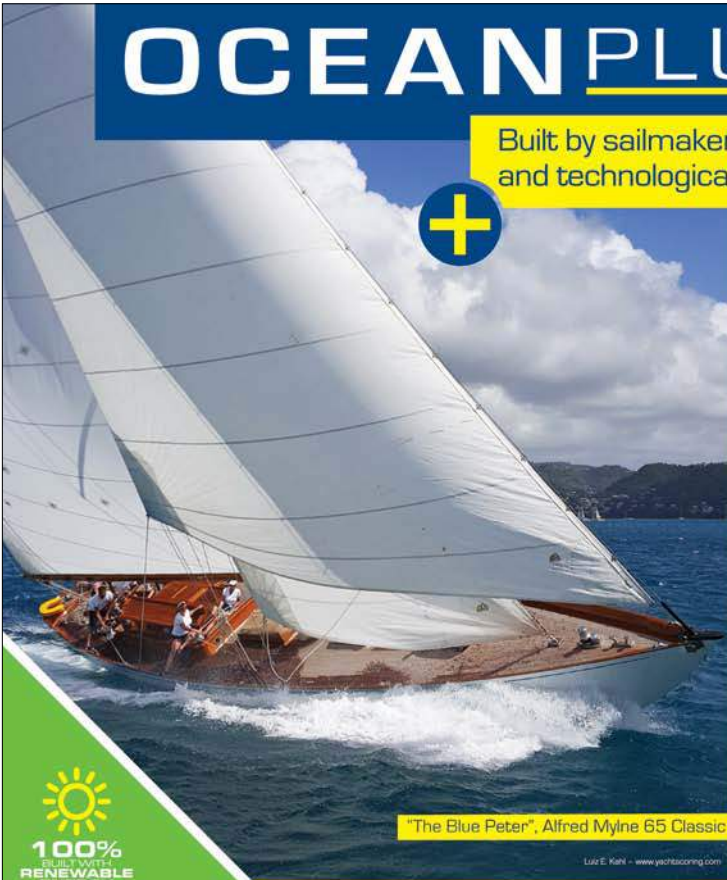
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Vaquita powered up in the ARC

Marina, St. Lucia. Some 1500 sailors, ranging from three to 80 years old and representing more than a dozen nationalities, will enjoy a pre-departure program of seminars and safety briefings along with local tours and social activities planned in St. Lucia.

The average length of boats in this year's fleet is just below 50-feet. However, the Pogo 30, *Avel Biz*, is the smallest in the ARC, while at the other end of the spectrum and sailing in the ARC+ is the Sparkman & Stevens sloop, *Altair*. Multihulls have proved extremely popular, according to the WCC's Wyatt, with an impressive total of forty-four catamarans and three trimarans on the entry list. The industry-award-winning Lagoon 42-2 tops the list as the most popular model of boat in the ARC with seven sailing this year. It's the first time a catamaran has been top of the pile as the boat of choice, showing the growing popularity of cruising on two hulls. A radical cruising boat in the fleet is the Rapido 60. Designed to be sailed double-handed, this 60-foot cruising trimaran is expected to break records.

"The ARC will be particularly special for two boats who are returning to Las Palmas de Gran Canaria three decades after they set off for their first ARC journey, as younger generations follow, quite literally, in their parents' wake," says Wyatt.

One is the 45-foot Cetus, *Mateńka*, built by Nikodem Jasiński in 1986 and sailed by him in the ARC 1987 to Barbados, where the rally used to make landfall. Back then, few Polish sailors took on such a journey as crossing the Atlantic. Thirty years later, and armed with Jasiński's meticulously kept log books, his daughters Elisa and Joanna, have gotten *Mateńka* Atlantic-ready again for ARC 2017. The other is *Haji*, a Rival 38A which was built and sailed by Frank Nixon in the 1987 edition of the ARC. His son David and granddaughter Amy will now deliver *Haji* back to the Caribbean again, sailing the Cape Verde route.

The ARC is a popular 'launch-pad' for a round the world adventure, with 22 boats this year signed-up to sail on around the world from Saint Lucia in January with the World Cruising Club's World ARC Rally.

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HURRICANE IRMA, SAGE MOUNTAIN, TORTOLA, BVI

BRITISH VIRGIN ISLANDS STORY AND PHOTOS BY JULIAN PUTLEY



On Tuesday, September 4th it became obvious that we, in the British Virgin Islands, were going to get a direct hit from unprecedented catastrophic Category 5 Hurricane Irma. It was a bone chilling realization. Less than a month prior the territory had experienced another unique weather event; torrential rains and thunderstorms for almost 20 hours, producing widespread intense flooding, unparalleled in the islands' history; the ground on the volcanic island was already saturated

Our house, built into the side of Sage Mountain, is a strong, solid concrete house and we accepted three friends to ride out the storm with us. As part of our hurricane preparations we had filled buckets and containers with water for dish washing, drinking



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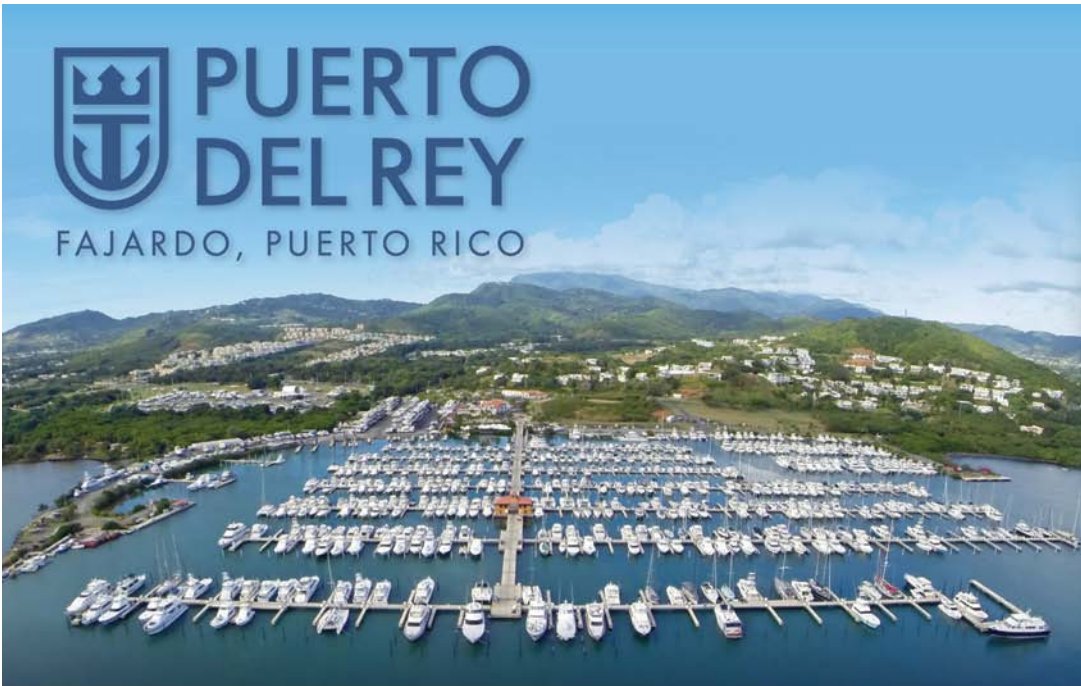



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Cat off course

OBSERVATIONS

Since our relatively easy escape from absolute disaster I have made some observations that could be useful in the future.

1. With blocked and destroyed roads collection of wet and rotting garbage is impossible. Ever increasing piles of garbage are a health hazard supporting rats, cockroaches, mice and other rodents. Solution: Trash can be sorted into plastic, glass and biodegradable. Separate dumpsters are essential.

2. Insects can become a real health hazard; mosquitoes carry diseases, Jack Spaniards become disoriented and sting people at random. Solution: Insect repellent (and there are good ones), although rejected by many, should be mandatory.

3. Electricity lines **MUST** be run underground. Expensive, yes, but the only way to solve the never-ending power outages. **NOW** is the time to implement a sensible, trouble-free system.

4. Building codes must be brought up to a **SAFE** standard. Flood drains on lower and basement floors. Roofs must be either concrete flat roofs or rafters tied down with

re-bar. Hurricane-proof windows essential. Whole buildings redesigned to better and more rigorous standards.

5. A curfew must be in place **BEFORE** the impact of a major hurricane – with strict enforcement.

6. Yachts have the capability to run from a major storm. Difficult with large charter fleets but this has to be considered in the future; insurance premiums will sky rocket. End the season end of July and make arrangements to sail to Grenada, Curacao, Trinidad and other safe points south.

7. Vehicles need to be parked and protected out of flood zones and areas with potential flying debris. At least one window should be opened a crack to allow equalization of pressure to avoid window blow outs.

Natural disasters bring out the best and worst in people. There are those who immediately reach out to others giving support, help, encouragement, advice and resources. A small minority resort to looting, price gouging, and taking advantage of those in a weakened state. Those identified as either character type need to be exposed and highlighted for future reference.

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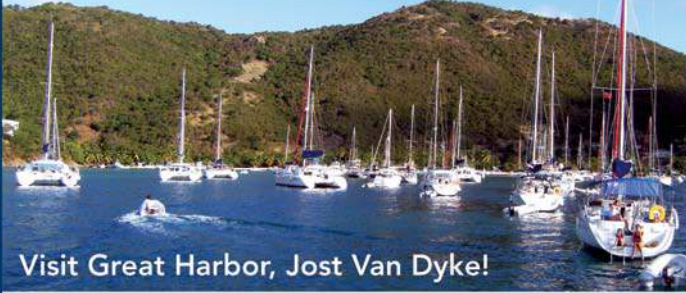
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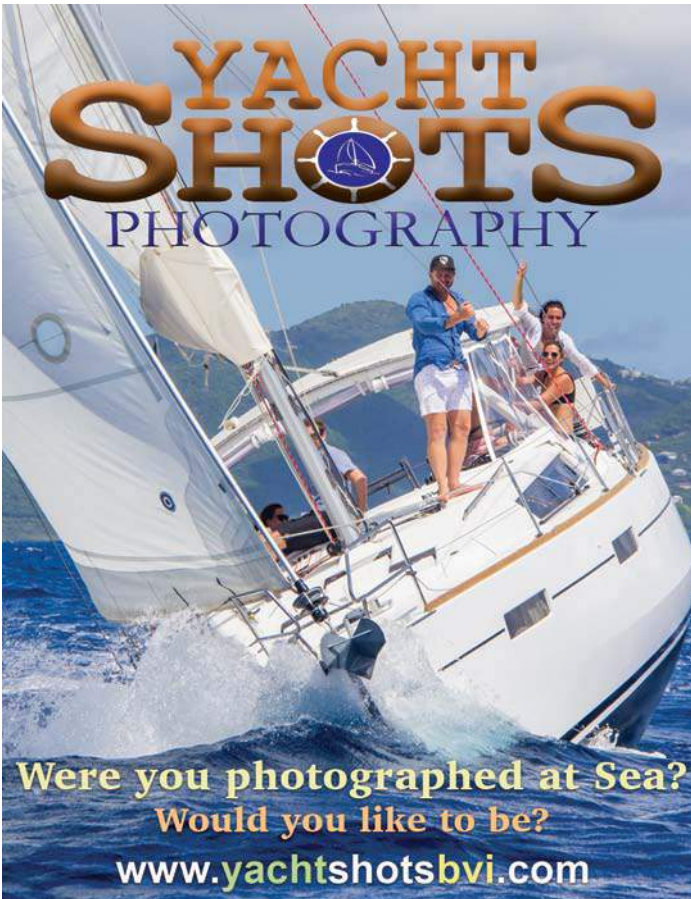
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As the eye advanced the roof began to shake; dust and plaster fell and hanging lights shook and swayed as if in an earthquake. It was as if the devil himself was trying to rip the roof off.

and toilet flushing. On the outside we removed trees and foliage that might threaten the house, cleared the gutters and downspouts, boarded a sliding door (left the PGT hurricane impact proof windows) and changed propane tanks to a full one. Then we charged our battery-operated lamps and cooked a large pressure cooker of stew and another of rice. We secured important documents and electronic items. Then we rested and waited.

The local AM radio station 780, blared pre-hurricane banter, mundane and friendly, but somehow reassuring, with call-ins from other islands describing the conditions, the benefits of roofing types and drainage systems as well as comparisons with Hurricane Hugo, the Cat 4/5 storm of 1989. As the hours went by we saw the storm intensify as it came nearer, the gusts coming in ever increasing blasts. Then the radio became silent, cell service disappeared, the power went off. As we looked out of the windows we saw tree after tree fall, crashing sounds on the roof were nerve-wracking. Finally, at about 1.30pm the eye wall approached and the screeching wind and horizontal driving rain became continuous, visibility was down to feet. We



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heard the guttering fly off and then the leaks started as the water found its way under the corrugated tin, through the tar paper and plywood; drips soon became streams. The three boys (19 year olds) were great at minimizing the damage by sweeping the water down to the lower level and into an emergency drain. Our dry bags of important documents, electronic gadgetry like laptops, tablets and cell phones were quickly taken to a safe area downstairs under the concrete floor. As the eye advanced the roof began to shake; dust and plaster fell and hanging lights shook and swayed as if in an earthquake. It was as if the devil himself was trying to rip the roof off. Suddenly the sky brightened, the wind calmed and temporary respite was upon us; the hurricane's eye was over us. The sighs of relief inside the house matched the return of normalcy outside.

After 15 minutes, the wind and rain started again but since we were well protected behind the hill from the south the second half of the hurricane was insignificant by comparison. We were lucky. ☺

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

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TEAM ANTIGUA TRAINS FOR TALISKER WHISKEY ATLANTIC CHALLENGE

ANTIGUA BY CAROL M. BAREUTHER
PHOTOS COURTESY OF TEAM ANTIGUA



A talented team of four men, who have spent their lives and livelihoods on the seas, are preparing to put Antigua on the map once again for an incredible feat of seamanship. Eli Fuller, John Watt, Nico Psihoyos and Scott Potter will compete as Team Antigua in the Talisker Whiskey Atlantic Challenge. This trans-

atlantic rowing contest, billed as 'The World's Toughest Row' and inspired by Sir Chay Blyth's epic North Atlantic crossing in 1966, departs La Gomera in the Canary Islands on December 12th on a 3,000-plus mile journey ending at Nelson's Dockyard, Antigua. Team Antigua will pit their pure muscle power against teams from Australia, Ireland,

Italy, Scotland, South Africa, the Ukraine, U.S. and U.K., following in the wake of fellow islanders on Team Wadadli, who not only successfully completed this grueling competition in 2015, but also earned a place in the Guinness Book of World Records as the oldest team of four to row across any ocean.



Team captain
Eli Fuller

“John, Nico and myself were fishing together a decade ago about 30 miles east of Antigua when we saw a rowboat and two scruffy men coming in,” tells team captain, Fuller. “It sparked our adventurous interest. Since then, we have seen others make the journey including our famous team Wadadli. We followed all the teams last year without saying

or admitting that we wanted to do it. It was Captain Nick (Fuller) of Team Wadadli who said that he wanted another team to continue the legacy of Antiguans rowing across the Atlantic. We were contacted by a potential sponsor in May 2016 who asked us to start a team. We didn’t need much more encouragement after that happened.”

What made this Challenge so appealing to Watt, Psihoyos and Fuller is that the three men all work, play, relax and vacation on the sea. Being so intimately connected to the ocean for up to 40 to 90 days during this transatlantic row keeps this trio right in their element. Watt, a competitive swimmer as a kid who preferred fishing and snorkeling, is now one of Antigua’s most experienced and respected offshore fishermen and well known on the Caribbean tournament circuit by his team, Rum and Coke.

Psihoyos, who grew up on the island’s waters, is a chef and artisanal commercial fisherman who supplies fresh line-caught catch to Antigua’s restaurants. Fuller, who grew up in a family of Antiguan fishermen, divers and sailors, represented the island in the 1988 Summer Olympics in windsurfing



Nico Psihoyos

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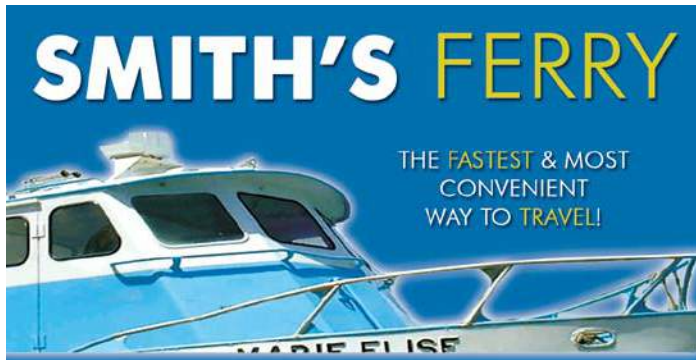
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and now owns and operates the Adventure Antigua excursion company. The Talisker Whiskey Atlantic Challenge requires a four-person team, therefore the trio asked Scott Potter to join them. Potter, a kite surfer and classmate of Fuller, is one of the most sought after personal trainers on the island.

Another unique feature of this Challenge that appealed to the team was the requirement of a donation of funds to a charity. Team Antigua's members have collaborated with an environmental awareness group and National Parks Antigua to establish a protected Marine Park just outside Nelson's Dockyard.

There's no powerboat support that follows each team on their ocean-going row. Therefore, each team member is required to take navigational, first aid and ocean rowing courses to assure self-sufficiency as much as possible.

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Just getting to the start line in La Gomera can be a test due to the logistics of planning, sponsorship, individual schedules and training. On this last point, the team has enlisted the help of elite personal trainer and past Talisker Whisky Atlantic Challenge competitor, Gus Barton, founder of Gus Barton Bespoke Fitness in the UK, who flew to Antigua. Barton created training programs tailored to improve each of the four rowers' weaknesses. In addition, the team is training on the water together at least three to four times a week ahead of the December start.



John Watt

Another pre-event need is that of acquiring a boat. More specifically, a Rannoch 45 row boat.

"This is a 24-foot long, six-foot wide self-righting boat with two cabins front and stern," says Watt. "We will have

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Just getting to the start line in La Gomera can be a test due to the logistics of planning, sponsorship, individual schedules and training.

"Our plan is to complete the race in the top five teams and to make the crossing in under 40 days. There are many variables working against us such as equipment failures, weather, currents and health, just to name a few. We understand any one of these factors will play a part during our row. However, the tough times will pass making way for the unforgettable moments," says Fuller.

For more information and to follow and support Team Antigua, visit: www.teamantiguabarbuda.com

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



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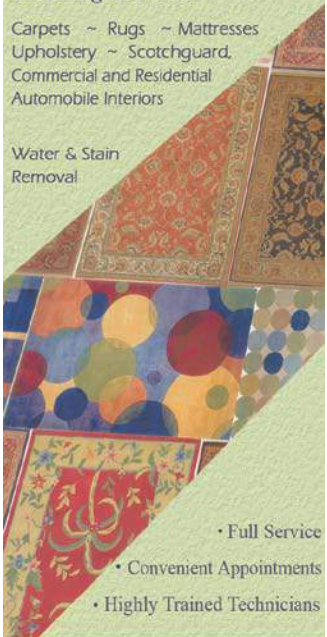
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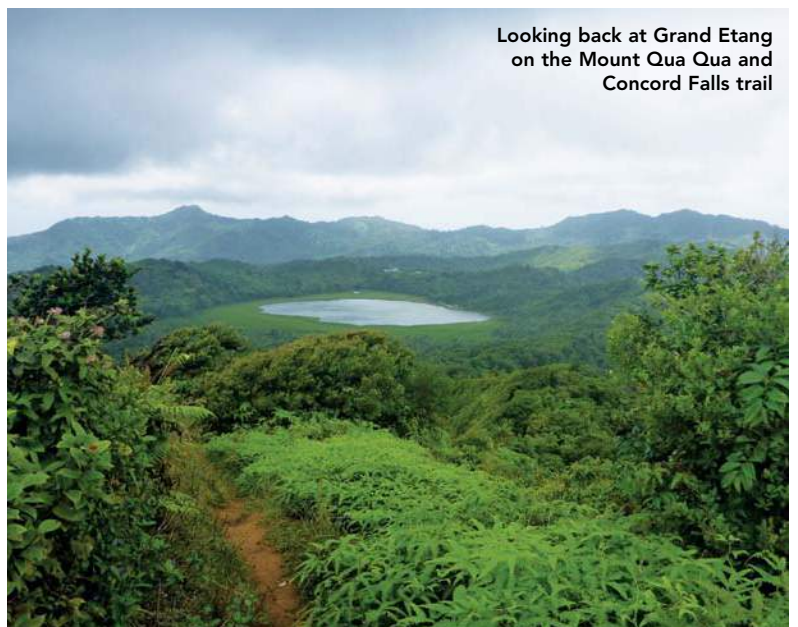
GRENADA STORY AND PHOTOS BY ROSIE BURR



Standing on top of the world at Mount Qua Qua

One great reason to love Grenada, and there are many, is the number of walking and hiking opportunities that take you through nutmeg and cocoa plantations, tropical rainforest and the mountainous interior. Grenada is literally a web of paths and trails. You can walk long sandy beaches marvelling at the crystal clear water like at gorgeous Grand Anse beach. You can hike through the shaded jungle revelling in the coolness as you escape the coastal heat or you can trek through plantations and discover why Grenada is known as the 'Island of Spice'.

While I won't go as far as to say the paths and trails are well marked there are plenty that are not so difficult to follow. One of the best places to go hiking is the Grand Etang Rain-



Looking back at Grand Etang on the Mount Qua Qua and Concord Falls trail

forest which has over 35km of recreational trails. The No 6 bus from St. George's bus terminal will take you right up to the visitors centre. Here you will find a number of vendors and guides offering their services, and if you are lucky you might get to see the Mona monkeys – especially if you bring a banana. Even on a warm day it is so much cooler in the mountains and the sky is often hazy with a layer of mist – a welcome break from the searing tropical sun. This whole area is filled with bromeliads, ferns, (including the endemic Grand Etang fern), lofty bamboos, towering mahogany and gigantic gommier trees, stunning red heliconia and wild orchids.

There are several trails in this area; from the short and easy 'Morne La Baye Lookout' (approx 10 minutes), which leads to a viewing platform looking out across the west coast to the 'Shoreline Trail' (approx 90 minutes), which follows the crater lake of the extinct volcano – though you will not see much of the lake as the trail takes you

The trail to 'Mount Qua Qua', starting on the road down to St. George's, has some breathtaking views from the mountain ridge and although hilly, the path is easy to follow. Again this can be a muddy and slippery trail and proper footwear is essential.



Out Hashing with the Hash House Harriers - a weekly event held at different locations around the island



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The Grand Etang Forest Reserve has 35km of trails – the lake is 1740ft above seas level



The Grand Etang Visitors information centre

Most of this hike down the steep west side of the island is under the tall, dark canopy of the rainforest. Even in dry season you will be wading through mud and crossing rivers following the markers tied in the trees.

through tropical rainforest. It can be exceptionally muddy around the small decaying bridges and especially so during rainy season.



The start of the Mount Qua Qua and Concord Falls trails

The trail to 'Mount Qua Qua', starting on the road down to St. George's, has some breathtaking views from the mountain ridge and although hilly, the path is easy to follow. Again this can be a muddy and slippery trail and proper footwear is essential. At the summit is a large boulder that you can climb, if you dare, and stand on what seems like the top of the world. Retrace your steps back to the visitor centre or take the 'Mount Qua Qua to Concord Falls Trail' (approx four hours), a far more challenging hike. Most of this hike down the steep west side of the island is under the tall, dark canopy of the rainforest. Even in dry season you will be wading through mud and crossing rivers following the markers tied in the trees. This is not for the faint hearted. The reward at the bottom though is worth the ef-



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The Mona monkeys at Grand Etang

An excellent resource to find hikes and trails (anywhere in the world) is Wikiloc (www.wikiloc.com) where you can find (or upload) hiking and cycling trails and other outdoor activities.

fort – a dip in the gorgeous Concord Falls. It's a further two miles down the road to the bus stop back to St George's.

Hiking options in Grenada are plentiful; pick any of Grenada's spectacular waterfalls and you will find hiking opportunities. To the north of the island is the 450 acre Levera National Reserve, an important wildlife habitat that has lush, green outer islands, stunning sandy beaches where nesting turtles lay their eggs, mangrove swamps and a 45 acre lagoon you can walk around. At the southern end of the island La Sageesse Nature Centre is another wildlife area surrounded by trails and secluded beaches.

An excellent resource to find hikes and trails (anywhere in the world) is Wikiloc (www.wikiloc.com) where you can find (or upload) hiking and cycling trails and other outdoor activities. Just type in the area or island you are in or search on the world map and you will find info on all the trails anyone

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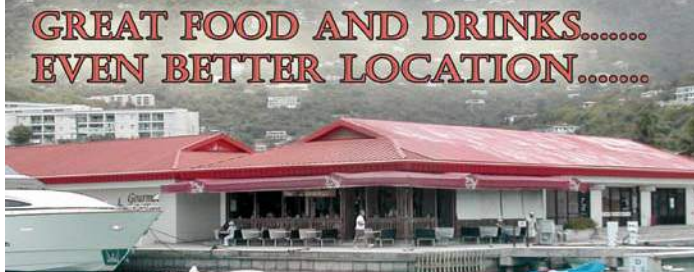
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Hiking the hills of the Grand Etang Forest Reserve

in your area has uploaded along with instructions on how to find and follow the trail and difficulty ratings.

Another option is to join one of the weekly Hash House Harrier events (www.grenadahash.com) held every Saturday afternoon at different locations around the island. Both walkers' and runners' trails are laid so no need to be super fit. The group are self-proclaimed drinkers with a running problem, so you can always guarantee a good party afterwards. This is a great way to get out and visit some of the more rural parts of the island that otherwise you wouldn't get a chance to see.

Whether you are strolling around the hillside capital of St George's with its scenic harbour and forts, walking the beaches or venturing further inland to hike the plantations and rainforest of Grenada, you will be rewarded with some of the most picturesque scenery in the Caribbean. ☺

Rosie and her husband Sim Hoggarth on yacht Wandering Star have cruised the Caribbean and North America fulltime for nine years. Visit their blog: www.yachtwanderingstar.com

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DASH WINS RACING: ARUBA INTERNATIONAL REGATTA EARNS GOLD

ARUBA BY CAROL M. BAREUTHER



Phoenix (foreground) chasing van Dortmund's Vuja De in the Racing Class

There was something for everyone at the Aruba International Regatta, held August 18 to 20 off Surfside Beach. For example, classes for the 37 entries ranged from those for large keelboats to small optimist dinghies, winds blew from a near breathless two to blustery 25 knots and entries came from as far away as the U.S., Puerto Rico and St. Maarten to the nearby fellow ABC islands of Bonaire and Curaçao. Two points stood out. First, there was an unprecedented seventh in a row overall victory for the J/35 *Dash* in the racing class. Secondly, the regatta served as a trendsetter for sustainability at Caribbean regattas.

"We only had *Dash* for six weeks when we entered the regatta, so our hopes were set on doing as well as we could without expectations," explains regatta organizer, Eric Mijts, who purchased the boat in July from Curaçao's Remco van Dortmund, who sailed his rival J/105, *Vuja De*. "Winds didn't

exceed six knots at first, so the first race was long. Winning it for us was based on balance and tactics. We also won all the other races, which gave us the win in racing class. We knew the speed potential of the *Dash*, but we were surprised how easily we managed to make the boat work optimally."

Mijts team members included veteran sailors Anita Aerts and Martin van der Velden. van Dortmund on his *Vuja De* finished second and newcomer *Vejigante*, sailed by Puerto Rico's Pedro Marcucci, placed third in racing class.

Open Class racing was equally exciting, with Aruba's Anthony Hagedorn's Ocean 505, *Moore 24*, finishing first. This proved an incredibly sweet feat considering Hagedorn, who has sailed this event for many years and on many boats like Sunfish and a Grand Soliel 43, opted to race a friend's neglected boat this year. The craft hadn't been hauled out for three

years, the mast was out of tune, and the spinnaker and main-sail were both made out of 2.7-ounce cloth heavy enough to suit a boat twice the size.

"The secret to our success was good starts and lots of patience with a rookie crew except for one, my nephew, who knows the boat and did jib and kite trimming duties," says Hagedorn. "Of the other two, one never raced and the other never sailed under spinnaker; the latter did fore deck duties. We kept it informal, gave calm instructions to the crew and made lots of funny jokes, but all the while concentrated on the business we had come to do."

Curaçao's Winfried Merkies' *Melody* and Eric Maris' *Robaina*



Unbeatable ... Eric Mijts' J/35 Dash, Racing Class winner



Beach Cats set the pace



Aat Hoek (right) and crew Theo Kock, winners of Beach Cat class

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finished second and third, respectively, in the Open Class.

Dinghy classes didn't lack for thrills either as Aat Hoek, who won the Beach Cat class with crew Theo Kock, aboard his Nacra Inter 20, can attest. In fact, racing for Hoek and Kock began with a shakedown sail from the boat's regular spot at the Fisherman's Hut on the north side of the island to the regatta's venue near Oranjestad to the south. The first day's light air racing proved challenging, yet the duo ended first in the six-boat class. The sailing wasn't as smooth for the duo on the second day.

"The winds came back with a vengeance to typical 20-plus knot Aruban conditions," Hoek tells. "Unfortunately, we pushed a bit too hard and ripped our front sail completely. That meant the end of the first race for us and a score thankfully we could drop. We had a chance to fix the boat and start again for the second race in the afternoon thanks to Theo's wife, Ageeth, who risked her life by picking up a spare jib sail on the other side of Oranjestad by motorbike and bringing it to us. That made Theo and I even more motivated to defend our first-place position and we ultimately did."

The Aruba International Regatta received gold status this year from the Newport, Rhode Island-headquartered Sailors for the Sea Clean Regattas Program and lived up to this reputation thanks to the efforts of sustainability officer, Anita Aerts, who set up a number of activities to promote responsible resource management during the event. One of these was the making of the regatta awards from reclaimed plastics and wood by the Aruban sustainability initiative Brenchie's Lab. American sailor and environmental activist Tyson Bottenus gave a talk at the awards ceremony about Sailors for the Sea's initiatives.

"The event brings together the sailors of different disciplines and from different places in the world, to celebrate sailing and friendship in a sustainable fashion," says Mijts, who with the help of Joost Horward and Anthony Hagedoorn organized the successful regatta. "Special thanks to our sponsors and valuable support of the Dutch marines, who provided safety and support at sea."

For full results, visit: aruba-regatta.com



ARUBA SAILING SCHOOL RECEIVES DONATION FROM BOAT SALE

It was a 'sell a boat to buy more boats' philosophy that led Aruban entrepreneur and amateur boat builder Rik van der Vaart to donate the US \$1500 he received from the sale of his newly-built Welsford-designed 15-foot open fishing boat, called a Seagull, to Stichting Youth Watersports Aruba (SYWA) to expand its fleet of Optimist dinghies.

"The vision behind this was that the more kids that learn how to sail a boat, the better it is for Aruba," says van der Vaart, who received assistance on the build from Yair Lichtenstein. "Aruba's nature and ocean are so beautiful and offer a great opportunity to teach kids sailing and appreciate nature even more."

Kooyman Aruba donated wood and plywood for the boat. Studio Advisory, the main sponsor of the Aruba International Regatta, contributed the rest of the needed materials such as epoxy, varnish and deck plates.



Van der Vaart and Lichtenstein began building the Seagull in August 2013 and finished in July 2017, putting an estimated 350 manhours into the job.

A symbolic 'check' was presented at a small ceremony at the SYWA school in September, with the young students and instructor in attendance.

For more information about this project, visit: www.studio-advisory.com/Seagull

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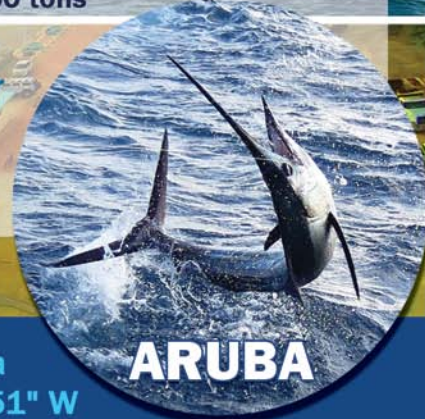
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CARIBBEAN MARINAS

All At Sea's Caribbean Marinas Guide

				Maximum Draft	Maximum Length	# of Slips	Fresh Water	Electrical Supply	Cable / Satellite TV	Diesel	Gas	Shower / WC	Laundry	Provisioning	Bar / Restaurant	Security	VHF Channel	Wireless Internet																							
Antigua	Falmouth Harbour Marina www.antigua-marina.com	268-460-6054	20'	380'	60	●		110/220/380 3 phase	●	●	●	●	●	●	●	●	68/10	●																							
Antigua	Jolly Harbour Marina www.jhmarina.com	268-462-6042	15'	200'	155	●		110/220		●	●	●	●	●	●	●	68	FREE																							
Aruba	Renaissance Marina Aruba	297-588-0260	13'	200'	50	●		110/220		●				●	●	●	16/69	●																							
Aruba	Varadero Caribe www.varaderoaruba.com	297-588-3850	8'	120'	75	●		50/30 amp				●			●	●	68	●																							
Curaçao	Barbara Beach Marina	5999-840-0080	15'	130'	6	●		380V 250A		●	●	●	●	●	●	●	67	FREE																							
Curaçao	Curaçao Marine	5999 465 8936	13'	120'	30	●		110/220/380		●		●	●	●	●	●	67	FREE																							
Curaçao	Curaçao Yacht Club www.curacaoyachtclub.com	5999-767-4627	16'	160	10			110/220 v; 50 hrz		●	●	●			●	●	68	FREE																							
Curaçao	Seru Boca	5999 560 2599	14'	150'	140	●		127/220				●	●	●	●	●	67	FREE																							
D.R.	Casa de Campo Marina	809.523.8646/ 8647	16'	250'	350	●		110/220 v to 60 hrz	●	●	●	●	●	●	●	●	68	●																							
D.R.	Marina Zar Par	809-523-5858	12'	120'	110	●		110/220 308	●	●	●	●	●	●	●	●	5	FREE																							
D.R.	Ocean World Marina	809-970-3373	12'+	250'	104	●		110/220	●	●	●	●	●	●	●	●	16/68	●																							
Grand Cayman	Barcadere Marina	345-949-3743	8'	150'	83	●		30, 50, 100 & 200 amp single phase; 100 & 200 amp 3 phase; 60hz		●	●	●	●	●	●	●	16	FREE																							
Great Exuma	The Marina at Emerald Bay	242-336-6100	14'	250'	150'	●		30 & 50 single phase; 120/208 3 phase	●	●	●	●	●	●	●	●	16	FREE																							
Green Turtle Cay	Green Turtle Club Resort and Marina	866-528-0539	6.5	120'	40	●		50/100 amp		●	●	●	●	●	●	●	16	●																							
Grenada	Clarks Court Boatyard & Marina	473-439-3939	11'	150'	20	●		110/220; 50hrz				●	●		●	●	68	FREE																							
Grenada	Grenada Marine	473-443-1667	15'	70'	4	●		110/220		●		●	●	●	●	●	16	FREE																							
Grenada	Le Phare Bleu Marina	473-444-2400	15'	120'	60	●		110/220/480		●	●	●	●	●	●	●	16	FREE																							
Grenada	Port Louis Marina	473-435-7431	14.76'	90m	170	●		110/208/220/230/240/400/480/630V	●			●	●	●	●	●	14	FREE																							
Grenada	Prickly Bay Marina	473-439-5265	17'	200'	10	●		110/220/308		●	●	●	●	●	●	●	16	●																							
Guadeloupe	Marina Bas-du-Fort	590 590 936 620	15.5'	210'	1,100	●		110/220/380		●	●	●	●	●	●	●	9	FREE																							
Jamaica	Errol Flynn Marina & Shipyard	876-715-6044	32'	600'	33	●		110/220/480 1&3PH 50/60HZ	Cable	●	●	●	●	●	●	●	16/9	FREE																							
Jost Van Dyke	North Latitude Marina	284-440-4322 284-495-9930	12'	50'	N/A	●		N/A		●	●		●			16																									
Panama	Bocas Marina www.bocasmarina.com	507-757-9800	20'	150'	83	●		110 -220v		●		●	●	●	●	●	68	FREE																							
Panama	Red Frog Beach Marina redfrogbeach.com an IGY destination™	+507 6726-4500	20'	300'	84	●		50 Amp 110/220V 60 Hz, 100 Amp 220V 60 Hz, 200 Amp 480V 60 Hz 3-phase		●	●	●	●	●	●	●	68	●																							
Puerto Rico	Club Nautico de San Juan	787-722-0177	31'	250'	121	●		120/240		●	●	●	●	●	●	●	16/10 68	●																							
Puerto Rico	Marina Pescaderia	787-717-3638	8'	65'	97	●		110/220		●	●	●	●	●	●	●	16/68	●																							
Puerto Rico	Ponce Yacht & Fishing Club	787-842-9003	20'	150'	169	●		110/220V, 30A, 50A and 100A		●	●	●	●	●	●	●	68	FREE																							
Puerto Rico	Puerto Del Rey Marina	787-860-1000	15'	260'	1,000	●		120/208V single & 3 phase; 30, 50, 100 & 200 amps; 60 Hz	Cable	●	●	●	●	●	●	●	16/71	FREE																							
Puerto Rico	Sunbay Marina	787-863-0313	12'	75'	287	●		110/220	Cable	●	●	●	●	●	●	●	16/12	●																							
St. Croix	Green Cay Marina at Tamarind Reef Resort	340-718-1453	8'	100'	154	●		110/220V - 30A, 50A, 200A	●	●	●	●	●	●	●	●	16	FREE																							
St. Croix	St. Croix Marine	340-773-0289	11'	150'	44	●		110/220	●	●	●	●	●	●	●	●	16/18																								

			Maximum Draft	Maximum Length	# of Slips	Fresh Water	Electrical Supply	Cable / Satellite TV	Diesel	Gas	Shower / WC	Laundry	Provisioning	Bar / Restaurant	Security	VHF Channel	Wireless Internet
St. Lucia	Rodney Bay Marina www.igy-rodneymarina.com an IGY destination™	758-572-7200	14'	285'	253	●	120V- 480V, 30/50/100/ 125/200 amps at 60 Hz, 240V- 440V, 32/63/125 & 200 amps at 50Hz	●	●	●	●	●	●	●	●	16	FREE
St. Lucia	The Marina at Marigot Bay	758-451-4275	16'	250'	40	●	110/220/380, 50/60 Hz	Cable	●	●	●	●	●	●	●	16/12	●
St. Maarten	Bobby's Marina www.bobbysmarina.com	721-542-2366	12'	130'	80	●	110/220V		●	●	●					16/69	●
St. Maarten	Island Water World Marina	599-544-5310	8'	90'	54	●	Available	Cable	●	●	●					74	FREE
St. Maarten	Lagoon Marina Cole Bay Waterfront	599-544-2611	9'	100'	45	●	110/220	●			●	●	●	●	●	16	FREE
St. Maarten	Simpson Bay Marina www.igy-simpsonbay.com an IGY destination™	721-544-2309	13'	196'	114	●	480V 3-phase 100 amps/ leg; 220V 3-phase 100 amps/leg; 220V 50 amps; 110V 30 amps 60hz	●	●	●	●	●	●	●	●	16/ 79A	FREE
St. Maarten	The Yacht Club at Isle de Sol www.igy-isledesol.com an IGY destination™	721 544 2408	18'	320'	45	●	480V 3-phase 100 amps/ leg; 220V 3- & single- phase; 100 amps/leg; 220V 50 amps 60hz	●	●	●	●	●	●	●	●	16/ 78A	FREE
St. Martin	Captain Oliver's	590-590-87- 33-47	10'	150'	160	●	110/240		●	●	●	●	●	●	●	16/67	
St. Thomas	American Yacht Harbor www.igy-americanyacht harbor.com an IGY destination™	340-775-6454	10'	110'	134	●	120/208Y/240 VAC 30 to 100 amps, 60 Hz	Cable	●	●	●	●	●	●	●	16/6	FREE
St. Thomas	Crown Bay Marina www.crownbay.com	340-774-2255	24'	200'	99	●	30, 50, 100amp 120v, 208v, 220v, 480v	Cable	●	●	●	●	●	●	●	11	FREE
St. Thomas	Yacht Haven Grande www.igy-yachthaven grande.com an IGY destination™	340-774-9500	18'	656'	48	●	120/208Y/240/480Y VAC 50 to 600 amps, 60 Hz Ability to hard wire	Cable	●	●	●	●	●	●	●	16/10	FREE
Tortola, BVI	Nanny Cay Marina	284-494-2512	12'	125'	200	●	110/220		●	●	●	●	●	●	●	16	●
Tortola, BVI	Soper's Hole	284-495-4589	25'	170'	50	●	110/240	Cable	●	●	●	●	●	●	●	16	Cafe
Tortola, BVI	Village Cay Marina	284-494-2771	12'	200'	106	●	110/220/308	Cable	●	●	●	●	●	●	●	16/71	FREE
Trinidad	Power Boats Ltd	868-634-4346	13'	65'	40	●	115/220		●	●	●	●	●	●	●	72	●
Turks & Caicos	Blue Haven Marina & Resort www.bluehaventci.com an IGY destination™	+649-946-9910	8.5'	220'	78	●	30/50/100 amp, 3 phase, up to 480V	Cable	●	●	●	●	●	●	●	16	FREE
Turks & Caicos	Caicos Marina & Shipyard www.caicosmarina.com	649-946-5600 649-232-1905	9'	150'	100+	●	30/50/100 amp		●	●	●					16	FREE
Virgin Gorda	Virgin Gorda Yacht Harbour	284-495-5500	10'	180'	94	●	110/220		●	●	●	●	●	●	●	16/11	●
Colombia	Marina Santa Marta www.marinasantamarta.com an IGY destination™	+574363601	11.5'	132'	256	●	110/220V, 60hz		●	●	●	●	●	●	●	16/72	FREE

OUTSIDE OF CARIBBEAN:

Boston, MA	Boston Yacht Haven	617-367-5050	22'	300'	100	●	480V, 100 and 200 amps; 240V single-phase; 208V 3-phase, 100 amps; 240V, 50 amps; 120V, 30 amps	Cable	●	●	●	●	●	●	●	09/16	FREE
Cabo San Lucas, Mexico	Marina Cabo San Lucas www.igy-cabosanlucas.com an IGY destination™	+52 624 173 9140	26'	350'	380	●	110V 30 amps; 220V 50 amps; 100 amp 3-phase, 480V 150 3-phase		●	●	●	●	●	●	●	88A	FREE
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 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	Clarks Court Boatyard & Marina	12° 00.6' N	061° 44.0' W	473-439-3939	11'	150'	37'	0	110/220; 50Hz	7:30am-4:30pm	242	•	•	•	•	•	•	•
Grenada	Grenada Marine	12° 01:20	61° 40:42	00-1-473-443-1667	12'	75'	31.5'	0	110/220	8-5, M-F; 8-12, Sat	70	•	•	•	•	•	•	•
Grenada	Spice Island Marine Services	12.041 N	61.45 W	473-444-4257	12'	70'	25.4'	0	110/220	8-4 M-F	70	•	•	•	•	•	•	•
Panama	Bocas Yacht Services	09° 17.3' N	082° 23.06 W	507-6619-5601	10'	65'	20'	no limit	120/220	7:30-3:30pm	60	•	•	•	•	•	•	•
Puerto Rico	Varadero @ Palmas	18 04' 37" N	65 47' 57" W	787-656-9211	11'	110'	26'	no limit	50/30 amp	8-5, 7days	110	•	•	•	•	•	•	•
Puerto Rico	Puerto Del Rey Marina	18° 17.3 N	65° 38 W	787-860-1000	15'	150'	33	no limit	120/208V single & 3 phase; 30, 50, 100 & 200 amps; 60 Hz	8am-5pm	155	•	•	•	•	•	•	•
Sint Maarten	Megayard	18°02' 13.24 N	63°05' 08.52 W	1-721-5444-060	12'	200'	33'	12'	110/220	8-5 M-F	150	•	•	•	•	•	•	•
St. Lucia	Rodney Bay Marina 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	Moore's Marine Yacht Center	252-504-7060	10'	130'	30'		no limit	30/50/100 Amp	8-4 M-F	50/75/200 ton travelift	●	●	●	●	●	●	●	●
Beaufort	NC	True World Marine	252-728-2541	6'	100'	20'		no limit	30/50 Amp	8-5 M-F	75 tons	●	●	●	●	●	●	●	●
Thunderbolt	GA	Thunderbolt Marine Inc.	912-352-4931	14'	180'	36'		no limit	30/50/100 single and 3 phase	24x7	150 ton travelift/ 1150 ton Syncrolift	●	●	●	●	●	●	●	●
Jacksonville	FL	Huckins Yacht Corp. www.waterwayguide.com/featured-marina/huckins-yacht-corp	904-389-1125	6'	80'	21'			30/50 Amp	7am-4pm	44 ton/ 77 ton	●	●	●	●	●	●	●	●
Fort Lauderdale	FL	Cable Marine (1517 SE 16 St Location)	954-462-2822	6'	60'	16.5'	25'		110/240	8-4:30	40 ton	●	●	●	●	●	●	●	●
Fort Lauderdale	FL	Cable Marine (2491 W State Rd 84 Location)	954-587-4000	9'	120'	22'		no limit	120/50/100 Amp	24/7	100 straddle crane	●	●	●	●	●	●	●	●
St. Petersburg	FL	Progressive Marine Service/Boat Yard	727-822-2886	10'	100'	26'		no limit	50 Amp	8-4:30 M-F; Sa-Su by app't.	40/94 ton travelift	●	●	●	●	●	●	●	●
St. Petersburg	FL	Maximo Marina & Boatyard www.igy-maximomarina.com/boatyard an IGY destination™	727-867-1102	8'	62'	18'		no limit	Outboard, I/O, Inboard	8am M-F	50 ton travelift	●	●	●	●	●	●	●	●
Gulf Shores	AL	Saunders Yachtworks	251-981-3700	10'	130'	28'	74'		30/50/100 Amp 3 phase	24x7	165 ton travelift	●	●	●	●	●	●	●	●
Mobile	AL	Dog River Marina	251-471-5449	8'	85'	22.5'	75'		30/50/100 Amp 3 phase	24x7	70 ton travelift	●	●	●	●	●	●	●	●
Orange Beach	AL	Saunders Yachtworks	251-981-3700	6'	85'	21.5'	no limit		30/50 Amp	7-5 M-F/ Sa-Su by app't.	60 ton travelift	●	●	●	●	●	●	●	●

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



1
GRAND CAYMAN, CAYMAN ISLANDS. This exquisite 4BR/4BA home with separate 1BR/1BA guest house offers unparalleled views from practically every room. With over 380 ft. of continuous water frontage on the canal and lagoon and situated on a quiet cul-de-sac, this home offers serenity and privacy. The adjacent lot included with the sale or can be sold separately. Price: US \$3,600,000
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www.coldwellbankercayman.com
Office: (345) 945-4411 | Cell: (345) 916-0015



2
CAP CANA, DOMINICAN REPUBLIC. Minutes away from Playa Juanillo and the Marina, 7MARES features 7 different, 1-, 2-, 3-bedroom units, plus two penthouse apartments with up to 7 BR. Property includes a fully equipped gym, spa, three swimming pools, function rooms, 24-hour security, receptionists, concierge and valet parking. Price: US \$336,000 to \$3,800,000
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Cell: (809) 669-3087



PALM CITY, FLORIDA, USA

Key West Style ocean access home in Lighthouse Point. A 75 ft. dock with 30 amp twin service should accommodate your vessels. 4000 sq.ft. under roof includes 3/2/2 with potential for expanding, vaulted ceilings open to the outdoors in two directions. Bonus is a 435 sq. ft. all-purpose loft, a 26 ft. Master Bedroom & a marble-steam shower. Kitchen includes wood cabinets with Bosch S/S. Tasteful appointments throughout. **Offered at US \$655,000.**

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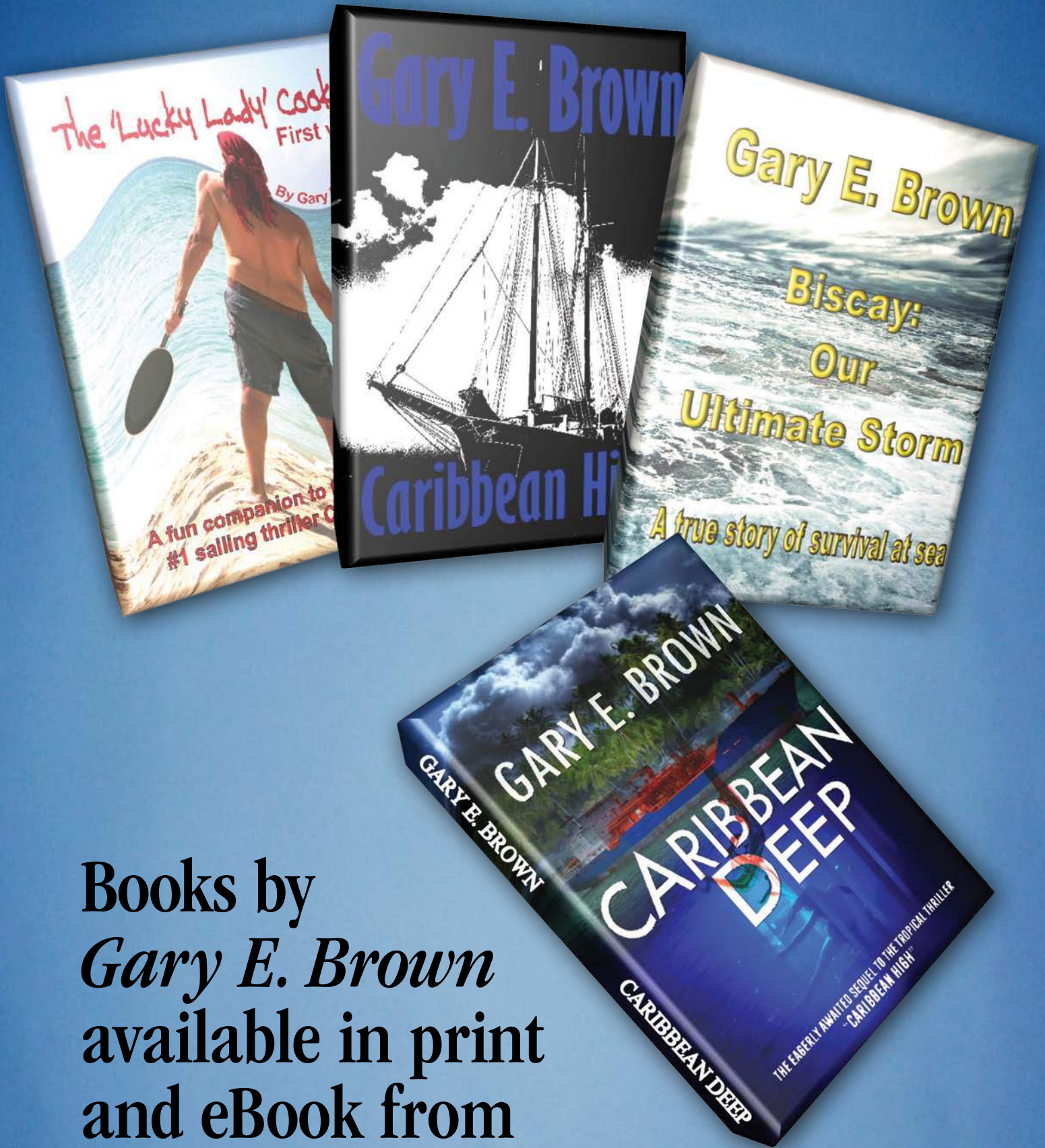
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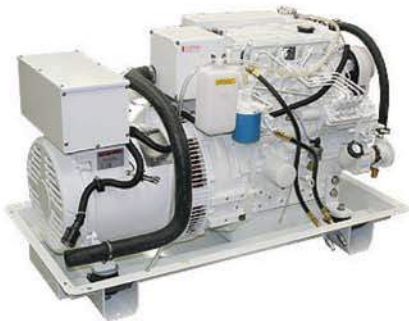
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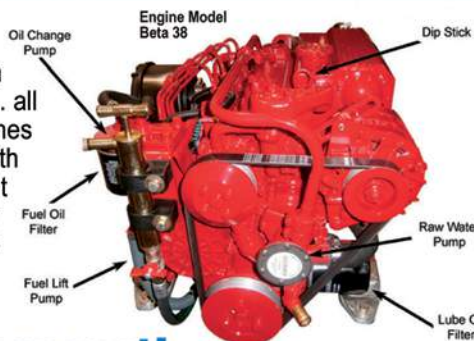
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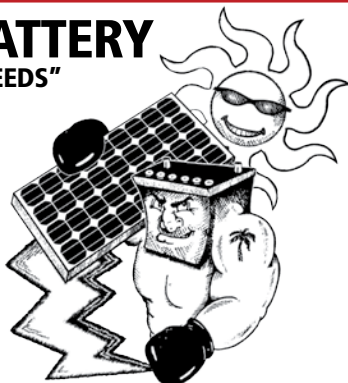
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Freshly picked fruits and vegetables are exposed to a lot of light and different temperatures during their journey from farm to table via the grocery store and they lose some of their nutrition.

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Frozen fruits and vegetables are picked at their peak and frozen immediately, so they are often more nutritious than fresh produce. Also they can save you time and money, less waste.

SUCCOTASH

Prep time: 15 minutes. Cooking time: 15 minutes. Serves: 4 - 6

4 tbsp vegetable oil	2 squash, chopped
½ onion, chopped	12 plum tomatoes, sliced in half and sprinkled with sea salt
1 red bell pepper, seeded and chopped	4 ears fresh corn kernels, cut from the cob or frozen and thawed
1 12oz pkg frozen edamame (green soybeans) thawed	Salt and pepper to taste
2 zucchinis, chopped	
GARNISH: Basil leaves and dill	

Heat oil in a large skillet (I like to use cast iron) add onions and sauté for a minute Add red peppers and edamames. Then add zucchinis and squash. Cook a little more, add butter, corn and tomatoes. Season with freshly ground pepper and sea salt. For the last few minutes, lay some basil leaves and dill on top.

Tip: Can be used as a starter, a side dish and I sometimes use it as a main dish and place it over rice or quinoa.

SHALLOT QUINOA

Prep time: 10 minutes. Cooking time: 20 minutes. Serves: 4-6

MIRPOIX:

1 clove of garlic, peeled and sliced	Red pepper flakes (to taste)
2 green onions, chop and separate white and green	Pink Himalayan salt and freshly ground pepper to taste
1/2 shallot, peeled and thinly sliced	1 cup of quinoa, (mixed colors) rinsed
Salt and pepper	2 cups of vegetable broth
1-1/2 tsp red wine vinegar	1 tbsp olive oil

Heat the olive oil in a small heavy-bottomed pot on medium heat.



Add the 'Mirpoix' (garlic, white bottoms of green onion and shallot), and sprinkle with bit of salt and pepper. Cook until the onions are soft. Add vinegar and stir and let reduce for about a minute. Add the quinoa. Stir to toast. Add broth, increase heat to high. Stir, bring to a boil. Reduce heat to low. Cover and simmer for 12-15 minutes, or until tender. Remove from heat and let sit 5 minutes. Remove lid, stir in green onion tops. Season with salt and pepper to taste.

PROTEIN PACKED DARK CHOCOLATE DELIGHT

Prep time: 5 minutes. Cooking time: 5 minutes

Chilling time: 15 minutes. Serves: 4

7oz good quality dark chocolate (like Green + black's 70% bars), roughly chopped	2 tbsp sliced almonds
	2 tbsp unsweetened coconut flakes
	1 tsp Maldon sea salt

Line a sheet pan with parchment paper, set aside. Bring small pot of water to a boil, lower the heat to a simmer. Put the chocolate in a glass bowl and set over water. Stir chocolate until completely melted. Immediately pour it onto the prepared pan. Evenly sprinkle the almonds, coconut, and salt over the chocolate. Put pan in freezer until chocolate sets, about 15 minutes. Break chocolate into pieces and eat immediately. If any left over, store in an airtight container in refrigerator.

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