

**NYYC/CCA Cruise-in-Company**  
**Antigua**  
**March 9 to 16, 2024**

## WELCOME TO ANTIGUA!

It has long been the custom of both the New York Yacht Club and the Cruising Club of America to plan cruises in the Caribbean in early spring in order to escape Jack Frost up north, while also refreshing seagoing skills for another summer of sailing.

So why not have these two clubs cross burgees and plan to cruise together? The idea was met with enthusiastic approval by the commodores of both clubs. So here we are!

As it happened, the CCA had already put on their schedule a two-week jaunt, around Antigua to start, then on to Guadeloupe. The NYYC annual cruising schedule did not have the flexibility for the second week, so the cruise around Antigua became the focus for the joint cruise of the two clubs. Of the 24 yachts participating in the Antigua cruise, 12 will be skippered by joint members of both clubs, with four CCA-only, and eight NYYC-only in the group.

The yacht charter scene in Antigua is made more complex by the existence of two major bareboat charter companies, Moorings-Sunsail in English Harbour and Dream in Jolly Harbour. To help navigate through those issues, Hope Swift Yacht Charters was engaged to manage the local bareboat and crewed charters. This has resulted in a fleet of 14 bareboats, two crewed charters and nine privately-owned yachts.

Antigua's cruising grounds are so rich, the options for nightly stops are almost overwhelming. So the decision was made to have formal events to start and end the week, with a beach reception in between. We expect most boats will circumnavigate the island clockwise, though some boats may wish to sail up to Barbuda or spend more time cruising locally around the southeast coast from English Harbour. However, daily stops have been planned for those who wish to cruise truly in company, affording the opportunity for inter-yacht visiting and making joint expeditions ashore.

Antigua is an intensely yachting-friendly island, both with weather and shore facilities. Old Antigua hands will revel in being back there, and we are sure that those sailing Antigua waters for the first time will understand why this area is so very popular with yachtsmen.

Wishing everyone a safe and fun cruise!

Nick Brown, CCA  
Doug Renfield-Miller, NYYC

## GENERAL INFORMATION

### **Cruising Guide**

Though the *Cruising Guide to the Southern Leeward Islands* by Chris Doyle is no longer in print, a copy is on each Moorings charter boat. It does exist in electronic form. Yachts chartered through Hope Swift may also have a link to the electronic version. Other yachts can download this important guide for a price at <https://cruisingguides.gumroad.com/l/southernleewards/SYC2efqj4>.

*All captains are urged to download in advance the relevant Navionics charts on their phone and/or iPads.*

### **Reminders**

- You will clear Immigration at the airport on arrival. For yachts that do not leave Antiguan waters, you (blessedly!) will not be involved with Customs. Instructions for those sailing on to Guadeloupe are given separately below.
- The local currency is the EC (Eastern Caribbean) dollar. Though the exchange rate varies, 1 US dollar is roughly 2.7 EC dollars. However, taxis and other vendors often quote in and accept US dollars.
- Tipping is similar to the U.S. where it is not usually added to a restaurant bill. 10% is normal.
- Voltage ashore is either 220 or 110 volts, 60 hz.
- Weather is in the range of 76 to 80 degrees Fahrenheit by day and a bit cooler at night.
- A perpetual issue is whether to leave deck hatches open at night. Often a rain squall comes through, so, it depends how deep a sleeper you are, whether you open them when turning in!
- Water from dockside taps is normally safe to drink.
- The buoyage system is as in the US: Red Right Returning.
- Weather: The most reliable forecasts come from using one's own computer weather app, like PredictWind or Windy. Weather information will also be included in the morning. 0830 general announcements will be made on VHF Channel 72.
- Sea safety: When snorkeling for any distance, tow a dive buoy; getting run over is a serious threat. Avoid the black spiny sea urchin. Be VERY conscious of sunburn on winter skin; wear long sleeves and broad brimmed hats, and don't forget sunscreen!
- Cell phone coverage is quite good near the coast but can be spotty inland which can be an issue for navigating with cell phone GPS in a rental car. Be sure that you have subscribed to an international calling plan to avoid high roaming charges.

### **Environment**

Though the harbors are not closed like in Edgartown and have some tidal scouring, pollution from yacht trash is a real problem, and all the more so when there is a fleet of boats in the same anchorage. There are ample garbage disposal sites ashore, including at marinas for clients. Yachts at anchor in Falmouth Harbour should take their garbage to the Port Authority dock. Yachts moored in English Harbour can take garbage to the dumpster near the bakery. There are no facilities for garbage collection ashore in Barbuda or other anchorages, so do make sure that you have a large supply of garbage bags. And of course, never throw plastic overboard, lest it harm sea life. Also, never anchor on living coral, and watch that your anchor chain does not pass over a coral head.

## **Emergencies**

A list of doctors and other medically trained personnel aboard yachts in the cruise group will be published at the start of the cruise.

Antigua has an emergency volunteer organization, ABSAR (*Antigua Barbuda Search & Rescue*). They can be contacted at +1 268-562-1234 for emergencies. Compared with some locales where we cruise, Antigua is well provided on the medical front. Mount St. John's Medical Center is quite modern and broad-scoped. Participating yachts are encouraged to guard VHF 72 when underway in order to make prompt reporting of any possible emergency involving boat or crew.

## **Dress Code**

The dress code is casual Caribbean attire throughout the cruise, including the opening and closing events. Apparel with a club logo is always appreciated.

## **Provisioning**

There are large supermarkets close to both charter bases.

- For English & Falmouth Harbours, Covent Garden, outside the Dockyard gate, is recommended, and it is also accessible by dinghy. Crab Hole Liquors at quayside has all the bottled goods you might want. Also, check out the Dockyard Bakery, a tradition.
- For Jolly Harbour, visit the Epicurean, which rivals major U.S. supermarkets.
- There is also the main Epicurean market & pharmacy at Friars Hill, St. John's, near the airport. This is a 30 to 40-minute taxi ride from Falmouth but worth it if provisioning for the week.
- Opening hours for markets are 0800 to 2100 every day.
- Sarah Sebastian ([sarah@nicholsoncharters.com](mailto:sarah@nicholsoncharters.com) or cell +1 268-720-6750) of Nicholson Yacht Charter & Services has agreed to do provisioning for our yachts if requested. Contact her for more information, including fees, availability, etc.

## **English Harbour vs. Falmouth Harbour**

Though they are close together with a short walk between them, their characters are quite different. **English Harbour** has retained many of the hallmarks of the HM Dockyard of Admiral Nelson's day and is classified as a World Heritage Site. Yachts large and small are moored stern-to along its seawall, as are the yachts from the Moorings charter base. There also is a (quite crowded) anchorage in the same port off Galleon Beach. The Copper & Lumber hotel and restaurant are iconic Colonial British, and the renowned Admiral's Inn sets the standard for the whole island.

**Falmouth Harbour** has three marinas. The piers just below the Antigua Yacht Club are where to seek an alongside berth with its mix of yachts of all sizes. The large mega yacht marina is just east of the Antigua Yacht Club marina and is great for high-end boat watching. At the north end of the harbor is the Catamaran (Cat) Club marina (VHF 68). There are also moorings for rent in the large outer harbor. Call Falmouth Moorings on VHF 68 or +1 268-464-3164. This large harbor is truly a yacht haven as regards to technical support (including locals who will pick up your laundry in the morning and deliver it back the same day). Restaurants line the roadway connecting the two harbors. A separate sheet of restaurant recommendations will be distributed at the Cruise start.



### **Antigua Clearing and Crew Procedures for Those Continuing to Guadeloupe**

Vessels departing Antigua must officially clear out and leave within 24 hours. Moorings/Sunsail will clear boats chartered from them at no cost. All Mooring/Sunsail charterers continuing to Guadeloupe will be emailed a form to fill out to facilitate the clearing process. For other boats, local agent Afsaneh Franklin at Nicholson Yacht Charters can provide clearing services. Nicholson charges, but costs are substantial. Those wishing to use their services should contact Afsaneh at [yachts@nicholsoncharters.com](mailto:yachts@nicholsoncharters.com), +1 268-460-1530, or WhatsApp +1 268-722-4546. Boats using Moorings/Sunsail or Nicholson will need to provide the passports of *everyone* aboard so that they can take them to Customs and Immigration to be stamped. Boats also must be anchored or moored in either Falmouth/Jolly Harbour or English Harbour at the time they are cleared.

***On any form, Captains should register others aboard as crew, not passengers!***

Antigua's legal ports of entry include:

- Deep Water Harbour
- English Harbour
- Jolly Harbour
- Heritage Quay
- Crabbs Peninsula
- Barbuda

English Harbour will generally be the most convenient for boats continuing on to Guadeloupe.

Every passenger who has been in Antigua and Barbuda for more than 24 hours and is departing that country via a pleasure craft must pay the Embarkation Sea Port Tax of \$75 EC, equivalent to \$30 USD, to the Comptroller of Customs.

**Note:** Crew members/guests arriving by air and continuing aboard to Guadeloupe or another foreign destination must have a signed copy of a letter from the yacht's captain or local agent *in lieu* of a return airline ticket. This information must be presented before or at the time of arrival at the airport.

### **Flag Etiquette**

As this is a joint cruise-in-company, each participating yacht should follow the flag display prescriptions of the club whose burgee she is flying. Captains who are members of both clubs may alternate the burgee they choose to fly from day to day. Yachts captained by a member of both clubs that are able to fly a burgee from the masthead may elect to fly the Member Aboard flag of the other club from a spreader not occupied by the Antiguan courtesy flag. It is not appropriate, however, to fly simultaneously Member Aboard flags of different clubs.

As a reminder, the following prescriptions apply equally to both clubs:

- The ensign representing the country in which a yacht is registered shall be flown from the stern staff from 0800 until sunset daily. If the crew of a yacht leaves before sunset, her colors are struck when the crew leaves.
- Yachts registered in countries other than Antigua shall fly the Antigua courtesy flag from the starboard spreader, and it may be flown around the clock. The Quebec (quarantine)

flag is the *only* flag that should be flown beneath the courtesy flag (and then only until Customs & Immigration is cleared), as a matter of courtesy to the host nation.

- Optimally, the club burgee is flown from the main truck if possible. Some yachts, and especially bareboat charters, do not have that capability. In that case, the club's member aboard flag is flown from a spreader. It would be flown from the starboard spreader if not otherwise occupied with the courtesy flag; but if it is, then it would be flown from the port spreader.
- *NOTE: The written protocols of both clubs explicitly prohibit flying the **burgee** from a spreader. The CCA Member Aboard flag is approved for display during this joint event.*

## ITINERARY

Old Salt reminder: Navigate **visually** in and out of small harbors, and do it with sun high. Chart plotter data for Antigua can be inaccurate.

### Saturday, March 9: Pick up chartered yachts

The charter base for Moorings/Sunsail is in English Harbour along the NE shore of Nelson's Dockyard, right after the Admiral's Inn. On entering the Dockyard, ask your taxi to circle to the left, passing the longboat shed on your right. The Dream Charter base is on the northern side of the Jolly Harbour Marina. Both bases are close to supermarkets for provisioning.

### Sunday, March 10

Dream charterers need to make their way down to the Falmouth/English Harbour area, a 9-mile transit. They will have several options for that night. Despite the fire at the Antigua Yacht Club (AYC) in Falmouth, their docks remain in service. The AYC also has 20 moorings. Those seeking a mooring should hail the AYC Marina on VHF 68 when coming into the harbor. Someone from the AYC should come out and show you a mooring and help with lines. There is also plenty of room to anchor; a desirable anchorage is just off Pigeon Beach and another is south of the channel heading to the Cat Club.

The larger yachts are berthed alongside in the new Falmouth Marina, but that is not a recommended option for our fleet.

It is an easy walk from the AYC marina to Nelson's Dockyard, with several shops and restaurants enroute. If a Jolly Harbour or private yacht prefers to go to English Harbour, berthing alongside is stern to the quay. Call Nelson's Dockyard Marina on VHF Chl. 68 for an assignment. Yachts may anchor near the entrance to English Harbour in Galleons Bay, but it can be crowded. Another option is an anchorage right off the Boom resort, opposite the Moorings/Sunsail charter base. Moorings/Sunsail charters will already be pierside in the Dockyard.



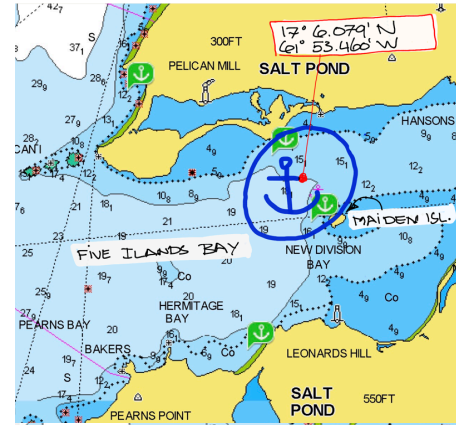
1830 to 2030 – Opening Reception at the Boom Restaurant, located overlooking the northern arm of English Harbour (see red dot on map). It is accessible by dinghy from yachts in English Harbour. Also, the Admiral's Inn has a skiff that crosses over to Boom. It is a 15-minute walk from the AYC marina, and taxis are usually available there.

*Dress code is Caribbean attire.*

**Registration and Captain's briefing.** There will be a table at the entrance to Boom where captains should check in upon arrival, pick up name tags, a swag bag and their printed copy of the Cruise Book. After everyone is checked in and has grabbed a drink, captains will gather for a short briefing to provide any last minute updates and answer questions.

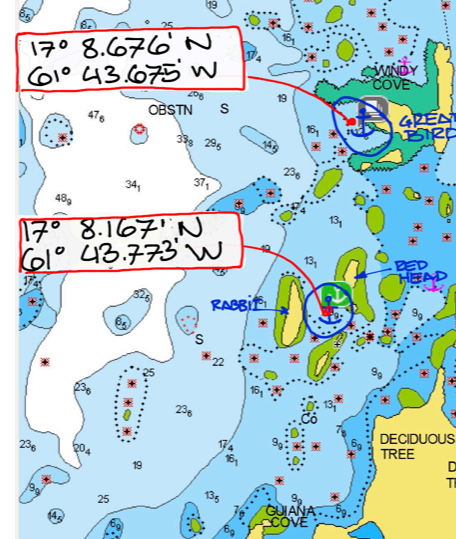
Monday, March 11

0830 – General announcements on VHF channel 72  
Sail to Five Islands Bay (called Hermitage Bay on Navionics charts), just north of Jolly Harbour. 10 nautical miles (NM). The passage inshore of Cade’s and Middle Reefs is quite feasible. Suggested anchorage is in the vicinity of Maiden Island, as it will give best protection if a northerly swell is running. Inter-yacht visiting is encouraged, and arrangements will be made for a rum keg aboard a yacht yet to be announced.



Tuesday, March 12

0830 – General announcements on VHF Chl 72  
Sail to North Sound. Sail around St. John’s through the Northwest (Boon) Channel to enter North Sound. 12 NM. Proceed to the eastern side of the Sound. Suggested anchorages are between Rabbit and Redhead Islands and also off Great Bird Island. Hiking, snorkeling and beach going is available in these areas. However, another option is to anchor on the east side of Maiden Island and take a dinghy ashore to the Shell Beach Marina where taxis are available to shop for supplies.



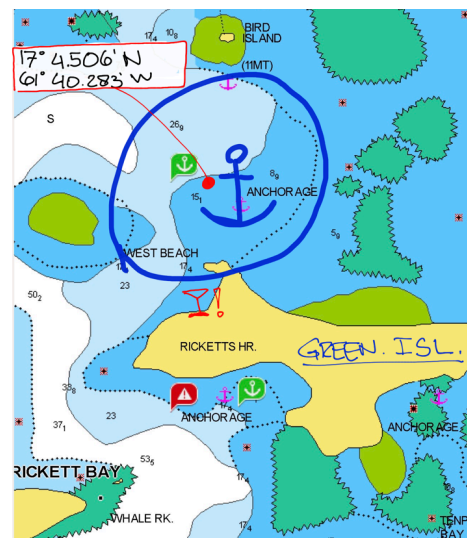
Wednesday, March 13

0830 – General announcements on VHF Chl 72  
A very informal beach gathering at noon is planned on the Great Bird Island beach. There will be a bonfire to grill on with BYO provisions. This is a great area for paddle boarding and snorkeling. Other beach games can be organized... Also, some interesting little caves and a dinghy lagoon are on Hell’s Gate Island nearby.

Thursday, March 14

0830 – General announcements on VHF Chl 72  
Sail to Green island, Nonesuch Bay. 8 NM. The exit from North Sound to the NE via Bird Island Channel is tricky.

1100 – A local boat will lead a procession out through the channel. The passage needs to be done in the late morning in good light. However, as the day’s distance is quite short, some captains may elect to retrace the entry to North Sound and sail around the reefs to the north of St. John’s.





Entry to Nonesuch Bay *must* be via the passage to the south of Green island.  
Anchor between West Beach on the NW corner of Green Island and Bird Island.

1700 – 1900 Cocktail reception and beach dancing at [The Reef](#) on West Beach, Green Island.  
There is an additional \$120 per person charge for this event and you must sign up via [Jotform](#).

*Dress code is Caribbean attire.*

Friday, March 15

0830 – General announcements on VHF channel 72

Sail to Carlisle Bay, 13 NM. Anchor anywhere in good water.

1800 – Closing dinner at the Carlisle Bay Resort in its open-air pavilion.

*Dress code is Caribbean attire.*

The dinghy dock is to the east of the hotel, around 250 yards down the beach. There is a path to follow.

Saturday, March 16

Return charter yachts.

Others sail to Guadeloupe. (See note above about official country check-out.)

NOTE: *Special thanks to Richard Archer and Heather McHutchison for their local knowledge input to this itinerary.*

## BOATS/PARTICIPANTS

CCA Commodore Jay Gowell*	Elizabeth Gowell Steve James Karyn James Ernie Godshalk Ann Noble-Kiley	NYYC/CCA	<i>Sunsail 46</i>
CCA Vice Commodore Chace Anderson*	Josie Anderson Nick Orem Phyllis Orem	NYYC/CCA	<i>Moorings 45.3</i>
NYYC Cruising Committee Chair Steve Landis	Cynthia Landis Stephen Bailey Pipa Bailey Daniel Costin Tara Deal	NYYC/CCA	<i>Sunsail 454L</i>
CCA Event Chair Captain Nicholas Brown	Heather McHutchison Carol Archer Richard Archer	NYYC/CCA	<i>Moorings 46.3</i>
NYYC Event Chair Doug Renfield-Miller	Jean Renfield-Miller Lori Leveen Steve Leveen Gabby Palitz Michael Palitz	NYYC	<i>OKEANA Bali 49</i>
Captain Schuyler Benson*	Jennifer Benson David Houck Carolyn Houck	NYYC	<i>FETCH 62'</i>
Captain Jonathan Burt	Alden Burt Katy Burt Ann Flaherty Charles Flaherty William Flaherty	CCA	<i>Sunsail 44</i>

Captain Nancy Cook*	Captain Mark Lenci Cindy Crofts-Wisch John Devlin Susan Devlin Anne Kolker Beverly Lenci Jeffrey Wisch	NYYC/CCA	<i>Moorings 4500 cat</i>
Captain Pieter de Zwart*	Joanna Miller–de Zwart Cynthia Whalen Richard York	NYYC/CCA	<i>Moorings 46.3</i>
Captain Robert Eichler*	John Berg Christine Connors-Meland Glenn Fuller Rob Roth	NYYC	<i>ALTAIR 96' S&amp;S Sloop</i>
Captain Mark Ellman	Deanna Pollizi Jill Serling Robert Serling	NYYC	<i>Moorings 42.3</i>
Captain Eric Feigel	Chris Bolte Allen Hudson John Murray Christina O'Neill Sheryl Ann Yamuder	NYYC	<i>Lagoon 450</i>
Captain John Folk*	Steven Director Carolyn Folk Leslie Hayes Kate Hoekstra Roel Hoekstra Jeff McCarron Kathy McCarron	CCA	<i>Sunsail 454</i>
Captain Charles Guildner	Glenn Ash Kristen Ash Debbie Guildner	CCA	<i>Sunsail 41.0</i>

Captain Lee Hedge	Mary Baker-Anderson Larry Cole Karen Hedge Bruce Johnston Maureen Meslang Rick Meslang	CCA	<i>Moorings 4500L cat</i>
Captain Howard Hodgson	Wendy Hodgson Ryan Hughes Sam Croll Ann Croll Haskell Crocker Edie Crocker	NYYC/CCA	<i>TRUE 76'</i>
Captain Edward Kane*		NYYC/CCA	<i>BOLERO S&amp;S 73</i>
Captain Paul L'Heureux	Stephanie Laurence Andrew McTavish Angus McTavish Melissa McTavish Jamie Keating Megan Long	NYYC/CCA	<i>MATAWAI Oyster 655</i>
Captain Diane McGaw	Richard Azar Kenneth Miltenberger Marie Miltenberger	NYYC/CCA	<i>TANGO Oyster 56</i>
Captain Howard Meyers	Lori Garman Greg Garman Peggy Riggs Dr. Leonard Riggs Myrna Schlegel Bob Schlegel Maddy Unterberg Mark Unterberg	NYYC	<i>INGOT 153'</i>
Captain Matthew Pilon	Priscilla Pilon Lisa Ward Jay Ward	NYYC	<i>Moorings 4000</i>

Captain Peter Rugg

Meredith Rugg  
Maggie Merrill  
Hope Swift  
Carolyn Wayt

NYYC/CCA

*TORNE*

Captain Brian Smullen\*

David Doyle  
Bill Riordan  
Nancy Sinsteden  
Tom Sinsteden

NYYC/CCA

*42' Charter*

Captain Lisa Towbin\*

April Urbana  
George Urbana (5)  
James Quinn  
Collette Bennet  
Dan Bennet

NYYC

*LOOMA Catamaran  
67'*

\* Continuing to Guadeloupe



## ALPHABETICAL LISTING

<b>Last Name</b>	<b>First Name</b>	<b>Affiliation(s)</b>	<b>Boat</b>
Anderson*	Chace	NYYC/CCA	<i>Moorings 45.3</i>
Anderson*	Josie		<i>Moorings 45.3</i>
Archer	Carol		<i>Moorings 46.3</i>
Archer	Richard		<i>Moorings 46.3</i>
Ash	Glenn		<i>Sunsail 41.0</i>
Ash	Kristen		<i>Sunsail 41.0</i>
Azar*	Richard		<i>TANGO</i>
Bailey	Pipa		<i>Sunsail 454L</i>
Bailey	Stephen	NYYC	<i>Sunsail 454L</i>
Baker-Anderson	Mary		<i>Moorings 4500L</i>
Bennet	Colette		<i>LOOMA</i>
Bennet	Dan	NYYC	<i>LOOMA</i>
Benson*	Schuyler	NYYC/CCA	<i>FETCH</i>
Benson*	Jennifer		<i>FETCH</i>
Berg*	John		<i>ALTAIR</i>
Bolte	Chris		<i>Lagoon 450</i>
Brown	Nicholas	NYYC/CCA	<i>Moorings 46.3</i>
Burt	Jonathan	CCA	<i>Sunsail 44</i>
Burt	Alden		<i>Sunsail 44</i>
Burt	Katy		<i>Sunsail 44</i>
Cole	Larry		<i>Moorings 4500L</i>
Connors-Meland*	Christine		<i>ALTAIR</i>
Cook*	Nancy	NYYC/CCA	<i>Moorings 4500</i>
Costin	Daniel	NYYC	<i>Sunsail 454L</i>
Crocker	Haskell		<i>TRUE</i>
Crocker	Edie		<i>TRUE</i>
Crofts-Wisch*	Cindy		<i>Moorings 4500</i>

Croll	Ann		<i>TRUE</i>
Croll	Sam		<i>TRUE</i>
de Zwart*	Pieter	NYYC/CCA	<i>Moorings 46.3</i>
Deal	Tara		<i>Sunsail 454L</i>
Devlin*	John		<i>Moorings 4500</i>
Devlin*	Susan		<i>Moorings 4500</i>
Director	Steven	NYYC/CCA	<i>Sunsail 454</i>
Doyle	David		<i>46' Charter</i>
Eichler*	Robert	NYYC	<i>ALTAIR</i>
Ellman	Mark	NYYC/CCA	<i>Moorings 42.3</i>
Feigel	Eric	NYYC	<i>Lagoon 450</i>
Flaherty	Ann	NYYC	<i>Sunsail 44</i>
Flaherty	Charles		<i>Sunsail 44</i>
Flaherty	William		<i>Sunsail 44</i>
Folk*	John	NYYC/CCA	<i>Sunsail 454</i>
Folk*	Carolyn		<i>Sunsail 454</i>
Fuller*	Glenn	NYYC/CCA	<i>ALTAIR</i>
Garman	Greg		<i>INGOT</i>
Garman	Lori		<i>INGOT</i>
Godshalk*	Ernie	NYYC/CCA	<i>Sunsail 46</i>
Gowell*	Jay	NYYC/CCA	<i>Sunsail 46</i>
Gowell*	Elizabeth		<i>Sunsail 46</i>
Guildner	Charles	CCA	<i>Sunsail 41.0</i>
Guildner	Debbit		<i>Sunsail 41.0</i>
Hayes	Leslie		<i>Sunsail 454</i>
Hedge	Lee	CCA	<i>Moorings 4500L</i>
Hedge	Karen		<i>Moorings 4500L</i>
Hodgson	Howard		<i>TRUE</i>
Hodgson	Wendy		<i>TRUE</i>

Hoekstra*	Kate		<i>Sunsail 454</i>
Hoekstra*	Roel	CCA	<i>Sunsail 454</i>
Houck*	David	NYYC	<i>FETCH</i>
Houck*	Carolyn		<i>FETCH</i>
Hudson	Allen		<i>Lagoon 450</i>
Hughes	Ryan		<i>TRUE</i>
James*	Steven	CCA	<i>Sunsail 46</i>
James*	Karen		<i>Sunsail 46</i>
Johnston	Bruce		<i>Moorings 4500L</i>
Kane*	Edward	NYYC/CCA	<i>BOLERO</i>
Keating	Jamie		<i>MATAWAI</i>
Kolker*	Anne	NYYC/CCA	<i>Moorings 4500</i>
L'Heureux*	Paul	NYYC/CCA	<i>MATAWAI</i>
Landis	Steve	NYYC/CCA	<i>Sunsail 454L</i>
Landis	Cynthia		<i>Sunsail 454L</i>
Laurence	Stephanie		<i>MATAWAI</i>
Lenci	Mark*	NYYC/CCA	<i>Moorings 4500</i>
Lenci	Beverly*		<i>Moorings 4500</i>
Leveen	Steve		<i>OKEANA</i>
Leveen	Lori		<i>OKEANA</i>
Long	Megan		<i>MATAWAI</i>
McCarron*	Jeff	CCA	<i>Sunsail 454</i>
McCarron*	Kathy		<i>Sunsail 454</i>
McGaw*	Diane	NYYC/CCA	<i>TANGO</i>
McHutchison	Heather	NYYC/CCA	<i>Moorings 46.3</i>
McTavish	Andrew		<i>MATAWAI</i>
McTavish	Angus		<i>MATAWAI</i>
McTavish	Melissa		<i>MATAWAI</i>
Merrill	Maggie		<i>TORNE</i>

Meslang	Maureen		<i>Moorings 4500L</i>
Meslang	Rick		<i>Moorings 4500L</i>
Meyers	Howard		<i>INGOT</i>
Miller-de Zwart*	Joanna		<i>Moorings 46.3</i>
Miltenberger*	Kenneth	NYYC	<i>TANGO</i>
Miltenberger*	Marie		<i>TANGO</i>
Murray	John		<i>Lagoon 450</i>
Noble-Kiley*	Ann		<i>Sunsail 46</i>
O'Neill	Christina		<i>Lagoon 450</i>
Orem*	Nick	NYYC/CCA	<i>Moorings 45.3</i>
Orem*	Phyllis		<i>Moorings 45.3</i>
Palitz	Michael		<i>OKEANA</i>
Palitz	Gabby		<i>OKEANA</i>
Pilon	Matthew	NYYC	<i>Moorings 4000</i>
Pilon	Priscilla		<i>Moorings 4000</i>
Polizzo	Deana		<i>Moorings 42.3</i>
Quinn	James		<i>LOOMA</i>
Renfield-Miller	Douglas	NYYC	<i>OKEANA</i>
Renfield-Miller	Jean		<i>OKEANA</i>
Riggs	Dr. Leonard		<i>INGOT</i>
Riggs	Peggy		<i>INGOT</i>
Riordan*	Bill		<i>42' Charter</i>
Roth*	Rob		<i>ALTAIR</i>
Rugg	Peter	NYYC/CCA	<i>TORNE</i>
Rugg	Meredith		<i>TORNE</i>
Schlegel	Bob		<i>INGOT</i>
Schlegel	Myrna		<i>INGOT</i>
Serling	Jill		<i>Moorings 42.3</i>
Serling	Robert		<i>Moorings 42.3</i>

Sinsteden*	Nancy		<i>42' Charter</i>
Sinsteden*	Tom		<i>42' Charter</i>
Smullen*	Brian	NYYC/CCA	<i>42' Charter</i>
Swift	Hope		<i>TORNE</i>
Towbin*	Lisa	NYYC	<i>LOOMA</i>
Unterberg	Mark		<i>INGOT</i>
Unterberg	Maddy		<i>INGOT</i>
Urbana	April		<i>LOOMA</i>
Urbana	George (5)		<i>LOOMA</i>
Ward	Lisa		<i>Moorings 4000</i>
Ward	Jay		<i>Moorings 4000</i>
Wayt	Carolyn	NYYC	<i>TORNE</i>
Whalen*	Cynthia		<i>Moorings 46.3</i>
Wisch*	Jeffrey	NYYC/CCA	<i>Moorings 4500</i>
Yamuder	Sherly Ann		<i>Lagoon 450</i>
York*	Richard	NYYC/CCA	<i>Moorings 46.3</i>

\* Continuing to Guadeloupe



## HIKING TRAILS

There are 27 maintained hiking trails, with five of the most interesting in the English Harbour/Shirley heights area. These are described in the AllTrails app.

## HISTORY OF ANTIGUA AND BARBUDA

(From the Encyclopedia Britannica website)

Antigua was visited in 1493 by Christopher Columbus, who named it for the Church of Santa Maria de la Antigua in Sevilla, Spain. It was colonized by English settlers in 1632 and remained a British possession although it was raided by the French in 1666. The early colonizers were also attacked by Caribs, who were once one of the dominant peoples of the West Indies. At first tobacco was grown, but in the later 17th century sugar was found to be more profitable.

The nearby island of Barbuda was colonized in 1678. The crown granted the island to the Codrington family in 1685. It was planned as a slave-breeding colony but never became one; the slaves who were imported came to live self-reliantly in their own community.

The emancipation in 1834 of slaves, who had been employed on the profitable sugar estates, gave rise to difficulties in obtaining labor. An earthquake in 1843 and a hurricane in 1847 caused further economic problems. Barbuda reverted back to the crown in the late 19th century, and its administration came to be so closely related to that of Antigua that it eventually became a dependency of that island.

The Leeward Islands colony, of which the islands were a part, was defederated in 1956, and in 1958 Antigua joined the West Indies Federation. When the federation was dissolved in 1962, Antigua persevered with discussions of alternative forms of federation. Provision was made in the West Indies Act of 1967 for Antigua to assume a status of association with the United Kingdom on February 27, 1967. As an associated state, Antigua was fully self-governing in all internal affairs, while the United Kingdom retained responsibility for external affairs and defense.

By the 1970s Antigua had developed an independence movement, particularly under its prime minister George Walter, who wanted complete independence for the islands and opposed the British plan of independence within a federation of islands. Walter lost the 1976 legislative elections to Vere Bird, who favored regional integration. In 1978 Antigua reversed its position and announced it wanted independence. The autonomy talks were complicated by the fact that Barbuda, long a dependency of Antigua, felt that it had been economically stifled by the larger island and wanted to secede. Finally, on November 1, 1981, Antigua and Barbuda achieved independence, with Vere Bird as the first prime minister. The state obtained United Nations and Commonwealth membership and joined the Organization of Eastern Caribbean States. Bird's Antigua Labour Party (ALP) won again in 1984 and 1989 by overwhelming margins, giving the prime minister firm control of the islands' government.

The post-independence political landscape of Antigua and Barbuda remained relatively stable, although the government was the subject of intermittent scandals and corruption allegations.

The country also acquired a reputation as a somewhat lax tax haven. Bird retained office until his retirement in 1994, after which his son, Lester, served as prime minister from 1994 to 2004. He was succeeded by Baldwin Spencer of the United Progressive Party, who also spent a decade in office. In 2009 the economy suffered after one of the country's largest investors, U.S. financier Robert Allen Stanford, was arrested and charged with fraud; in 2012 a Texas court found him guilty of having run a Ponzi scheme from his offshore bank on Antigua. In the June 2014 legislative elections, the ALP regained power under Gaston Browne. Browne and the ALP then retained power in early elections held in March 2018.

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