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JULY 2008

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FREE

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in the Off Season

This Month: Back to Back Blue Marlin Tournaments

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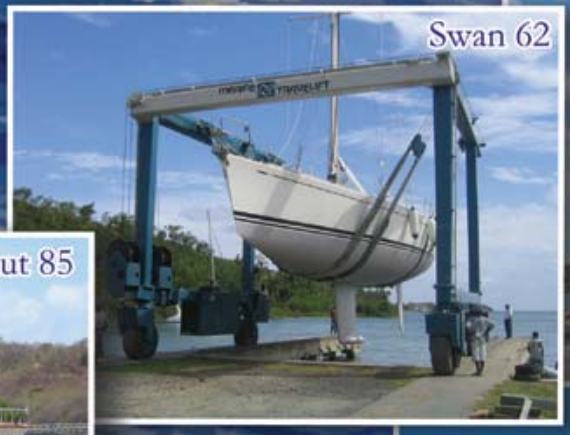

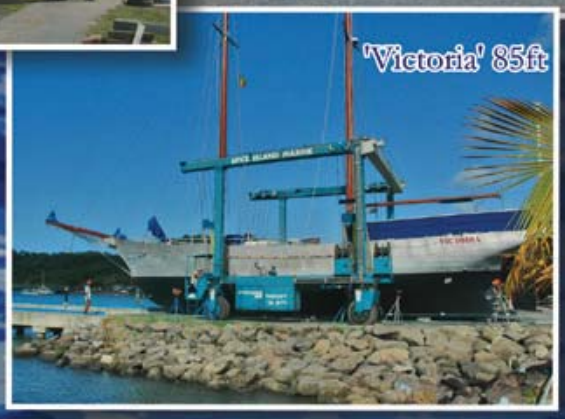

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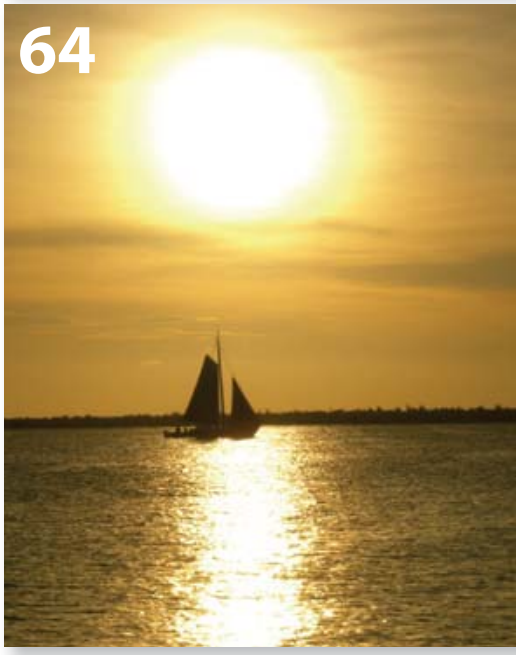

CHRIS GOODIER

COVER SHOT:
PHOTO BY DEAN BARNES
Surf's up at Cane Garden Bay on Tortola, British Virgin Islands.

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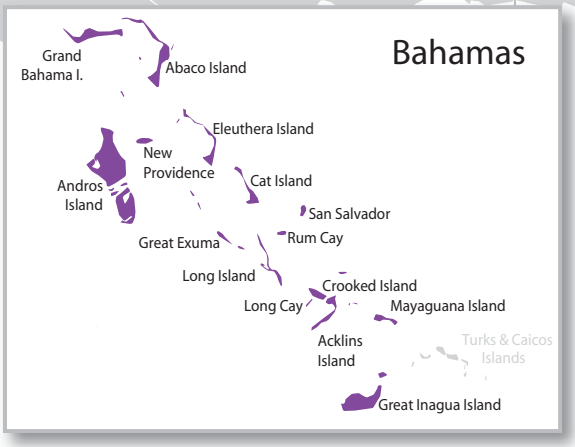

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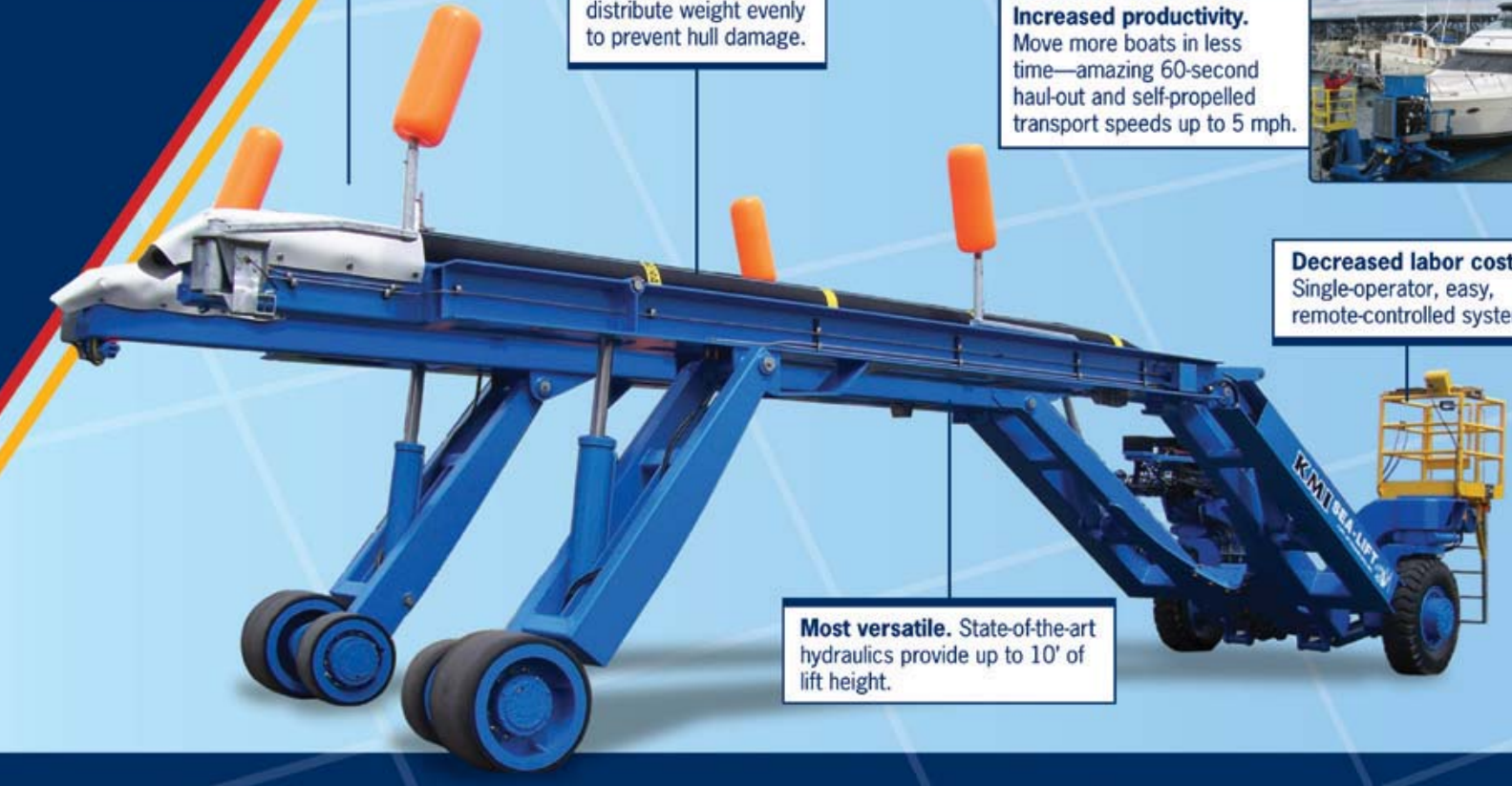

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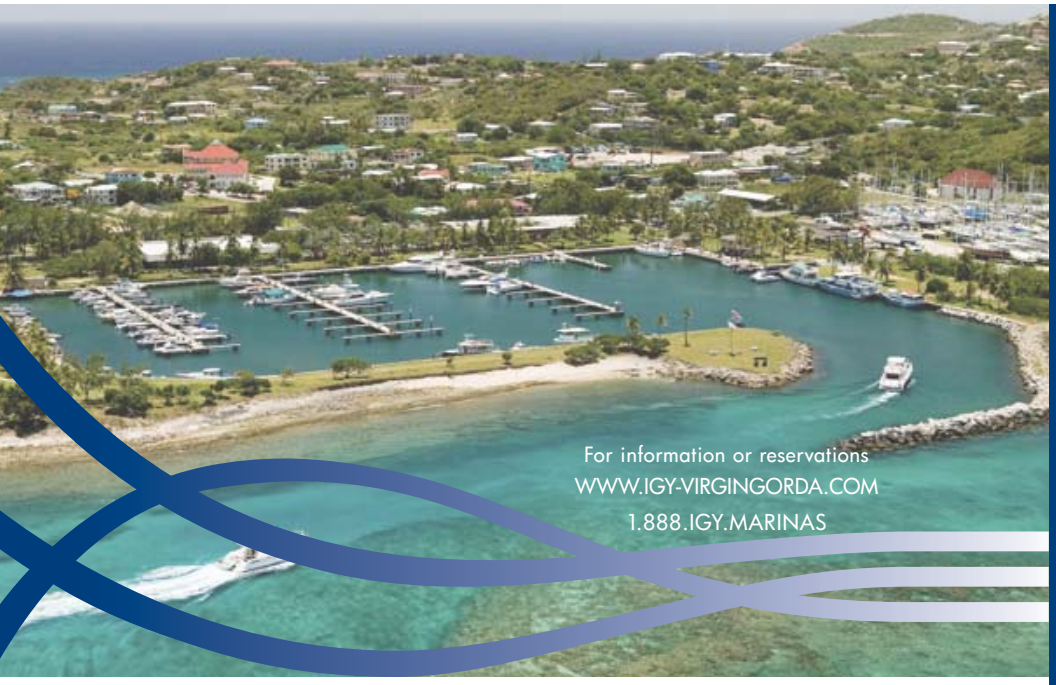

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CARIBBEANNEWS

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M/Y Corrie Linn Crew as flying monkeys at Westrec's Wizard of Oz party

John Louis: Regional Manager, Westrec Marina, and Dorothys at the costume contest

Sunrise Harbor Marina: view from roof

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(Caribbean News continued on page 18)

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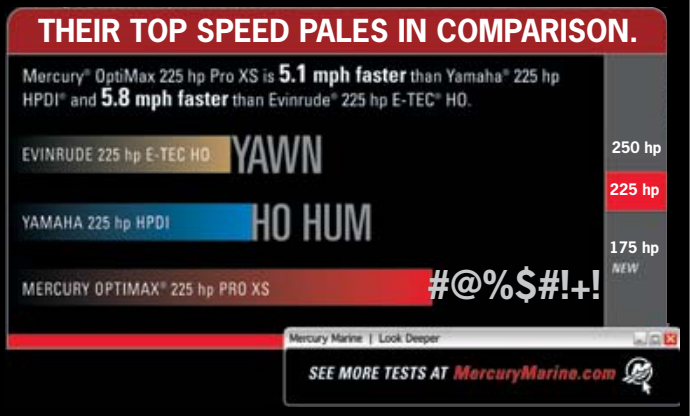

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Source: Bass & Walleye Boats® *magazine "The Main Event" – June 2005. Tests conducted on a 20' fiberglass fishing boat with a Mercury OptiMax 225 hp Pro XS, an Evinrude 225 hp E-TEC HO and Yamaha 225 hp HPDI VMAX®.*

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(Caribbean News continued from page 16)

Young people from St. Maarten will sail on the tall ship *Christian Radich* this summer

St. Maarten Youth Invited to Sail on Tall Ship in Norway

One boy and one girl from St. Maarten between ages 15 and 25 will be selected to sail as crew on the 190 ft (62 meter) sail training ship *Christian Radich* during Tall Ships Races from Bergen, Norway to Den Helder in Holland in August 2008. The Maritime School of the West Indies, in cooperation with the St. Maarten-St. Martin Classic Yacht Regatta Foundation, is offering the adventure, an initiative sponsored by Sail Training International and Canadian Sailing Expeditions. No costs are involved for the two participants. Each year between 70 and 100 vessels, crewed by 5,000 or more young people from over 30 countries, take part in the four-day event. For qualifications, email: info@MaritimeSchool.net.

Classic Trumpy Re-launched as Showcase for Modern Products

A classic Trumpy motoryacht will serve as a floating showcase for marine products at select east coast US boat shows for suppliers Raymarine, Interlux, Awlgrip, Imtra, Ronstan and Edson. Originally launched as *Sinbad* in 1969, the 63' Trumpy was re-launched June 20 as *Showtime* and will be open for public tours at eight boat shows between now and March 2009. "*Showtime* will showcase the finest in marine design, craftsmanship and product development. The yacht will feature a wide range of products that can be used on all sizes and types of boats, power and sail," said marine marketing consultant Jock West, organizer of the promotional tour. www.showtimeyacht.com.

The classic Trumpy *Showtime*

New Yachts for Martinique Sunsail Fleet

New models for charter company Sunsail's Martinique fleet will include the Sunsail 393 (3 double cabins) and the Sunsail 44 (4 double cabins), of the recently launched Sun Odyssey 'i' range by yacht builder Jeanneau. Available for bareboat or skippered charter, the new yachts arriving by winter will complement Sunsail's fleet of 38' to 50' monohulls and catamarans, located in the south of Martinique at Le Marin. "With easy air access, Martinique is perfectly positioned for trips south through the Windward Islands and beautiful St Vincent and the Grenadines, or north to the lush landscapes of Dominica and the butterfly-shaped island of Guadeloupe, with one ways possible to our other Sunsail bases," said Peter Cochran, Vice President of Operations. www.sunsail.com.

New Nevis Yacht Moorings Attracting Mariners

The Nevis Air and Sea Ports Authority's 100 yacht moorings along the western or Caribbean coast of Nevis from Oualie Beach to Charlestown are enticing new visitors to moor safely for long or short term usage. Yacht calls for all of January to May 2007 (five months) totalled 214 compared to 334 in just three months this winter from January to March. The moorings can accommodate vessels in three classes: up to 35 feet in length or 50 tons, 36 to 60 feet or 50 tons, and 61 to 90 feet or 80 tons. A safe area has been designated where vessels over 90 feet can drop anchor. General Manager Spencer Hanley said, "The current trend clearly indicates that this initiative by NASPA is contributing to the development of tourism in Nevis in general and yacht tourism in particular."

New Nevis moorings are drawing visitors

Dockwise Yacht Transport Partners with Billfish Foundation

Leading yacht logistics company Dockwise, with a fleet of semi-submersible ships offering float-on/float-off service, has entered into a corporate conservation partnership with The Billfish Foundation (TBF), the only nonprofit dedicated solely to conserving and enhancing billfish populations around the world. "While we have continued to improve our services to the yachting world, we have committed to offering more targeted routes for the sportfishing community with its growing mobility needs," said DYT Vice President Raymond Fisch. "By supporting TBF, we are supporting such programs as the organization's signature research project, a Tag and Release Program in the Gulf and Caribbean Conservation Zone that uses the efforts of anglers to provide data and research to scientists and fisheries managers." www.billfish.org, www.yacht-transport.com.

Back Door to Cuba?

Jamaica's Errol Flynn Marina advises in a recent newsletter that marina guests have been taking advantage of the proximity of Port Antonio to the southern coast of Cuba (65 NM). "Many of our yacht visitors are doing a round trip that includes the South Coast of Cuba and Jamaica's delightful north coast." Cuban ports of call include Santiago de Cuba, Cienfuegos, Trinidad, Cayo Largo del Sur, Batabano and Isla de la Juventud (Isle of Youth). "One recommendation – stock up on your provisions in Port Antonio first as many items are hard to come by in Cuba," suggests marina manager Dale Westin.

(Caribbean News continued on page 20)

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(Caribbean News continued from page 18)

Bruce Grout

Grout named Manager of New Port Cove Marine Center

Old Port Cove Holdings, Inc. announced in May that Bruce Grout has been appointed as the General Manager of New Port Cove Marine Center in Riviera Beach, Florida. With years of experience as a marina manager and boat racing team member, holding a number of national and world racing titles, Grout has an advanced degree in marina management. www.opch.com.

SAVE THE DATE

OCTOBER 4 – 11: 45th Annual Marlin Tournament, Port Antonio Jamaica. Twenty-percent discount applies to registration fees received before July 31. For registration details contact Ron Duquesnay at 876-927-0145 or 876-909-8818 (cell phone) or email at rondq@mail.infochan.com. Coincident with the Marlin Tournament will be the 24th Annual Canoe Tournament scheduled for Oct. 8.

PASSAGES: BILL BERARDELLI

Bill Berardelli

William J. Berardelli, 73, of Blue Bell, PA, died on May 13, 2008 at his home, surrounded by his loving family. Bill was well known to the BVI sailing community as the owner and skipper of the winning boats *Mermaid I* and *II*. He and his loyal crew raced the Caribbean circuit and took the honors of winning most of the major regattas including C.O.R.T. in 2001 and 2002. A part-time resident on 'A' dock at Nanny Cay, he lived aboard *Mermaid II* with his loving companion, Carol Lee, for almost 10 years. He owned a large executive camp in Pennsylvania, Mermaid Swim and Golf Club, from which his vessels took their names. Memorial Contributions may be made to: American Cancer Society, 700 Horizon Circle, Suite 201, Chalfont, PA 18914, or a cancer organization of your choice.

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YACHTCLUBNEWS

To contribute news from your local yacht club or sailing association, please write to stcroixchris@gmail.com. Deadlines are six weeks prior to the publication date.

Royal BVI Yacht Club, British Virgin Islands

Club Manager Emma Paull forwarded a report on RBVIYC's annual Pizza Pursuit Race: The event saw a resurgence of interest as racers recently recovered from the storms of the BVI Spring Regatta were joined by classic cruisers to more than double the entries over the previous year. New courses starting and finishing at Nanny Cay were adopted and proved popular with competitors.

Dave West's gleaming white racing sloop *Jurakan* overcame the difficulty of starting last, beating out a field of eight boats to win the Spinnaker Division. In the Non-Spinnaker Division, Andrew "Tubes" Thompson saw off all challenges.

The Spinnaker Division raced to a mark off the entrance to Road Harbour, with boats starting in a timed order with the slowest boat first according to their handicap. First off was a gaggle of IC-24's, with experienced racers Andrew Waters (*Conchquerer*) and Colin Rathbun (*Bmobile*) leading over junior teams with sailors from the RBVIYC Junior sailing programme and KATS Sail helmed by Alec Anderson (*Intac*), Chris Watters (*Black Pearl*) and Phil Prevost (*Racing in Paradise*).This leg was followed by a long run downwind under spinnaker to Little Thatch, during which a wind squall came through that saw gusts in excess of 20 knots. The larger cruiser-racer style *Gryphon* and *Luxury Girl* followed close on their heels in the difficult current and shift winds between Little Thatch and Tortola, only to see the smaller boats pull away again as the breeze dropped to almost nothing while the fleet worked its way back up the Sir Francis Drake Channel to the finish.

Jurakan, starting some 36 minutes after the smallest boats, survived a dramatic knockdown off Sea Cows Bay. She was able to handily pick her way through the dying wind and kept moving as her lighter opponents wallowed, passing the rest before reaching Pockwood Pond and finishing comfortably ahead. In the IC-24's, *Conchquerer* gave *BMobile* a run for their money until running onto an uncharted shallow spot they have christened "Wriggles Reef," giving Rathbun's bright green boat second place. *Luxury Girl* and *Intac* enjoyed the closest finish, with the crew of *Luxury Girl* taking extreme measures to successfully distract young aspiring Olympian Anderson moments before crossing the line. The young KATS sailors on *Racing in Paradise* gamely carried on to the end despite being offered a tow in.

The Non-Spinnaker Division took a more scenic course around Dead Chest, Peter Island and the Indians, however the drop in wind had an even more severe effect on these heavier built yachts. One by one they switched on their engines and dropped out, leaving Thompson to steer his Hobie to a victorious finish.

At the Prizegiving held at Nanny Cay following the event, a large stack of pizza donated by the sponsor disappeared within moments. The Yacht Club's Captain of Sailing, Guy Eldridge, paid tribute to all who competed and helped organise the event: "I am especially grateful to Virgin Queen who have generously donated sufficient prizes to ensure that each competitor received something, as well as to the Race Committee of Diane Lewis and Sue-Ellyn Eldridge who gave up their day so we could all get out on the water."

Luxury Girl 3rd, Guy Eldridge

SUE ELLYN ELDRIDGE

Black Pearl with KATS and RBVIYC sailors

PETRA COOPER

Intac with KATS and RBVIYC sailors

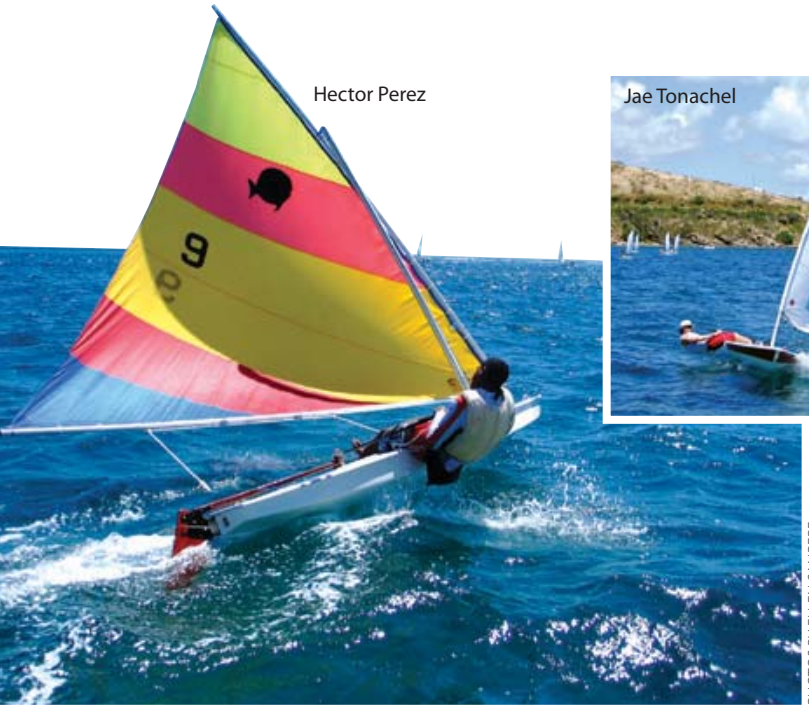
PETRA COOPER

Racing in Paradise with KATS and RBVIYC sailors

PETRA COOPER

Caribbean Sailing Association

A new V.P. from the French islands has re-joined the CSA Board, Jean Michel Criquet, replacing outgoing VP French Andrew Dove. Two new regattas have been sanctioned: the Carlos Anguilar Memorial Match Race to be held December 5-7 in St. Thomas, and the Caribbean Dragon Championships to be held in Antigua during either December 2008 or January 2009. President Cary Byerly is compiling a history on the CSA and asks for assistance. First questions: "Who went to the Olympics from your island? What year was it and what did they sail in?" Send your answers to secretariat@caribbean-sailing.com. Contact Petra Guilders at that email address if you would like to receive the newsletter for posting at your yacht club or sailing association.



Hector Perez

Jae Tonachel

PHOTOS BY ELLEN SANPERE

In the Optimist class, Mack Bryan turned in a solid performance to beat Eric Perez, with Harry Hoffman finishing a strong third. Newcomer CJ Walker finished a noteworthy fourth, earning the most improved sailor award as he won two races! In the Sunfish, Eric's brother Hector Perez won, with Shane Ryan-Bataller second and Vincenzo Ambrosi third.

The Laser Radial was the largest class, with six boats. Jae Tonachel showed everyone his prowess in the shifty conditions, throwing out a third as his worst race. Second was Chris Schreiber Sr., with son Christopher close behind in third. Also racing in the radials was Chris's wife and Christopher's mom Debbie, making the radials something of a family affair for the Schreibers! Also racing in the radials were Beech Higby, who gave up his full rig to compete with the lighter sailors, and Felice Quigley.

In the 420 class, Rian Bareuther with crew Kyle Davis won convincingly, with newcomers to the class Challis Diaz and Mike Weber second, and Sydney Jones, racing with various crews, third. Bareuther and Davis were the recipients of the regatta Sportsmanship Award, for abandoning a race to help a former competitor who had capsized.

St. Croix Yacht Club, USVI

Organizer Chris Schreiber reported on the club's 2008 Cruzan Open One Design Regatta: Extremely shifty, puffy winds from the southeast made racing challenging for the sailors May 24 & 25. Over 20 competed in Optis, Sunfish, Laser radials, and 420s in St. Croix's popular multi-class event.

Paul Lordi, the event PRO, ran between 16 and 20 races in each class in the two day regatta. The winds made tactical sailing key, with random puffs and "auto tacks" keeping each sailor on their toes. The conditions also kept scores interesting in the classes, as consistency was very hard to come by—on one leg, a racer could go from last to first, and back!

St. Thomas Yacht Club, USVI

Club Manager Bill Canfield reports, "We are now entering our "quiet" months but there sure seems like there is still a lot going!" At the start of May, the club began its IC 24 Summer Series with races beginning at 5:15 each Friday. "This will spice up our happy hour quite a bit with the tall tales from the race course. Hopefully we will get a good number of skippers out and be able to get all aboard as crew who want to try the exciting sport of IC 24 sailing," Canfield said. The fleet was also organizing an IC 24 Invitational to test drive the new asymmetrical spinnaker.

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EVENTCALENDAR

Please send future events for our calendar to **chris@yourislands.com**
This month and next month's events are currently published here.
Your specific area may or may not be shown based on identified activities for these months.

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CSA Caribbean Dinghy Championship | Sailing
antiguayachtclub.com
yachtclub@candw.ag

8/16
Mid Summer Bash | Crew Parties
theabracadabra.com
yachtclub@candw.ag

BRITISH VIRGIN ISLANDS

7/4-5
17th Annual Firecracker 500 Race
Sailing | weyc.net
mvh@surfbvi.com

7/19
Lowell Wheatley Anegada Pursuit Race | Sailing
rbviyc.com | emma@rbviyc.com

CARRIACOU

8/3-10
42nd Carriacou Regatta Festival
Sailing
carriacouregatta.com

U.S. VIRGIN ISLANDS

7/6
Independence Day Race (open all boats)*
Sailing | styc.net
styc@vipowernet.net

7/17
No Hurricane Last Laugh Race (all boats)*
Sailing | styc.net
styc@vipowernet.net

FISHING TOURNAMENTS

7/6-8
BTS - Bermuda Open
Fishing | abmt.vi
loveto@islands.vi

7/13
20th Bastille Day Kingfish Tournament
Fishing | 340-774-5206

7/16-19
Freelander Fishing Festival
Fishing
guadeloupefishingclub.com/calendrier.html

7/19-23
2nd Annual AH Riise BVI Billfish Tournament
Fishing
bvibillfishtournament.com
brenda@albehrendt.com

8/9-10
Wild Card Leg - Anegada and Virgin Gorda
Fishing | abmt.vi
loveto@islands.vi

8/13-17
BTS - USVI Open/ABMT "Boy Scout"
Fishing | abmt.vi
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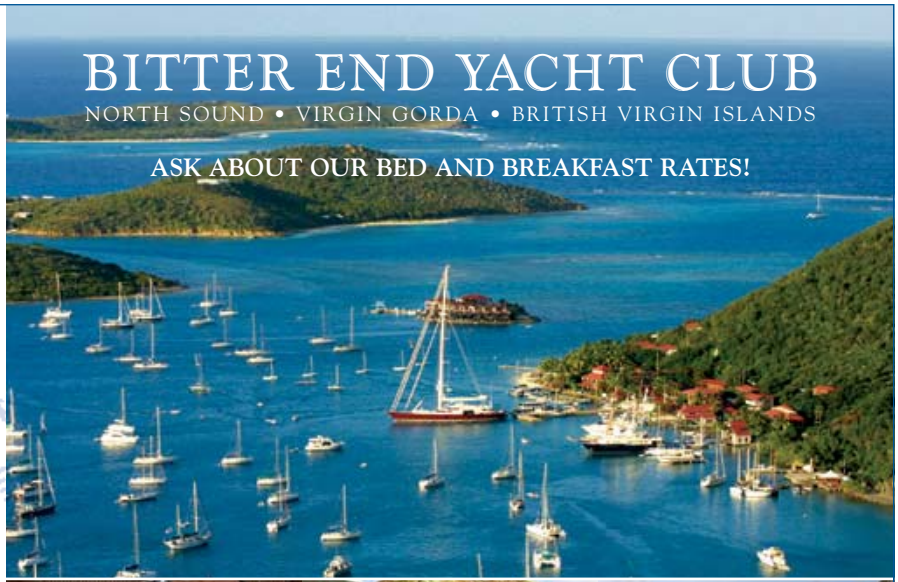

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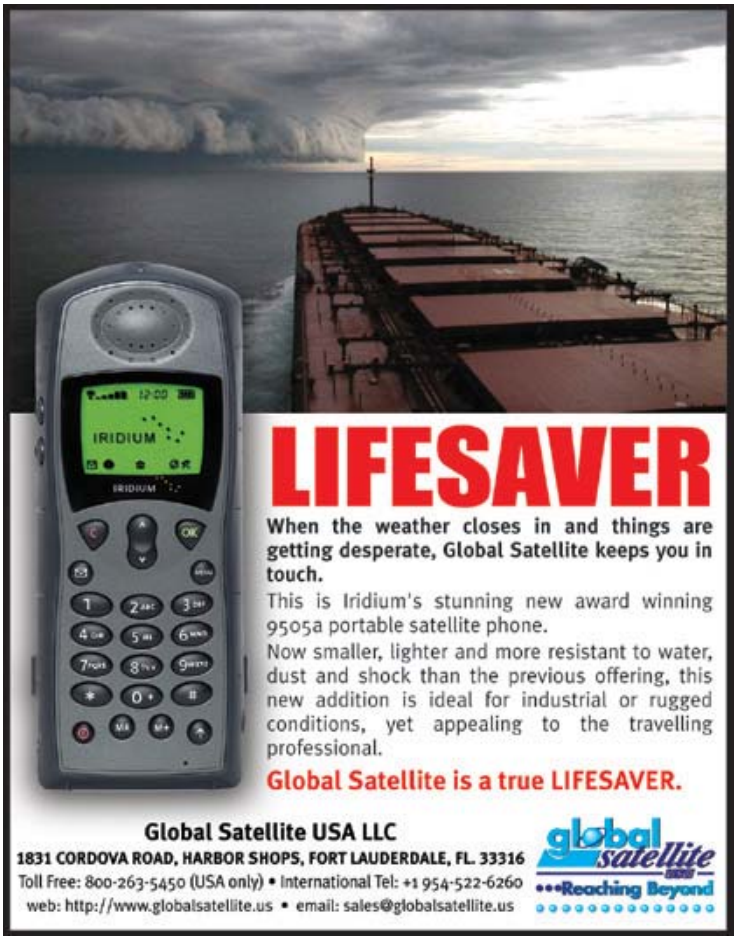

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USCG Certificate of Documentation: What's In Your Endorsement?

BY GAIL WASSERMAN

We feel compelled to point out that when a USCG-documented vessel leaves Caribbean waters for charter hire during the summer months to the continental United States, the "rules of the road" dramatically change. If you do not have the proper USCG endorsement, you run the risk having your vessel seized and forfeited.

If your vessel is a yacht documented only for recreational purposes it may NOT carry paying passengers. If you are recreational endorsed and go to pick up a charter hire in the States, you are engaging in a protected (coastwise) trade. You may be liable for civil penalties for carrying passengers without the necessary safety certificates and licensed personnel as required under SOLAS (safety of life at sea). Consideration for passage is not defined as strictly monetary. Consideration also includes any anticipated future financial gains, such as business meetings and entertainment of prospective clients.

Your charter vessel, to have a valid coastwise endorsement (under the coastwise laws of the United States) must be U.S. built, manned, owned and controlled by a U.S. citizen. You may NOT employ any foreign crew on board a U.S. flagged vessel. It does not matter that an Immigration or Coast Guard official told you "it's okay" in the Caribbean. This is incorrect information that might be working for your vessel here but is certainly not going to work for you in stateside waters. Your charter hire guests are not going to be thrilled when the vessel is seized during the middle of the charter hire.

A vessel of less than 100 gross tons carrying more than six passengers is required to be inspected by the Coast Guard. An uninspected vessel less than 100 gross tons carrying six or fewer passengers is not required to be inspected. But remember, uninspected or inspected, the vessel can not be documented "pleasure" and is required to be under the command of a Captain licensed by the USCG and to comply with the Title 46 Code of Federal Regulations for commercial vessels.

Another type of charter is the bareboat or demise charter. A bareboat charter has evolved into highly complex contractual agreements between the vessel owner, charterer and captain/crew. Even with a valid bareboat charter in place, it does not necessarily absolve the vessel owner of certain risks and responsibilities. The conduct of the parties involved must be consistent with the written bareboat charter agreement and the burden with establishing the existence of a valid bareboat charter rests with the owner. If the charterer improperly uses the vessel (smuggling) the vessel may be subject to seizure and forfeiture and the owner may remain responsible for any violation irrespective of charter status.

Any owner considering a bareboat charter arrangement should consult an experienced and competent maritime law firm. For proper legal advice, we would suggest visiting www.moore-and-co.net.

Gail Wasserman is Senior Director of Ashmead & White Consulting, Inc., a maritime and aviation solutions company based in the Virgin Islands. Previously, Gail was Director of Paralegal Services in a law firm based in South Florida which served these industries. www.ashmeadwhite.com

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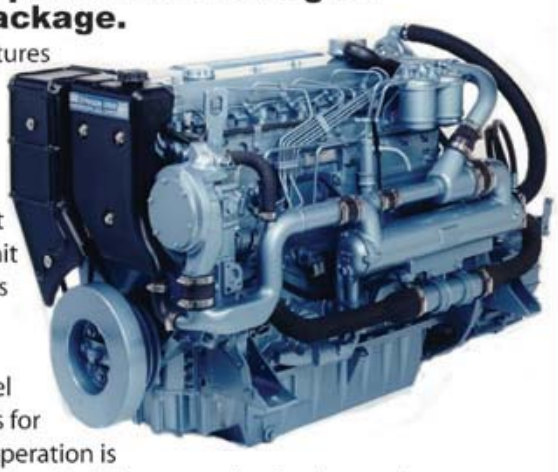

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SAILMAKING

BY ANDREW DOVE

Today, opening a new sail loft and finding qualified staff is at least as difficult in sail making as in any other trade. Through the centuries sail makers would be based in ports ready to build or repair sails. Most seagoing vessels of any stature generally sailed with two suits of sails and would, if at all possible, only carry out fairly minor repairs while at sea. Lofting was the original term for tracing or laying out a new sail. At the time the sails were traced with line held in place by awls and all of this in the sail maker's loft.

The Royal Navy never really had a sail makers' code or manual. Plans were recorded but the building skills were the property of the sail maker who handed down his knowledge to the apprentice sail makers. Some form of control was applied to the trade during the American Civil War. The northern fleet had limited cloth stocks quite early on in the war and deemed it necessary to license sail makers. Each would register and identify their sails by a personalized logo at the tack of the sail. Only in the last fifteen years have we had our Blue Book defining how a North Sail should be built. This documentation and its continual renewal is a genuinely difficult task…no wonder the Royal Navy did not try.

Early sails as used by the Vikings had signs of technological reflection as they supported the sail cloth with crossed fibers to spread the loads. This is fairly common in other early sails, such as those used on the Nile. While thinking about this short article, a thought came to mind that despite the numerous centuries of sail making, I have never met a Mr Sailmaker, though know a number of Smiths, Bakers, and I can remember at least one Thatcher. I know now, looking seriously for staff, that even today there are not that many Sail makers about.

I have always made my own sails though had never imagined sail making as a serious job. Even today my second son, who is serving an apprenticeship with the famous rigging company THL from Lymington and Falmouth, says that one day he might take the company over!! I have only heard "maybes" and "mights" on this subject.

In a changing world sail making, over the short time that I have been involved (professionally just over thirty years now), has changed considerably. Marc Fitzgerald, the skipper of *Sojana*, joked last week with Tin Tin, our renowned sail maker in Antigua, as we worked on the valve system on the Aramid/Carbon No 2 with inflatable battens, that "this time next year we'll be plumbers."

My first introduction making sails as a child was Boker and Budds' book.

I believe that they were linked with Jeckel sails which is one of the oldest established sail makers in the UK. At Musto and Hydes at the age of eighteen, my first job was not a glamorous one, but I would observe with great interest our research department that would on a horizontal rig try sails, note changes, go sailing and then modify the mylinex patterns that were rolled and conserved. I can remember copying a competitor's Merlin Rocket Spinnaker only to discover that this new 'must' was a copy of one of our own earlier models. In the seventies I suppose that not that much had changed since the earliest days. The materials were advancing which allowed for new shapes, but the technology was the same. A way of describing the change over the past thirty years is perhaps that sail making has become more of a science.

My early days with North Sails, I learnt the usage of the early design programs. These were powerful arithmetical tools that were appealing to someone like me that has had a good Mathematics back ground. To be honest, the biggest default was not as much the output from the program which from given points over a virtual shape would smooth curves and give arithmetical signs of bumps or flat spots. The problem was my input. Working keenly in isolation is not good enough. The designers in our group now rely on honest clear input but master their art and share information. We have a web-based design library with a common language which has improved the majority of the sail shapes we are putting on boats today.

The next stage for a number of projects was to go beyond defining sail shape only but to implement computer sail design and structural load analysis. Now the shape was right and the material distribution, patch size, etc, would be proportionate to give longevity and shape retention. This becomes the work of a designer who is specialized in his work. There are still ways to learn and for a young post graduate there are a number of openings.

My oldest son this summer did a three month paid post graduate study on the temperature mapping and control on the carbon heating blanket for 3DL. There are more engineers at present working on our development projects than perhaps there have been for the entire history of sail making. Through linked University projects we have a "twisted flow" wind tunnel, which accurately simulates differences in apparent wind speed and apparent wind angle between deck level and the upper part of the rig. The virtual pressure mapping program is the current phase of development.

As a sail maker running a company such as North Sails Caribbean, I am not expected to be able to run these programs personally. These are available tools so we must understand their potential and their language. Projects now require different team members. For example, with an interesting project as the three Holland America Line ships, I worked in partnership with Ernst Looser from St Maarten, but also Brian Doyle, the cloth designer within our group out of Connecticut, and Andy Mitchel, our designer in Cape Town.

Sail making is not yet a dinosaur. Though our rotary molded sails, our 3DL sails or centralized production all are having a great affect on the business, in a service loft, the sail maker with scissors and awls still has his place. His need to fully understand the new materials and techniques is what has changed, and a sail maker's choice to specialize in a given field is a new option in this trade. The thought that even after years you still learn something each day is a reality as soon as one travels and opens one's eyes and mind as a sail maker.

So who wants to join me??

Andrew Dove is Area Manager for North Sails Caraibes, based in Guadeloupe.

BOAT BUILDING BY THE STITCH & GLUE METHOD

BY ROGER MARSHALL

The hull stitched and epoxied together.

Stitch and glue building is the name given to boat building using plywood sheets held together by copper wire, string, cable ties, or some other method. The joint is then glassed over – on larger boats the copper wire may be left in, but on smaller craft it is usually cut out. An epoxy fillet joint is usually made on the inside of the joint on smaller boats, and the outside is taped over with fiberglass tape. On larger boats both sides of the joint are usually coated with fiberglass tape epoxied over the joint. The method provides for a very strong joint without the need to cut chine logs or other difficult to shape rabbets.

Here's a brief overview of the process:

First, you'll need to cut out the plywood and drill holes along the sides to be joined together. In general, the holes will be three to five inches apart, although in some cases you might make the separation a little wider. Depending on the thickness of the plywood, the holes will be quarter inch to one inch in from the edge of the plywood. The hole diameter should be just large enough to take the copper wire or cable tie. When you buy a kit, the plywood is precut and predrilled in most cases, cutting down on the amount of work that you need to do.

When all the wood is cut and drilled lay it out in a suitable area with the edges to be joined next to each other. Check that the pieces are laid out properly and that the holes are aligned. Check the hole alignment a second time. It is a real pain to have to undo all the ties and redo them because you misaligned the first hole. With thinner plywood pieces there is no need to bevel the edges to get a good fit, but with thickness over 3/16" many builders find that they get a better fit if the edges are beveled.

Join the plywood by passing a length of copper wire or a cable tie through the holes in the plywood and either twisting the copper wire to pull the plywood sheets together or pull a plastic cable tie tight and snip off the end. As you work the boat will start to form the correct shape, but it will be quite wobbly.

At this point you have a couple of options. You can mix a little epoxy and thicken it with glue powder or cabosil. Pull the hull to the shape that you want and glue the parts together with a small glob of epoxy. Don't use a big glob, if you have misaligned anything you want to be able to break the joint and realign the panels. The other option is to continue wiring the panels together and just let it wobble.

Once all the panels are wired, you will want to start epoxying the pieces together. Some builders find it best to apply small globs of epoxy across the joint to hold everything tightly in place before they tape the seams together along the joints. Another way to work is to cut short pieces of fiberglass and tape them in place between the wires or cable ties. As you start to tie

The finished hull ready to be turned over

the panels together with tape, the entire hill will become stiffer and fixed in shape. When the fiberglass tape is set hard, you can either cut the cable ties or copper wire and remove it, or you can leave the ties in place and glass over them. Most people remove them entirely and with the boat held together with tape the final glass work can start.

To do the fiberglass work, make up a mixture of epoxy and brush it onto a seam. Lay the fiberglass tape over the epoxy and then brush another layer of epoxy over it until the entire surface is wetted out. Some builders use a plastic squeegee to squeeze out excess epoxy, although that is not necessary. Let the epoxy set up hard over at least a 24 hour period before you continue taping until all the seams are fully taped. When taping, try to make the seams as smooth as possible or you may have to grind off fiberglass when you are smoothing the hull.

With the entire hull taped, the next stage is to make fillet joints around the interior of the hull. With the interior filleted, the exterior taped, the next stage is to make sure the hull exterior is smooth. If the hull is not smoothly taped, you will have to apply layers of epoxy thickened with filler. If the hull is smoothly taped you may want to coat your entire hull with fiberglass or simply smooth the seams before applying epoxy sealer.

The epoxy needs to be thickened to the consistency of peanut butter and applied to the hull to make it smooth. Build up the layers by applying thin coats of well-mixed epoxy. Let the layers dry and smooth them before applying more epoxy. With the hull smooth you will need to apply an epoxy sealer. Smooth the sealer with 120 to 150 grit sandpaper and apply a primer coat. At this stage many builders finish the interior of the boat before applying a top coat. If you decide to finish the exterior, sand the primer coat with 320 to 400 grit sand paper and apply the top coat.

When finishing the boat's interior, you will need to make allowances for the fillet joint in the interior corners and will need to make new fillets for any interior frames or structure. If your fillet work is done neatly, you can usually finish the interior with a sealer or with a layer of epoxy, brushed on, or coated with a layer or two of polyurethane varnish.

Pieces of the hull laid out on the ground ready to be drilled for wire"stitching"

Roger Marshall is the North American Editor for the Yacht Report, former Technical Editor for Soundings, and a Director and the immediate past President of Boating Writers International.

MEGA MAHI-MAHI MEANS A GOOD MARLIN SEASON AHEAD

Holley Wins Dolphin Tournament

BY CAROL M. BAREUTHER, RD

Where there's bait, there are billfish. Ironically some boats, skunked on mahi-mahi or dolphin at the 13th Annual Offshore Marine Dolphin Derby hosted by the Virgin Islands Game Fishing Club on April 27, released blue marlin instead.

"Right fish, wrong tournament," joked angler and tournament director Jim Jamison, about the marlin he released that would have counted for points in the upcoming July Open Billfish Tournament.

In the end, it was St. Croix-based charter captain Carl Holley, aboard the *Triple Secret*, who took home the top angler and top boat prizes respectively with the catch of a 38-pound mahi-mahi and 14 total mahi-mahi for the day.

Holley tells his fish tale: "We left Frederiksted at 7:30 a.m., headed north working our way toward St. Thomas. Along the way, we saw birds and then we'd see the schools of fish. We caught five in the first school, three in the second and six in the third."

It was the third and final school that proved the lucky charm—the biggest dolphin of the tournament.

"I saw him come up behind the boat and threw him a sprat. He went for it," Holley explains. Tournament rules allowed for live baiting.

DEAN BARNES

Carl Holley and his prize-winning catch

In other awards, Jeff Crokin aboard *Gone Ketchin* caught the 2nd largest dolphin, a 35-pounder, with Edward Saunders on *Irving's Son* 4th with a 33-pounder; David Pearsall on *Mrs. Wave* 5th with a 32-pounder; John Mills on *Volcano* 6th with a 32-pounder (tie between 5th and 6th broken by length of fish); Tim Albano on *Seabee* 7th with a 31-pounder; Trevor Walters on *World Class* 9th with a 30-pounder; and Paul Ledbetter on *Seabee* 10th with a 28-pounder.

The $25,000 grand prize for dolphin over 55 pounds went unclaimed.

In total, the tournament fleet caught 54 dolphin for a total weight of 1,197 pounds. Anglers and guests at the awards ceremony enjoyed a portion of the catch Monday night.

The next event hosted by the VIGFC will be the 45th Annual July Open Billfish Tournament, July 15-17, 2008. For information, visit: www.vigfc.com

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BACK-TO-BACK Blue Marlin Tournaments in The Virgin Islands this Month

BY CAROL M. BAREUTHER, RD

JULY IS A PEAK MONTH for marlin fishing in Virgin Islands waters. Witness the fact that the late St. Thomas sports fisherman Elliot Fishman landed the first official world record blue marlin – an 845-pounder – on July 4, 1968. It's no wonder then that there are two major blue marlin tournaments taking place in Virgin Islands' waters this month. The 45th Annual July Open Billfish Tournament (JOBT) takes place July 14-17, followed by the 2nd Annual A.H. Riise BVI Billfish Tournament (BVIBT), July 19-23.

The winning team from *Black Gold* at the A.H. Riise tournament in 2007: Left to right, angler Carl Hitch, Janet Sargeant, angler Matt Melchiorre, Harry Sargeant, angler Jeff Walls, Captain Keith Bokenhagen

PHOTOS BY YACHT SHOTS PHOTOGRAPHY

"Our tournament takes place three days before the month's full moon for the best fishing," says Jeff Kreiner, tournament director for the JOBT. "This year, like last, we're limiting the tournament to just 25 boats and observers will be provided to each boat."

Abigail III, the St. Thomas-based charter fishing boat owned and operated by Capt. Red Bailey, will be back to defend its winning Top Boat title from last year. Other boats competing will include the Scarborough 63, *Big Oh*; the Viking 55, *Rude Awakening*; and Cabo 48, *Deguello*.

The most prestigious prize is the Give'M Line Trophy. Historically, this has been given to the angler who caught the largest blue marlin. With conservation top of mind, this prize now goes to the angler who makes the most blue marlin releases. In 2007, that was Dr. Tim Aylward from Florida, with his release of four blue marlin, aboard Bailey's *Abigail III*. Proceeds from the JOBT benefit the Boys & Girls Club of the Virgin Islands.

The 2nd annual A.H. Riise BVIBT will again be hosted by the Bitter End Yacht Club in North Sound, Virgin Gorda.

The Honorable Ralph T. O'Neal, OBE, and Premier of the BVI, says, "Last year's tournament was a great success. We met all three of our objectives – to put on a world-class event, demonstrate that our waters offer some of the world's finest fishing and make a meaningful contribution to local charities. Twenty boats from forty-eight to seventy-four feet attended last year's inaugural event, and indicated they would return for 2008."

Florida angler Harry Sargeant, aboard his ACY 65, *Black Gold*, walked off with the top team honors with five blue marlin released.

The A.H. Riise BVIBT, an all-release event for blue marlin, is a part of the World Billfish Series and will be fished in the territory's waters, home to the North Drop. Managed by the folks who run the Bahamas Billfish Championship, not only is great fishing planned, but also numerous shoreside activities for anglers and their families such as nightly cocktails and dinner, cooking and bartending schools, and a lay day picnic at the Anegada Reef Hotel.

Proceeds from the tournament are donated to charities selected by the Government of the BVI and A.H. Riise.

For more information about the JOBT, visit vigfc.com. Or, for more information about the A.H. Riise BVIBT, visit bvibillfishtournament.com

At last year's First Annual A.H. Riise BVI Billfish Tournament, Sebastiano Paeiwonsky-Cassinelli and Tournament Director Lawrence presented a symbolic check for the Community foundation of the Virgin Islands to Permanent Secretary of the BVI, Clyde Lettsome

Bahamas Billfish Championship (BBC) CELEBRATES 35 YEARS

The Bahamas Billfish Championship is a world-class fishing tournament series that marks its 35th anniversary in 2008. Taking place April through June each year, the five Championship tournaments are governed by a uniform set of rules for qualifying billfish. Anglers can fish any or all tournaments with cumulative points determining the overall Bahamas Billfish Champions.

At press time, with three tournaments fished and two to go, Bobby Sheppard's Loose Crew was leading overall with nine billfish total for 5678 points. Tied on releases, but second on points, was Thomas Russell's Cerveza. Lainey Jones' *Mamma Who* rounded out the top three with six billfish releases for 3700 points.

The BBC concluded with the Boat Harbour Championship, this year fished June 16-20, and the overall winner of the series received from title sponsor, Rolex, the Grand Prize of an all-expense paid trip to Queensland, Australia, to fish for black marlin on the Great Barrier Reef.

Blue Rapid DOMINATES the Antigua Fishing Tournament

BY GILLY GOBINET | PHOTOS BY ROBBY BREADNER

Antiguans are keen fishermen as was shown by the excellent local attendance at the 42nd Sport Fishing Tournament on 9-12 May 2008 out of the Catamaran Marina, Falmouth Harbour. Local participants also won most of the prizes, with only one going to a boat from St. Barth.

The terrific launch party in April attracted back many previous sponsors and also some new ones from as far afield as Dominica. The resulting entries to the competition included 21 boats from Antigua, three from St. Barth, four from Guadeloupe and one from St. Martin.

In the Marlin Division, John Fuller's *Blue Rapid* was both the champion boat and won the most tag + releases. Champion female was Katlyn Hart, also on *Blue Rapid*, with Mick Liney on *Rum N' Coke* winning the male champion award.

Although Brian Nunes' *Miss Ashley* was champion boat overall in the Sporting Division, Blue Rapid distinguished itself yet again when Oliver Cobb broke the record with his highly impressive 62 lb. dolphin fish. Also aboard was Nick Fuller III, who won the Youngest Angler trophy.

Robert Hall landed a winning 39.5 lb. kingfish for *Free Spool*, which was also champion boat in the under 25 ft. section.

John Hall hooked the largest wahoo at 58.5 lb. and Christian Audebert on *Wh'appen* from St. Barth caught the largest tuna weighing in at 76.25 lb.

The Antigua and Barbuda Sport Fishing Association generally holds two competitions a year, the second one being in November – the Doc's Tournament "Best in the West" held out of Jolly Harbour. This year, however, chairman Phillip Shoul announced a new event – the Francis Nunes Memorial Tournament – to take place on 28 September 2008. For further details, go to www.antiguabarbudasportfishing.com.

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CARIBBEAN SAILING OLYMPIANS: Where Are They Now?

BY CAROL M. BAREUTHER, RD | PHOTOS BY DEAN BARNES

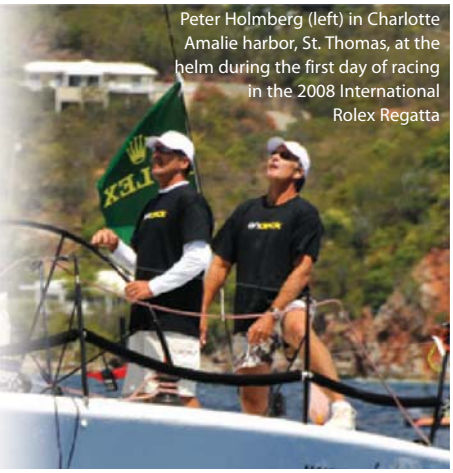
To make it to the Olympics means reaching the pinnacle of a sport and it takes years of training and dedication. But what do athletes do when their Olympic bid is over? Where does this incredible life experience lead them? *All At Sea* asked a number of the Caribbean's past Olympic sailors.

Enrique Figueroa

ENRIQUE FIGUEROA, PUERTO RICO

Sailing since the age of 11, Figueroa has a long list of Hobie 16 championships under his belt as well as Olympic bids in the Tornado in 1992, 1996, 2000 and 2004. In the wake of his 2004 campaign, Figueroa says, "I keep busy sailing in Tornados in Europe and at home in Puerto Rico. We won the Hobie Tiger Worlds in 2005 and the Hobie 16 U.S. National Championships in 2005, 2006."

The chance to compete in the Olympics, says Figueroa, "has given me a great challenge. It's given me the opportunity to sail on the best boat, or I should say the best multi-hull, possible against a great group of sailors that share the same goal."


Peter Holmberg (left) in Charlotte Amalie harbor, St. Thomas, at the helm during the first day of racing in the 2008 International Rolex Regatta

PETER HOLMBERG, ST. THOMAS, U.S. VIRGIN ISLANDS

There is only one sailor from the Caribbean who has ever medaled in the Summer Olympics and it is Holmberg. "Professional sailing was just getting started when I won my silver medal (in the Finn class) in 1988, and I was very fortunate that the Maxi's and 50's came to St. Thomas for regattas that year and I got asked to sail with them.

"This opened the door to professional sailing for me and I have continued to make it my career ever since, taking jobs all around the world. Since this start in pro sailing, I have been fortunate to race on everything from Decision 35 Cats to the 130 foot J Class Yacht Ranger, and along the way won the 50 Foot World Cup, the Maxi World Championships, the Match Racing World Tour, and the America's Cup. It has been a wonderful journey thus far!"

The Olympics, says Holmberg, "IS what made this all possible. The Olympics is like school – you learn that if you set goals, work very hard at it, then you can achieve results. This skill set is what can carry you into a successful career in sailing (and any other career for that matter). Competing in the Olympics and being successful showed me that I had the ability to sail with the best in the world. On top of this, winning a medal opens huge doors and gives you the choice of making sailing a career. Without doubt, a successful Olympic campaign is the best route to a professional sailing career."

ROBERT 'ROBBY' HIRST, BRITISH VIRGIN ISLANDS

Hirst represented his island nation in the Laser class at the 1992 and 1996 Olympic Games and continues today as a sailing leader in the IC24 class. But, Hirst's day job is land-based. "I started working in the financial services industry in the BVI starting right after the Games in 1996. I had completed a university degree in economics 18 months before the Games."

Robbie Hirst at the Tiller

Karl James

ANTIGUA'S OLYMPIANS

Seven Antiguans have represented the island in the Olympics and all are still on island and active in the sport and in the marine trades. First, there's boardsailor Eli Fuller, who competed in 1988 and today operates Adventure Antigua, a boating tour business.

In 1992, Carlo Falcone and Paula Victoria sailed Star, Franklin Braithewaite competed in Finn, Karen Portch in the Europe, and Ty Brodie on a sailboard. Falcone was instrumented in starting Dragon racing at Harmony Hall, Braithewaite owns and operates A&F Sails, and Portch works for Watermaker Services.

Karl James sailed Lasers in the 1996 and 2000 Olympics, and now is a sailing instructor at the Antigua Yacht Club.

COR VAN AANHOLT, CURACAO

He's a Sunfish World Champion, but van Aanholt represented the Netherlands Antilles in the Laser Class at the 2000 Summer Olympics in Sydney. "After the Olympics I continued putting energy into my investments and started a youth sailing program in Curacao, but purely on a volunteer basis," says van Aanholt.

"Being an Olympian opened many doors," he continues. "I believe we got sponsorships much easier. Our program today is being covered in the media quite a lot and I think that when we started it attracted young kids to the program. Now Youth Sailing Curacao (YSCO) boasts a membership of around 140 children of which the most energetic train 14 hours a week and travel around the world participating in major international events. The majority of the member kids are not striving for successes in competition. They just want to have a great time with their friends. That is why YSCO also organizes moonlight sails with campfires, treasure hunts and a yearly sailing weekend at a little island 25 miles off Curacao. At these activities, kids of all ages and sailing abilities have fun together."

St. Lucia's Mike Green

MICHAEL GREEN, ST. LUCIA

He mounted two Olympic campaigns for two islands, representing Barbados in the Star Class in 1988, and St. Lucia in the Laser class in 1996. In the years following the Olympics, Green has continued to run his boating business and has delved into real estate sales for the past three years working for the Landings in St. Lucia, an up market marina development.

"I am still amazed at how people treat you once they know you are an Olympian and I must say I have used it in my boat business to my advantage," says Green, "and even in the real estate sales, it's nice to drop it in if you can, as it does change people's whole attitude toward you."

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

The Van Aanholt Family at the Opti North Americans. L to R: Just, Marjolein with Odile on her lap, Ard, Cor and Philipine.

Our Cell Phones Inform Us We Are Dumb
or The Titillating Joys of Techno-Phobia

COPYRIGHT 2008 BY CAP'N FATTY GOODLANDER

My goal is to be the freest American sailor on this planet. Yes, freedom is my drug and I mainline it. To put it another way, there are three things I'm interested in—freedom, freedom and freedom.

...get the picture?

...call me crazed, obsessed and single-minded... call me generationally-stubborn, even.

Freedom!

Of course, as a flower child of the late 1960s, I'm also worried about selling out. Yes, that was our big fear as starry-eyed hippies of yore, that we'd eventually become greedheads and 'sell out to the Man."

Oh, what an awful thought!

Of course, the 1960s and flower-power have faded for most members of my generation. We're all older, and 'the movement' is now more closely associated with elderly bowels than young radicals. I mean, today a weather man is... well, a guy interested in weather.

...sad, eh?

...to paraphrase the radical singer Gil Scott-Heron, the revolution not only 'wasn't televised' it just... wasn't.

I, however, have steadfastly endeavored to stay true-to-my-counter-culture roots—but most of my friends have 'moved on,' ... which is, of course, just another way of saying they sold-out.

I'm not sure why this is... perhaps they didn't... er, self-medicate themselves enough? Take my wife Carolyn, for example. She's not worried about selling out. In fact, she recently told me, "...it's 2008, Fatty, and—face it!—there are no buyers!"

But I continue to soldier on. I mean, I'm still a true-blue PinkoCommieFag. I still give the peace sign with a hopeful grin. I still say 'far-out, man!" I still know all the lyrics to Alice's Restaurant. I still believe in Abbie Hoffman... well, right up until he slit his wrists, anyway.

Of course, being an aging, buttock-sagging hippy means that I can't work for anyone... because gainful corporate employment is restrictive.

In fact this whole 'not working' concept led me to an entire lifetime of abject poverty—despite, or because of, living in the Land of Plenty. To compensate, I moved to the Third World where everyone is as poor as I (though not by smug choice).

Thus I have missed out on a lot of techno-enslavement... which is how I think of much of the 'modern conveniences' of Western shore life.

...for instance, it used to be that you'd go into the corner grocery store, grab a dime soda, slap a dime on the counter... and waltz out. Not anymore!

First off, the 'corner grocery' store is now ten miles away through dense traffic—and you'd best have electro-locking doors on your Lexus or you might get car-jacked. Second, the two dollar soda doesn't have a price tag... and inflation might have raised it to three dollars by the time you get it to the counter. To save time, the non-English-speaking carbon-life-form behind the counter will use a scanner to 'input' it into the 'system...' but that seldom works the first time... so they try scanning it in another dozen times... slower and slower... this-way-and-that-way... until finally the clerk is forced to punch in the fourteen digit product number AND their 12 digit employee number AND the store code AND the manager's Zodiac sign... but, of course, one of the numbers

(Continued on next page)

> **"...Carolyn and I suddenly found ourselves forced to buy mobile/wireless/cell phones—which we needed like a hole in our heads."**

is inputted wrong and the entire sequence has to begin... painstakingly... again... so that, finally, about 20 or 30 minutes into this POP (point of purchase) pantomime, the clerk puts your now-luke-warm soda into a plastic-bag-intended-to-gag-sea-turtles and says listlessly in Iranian, "...next!"

It used to be that retails businesses did their OWN inventory. Now, however, through the time-saving convenience of modern computers, we have to do it ourselves... for hours... each time we want a soda.

This is referred to as 'progress' and 'time-saving convenience' in the business community.

...where was I? How do I get off on these bizarre rants?

Ah, yes! I was explaining how I became a poverty-stricken sea gypsy in the Third World and missed out, thankfully, on a lot of high-tech advances.

Unfortunately, I did eventually have to work to earn a living. I know, I know... it seems far, far below my tie-dyed, bell-bottomed, Nehru-jacketed dignity—but that's how the deal went down. So I began writing and this (somehow or another) led me to the Sultanship of Brunei and an international radio spot.

Actually, my radio career was almost derailed by a mis-communication before it left the audio station.

"...but I'm not IN jail," I responded in amazement when a hip Washington, D.C. studio executive said, "...we'll call you on your cell."

Of course, I figured it out... eventually. Many of today's phones don't have wires. And they're mobile. Thus, they're technically called mobile or wireless apparatuses. However, since most of their 'early-adapters' were incarcerated at Club Fed and thus needed smuggled-in mobile or wireless devices to continue conducting their criminal enterprises... they became widely known as cell phones... through the glories of hip-hop culture. (There is an urban myth that they were originally called 'cellular' phones because street people used to hide them in stalks of celery while strolling down the avenue... completely untrue!)

Anyway, my wife Carolyn and I suddenly found ourselves forced to buy mobile/wireless/cell phones—which we needed like a hole in our heads.

For one thing, we're never apart. For two, we have no friends. For three, the only reason strangers have contacted me for the last decade or two... is to complain about articles like this.

In addition, it was immediately apparent that we didn't give-good-phone.

Plus, Carolyn won't allow me to be alone... and the only reason I wanted to be alone... was to call her on her new cell phone.

I'd say, "I'm gonna go ashore and take a shower," and she'd say, "I'll go with."

Damn.

...if she gets into the dinghy alone to go ashore, I call her just after she's pulled the starter cord. She has to stop, shut off the outboard engine... search her purse/bag/pockets... (drifting though the anchorage all the while)... find her phone and NOT drop it into the water in the bottom of the dinghy... turn her phone on... hit the 'talk' button and shout "...is that you, Roma?" (Our daughter is the only one besides myself who has her number).

...but, alas, it is only me and she ain't pleased... not at all.

...she has no phone manners!

...she shouts 'expletives deleted!'

...texting is no better. I sent her a message which read, "DONT B L8 2 ***K," and she texted me back. "...not romantic, you pervert!"

The last time we were at the Royal Brunei YC together... she was like a shadow... I could not lose her for a nano-second.

Thus, I slipped away to the head (the only place she can't follow) and called her from there.

"...disgusting!" she said. "You have to call me for a REASON, Fatty!"

I had no idea.

...a reason?

Damn it!

So the following day I hiked a solid hour under the glaring tropical Brunei sun and called her from the local little grocery store. "I'm at the grocery store... do you want me to bring you back anything?"

"Yes," she said. "Five pounds of sugar, please."

Needless to say, I was taken aback. I mean, I wanted to call, sure, and I knew I had to have a reason... but five pounds of sugar weighs five pounds... and I didn't want to carry it at noon at 6 degrees of latitude.

"I'd rather not," I said. "That's too heavy. How 'bout I buy us a candy bar... and eat both halves here?"

"...you call me from a store on your new cell phone to tell me that you DON'T want to carry stuff," she said. "That's... that's.... dumber-than-stupid!"

Thus we had our first 'mobile' argument.

I guess that's progress.

Cap'n Fatty Goodlander lives aboard the Wild Card, with his wife Carolyn, and cruises throughout the world. He is the author of "Chasing the Horizon", by American Paradise Publishing, "Seadogs, Clowns and Gypsies", and "The Collected Fat".

Developing Youth Sailing in the Bahamas

BY LYNN FITZPATRICK
PHOTOS BY ROBERT DUNKLEY

When Snipe sailors Jimmie Lowe and Peter Bruce Wassitch went to the Pan Am Games to represent the Bahamas a few years ago, they looked around and realized that they were among the oldest sailors at the Games. While they were elated to be representing their country, they were disillusioned. The source of their disappointment was the realization that an entire generation of Bahamian youth were not sailing at home or at international competitions. Lowe, who is retired and Wassitsch, in the prime of his life, returned to Nassau with the goal of rectifying the situation. They wanted to introduce sailing to the public school curriculum throughout the Bahamas and launch a national sailing school.

Lowe and Wassitsch approached the Bahamas Sailing Association (BSA), the nation's national governing body for the sport of sailing. One of BSA's primary missions is to promote sailing to all Bahamians regardless of race, religion, gender or political affiliation. With the endorsement of the BSA, Lowe and others approached the Ministry of Education. What they lacked in financial support and equipment, they more than compensated for in enthusiasm and commitment.

Lowe went into the public schools in Nassau to recruit candidates for the first summer camp. One of the only pre-requisites to participating in the four-week learn to sail session was passing a swim test. While many of the eager youth did just fine, a couple sunk right to the bottom of the pool and had to be resuscitated. The swim test didn't sink the program, instead it was the genesis for yet another program introduced to the public schools and those interested in sailing – swimming lessons. Lowe recruited some of the top Bahamian swimmers to teach aspiring sailing students how to swim.

When the first of the two four-week summer sailing sessions took place three years ago, the Bahamas National Sailing School was operating with six Optimist prams and a lot of hope. The Nassau Yacht Club graciously offered up the use of its facilities to help launch the school. While some of the students were learning how to sail, those who needed a little help learning how to stay afloat and swim, took swimming lessons so that they could jump into the Optimists during the second summer session.

As the Bahamas National Sailing School goes into its third year of operations, patrons have generously donated 103 Optimists and Lowe, his full-time staff of two and volunteers have introduced the program to public school students on Long Island, Eleuthera, Abaco and Grand Bahamas. Children who couldn't swim or sail at the program's inception have been exposed to a pastime that they can enjoy for the rest of their lives. They've learned about team work. They have additional extracurricular activities, including weekend sailing throughout the year, especially during the summer, and the Bahamas was able to hold an Optimist National Championship with 56 competitors last year. Lowe, who is the Director of Sailing Operations of the Bahamas National Sailing Association, continues to champion the program. There are two full-time employees and lots of volunteers helping him to grow the program. Lowe is looking forward to coaching Bahamian junior sailors and a new crop of sailing coaches in their preparations for the 2011 Pan Am Games in Guadalajara, Mexico.

Junior sailors from the Bahamas at the 2007 Opti Nationals

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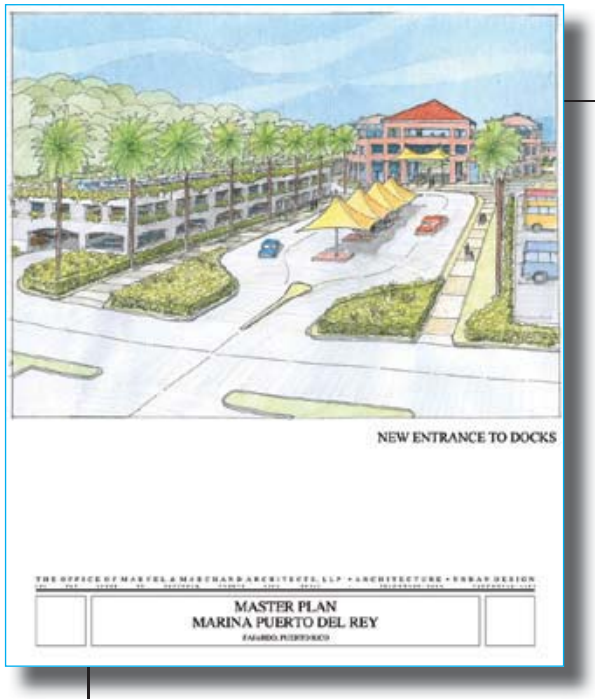
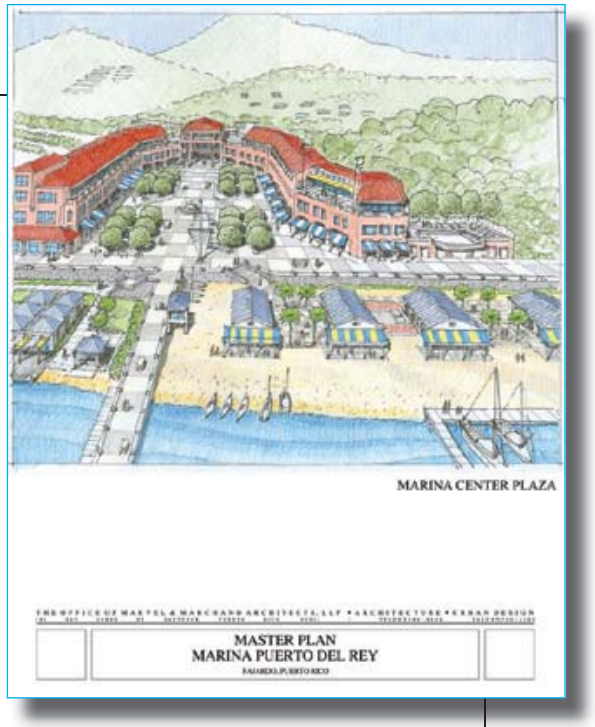
Lynn Fitzpatrick's articles have appeared in international publications such as Cruising World, and Sailing. She is the 2008 Sports Information Specialist for sailing at the 2008 Olympics.

NEW LOOK Planned for Puerto del Rey Marina

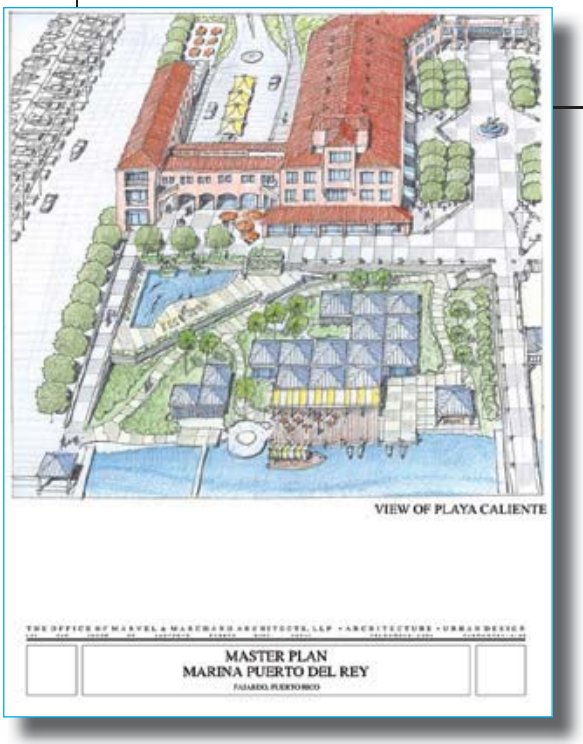
BY CHRIS GOODIER



NEW DOCK ENTRANCE



MARINA CENTER PLAZA



PLAYA CALIENTE

SITE PLAN

The Puerto del Rey Marina, located in Fajardo on the east coast of Puerto Rico, plans to begin a multi-million dollar improvement project in 2008, according to Vice President Denison Shelley. The improvements are part of Puerto del Rey's strategy to capitalize on the 2009 opening of a 5+ star resort adjacent to the marina.

"We are seeing more and more megayachts in our facility and expect the trend to continue, especially with the opening of the Cayo Largo Golf and Beach Resort," says Shelley. "Also, the 2009 opening of the Roosevelt Roads Airport, which is five minutes from Puerto del Rey and has an 11,000 foot runway, will make our facility very convenient for megayacht owners and charterers who want to arrive in any type of private aircraft, even if it's a 747."

Shelley says that the marina project's first phase, expected to be completed during 2009 at an investment of $7 million, will include remodeling and upgrading of Puerto del Rey's restaurants, retail establishments and common areas, as well as the addition of a swimming pool, fitness facility, new showers and bathrooms. A planned water sports center will offer yacht and fishing charters, diving trips and lessons, and excursions to the nearby Spanish Virgin Islands.

The second phase expected to begin in 2009-2010 will include a luxury boutique hotel, a new yacht club, additional restaurants and retail establishments, and residential units to be offered for sale.

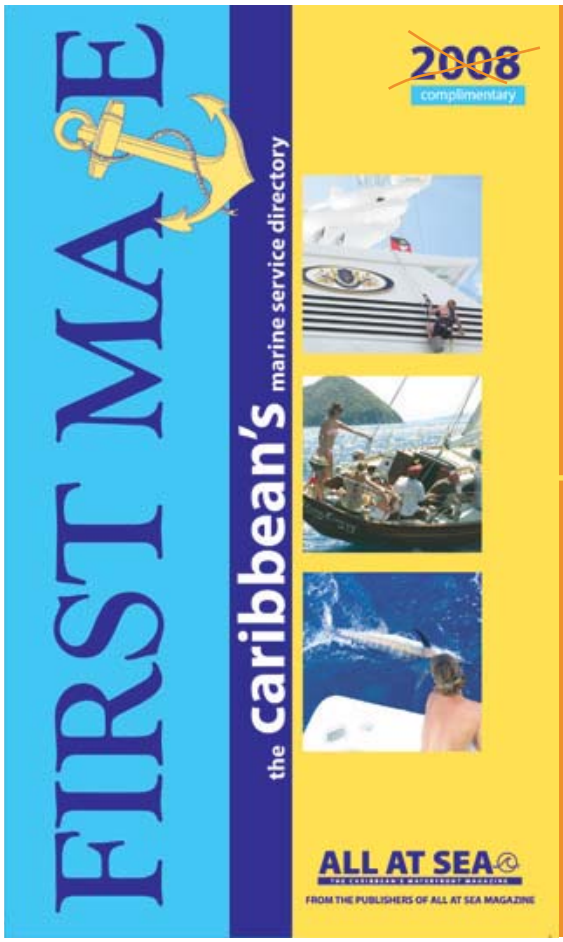
Puerto del Rey also plans to increase its number of megayacht slips with the addition of a new megayacht marina to be located north of the existing marina facilities. The investment in the second phase is estimated to be between $30 and $50 million.

The design of the improvements and the new facilities is being conducted by Marvel & Marchand Architects and Jorge Rosello Interior Designers and Space Planners, who recently designed the La Concha and the Vanderbuilt hotels in San Juan, as well as Las Casitas at the Conquistador Hotel in Fajardo.

Shelley is confident that planned improvements will take the Fajardo facility, which already has a winning, year-round combination of facilities and services, to the next level as one of the Caribbean's premier yachting centers.

"Our marina offers a 'one-stop shop' for anything the owner of a megayacht or 30 foot boat may need," says Shelley, "whether it's first class dockage, repairs or maintenance, a complete refit, or a hurricane plan—with a reserved space on land for yachts who want to remain in the Caribbean during hurricane season and have to comply with insurance company restrictions."

For more information on Puerto del Rey Marina, call 787-863-8880 or email marina@puertodelrey.com.



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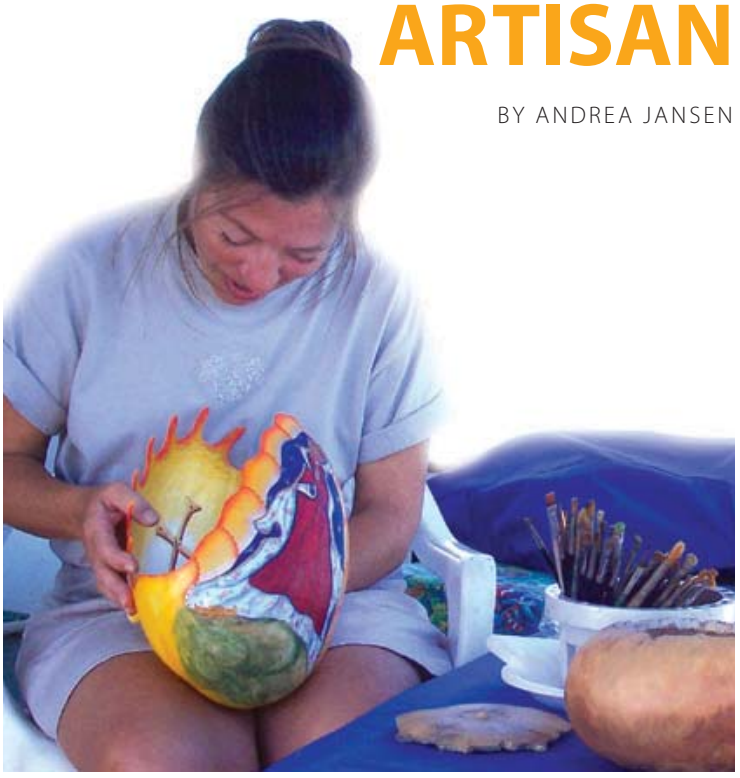
THE ACCIDENTAL ARTISAN

BY ANDREA JANSEN



How did I go from being a successful career gal to struggling artist?

IN FOUR WORDS, I BOUGHT A BOAT.

In 1997, my partner and I were living in Oregon when we had a pivotal discussion about everyman's dream: quitting our jobs, buying a boat and heading for the Caribbean. A self-taught artist in my spare time, I dreamt of painting for real on some tropical isle like Gauguin. I knew absolutely nothing about boating, but the idea sounded so appealing (and romantic) that four months later Ken, collie Czar and I were proudly sitting on our 1971 33-ft Marine Trader which we'd re-named *Ruff Life*.

In my former life I had lived and traveled around the world managing manufacturing projects for a NYC firm, and felt confident in my abilities to adapt. Ha! I could hail a cab, but tying knots and reading charts had me stumped. At a Sarasota marine store I asked for the closest equivalent to "Boating for Dummies"; I hadn't even seen "Captain Ron" but after one feverish month of provisioning we were heading south.

Every cruiser has horror stories. Mine started when the refrigerator fell on me during the crossing to West End and pretty much lasted until we arrived in Puerto Rico. Bruised and shell-shocked I refused to go further; malls and fast-food restaurants beckoned and I announced this was home. Ken loved Puerto Rico and jumped right in to our new community of La Parguera, opening a kite-and-flag shop and starting a book exchange, which has grown from a single milk crate to a fully stocked corner of the town's strip mall.

I needed more time to recover…and painting became my therapy. I practiced on anything, especially *Ruff Life*'s interior, until a friend gave me a tree-grown gourd to aid in my rehabilitation. This calabash, known locally as the higüera and found throughout the Caribbean, is hard as oak once dried. Traditionally used for tableware, musical instruments and even hair dye, it is now typically made into masks and maracas.

I began fashioning my gourds into simple bowls and sculptured baskets, decorating them completely inside and out and experimenting with brilliant, tropical colors until, without realizing it, I had developed my own style. I became a licensed Artesan (a must-have to attend the best shows on the island), and my functional art, now ranging from salsa bowls to wine bottle holders, clocks to lampshades, surprises the public.

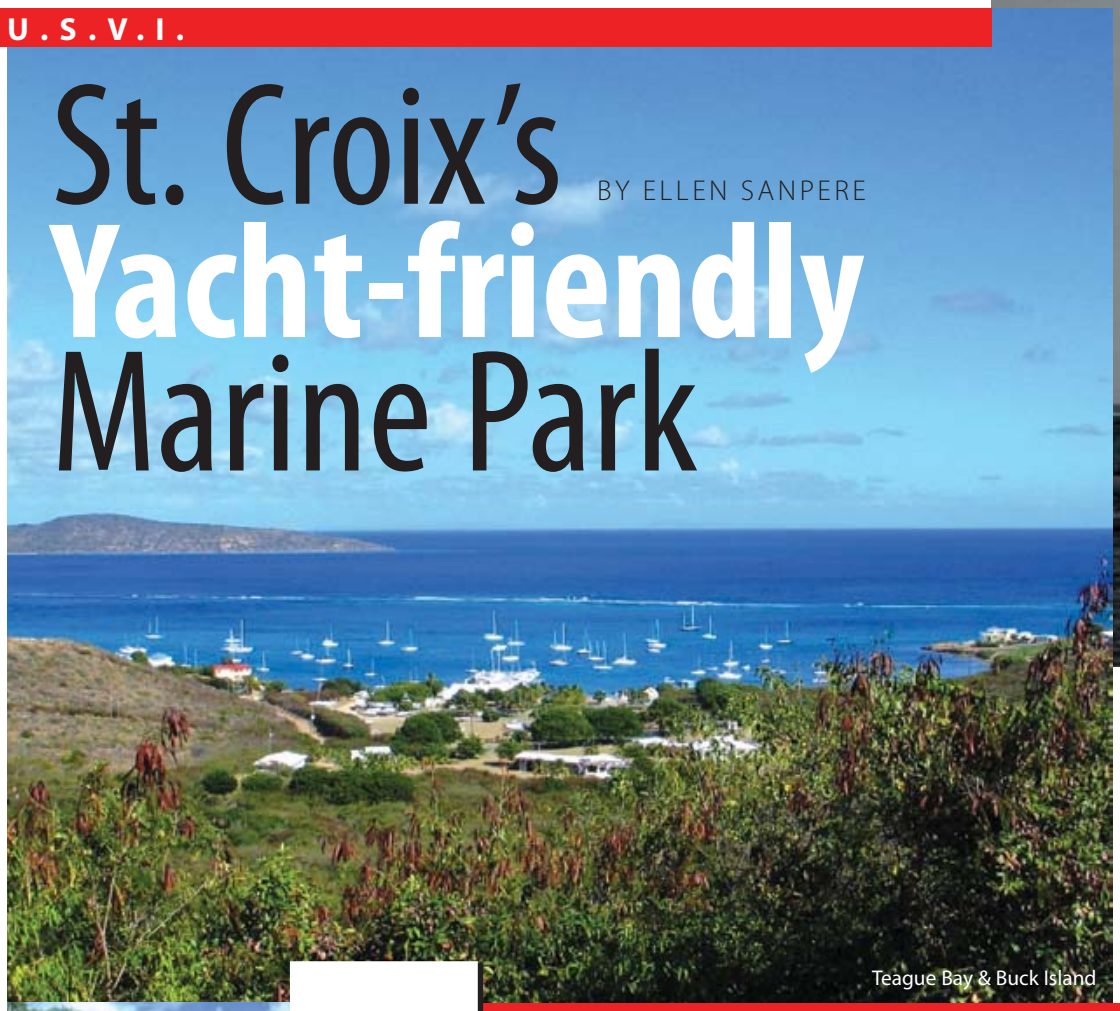
What inspires me? Truth is I'm financially motivated. To my own astonishment I've grown to love this lifestyle, and I love living on the boat. Everyone who owns one knows what that entails financially, and in these economic times artwork is not high on people's list of priorities. This is where the struggling artist part comes in.

Ken has joined me in this creative venture and I remind him that we've actually upgraded from starving, so that's progress. When things get really tight, that's when we become particularly creative: early results on a line of handbags indicate this just might be our pet rock. I do murals when and where I can, even on *Ruff Life*'s transom, and I'm slowly experimenting with wall art.

Several of my pieces have won awards in international competitions, and my self-styled website's climbing the charts. No one's more surprised than me. I figure I'm far ahead of where I'd be if I had waited until retirement (or if I'd known in Florida that trawlers came with two engines). I now admit that moving on to *Ruff Life* has been one of the best decisions of my life. The journey has been incredible, and I don't just mean the cruise.

St. Croix's Yacht-friendly Marine Park

BY ELLEN SANPERE



Teague Bay & Buck Island

Trail to Chenay Bay

The St. Croix East End Marine park is becoming a little more yacht-friendly. Day moorings for small recreational boats are free (currently, though this may change in the future) and are now available in Cramer's Park, Coakley Bay, Chenay Bay and Teague Bay on the north shore, and in Great Pond Bay and Turner's Hole (proposed) on the south shore.

The north shore locations are dinghy or kayak distance from more acceptable anchorages or marinas, and yachts drawing more than six feet are strongly advised to watch the depth sounder and the bottom carefully! when approaching the white mooring balls. The sand-screw moorings have pennants and allow access to excellent snorkeling and beautiful beaches. All Virgin Islands beaches are open to the public up to the high tide line. At some locations, a salt pond or lagoon is a short hike inland, and birdwatchers will find many species to check off their lists.

Among the bays where yachts can anchor are Teague (Tague on some charts) Bay, Coakley Bay, Prune Bay, and Chenay Bay.

Teague Bay is a park-designated Recreational Area with many private moorings around the St. Croix Yacht Club. Yachts may enter at the Coakley Bay "G1" beacon (approx. 17°45'59"N 064°38'11"W) and keep to the middle of the channel until well into the large bay, approximately 1.7nm east. Watch for and avoid the patch reefs to either side. The continuous breakers of the barrier reef are easy to see and continue to Cotton Garden Point. The reef offers good snorkeling and keeps the water fairly flat except in a strong northeasterly wind. Entering at the Cotton Valley cut is only for those with local knowledge.

Once in Teague Bay, yachts may anchor overnight in six to18 feet of water. The St. Croix Yacht Club offers visitors a pleasant clubhouse, dinghy dock and famous Crucian hospitality. Swimming is permitted off the beach east of the dock.

At the southwest corner of the bay, park moorings are in shallow water in front of Duggan's Reef restaurant. Snorkeling is good along the rock outcroppings. There are several wrecks in the bay to explore as well. Recreational line fishing from shore is permitted within 100 feet of the shoreline. Just east of Teague Bay, in Cotton Garden Bay, park moorings are in shallow water near Cramer's Park, a public beach with some facilities.

Coakley Bay and Prune Bay are pleasant anchorages for snorkeling, swimming and playing on the beach. Depths run nine to13 feet close to shore, and anchoring is comfortable except when northeasterly winds bring in a swell. Anchor in sand, and watch for isolated coral heads and the patch reef between the two bays. Anchoring is not recommended near Pull Point at the western end of the Prune Bay (17°45'57"N 064°39'17"W), as the current is swift and the point is rocky. (The large house on the point with a bright green roof once belonged to Robert Oppenheimer, father of the atomic bomb.) It's a short swim, dinghy or kayak ride to nearly deserted beaches.

Some moorings at Chenay Bay are in water deep enough for a shallow draft yacht, but a better option is to anchor in six to 10 feet of water in front of the Chenay Bay Beach Resort or behind Green Cay. The Cay is a national wildlife refuge with a brown pelican rookery and is the only place left where the St. Croix ground lizard can be found. As an alternative, nearby Green Cay

Teague Bay at regatta time

Prune Bay looking west

Marina is the best-protected marina in the area and has dockage, fuel, restaurants and clean showers.

From the anchorage or the marina, one can dinghy or kayak to the Chenay Bay moorings, snorkel the point north of the resort or just enjoy the beautiful beach. Conch, lobsters, snappers, stingrays, manta rays and barracuda inhabit the bay waters, while osprey, frigate birds, white terns and brown pelicans fly above. Endangered sea turtles use the beach berm for nesting, and hikers should avoid disturbing the area. Beach fires and vehicles are prohibited, but camping isn't – just watch out for manchineel trees.

Several short trails lead south into the 100+ acre Southgate Coastal Reserve owned by the St. Croix Environmental Association (www.stxenvironmental.org). The reserve includes wetlands, mangrove forests and grasslands, which SEA uses for education and research. The large salt pond is a breeding site for resident and migratory birds, and early mornings are best for sighting various wetland species. Tiny fiddler and large land crabs share the pond with birds, mongoose, iguana and deer.

To protect spawning, nursery and residence habitat for various species, Coakley, Prune and Chenay Bays are designated No Take Areas: swimming, diving and boating are allowed, however, commercial and recreational fishing are prohibited.

Visiting cruisers are invited to swim, dive and snorkel in the park waters and to enjoy the beaches. To get the most out of the Marine Park, take a free interpretive tour with Ranger John Farchette III, usually on Wednesday mornings. Check the Marine Park calendar at www.stxeastendmarinepark.org or call (340)773-3367.

Ellen Sanpere has lived aboard Cayenne III, *a refurbished Idylle 15.5, since 1998. She and her husband Tony started from Annapolis and have cruised from Maine to Venezuela. St. Croix is their home port.*

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Safe Boating Week DRAWS HUNDREDS

BY CAROL M. BAREUTHER, RD | PHOTOS BY DEAN BARNES

Hundreds of community members converged at Frederiksted Pier, St. Croix, on May 17 for daylong festivities commemorating Safe Boating Week.

"The big feature this year was how many agencies came together at one time to promote boating safety. It was great," says Duane Minton, U.S. Coast Guard (USCG) Auxiliary captain for the Virgin Islands.

The right-before-your-eyes helicopter rescue drew the most oohs and ahhs from the crowd. The crew of a Coast Guard HH-65 Dolphin helicopter from Air Station Borinquen in Aguadilla, Puerto Rico flew to a point just off the Frederiksted Pier. The bright red copter hovered over the ocean, whipping up plumes of spray, as a rescue swimmer descended to the water and successfully hoisted the dummy victim to safety to a round of applause. The demonstration continued ashore as members of St. Croix Rescue met the helicopter crew and continued the victim's mock resuscitation on land.

The second biggest eye-catcher was the 110-foot cutter, the USCG *Chincoteague*, especially with its MK 38/25 mm machine gun and two .50-caliber machine guns mounted on-board.

"Our mission is primarily migrant interdiction, drug interdiction, and search and rescue," says LTJG Elizabeth Gillis, the executive officer and second in command of the 15 member crew, during a tour of the cutter. "The area that we cover is from the Dominican Republic and Haiti south through the Caribbean."

Gillis, a graduate of the U.S. Coast Guard Academy, in New London, CT, entails that she drives the cutter and navigates safety as well as performing administrative duties, support and budgeting. She's also the senior boarding officer when it comes to inspect another vessel at sea.

Learning just what Coast Guardsmen and women do in their career, as well as other maritime job opportunities, was another big part of the Safe Boating day. Agencies that set up booths to disseminate information included the Department of Planning & Natural Resources, Virgin Islands' Police Blue Lightening Task Force, National Guard, Hovensa, Marines, Air Force and Army.

Members of the Golden Hook Fishing Club emphasized the educational side of their sport by handing out dozens of backpacks loaded with goodies to kids.

Education was also key with members of the USCG Auxiliary and St. Croix Power Boating Squadron, especially as it related to the National Safe Boating Week slogan, 'Wear It'!

Minton explains, "We received a donation that allowed us to give away 100 life jackets to kids. Several of us took turns teaching kids how to put on and wear the life jacket properly. This is also one of the elements we teach in boating safety courses."

The St. Croix Power Squadron members also promote safe boating to the community, and do so through monthly general membership meetings and boating related classes.

Squadron commander, Ginger Anderson, explains, "We teach boating education and safety, both power and sail, in classrooms throughout the community. Basic classes go over navigation aids and wearing a lifejacket. The more advanced classes get into engine maintenance and other more specialized topics. The whole goal is for people to be safe on the seas and to have fun."

Fun was definitely part of the Safe Boating festivities. Kids, and parents, were able to test their skills in a life ring toss off the Frederiksted Pier and engage in a lifejacket relay.

Knot tying, radio calling, a Solas Flare Shoot-off and fire extinguisher demonstrations made the day as interactive as it was fun and educational.

"It was a great day and we look forward to doing it again next year," says Minton. "Hopefully, in the future, we can alternate islands so that more people can participate."

Scouts Receive Scuba Certification Under Atlantic Blue Marlin Tournament's Marine Vocational Program

BY CAROL M. BAREUTHER, RD | PHOTO BY DEAN BARNES

Ten teenagers enrolled in Venturing, a youth development program of the Boy Scouts of America (BSA), took part in the USVI Open/ Atlantic Blue Marlin Tournament's (ABMT) Marine Vocational Program (MVP) and became certified scuba divers.

"I wanted to conquer my fear of the sea," said Kia'T'Nique Thomas, about her reason for embarking on the underwater educational program.

Prior to receiving their certificates, students Dudley Penn and Tyriq Isles demonstrated to a crowd of family and friends the techniques that enabled the students to earn their certification. The young men outfitted themselves with masks, regulators, air tanks and weight belts, and did a buddy check before submerging and swimming underwater around the pool.

"The kids really showed a lot of interest, were responsible and demonstrated a high level of teamwork and responsibility throughout the instruction," says Andre Webber, of St. Thomas Diving Club, who taught the 10-week course.

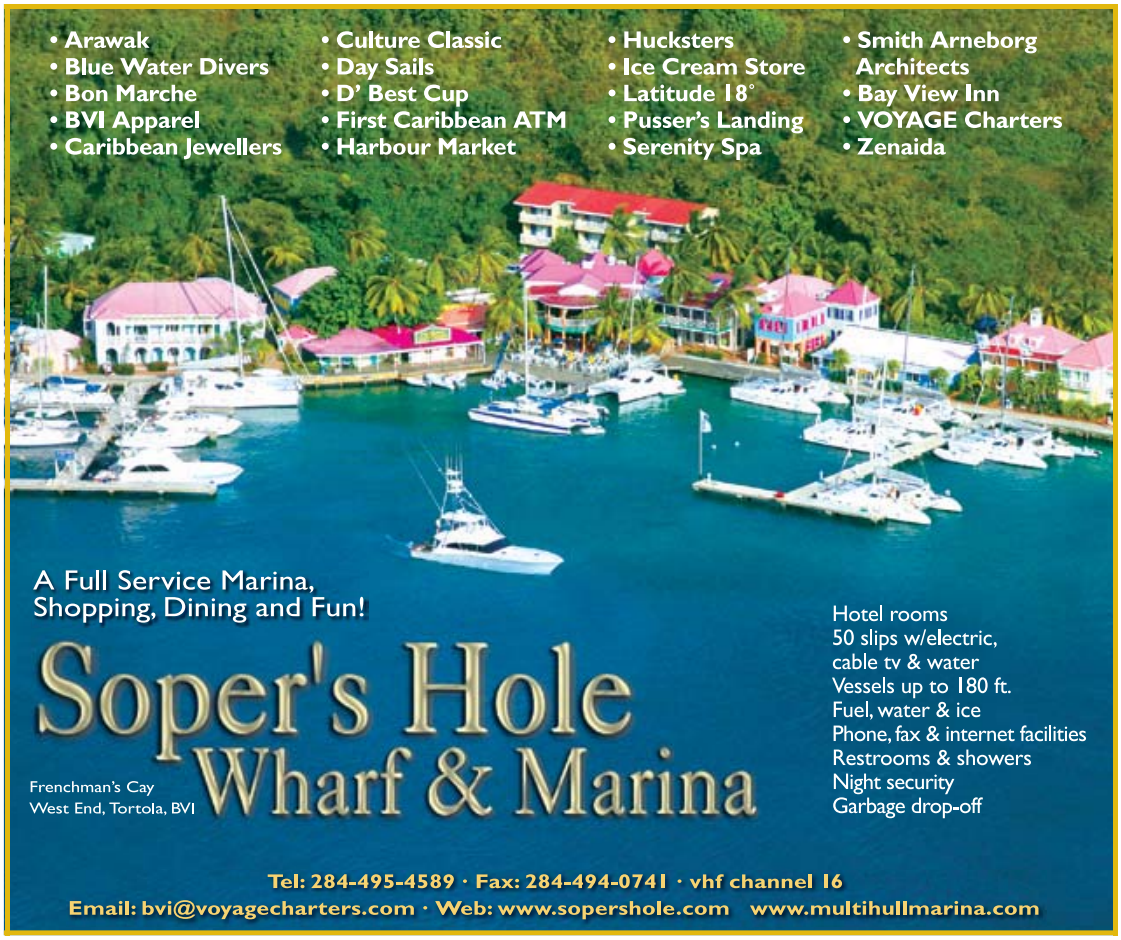
Nathan Clark, Virgin Islands' Council of the Boy Scouts of America senior district executive, says, "This experience has given the students a life skill they can build on for the future and even turn into a profession."

One student, Jerome Hodge, plans to do just that. "I'd like to get my instructor's certification and ultimately become a dive instructor."

The ABMT's MVP program, the brainchild of St. Thomas' sports fishermen, Jimmy Loveland, operates under the Virgin Islands Council of the BSA.

"I envision the components of the MVP program like spokes on a wheel," says Loveland. "There's diving, sailing and fishing, for example, that not only introduces kids to these life experiences, but also takes them through a curriculum that will lead to a vocation in their chosen marine field."

For more information about the MVP Program, contact Jimmy Loveland (340) 775-9500 or Nathan Clark (340) 774-2752.



Thomas Walden of St. Thomas in the lead, Optimists

LOTS OF **TALENT** SHOWCASED AT THE 7th Annual BVI Dinghy Championships

BY CAROL M. BAREUTHER, RD

The sea spray settled barely a month after the BVI's biggest boating event of the year, when it was time for the little boats to shine at the 7th annual BVI Dinghy Championships, raced May 10-11 out of Tortola.

PHOTOS COURTESY OF THE ROYAL BVI YACHT CLUB AND JAEDA WOOLDRIDGE

Getting ready for the start

Delroy Gordon and Glenford Gordon (not related). Delroy raced grey hull sail #29, while Glenford was sailing a red hull sail #20, both 4.7 rigs

Chris Watters, sailing coach at the Royal BVI Yacht Club (RBVIYC), says, "With 38 boats racing, and 42 competitors, this was one our biggest regattas to date, with attendance just under from last year's record."

The weather couldn't have been more ideal. The breeze was steady and out of the southeast at 12 to 14 knots for most of the weekend. As a result, a total of 37 races were run.

The most exciting action happened in the Laser class. Two-time Olympian Robby Hirst won the class sailing a Standard, but it was 2012 Olympic hopeful, 16-year-old Alec Anderson, sailing a Radial who was the only one to beat Hirst boat-for-boat in spite of the difference in sail area.

Anderson explains, "It didn't take him (Hirst) long to get used to the boat again, so right away it was serious competition. Plus, his tactics are incredible. Then, when it was windy and I was able to keep up with him, the racing became lots of fun with some close reaching and tactics up wind."

In the Laser Radial class, Anderson, the sole 2008 BVI Youth World Team member, battled it out for the top spot with the USVI's William Bailey. The BVIslander was victorious and only allowed Bailey to beat him in two of the seven races sailed.

The USVI's Joyce McKenzie won the Laser 4.7s.

One of the other big highlights of the event, says Watters, "was the BVI's Josh Morrell taking 11 firsts over 11 races in the popular Open Bic Class."

The Open BIC, which received official class recognition by the International Sailing Federation (ISAF) in November 2007, is a 9-foot one-design dinghy that is gaining momentum around the world with large fleets in the United States, Italy, France and South America.

The USVI's Addison Hackstaff won the Optimist Blue Fleet and Opti Overall.

"I got clean starts and had good air. I worked the shifts and kept in front of the pack," Hackstaff says of his win.

The 12-year-old wasn't always leading. "One race, I was in front when my outhaul blew from its cleat. Because of this, I moved to the back of the fleet. But, I ended the race in 4th," says Hackstaff. "Nicholas Gartner was my stiffest competition. I just beat him by one point overall, and I thought we had actually tied on points."

The RBVIYC's Watters adds, "The 2008 BVI North American Optimist team showed that practice pays. Jason Putley took top honors in the Optimist White fleet, with Jonathan Woods second. In the Optimist Red fleet, Dontae Hodge of Cane Garden Bay finished first in class, and Mollee Donovan, ended third in Blue Fleet."

PHOTO COURTESY OF SAILABILITY BVI

Two sailors from the 'Sailability BVI' program, taught by Alison Knights-Bramble and Colin Bramble at the BVI Watersports Centre, saw their disabilities literally evaporate on the sea. In fact, one, Delroy Gordon, finished third in the competitive Laser 4.7 class.

Knights-Bramble says, "Sailing has become the only access these two and others that attend weekly the Sailability activities have to the outside world. They cannot read or write. One of the boys, though physically fit, is intellectually disabled, preventing him from earning a living once leaving school in any rewarding capacity. It is hoped that by the end of June 2009 both these boys will be valuable boat handlers and employed within the charter industry in the BVI. Horizon Yacht Charters has been invaluable in giving the boys and opportunity to spend their work experience time with them."

The two, Delroy Gordon and Glenford Gordon, and possibly other special needs sailors born in the BVI, will be competing at the next Special Olympic Summer Games in 2011 in Athens!

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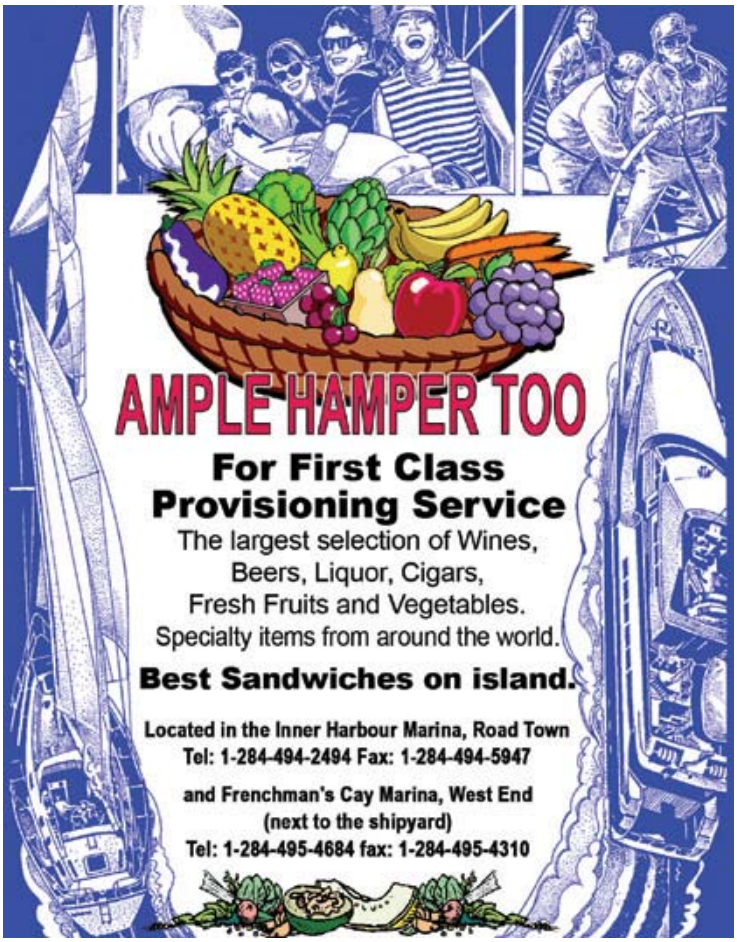

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Hearts Desire under sail

The 2008 Anguilla Regatta: Competitive ... and laid back

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The first race of the 2008 Anguilla Regatta got off to a shaky start for *Hearts Desire*, the 1925 Alden Schooner, skippered by an American, Glen Schroeder. Glen had invited me aboard for my first racing experience and I joined the green crew in their crash course in sailing a gaff rigged vessel.

No one could remember if the warning signal for the race's start would be fired ten or five minutes before the race began. Ten minutes was settled on and we realised our mistake when we saw the other competitors streaming over the start line ahead of us. We began last and remained so for the duration of the 'Beach Jam Course,' which covered 26 nautical miles of Anguilla's spectacular, beach dotted coastline.

Glen was a laid back captain. When it became clear that we would not be able to catch up with the other competitors, the race became a leisurely sail in perfect sailing conditions. He took time to show me how to handle the jib ropes when the vessel tacked. "As soon as you hear the rattle [of the sail], bring the jib in," he instructed. "Let me show you," he demonstrated how to twist the ropes, "that makes it tighter and that makes it slacker," he explained, then laughingly said, "I don't even think about that stuff when I do it." Glen has owned *Hearts Desire* for five years and has sailed since he was a year old.

The race was won by Colin Percy in *Antares* in the Cruising class, Frits Bus in *Pelican Marine Residences* in the Spinnaker class, Anguilla-registered *Juluca,* skippered by Steve Donahue in the Open class, and by Herve Harel in *Harel Yachts* in the Multihull race. *Hearts Desire* received loud applause when we eventually finished, over an hour later than the last craft. Glen thanked the waiting race officials for "not giving up on us and going home!"

(Continued on next page)

The Anguilla Regatta is run by the Anguilla Sailing Association (ASA) and the Anguilla Tourist Board, with assistance from the St Martin Yacht Club. It funds the activities of the Anguilla Youth Sailing Club, which teaches young sailors their craft. The second Alden Schooner in the Regatta, *Charm III*, captained by Richard West, had Club members crewing, their average age just thirteen years.

The Regatta featured races over three days, with exhibition races including the thrilling West End Cup and the hotly contested 'Battle of the Banks,' both featuring twelve metre vessels crewed by staff from local businesses. The Sir Bobby Velazquez Local Boat Race was eagerly anticipated and followed by a flotilla of small boats, their passengers shouting encouragement to the crews. When *Eagle* was forced to sail inside one marker, there was hot debate and much indignation.

Of the regatta, Peter Parles, ASA President, said, "We had a great response from all the racers. We had an Anguilla boat take first prize in the Open class (*Juluca*) and we had a boat from Antigua travel a long way, with an Anguillian crew. They took first prize in the Cruising class (*Moonshadow*) and in the Spinnaker class we had a lot of old favourites. It was very, very competitive. We are really happy to have these folks come in to spread the word that Anguilla is a great sailing destination. The Anguilla Regatta is like the old fashioned Regattas of the Caribbean, we want it to grow but we do not want it to grow too much because we do not want to take away what makes it special."

British-born Penny Legg has a regular column 'Thoughts of an Expat' in The Anguillian, www.anguillian.com She writes for magazines and newspapers in the Caribbean, US and UK.

Moonshadow

Anguilla-registered *Juluca*

Cary Byerly and Heather Tackling with the West End Cup

Peter Parles, ASA President, with Steve Donahue, skipper of *Juluca*

2008 ANGUILLA REGATTA OVERALL RESULTS:

SPINNAKER CLASS
FIRST: *Budget Marine Too*, Skipper Robbie Ferron
SECOND: *Pelican Marine Residences*, Skipper Frits Bus
THIRD: *French Connection*, Skipper Didier Rouault

CRUISING CLASS
FIRST: *Moonshadow*, Skipper Eddie Baretto
SECOND: *Antares*, Skipper Colin Percy
THIRD: Rub A Dub Dub, Skipper Jim Hearn

OPEN
FIRST: *Juluca*, Skipper Steve Donahue
SECOND: *Domani*, Skipper Lorenz Einogg
THIRD: *Calypso*, Skipper Nigel Toothill

MULTIHULL:
FIRST: *Harel Yachts*, Skipper Herve Harel
SECOND: Lagoon Tri Umph, Skipper Paul Stoutenbeck

WEST END CUP
FIRST: *True North 4*, Crewed by CuisinArt Resort and Spa
SECOND: *Stars and Stripes*, Crewed by Temenos

BATTLE OF THE BANKS
FIRST: *Stars and Stripes*, Crewed by The National Bank of Anguilla
SECOND: *True North 4*, Crewed by The Caribbean Commercial Bank

SIR BOBBY VELAZQUEZ LOCAL BOAT RACE
FIRST: *Real Deal*, Skipper Alvin Richardson
SECOND: *De Tree*, Skipper Ian Carty
THIRD: *Sonic*, Owner Paul Romney

4TH Captain Oliver's Regatta

BY NICK MARSHALL

A record 40 boats made it to the start of the 4th Captain Oliver's Regatta, sponsored this year by Canal Sat Caraibes and held over the weekend of 17 and 18 May. The regatta has a brilliantly simple format: just two races in two days – round the island anticlockwise on the Saturday, and out to St Barths' Ile Fourche and back to Oyster Pond on Sunday – complemented by famous evening entertainment, or *soirées* as they are called around these parts. The third ace was added by Mother Nature herself; blazing May sunshine without a cloud in the sky, flat seas and up to 20 knots of breeze to play with by the end of day two.

The overall winners – Frits Bus on his Melges 24, *Carib Beer*, being presented their prizes by the gorgeous Platinum girls

PHOTOS COURTESY OF STUART KNAGGS, CAPTAIN OLIVER'S REGATTA

Karibuni with *Sunsea Dauphin Telecom* behind

Beyond the Captain himself, the regatta has already developed its own set of familiar faces. Although Pat Turner's dismasted *Tryst* would be forced to give 2008 a miss and Philippe Hervé's *Vanille* would not be present, Frits Bus was back on his Melges 24 *Carib Beer Team*, St Barths' Jeff Ledee on his Nacra 18 beachcat, Jan Vanden Eynde on *Panic Attack*, and COYC Commodore Hervé Harrel on *My Cat*. The Moorings and Sunsail, the two resident charter companies on the marina, also entered a crew each.

Saturday's racing began with a whimper, but built to a bang. Around seven knots only at the start meant crews would be working hard for advantage in sweltering heat. First off and first back was the Beachcat Class, with nine boats competing, mainly from St Barth and St Martin. Jeff Ledee picked up where he left off last year, winning leg one in an audacious 3 hrs 10 mins.

In Racing, three of the five competitors were Melges 24, yet with the pace being set by the Open 7.50 *Panic Attack*, who would finish in 4:13:33. On corrected time, however, honors went to Bus's *Carib Beer*, just three minutes ahead of Didier Rouault's *French Connection* over the line.

The Cruising Class had a punishing day, clocking up to seven hours on the water in some cases. Line honors and corrected time went to Ian Hope Ross's *Kick 'em Jenny*, well-challenged by Simon Manley's J105 *Team Scuba Shop* and Raymond Magras's *Speedy Nemo*.

Racing on a shortened course in the six-strong Cool Class, Mowgli Fox's *L'Ile* comfortably got the better of *Schtroumph*, while the 11-strong Multihull Class – a remarkable figure – was claimed by Claude Considiere's *Sunsea Dauphin Telecom*. Boats crewed by staff from a single company were also competing for the 'Corporate Challenge'.

Day two started with stiffer breeze and the chance to dash upwind to Ile Fourche and back. In the race for gold, the Beach Cat Class again proved its mettle, with the first three boats returning within barely a minute of each other. This time, however, Olivier Bernaez's *Image Real Estate* was the cat that got the cream, awarded the overall win by judges from a three-way tie.

In Racing, just thirty seconds were needed to separate the three Melges, but Bus would prevail on corrected time to finish the weekend with a perfect sheet and reclaim his dominance in the regatta. Bus's *Carib Beer Team* was also awarded the weekend's Most Worthy Performance, joining previous winners Jeff Ledee/Vincent Jordil, and Philippe Hervé in Oyster Pond folklore.

Team Scuba Shop posted a convincing win in Cruising, but *Kick 'em Jenny* secured second, and the overall class win. In the Cool Class, *Schtroumph* came back strong, even though third to finish on elapsed time. A third place for Fox's *L'Ile* meant that Valade took the class.

Finally, the multihull class was again dominated by *Sunsea Dauphin Telecom*, which also won the Corporate Challenge. *Polo*, a Cata 43, rose to second, while Harrel's *My Cat* had to be content with third.

Hats off again to Captain Oliver, Harrel and Regatta Organizer Stuart Knaggs. Oyster Pond might be divided by the French/Dutch border, but this May regatta brings some great talent together.

Nick Marshall is an English journalist living on St. Maarten who was consultant editor of All At Sea from 2003 to 2005.

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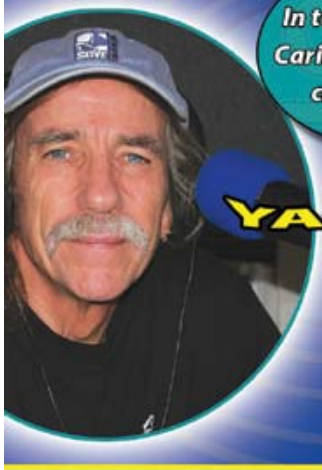

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Transat AG2R: Two Winners From Saint Barth

BY ELLEN LAMPERT-GRÉAUX | PHOTOS BY ROSEMOND GRÉAUX

The boat *Concarneau-St Barth* arriving in the harbor of Saint Barth, with local sailor Miguel Danet and his teammate Eric Peron, welcomed by large crowds on the docks

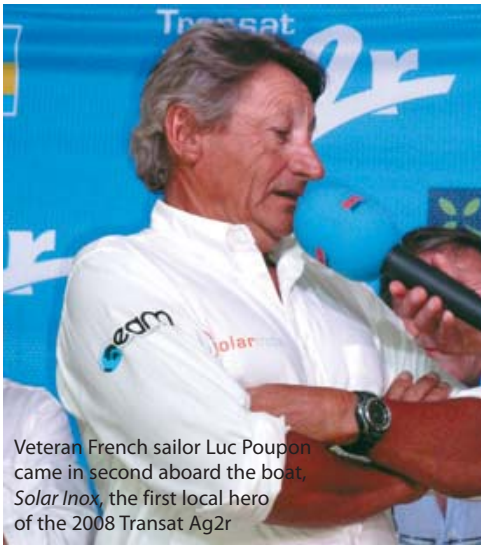
THE ISLAND OF SAINT BARTH had a lot to celebrate when the ninth edition of the Transat Ag2r, a transatlantic race that set sail from the port of Concarneau in Brittany, France, arrived in Saint Barth's Port of Gustavia in mid-May. Although top honors went to Laurent Pellecuer and Jean-Paul Mouren aboard the Figaro Beneteau *SNEF-Cliptol Sport*, second and third place went to boats with local sailors aboard: Luc Poupon, a French "local" by adoption who sailed with Ronan Guérin aboard *Solar Inox*, and native son Miguel Danet in tandem with Eric Péron on the *Concarneau-Saint-Barth*, representing the two ports that host the race.

The winners all opted for a southern route across the Atlantic, with Laurent Pellecuer and Jean-Paul Mouren arriving Tuesday morning, May 13 in Gustavia, having set sail from Concarneau (Finistère) on April 20. When they crossed the finish line five seconds shy of 3:14am (Saint Barth time), Pellecuer and Mouren had spent 22 days, 19 hours, 13 minutes and 55 seconds at sea, traveling at an average speed of 6.78 knots over 3,710.4 miles from France by way of Porto Santo in Madeira.

Solar Inox and *Concarneau Saint-Barth* opted for the same southern route, and it paid off—they came in second and third respectively, with a large part of the local population on the dock and in the port to welcome them after cheering for them as they crossed the Atlantic on the way home to Saint Barth. This marks the first time a native son and a local resident stood in the winners' circle for the Transat Ag2r—with a huge celebration on the dock in honor of all the sailors, but especially the local heros.

Ellen Lampert-Gréaux lives in Saint Barthélemy where she is editor-in-chief of Harbour Magazine, and has been a regular contributor to All At Sea since 2000. She also writes regularly about entertainment design and technology for Live Design magazine, and about Caribbean architecture for MACO, a Trinidad-based lifestyle magazine.

St. Barth native son Miguel Danet celebrating his third place victory in the 2008 Transat Ag2r



Veteran French sailor Luc Poupon came in second aboard the boat, *Solar Inox*, the first local hero of the 2008 Transat Ag2r

Transat Ag2r winners Laurent Pellecuer and Jean-Paul Mouren aboard *SNEF-Cliptol Sport* arrive in Saint Barth after three weeks at sea

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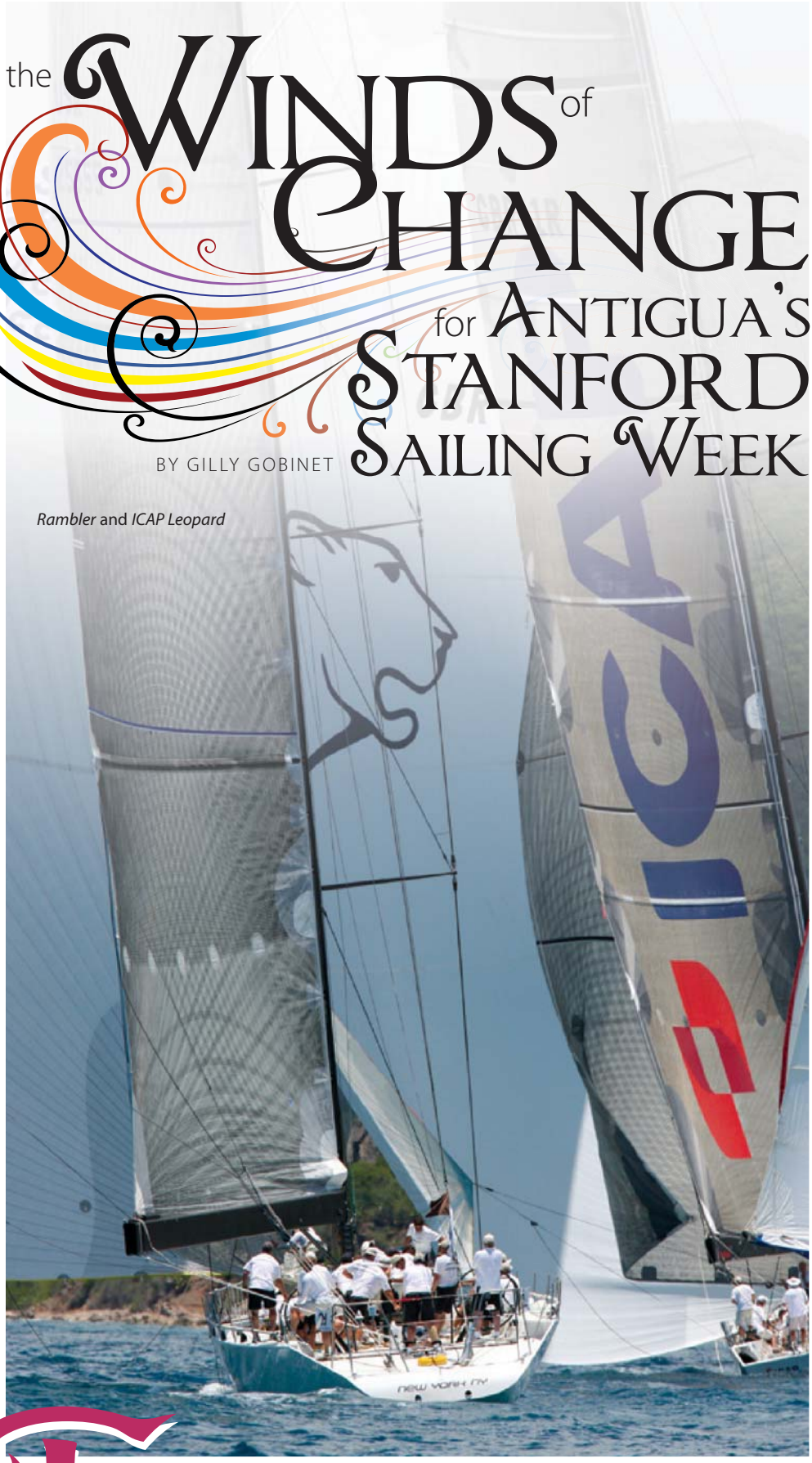
the Winds of Change for Antigua's Stanford Sailing Week

BY GILLY GOBINET



Rambler and *ICAP Leopard*

PHOTO BY TIM WRIGHT, PHOTOACTION.COM

The winds blew mostly fair for this 41st regatta. Certain changes in the courses, venues and events for political reasons provoked a number of comments from the seafaring participants. However, as a whole, this sailing week was a success, with the new class of International Dragons participating for the first time.

To cap it all

The Mount Gay Party, which traditionally signals the end of Antigua's Classic Yacht Regatta, of which it is a sponsor, and the beginning of Sailing Week, started the confusion with a change of venue from Galleon Beach to Pigeon Beach. Former critics of the unavoidable obligatory queue for the traditional sailing week red hats need grumble no more: they are a thing of the past, and will now probably rake in fortunes on ebay as collectors' items. Maybe the platinum sponsor of Sailing Week, Stanford International, will start another tradition with its own colourful hats next year – hopefully with the individual shirt clips so useful to crews whose newly acquired headgear has often fast disappeared in unpredictable gusts in the past.

A swell time was had by all

Unfortunately, the hugely enjoyable Dickenson Bay Beach Bash, traditionally at the end of the first race out of English Harbour, is no more. This event was moved to the comparatively unsheltered anchorage off Fort James, where the predictable and hazardous swells caused havoc to small boats approaching the shore (die-hards in the calm waters of Dickenson Bay staged their own event at The Beach, entitled "Me-nah-leave"…). Frustrated crews marooned on board bewailed the lack of a floating dinghy dock or pontoon to counteract the swell. Neither was there any more Beach Bash on the unlit sand, although Russell's was certainly jumping, with the help of the live band Itchy Feet.

Change of course

The course changes were generally welcomed and found to be more challenging. The first two races became legs one and two of a round-the-island race, the first ending off Fort James, the second off English Harbour. The spectacular newcomer Mike Slade's 100 ft. *ICAP Leopard* won the best elapsed time for this race. In other races, the very light winds continued to be a source of irritation to many of the racing boats that perform better under stronger conditions. Some participants felt that the provision of alternative courses would be one solution, as are offered by many other international regattas, so that races would not be subject to delays or cancellation. However, the considerable depth of some of the offshore waters where markers have to be put down does not always lend itself easily to this type of operation. Other participants suggested that all the races of the regatta should take place on the windward side of the island, organizing everything from out of English Harbour. This would also benefit many owners and crews for whom the logistics of moving from one venue to another for the different race starts are both tiring and tiresome. Unlike those used in the Classic Regatta, all participants agreed that the markers or buoys are far too small and are invisible at a distance. Over to you, Sir Allen?

(Continued on next page)

The crew aboard newcomer *ICAP Leopard*

The Dragon fleet including overall winner *Murka Dragon*, and *Windward*

PHOTOS BY TIM WRIGHT, PHOTOACTION.COM

New boats and old

Joining the ranks of *Pyewacket*, *Sayonara*, *Morning Glory* etc., was Benny Kelly's TP52 *Panthera*, winning the overall Lord Nelson Prize. Another impressive yacht, George David's 90 ft *Rambler*, was overall follower up, winning the West Indies Publishing Cup. Antiguan boat James Dobbs' *Lost Horizon* also triumphed

Two Antiguan boats were notable by their absence: Bernie Wong's *Huey Too* and Carlo Falcone's *Caccia alla Volpe*. Bernie was sailing on his newly acquired Mumm 36 *High Tension*. He felt he performed well when the winds picked up; he is enjoying getting used to his new boat. Carlo Falcone temporarily abandoned his beloved *Caccia* to sail on *Windward*, one of the dragons participating for the first time in the highly successful new International Dragon Class. He found it very tough but hugely enjoyable. The addition of dragons to the Antigua Sailing Week regatta provoked interest from all over the world, from as far a field as Hong Cong. Carlo was instrumental in introducing dragons to Antigua through his Harmony Hall Yacht Club, which opened at the end of 2007; there are now ten on the island with the promise of more to come. He is currently drawing up the provisional dragon-racing calendar for the International Dragon Association and the Caribbean Sailing Association.

The design and history of the dragons also enabled the prior participation of the full fleet in the Classic the previous week, before taking part in the ardours of Sailing Week. The races were very close and the first three dragons tied for points overall, but the winners were determined according to the previous days' results. Olga White was the overall winner on *Murka Dragon*, Sasha Eskov on *Half Moon Bay* second with Poul Jensen on *Compass Point* as runner up.

Carlo Falcone changed boats yet again to take the helm on *ICAP Leopard* in the Guadeloupe race at the end of Sailing Week and was delighted with her performance of 15.5 knots in only 9 knots of wind.

Celebrations and non-events

With so many changes of venue and cancellations, particularly of the beach activities on Lay Day, there was much confusion. Many veteran Sailing Week participants feel that with the continuing possibilities of races being abandoned due to lack of wind, particularly on the leeward side of the island, all the races should be organized out of English Harbour and Falmouth Harbour and the surrounding region. This would also facilitate the organization of events for the crews for whom taking a dingy or water taxi or staggering to an event is just about within their capabilities after a hard day's racing. Celebrating at Shirley Heights, although a superb location, is asking them to set their own heights a little too high….

For full results, go to www.sailingweek.com.

Biologist and former Eurocrat Gilly Gobinet took up permanent residence on Antigua in the Caribbean in 1984. She has been painting and writing—and sailing—ever since. Her work can be seen at originalcaribbeanart.com

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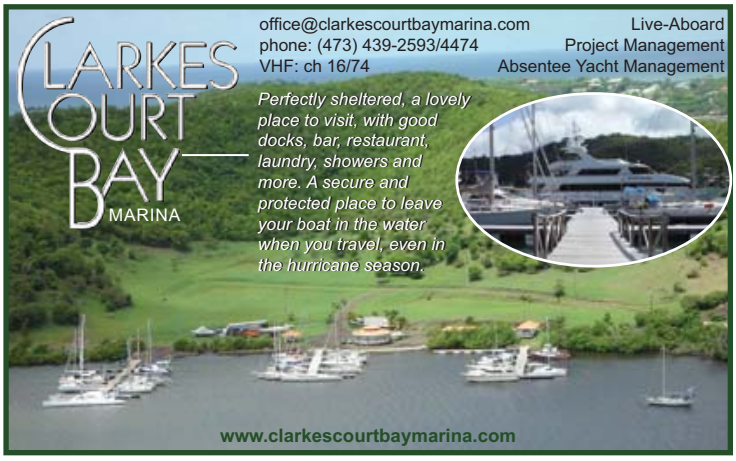

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A VISIT TO THE AMAZON – PART III

THE GURI DAM AND SIMÓN BOLÍVAR HYDROELECTRIC POWER STATION

ARTICLE & PHOTOS BY NANCY TERRELL

Guri Dam

ONE OF THE MOST IMPRESSIVE sites I saw during my trip to Angel Falls and the Amazon was the massive Guri Dam – constructed in the Necuima Canyon approximately 62 miles above of the mouth of the Caroni River in the Orinoco Delta. It's known as The Simon Bolivar Hydroelectric Power Station and power generated by this dam supplies Venezuela with 82% of its electricity. The development, built in sections, continues to be a work in progress.

Research reveals that during the first stage, which began in 1963 and was finalized in 1978, the plant generated a capacity of 2,065 megawatts (one megawatt 'MW' is equal to one million watts), bringing the dam to a maximum level of 215 meters or approximately 650' feet above sea level. Located here are two machine rooms with ten generators each, producing up to ten million kilowatts an hour. The final stage of the Guri Dam was concluded in 1986; this allowed the dam to elevate the water to a maximum level of 272 meters. During this stage a second power plant was constructed that houses 10 units of 630 MW each.

Currently, the Guri Dam, which produces 10,200 MW per day, occupies the third place in hydroelectric plants in the world with the Three Gorges Dam (China) being first and the Itapúa Dam between Brazil and Paraguay being second; however, two of the largest dams in the world are currently being built in Brazil's Amazon. In addition to this, there are several other dams across Venezuela serving local needs.

I found it interesting to consider that for Venezuela to produce such an enormous amount of energy out of oil/fossil fuel, it would take a daily production of 300,000 barrels. Or, to put it another way, out of the 2.4 million barrels of crude oil that are produced daily in Venezuela one eighth would go for electricity instead of export, resulting in quite a difference to the national economy plus saving approximately 20 million tons of CO2 per year from going into the atmosphere – making the dam very "green" indeed.

The lake artificially formed is now the second biggest in the country (after Maracaibo Lake) with an area of 3919 km. However, this is definitely a Catch 22. Obviously, at the rate the world uses electricity, hydroelectric power is needed. However, some of the Pemon Indians that I spoke with in the area gave me the environmental scenario. When the lake was created it completely destroyed thousands of square miles of rainforest, known for its biodiversity and rare wildlife, as well as displacing many indigenous Indian tribes. As the water level began to rise, a rescue operation of animals was formed by the Indians using their long boats, known locally as Curiaras, to move the animals to safe grounds; thousands of animals died and species were annihilated.

Lakes made by Guri Dam

Years later, in a second session of level rise, a different rescue operation was made, because the filling speed was slower. Ironically, the lake is now considered one of the best fishing areas in the world for Pavones and the chartering potential, for both sail and power vessels, is tremendous, yet untapped.

The dam is also a source for some of Venezuela's greatest visual art. Carlos Cruz Diez, an internationally known and recognized Venezuelan artist, has created an aesthetic composition displaying the Sun and Moon astrologically squared – a progress vs. nature theme which, I am sure, was influenced by the displacement of the local population. However, national park authorities have been very instrumental in creating recreational facilities throughout the area including the construction of the Necuima National Park, a great favorite of not only tourists but locals as well.

Considering the electricity and resulting water and land activities, the Guri Dam has resulted in one of the premier locations in the country and I consider myself fortunate to have been able to observe this vast structure.

River system leading to Guri Dam

Bonaire in the Off Season

ARTICLE AND PHOTOS BY CHRIS GOODIER

A sunset sail

Come by boat or fly down and stay at Blachi Koko's stylish, affordable apartments

Taddy Arvelo (Left), Assistant Manager at Harbour Village, and Carlos Rodriguez, marina operations manager

If you cruise the lower Caribbean during hurricane season or are considering booking flights for summer vacation on a different island, consider the laid back charms of Bonaire, 86 miles east of Aruba and 50 miles above the Venezuelan coast. It's a quiet sister of the better-known Dutch islands, with a population of 14,000, and the kind of place repeat visitors entrust to friends by word of mouth—afraid it might change if too many people discover it.

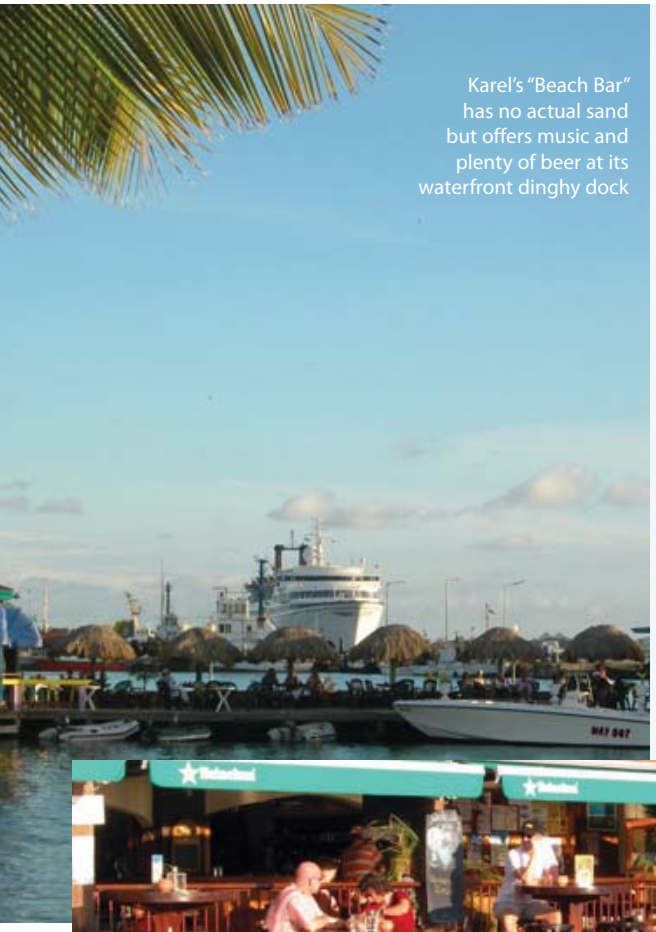
"This is an island where people come to relax," says Carlos Rodriguez, Operations Manager at Harbour Village Marina. "If someone asks 'Where's the disco?' I say, 'Wrong place, man,' but the diving is fantastic."

Scuba lovers discovered the island decades ago, thanks to some of the Caribbean's best walk-in shore diving and snorkeling. The government designated the entire sea around the island as a Bonaire National Marine Park in 1979, from the high water mark to the depth of 200 feet. By law, users of the Marine Park pay a "nature fee" of $25 (scuba divers/round tag) or $10 (non scuba divers/diamond shaped tag) per calendar year. Tags for the fee are sold by water sports operators and at other locations.

Perhaps because many visitors are under water for multiple dives all day (and at night), and go to bed early to recharge, nightlife doesn't often play a starring role. But Bonaire has marvelous food at reasonable prices, from Bobbejan's BBQ and Pasa Bon Pizza for carryout to Karel's bar or the City Café for people-watching and music on the Kralendijk waterfront. The City Café, under a Heineken green awning, serves as succulent a shrimp curry as you'll find anywhere, strong European-style coffee, and a world-class hot fudge sundae.

Of course, there are other activities besides diving and eating—Bonaire is considered one of the world's best windsurfing spots, especially at Lac Bay on the east coast. You'll find gear and instruction on Sorobon Beach. Kayaking is another favorite pastime, especially in Lac Bay's mangroves, and you can book a sport fishing charter, sunset sail, or snorkeling excursion.

It's quite easy to get around the flat, cactus-studded island via rental car in a day, from Washington/Slagbaai National Park to the north to the blinding-white Cargill salt flats and historic Rode Pan slave huts at the south. Watch for wild donkeys and iguanas that roam the landscape, and spot pink dots in the distance—the island has almost as many flamingos as people.



Karel's "Beach Bar" has no actual sand but offers music and plenty of beer at its waterfront dinghy dock

If you arrive on your boat, there are public moorings available along the Kralendijk waterfront for a fee of about $10 per day, though there are no showers or other facilities included. Anchoring is prohibited. Visitors are advised to contact the Harbour Village Marina for mooring assignments on channel 17 before picking up a mooring. Dingy in to Karel's beach Bar and check in at the Customs and Immigration office during business hours.

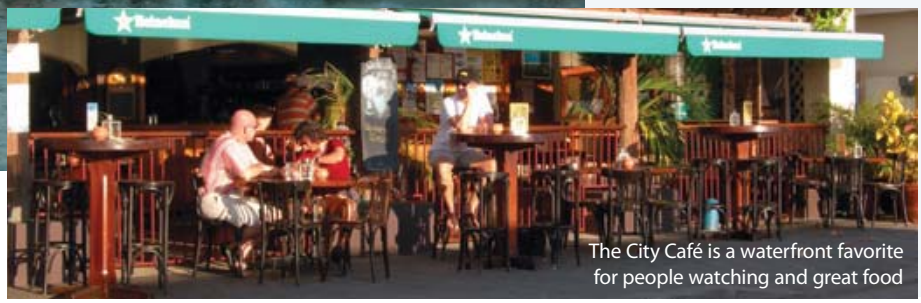
The Plaza Resort Marina at the south end of Kralendijk may have a guest slip or two available but usually it is full of local boats.

A full service marina, Harbour Village in Kralendijk, can handle yachts up to 200' and offers restaurants, water, electricity, gasoline, propane, restrooms, laundry, email, and so on. The main office is near the fuel and arrival dock. www.harbourvillage.com. Next to the marina complex is the upscale 40-room Harbour Village Beach Club with amenities like flat screen TVs and a spa if you're in the mood for a major splurge.

The marina has its own chandlery and Budget Marine is nearby. Reserve in advance if you plan to stay at the marina.

"Hurricane Season is our best time of year," says Rodriguez. "And it's getting better and better."

If you arrive by plane and would like a reasonable place to stay, you're in luck—thanks to the divers, there are numerous budget apartments available as well as traditional resort hotels. Fairly new on the scene is bright blue Blachi Koko, near the Divi Flamingo resort, offering five stylishly-decorated apartments with kitchens just a few steps from the water starting at $90 per night. www.blachikokobonaire.com.



The City Café is a waterfront favorite for people watching and great food

Only Antigua has an older Caribbean regatta (by seven months), and Bonaire's annual week is a joyous, island-wide festival featuring all manner of competitions. The Bonaire Regatta recently joined the Caribbean Sailing Association and for the first time will be sailed under CSA rating rules. The 41st outing is October 5 – 11, 2008—it will be a great time to visit and join the fun. www.bonaireregatta.com.

PHOTOS COURTESY OF DYR

Left: Alexandra Siebels in her dry-suit on her way to the starting line
Right: Odile van Aanholt (AHO) battles in the Dutch Youth Regatta

Dutch Youth Attend Regatta in Workum Netherlands

BY MARJOLEIN VAN AANHOLT-GROL

For the first time in their lives wrapped in tight dry suits with hats and gloves instead of swimming shorts, the six sailors of Youth Sailing Curaçao went on the IJsselmeer.

It is very clear to us now whether Curacao youth sailors can perform in strong winds—they stood firm against the strong wind and hail showers in the Netherlands. Unfortunately for the Antillean group, the weather during the four-day sailing event was not so stable.Constant changes in temperature and wind speed characterized the Open Dutch Championship at which 800 youth sailors joined from 19 countries.

Ard van Aanholt scored immediately a first place during the first day at the Dutch Youth Regatta in Workum. Alexandra Siebels was 3rd in the Optimist Benjamin Class and Philipine van Aanholt finished at second in the Splash Class, but later it was discovered that she was over the starting line too early.

The water temperature water oscillated between eight and 10 degrees Celsius, a considerable difference between the pleasant Curacao water temperatures of 25 to 27 degrees Celsius. The weather had huge changes, from eight degrees Celsius, with hail storms and wind speed of five, to 20 degree Celsius with sun and almost no wind at all. The AHO team had never seen a hail storm before and of course never sailed in one.

Besides this it seemed that sailing on fresh water with short waves was also a challenge for the AHO team. Coach Martin Jenkins then had to work hard to support the team with the quickly changing results—there were times they were leading the fleets but then other times they were dead last.

The Belgian sailor Gilles Cleerens won 1st place in the Gold Splash, and was followed by Hidde van der Molen from the Netherlands. Irena Doets (NED) finished third. Dennis van den Berg from Curaçao qualified for the Gold Class but did not do so well in the fresh water with the quickly changing wind shifts. Philipine van Aanholt had three disqualifications (twice head starts and once because of illicit pumps) and ended up in the Silver Slpash Class. But Philipine made the podium with a third place for the AHO team. Prior to the championship the pair, who were sponsored by restaurant Zanzibar, trained for four days with the Dutch talent team.

Odile van Aanholt (who turned 10 recently) finished at the 12 th place in the Optimist Benjamin Class with 82 sailors from nine countries; Odile was also second girl in this Class. Team member Alexandra Siebels finished 20th. Lars van Stekelenborg, who also participated in the Curacao Youth Championship, became the winner of the Benjamin Class.

Max Deckers became Netherlands Champion in the Optimist Class. For the first time in eight years, someone from Netherlands took the highest place at the podium. Ard van Aanholt began the event very strong but lost his momentum when the wind dropped down. Between all 280 sailors from 15 countries he finished 50th, just one number behind his brother Just van Aanholt.

Altogether, the young Antillean sailors gained a lot of experience in the Netherlands and this will help them in the future events with different weather conditions.

A photographer's wish come true at the start of the second leg of the racing class

a LUCKY COINCIDENCE during Sami Sail

ARTICLE & PHOTO BY ELS KROON

What could a photographer possibly wish for during the traditional Sami Sail event in the Bay of St Michiel? A big crane vessel, for instance, to provide a helicopter view of the races? Perhaps the biggest crane ship in the world? A few days prior to the yearly maritime event Heerema's SSCV *Thialf* made that wish come true. In the early morning of April 25th the huge vessel popped up providing a nice platform for me and an extra challenge for the yachts that headed for the finish of the first leg of the first of May race.

The traditional two-day event around the Dutch Queen's birthday and Labour Day is hosted by the village of Boca St. Michiel, locally known as Boca Sami, or simply Boca, just a few miles west of Willemstad.

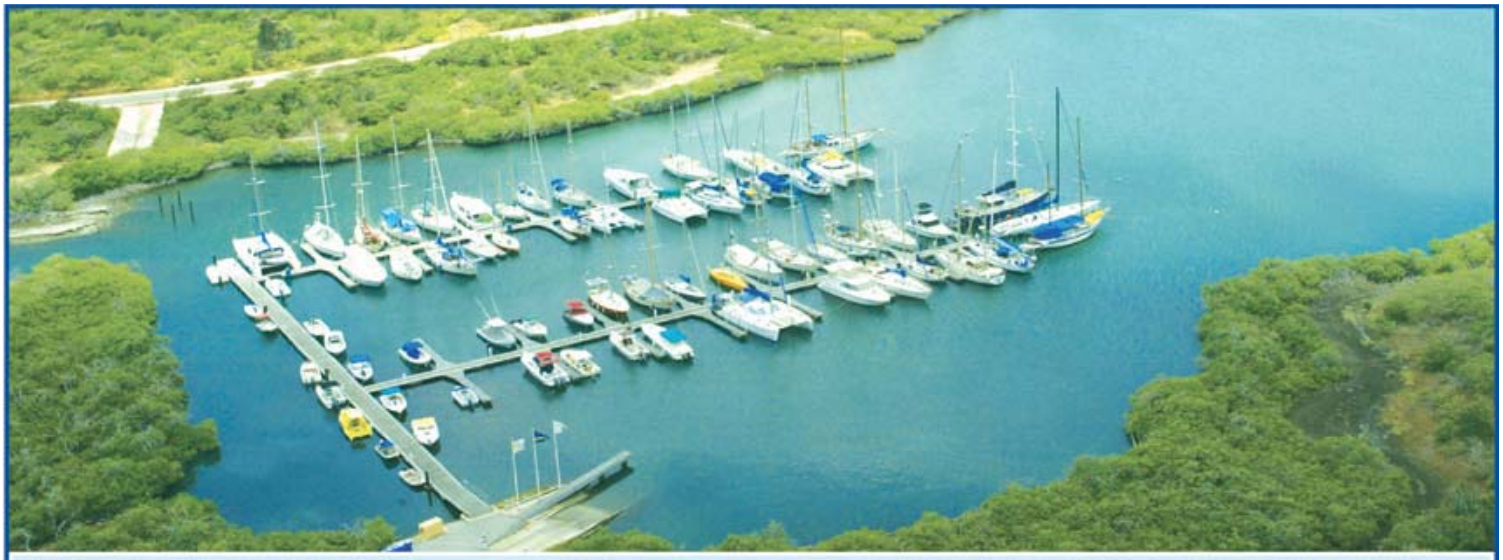
Usually Boca is a quiet and cozy fishermen's village. People from Boca are famous for their own personal way of living. Family ties are very tight and most locals are dependant on the sea for their living. They show a deep respect for the elements.

During Sami Sail the sea again is in the centre of interest, not only for the races. The village attracts many visitors who pack the seaside to sample food at numerous stands and listen to the bands. The festival is fun, crowded and noisy, drowning out the monotonous sound of this year's extra attraction, the *Thialf*.

During the races, traditional fisherman's boats race against each other fanatically, probably since a hundred years. In more recent years the local sailing yachts, united in the Curaçao Sailing Association (CYA), add to the fun in their own race starting in Spanish waters, making a luncheon stop in Boca, and returning in the second upwind leg.

The weather was fine, sometimes surprisingly choppy, particularly on the way back when racing cruiser *Venus Calippyge* took advantage of a strange wind far out at sea that pushed the boat harder than her competitors and made her win the race and the overall trophy. Tipped winner *Curaçao Marine 1010* just fell four seconds (!) short to take the coveted win. The J-24 *Chamba II* once again won the racing class, thanks to a good maneuver passing by the *Thialf* in the first leg. *Merlin* and *Demarrage*, both J-24's too, manned by young Sea Scouts crew, successfully followed their leader.

On the inland waters the Boca-based micro boats of the local youngsters sailed their own competition, as usual a part of Sami Sail. The contrast between the *Thialf* and the colorful mini boats couldn't be bigger!



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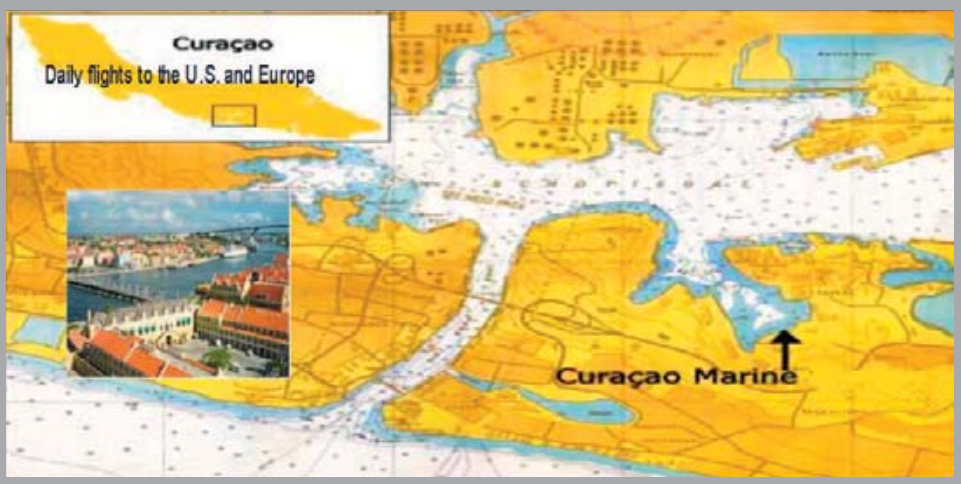

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Thousands Enjoy Caribbean Navy Days in Curaçao

ARTICLE &
PHOTOS BY ELS KROON

Above:
Spectators sitting on the dock of the famous Handelskade at the Punda side of the Anna Bay

Right:
Thousands of spectators at the opening concert

May 2008 will be remembered by thousands of inhabitants and visitors of Curaçao as the month of the Caribbean Navy Days. During the third weekend, the famous Anna Bay, the waterway to the inner harbour, was packed with Navy and Coastguard ships—frigates, cutters and supply vessels from Curaçao and seven friendly nations. The Netherlands,

UK, US, France, Trinidad & Tobago, Colombia, Aruba and the Netherlands Antilles each were represented by one or two ships.

During this maritime spectacle in the heart of Willemstad, the organizers, Royal Netherlands Navy and the Coastguard of the Netherlands Antilles and Aruba, showed what they stand for: peace and security at and from the sea!

The 48 hour event kicked off on Friday night with a spectacular opening concert of the Band of the Royal Marines. Massive Sound, a local company, set up a huge stage. Together with local artists, the imposing Dutch musicians thrilled thousands at the Brion Plaza with their sounds, ranging from military marching music to swinging salsa and a local Tumba.

On Saturday and Sunday the action-filled program suited each and every one who attended. The wharfs on both sides were transformed into a maritime action place where visitors could test their sea legs, record the fastest time on cross-country skiing, conquer an obstacle course, climb a wall or try to beat the marines. A variety of navy and coastguard units, an impressive décor on both sides of the bay, were open for the public. In the afternoons long lines formed at the gangways. At the many stands and displays could be seen how the Marines operate in the snow, how they communicate with each other, and how they can monitor the enemy even when it's dark.

And for those who like suspense and sensation, there were dazzling shows. Each day the navy and the coastguard showed various aspects of their daily work: rescuing people that are drowning, intercepting a drugs transport, and descending from a helicopter from above the Anna Bay.

The most spectacular show, however, was performed by Captain George "Dog" Clifford in an American F-16 fighter of the South Carolina Shaw Air Force Base Viper East Demo Team. The DASH-8 coastguard patrol aircraft and the Lynx helicopters also performed breathtaking air shows.

On Sunday morning there was a moment of reflection when the Navy pastor and a local priest

Overview of the Anna Bay from the inside of the bridge

Above:
Commodore Peter Lenselink (left), commander of the Naval Force in the Caribbean, the Netherlands Antilles and Aruba Coastguard and Task Group 4.4 in front of HNLMS Van Galen accompanied by his adjutant
Left:
Marines in their Boston Whalers show their skills in front of the frigates *HNLMS Van Galen* and the *USS CARR*

conducted a well visited, open-air ecumenical service. A brass quintet and a gospel choir added musical luster to the service.

Admission for all activities was free, as was the entrance to the Maritime Museum. The new director, Joan Thesseling, organized an exposition of paintings made by local school kids who participated in a competition organized by the Marines.

The atmosphere was extremely relaxed. Commodore Peter Lenselink largely reached his goal: an informing event filled with active fun and shows that brought joy to the local community. Lenselink actively took the time to meet the people in the street. His speech of thanks after the closing parade was rewarded by an overwhelming applause. The 2008 event counted the most visitors ever. It couldn't have been better…or perhaps it can be. The next Caribbean Navy Days in 2011 might welcome the United States Navy's Flight Demonstration Squadron, popularly known as the Blue Angels, in their bright blue and yellow F/A -18 Hornets.

Els Kroon is a Dutch former teacher who now lives and works as an award-winning free-lance photojournalist on Curaçao.

V/E Capitán Miranda, Uruguayan Ambassador on the world's seas, visits Curaçao

ARTICLE & PHOTOS BY ELS KROON

Captain Eduardo Franco and Curacao Sail Foundation CEO Lucky Ezechiels at the VIP reception on board

Invited by the Curaçao Sail Foundation, the historic sailing training ship of the Uruguayan Navy: *Velero Escuela "Capitán Miranda"* visited Curaçao from May 7-10 on her way from Puerto la Cruz in Venezuela to Santo Domingo. The 2008 training trip of this 64 m three-master staysail schooner started in the home port of Montevideo on April 2 and will end on November 2, after seven months and 25 port calls in 16 different countries in the Americas and Europe.

Curaçao happened to be the first Caribbean port call for Captain Eduardo Franco and his 12 officers, 42 enlisted personnel, four guests, and 34 midshipmen finishing their navy education. After the Dominican Republic the journey continued to Cuba and the Bahamas. In Curaçao, the tall ship generously granted local people from all ages to come on board and have a look inside. The crew kindly answered all questions and showed many youngsters around. Furthermore the program included courtesy visits to the authorities on the island, a reception for VIP's, a dance fiesta on the dock and a friendly football match, which was won by the guests. Many of the crew vowed to return, either by air or commanding their own ship!

The *"V/E Capitán Miranda"* has served her nation's Navy for three decades. She was built in 1930 as a hydrographic vessel. As such she carried out an extensive activity, performing countless cartographical surveys which were, and still are, highly useful to seafarers. In 1977 the vessel was transformed into a sailing training ship. The old hydrographic ship became a long three-mast schooner, fitted with Marconi rigging, and was named after Captain Francisco Miranda (1869-1925) who was a bright professional as well as exceptional teacher at the naval academy.

The *E/V Capitan Miranda* leaving the port of Curacao for Santo Domingo, flying her beautiful bright white and blue national flag, while passing by Fort Amsterdam and the governor's palace

THIALF

A WEIGHTY VISITOR FOR CURAÇAO'S FISHERMEN'S VILLAGE

ARTICLE & PHOTOS BY ELS KROON

Above: Largest crane in the world

The tiny fishermen's village of Boca St. Michiel has been dominated for almost a month by the *Thialf*, a huge vessel equipped with two giant cranes that topped high above the village and could be seen from far. The so called semi-submersible crane vessel (SSCV) was present in the adjacent bay from April 25th through May 16th on her way from Angola in Africa to the Shenzi oil and gas field in the Gulf of Mexico, approximately 120 miles from the coast of Louisiana, where it will operate in a BP assignment for about two and a half months.

The stop in Curaçao was used for maintenance and the replacing of two of the six 5,500 kW azimuth thrusters, a multi million dollar job. During the stay, the Heerema management allowed several local groups related to the maritime industry to tour the vessel. Among them was a group of students getting ready to board the Netherlands Antillean training-cargo ship *Karla-Omayra*.

Besides the grand view from the main deck, the inside of the vessel was also an eye-opening, extraordinary experience for the trainees, who received an extended explanation about the special features of the barge.

"Caribbean students and workers are always welcome in the Heerema company because of their multi language skills" says operational manager Joost Rotgans.

The *SSCV Thialf* was constructed in 1985 as DB-102 for the US company McDermott. In 1997 it was taken over by Heerema after discontinuation of HeereMac's joint venture with McDermott.

THIALF DIMENSIONS:

LENGTH OVERALL
201.6 meters (661 ft)

WIDTH
88.4 m (290 ft)

DEPTH TO WORK DECK
49.5 m (162 ft)

HEIGHT CRANES ABOVE WORK DECK
144 m (475 ft)

GRT
136,709 tons

The *Thialf* has two cranes with a maximum lifting capacity of 14,200 metric tons, making it the largest crane vessel in the world. It is equipped with a class III dynamic positioning (DP) system for position keeping in deep waters, accurate within just one meter. The position keeping is done by the six 360 degrees thrusters. For shallow waters there are 12 Flipper Delta anchors of 22.5t each, with 2,500 meter (8200 ft) 80 mm (3.1/8 inch) mooring wire.

The cranes contain about 25 km (15.5 miles) wire each! Everything on the *Thialf* is big, bigger, and biggest. The vessel is able to install oil pipelines up to two km of depth and is an essential help in installation and removal operations of oil platforms.The hull consists of two floaters with four columns each. Transit draught is about 12 meters (40 ft). For lifting operations it will normally be ballasted down to 26.6 meters (87ft). This way the floaters – with a draught of 13.6 meters (44.5 ft) – are well submerged to reduce the effect of waves and swell. The *Thialf* is able to accommodate up to 742 persons. Remarkable are the back-up systems for all vital functions. In theory, operations can continue during practically all calamities even in case the bridge would be on fire.

Heerema Marine Contractors (HMC), based in Leiden, The Netherlands, is a leading offshore construction contractor for the oil and gas industry. HMC transports, installs and removes all types of offshore facilities. The fleet now consists of three crane vessels: *Thialf*, *Hermod* and *Balder*. The existing fleet availability has been sold out to almost 50% through 2012. To further support the company's growth, HMC is continuing with the development of its fourth crane vessel, a one billion dollar investment. Balder and Hermod visited Curaçao before. HMC is a division within the Heerema Group.

Els Kroon is a Dutch former teacher who now lives and works as an award-winning free-lance photojournalist on Curaçao.

King Crab in the Caribbean?

ARTICLE & PHOTO BY BECKY A. DAYHUFF-BAUER

We were diving a wall at about 80 feet off the coast of Roatan, Bay Islands, Honduras, when my new dive buddy signaled me to drop another 10 feet, swim under a ledge, and stick my head into a large hole behind the ledge.

Once I wriggled into the hole I found myself in a very small, dark cave so I unclipped a dive light and eased it into the hole. At first I saw nothing but a scum-covered reddish rock until...one really large claw bumped my mask and I realized the red rock was a rather large crab with a claw seemingly the size of Manhattan.

Fortunately, the crab did not react aggressively to the invasion of his space for he could have easily caused serious damage to my face as well as to the budding friendship with my new dive mate. I watched him for several minutes until I felt a tug on my fin and was yanked out of the hole by my then-very-concerned mate who had decided I was suffering from nitrogen narcosis and was incapable of extricating myself from the hole. And this was only our first day of diving together...with many more adventurous days to come.

Since that crab and his kin are a rather elusive nocturnal lot, I didn't see another one until a night dive on a wreck. The ship sat on its starboard side with the keel a few feet off the seabed creating an overhang. I took my dive students down to investigate whatever might be lurking there and to my delight; there were several of those large reddish crabs in residence.

Mithrax Spinossisimus, aka Caribbean King Crab, Channel Crab, or Channel Clinging Crab, belongs to the family Majidae in which there are approximately 700 species. Because many of the species have very long legs, they are also called Spider Crabs. Sizes range from minute to the Japanese King Crab that can have a 14 foot leg span.

They are crustaceans, having an exoskeleton, external skeleton, rather than internal. The family Majidae is characterized by a carapace, dorsal section of the exoskeleton, which is short, wide, and somewhat triangular. In addition, the exoskeleton is covered in rough bumps and bristles to which the crabs may attach algae and, in the case of the Decorator Crab, anemones and small shellfish that serve as camouflage.

The Caribbean King Crab is found from North Carolina to Venezuela. "Modern crabs" have been helping to keep the world's oceans clean for about 200 million years with a more primitive version dating back almost 400 million years.

Surprisingly little is known about the Caribbean King Crab and what information is available comes mainly from research into the feasibility of commercially raising the crab; perhaps, due to the deeper depths at which the elusive crabs are found. Based on the crabs I have observed in the wild, the Caribbean King Crab appears to be the same general size as the much more studied Alaskan King Crab.

Like all true crabs, the Caribbean King Crab has five pairs of legs, three pair for walking, one pair called swimming legs, and the fifth pair known as chelipeds, aka pincers or claws. The Caribbean King Crab's chelipeds are spoon shaped, designed for scraping algae, its main food source, from rocks and corals.

And, like all crustaceans, the crabs must periodically shed (molt) their hard exoskeletons since the exoskeleton cannot expand to accommodate their growing bodies. Once fully mature, the Caribbean King Crab's underside has a hardened, hinged flap protecting the reproductive organs.

The females carry hundreds of eggs under the hinged flap along with the stored sperm until its time to spawn. Shortly after spawning the eggs hatch with the larvae are known as zoea. Unlike other crab species, the zoea of the Caribbean King Crab mature rather rapidly to the next stage known as megalopa where upon they begin to resemble tiny crabs and settle to the bottom to begin feeding upon algae and start the long process of molting until they become fully mature; a process than can take up to 5 years. However, during research studies, marketable size was obtained in about 18 months.

Back in the 1980's scientists with the Food and Agriculture Organization of the United Nations, the Smithsonian Institute, U.S. Agency for International Development, the Peace Corps, and the French government studied the possibility of farming the Caribbean King Crab in the Caribbean. With fishermen finding it more difficult to make a living on over fished reefs, aquaculture appeared to offer a solution.

Walter Adey of the Smithsonian, one of the first to successfully raise the crab in conjunction with research on algae farming stated "It tastes as good as Alaskan King Crab." Unfortunately, it appears that none of the experimental ventures in commercially raising the crab were successful.

A privately funded venture in the Turks and Caicos failed when the investor went broke. The French scientists who proposed aqua-culturing the crab on Carriacou offered not only technical support but also financial, citing the relatively low start-up costs, low energy consumption, closeness to the North American market, and ease of producing the algae the crab feed upon. However, the project never seems to have gotten off the ground due to lack of local government interest, with priorities focused on the tourism trade instead. Proposed crab rearing operations on Antigua and other Caribbean locations seem also to have fallen by the wayside with some notations as to the lack of local interest.

Next month....my dive buddy sends me under a mushroom shaped rock from whence I exited very quickly on my own with my mask askew.

After 30 years as a wild and domestic animal rescuer, rehabber, and educator in the states, Becky Dayhuff-Bauer became a scuba instructor and award-winning journalist covering the marine environment in the Caribbean. She is a contributing photographer to NOAA.

Sailing with Charlie BY JULIAN PUTLEY

JULIAN PUTLEY IS THE AUTHOR OF "THE DRINKING MAN'S GUIDE TO THE BVI" AND "SUNFUN CALYPSO."

DRINKS

QUESTION:
How do you make a dog drink?
ANSWER:
Put it in the blender.

And this brings us to the agreeable subject of tropical cocktails and their origins. Charlie always likes to include a discourse on the subject after a hot day of tacking, jibing, reefing etc with his sailing students. The subject, along with a bit of sampling, is a welcome stress reducer.

When the final tests are over and all the students have passed, moderation is often overlooked. A few weeks ago an exuberant crew of Charlie's students, Joe, Jeremy and Michael, decided to experiment with drink recipes and soon all kinds of concoctions were being prepared and sampled. Joe had brought some butterscotch schnapps and a bottle of Irish cream especially to prepare a Slippery Nipple. The drink calls for a good measure of the butterscotch with the Irish cream layered on top and although it's very sweet it is quite delicious.

One thing led to another and before long someone had produced a Leg Opener. This drink contains about five spirits and a splash of pineapple and orange juices. Although all three guys tried it, the name proved to be a bit of a turn off so a jug of it was put aside in case it was needed after a visit to the local watering hole, in this case the Willie T.

Soon the crew was happily laughing and humorous moments from the recently completed sailing course were recalled. The acronym for converting true course to compass is TVMDC i.e. True, Variation, Magnetic, Deviation, Compass. To memorize this, students are taught to remember True Virgins Make Dull Company and it was suggested that perhaps the Leg Opener should be a required drink of the course.

Charlie opted to stay aboard while the students dinghied over to the bar. It was three hours later when they climbed back aboard and there were tales of a new cocktail, the Body Shot. It involves tequila, a wedge of lime, a sprinkle of salt and … a good glob of whipped cream. I won't go into further details but apparently the Leg Opener wasn't necessary. Before everyone went to bed – and it was the wee hours – Jeremy enquired about a celestial navigation course. There was a beautiful moon high in the sky and it was so bright that Michael said that in fact it was the sun. Joe, the best student, was asked by Jeremy to confirm that it was the moon. He looked up at the sky for a moment and said, "I don't know, I'm not from here."

Charlie suggested that perhaps they weren't quite ready for a celestial navigation course. Then he went below and quietly poured the Leg Opener down the sink.

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Aruba	**Renaissance Marina Aruba**	297-588-0260	13′	200′	50	•	110/220	•	•	•	•	•	•	•	•	16/69	
Curacao	**Seru Boca**	(599 9)767-9042	14′	150′	140	•	127/220	•			•	•		•	•	67	
Dominican Republic	**Marina Zar Par**	809-523-5858	12′	120′	110	•	110/220 308	•	•	•	•	•	•	•	•	16/5	•
Grenada	**Clarkes Court Bay Marina**	473-439-2593	13′	60′	52	•	110/220				•	•	•	•	•	16/74	USB access
Grenada	**Grenada Marine**	473-443-1667	15′	70′	4	•	110/220		•		•	•		•	•	16	FREE
Grenada	**Prickly Bay Marina**	473-439-5265	17′	200′	10	•	110/220/ 308		•	•	•	•	•	•	•	16	
Puerto Rico	**Puerto del Rey Marina**	787-860-1000	15′	260′	1,000	•	120/208	Cable	•	•	•	•	•	•	•	16/71	•
St. Croix	**St. Croix Marine**	340-773-0289	11′	150′	44	•	110/220	•	•	•	•	•	•	•	•	16/18	
St. Lucia	**Rodney Bay Marina**	758-452-0324	15′	220′	232	•	110/220	•	•	•	•	•	•	•	•	16/17	•
St. Maarten	**Island Water World Marina**	599-544-5310	8′	90′	54	•	Available	Cable	•	•	•				•	74	
St. Maarten	**Lagoon Marina Cole Bay Wtrft**	599-544-2611	9′	100′	45	•	110/220	•			•	•	•	•	•	16	FREE
St. Maarten	**Simpson Bay Marina**	599-544-2309	14′	200′	126	•	110/220/ 480	•	•	•	•	•	•	•	•	16/79	
St. Martin	**Captain Oliver's**	590-590-87-33-47	10′	150′	160	•	110/240		•	•	•	•	•	•	•	16/67	
St. Thomas	**American Yacht Harbor**	340-775-6454	9.5′	110′	106	•	110/240		•	•	•	•	•	•	•	16/11	•
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**	284-494-2771	12′	200′	106	•	110/220/ 308	Cable	•		•	•	•	•	•	16/71	Hardline at Slip
Virgin Gorda	**Virgin Gorda Yacht Harbour**	284-495-5500	10′	180′	94	•	110/220	•	•	•	•	•	•	•	•	16/11	•

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BEAT THE HEAT

ARTICLE & PHOTOS
BY LAURIE MCDONALD

There are six of us sitting in our cockpit, it's 40C, there's not a breath of wind; the men drip, the women melt. This brings up the discussion of how we can beat the heat on our boats at times like this. Here are some of our favourites:

1. Number one on the hit parade….take siestas at the hottest time of day; in other words, do nothing.

2. Make refreshing lemonade. Dr. John Yim, my Naturopath, recommends drinking 2-3 liters of water per day to regulate body temperature, re-hydrate, and compensate for loss of water through perspiration. As much as we love to pour icy-cold water into our hot bodies to cool down, cold water creates chaos and actually makes your body work harder to get the liquids to body temperature, thus creating more heat.

3. Eat light meals several times a day; heavy meals create an overactive digestive system which increases body temperature. Cool salads of greens or vegetables or fruit, smoothies and chilled soups such as tomato-based gazpacho are cooling and refreshing.

4. Stay out of the sun between 11 a.m. and 3 p.m. as it is the time when you're most likely to get burnt and dehydrated. It's a good time for passive activities; sleep, reading, computer work, trip planning. However, if you're near an air-conditioned mall, go shopping or catch a movie.

5. If you have to go some place, don't hurry; go as early in the day as possible, wear a wide-brimmed hat and carry a bandana to mop your face and neck, take drinking water, use a hand fan.

6. When in town, walk on the shady side of the street; in the cockpit, put out your sun screens.

7. Keeping your sun screen creams in the icebox makes for refreshing sun protection.

8. Keep a water spritzer in the fridge; spray yourself all over; including your feet.

9. Banish black during the day. Wear light-coloured, natural clothing that reflects the heat and breathes, like cotton, silk or linen.

10. Wearing very fine cotton long-sleeved shirts in the sun is cooling as the air passes between the fabric and your skin rather than just heating and burning bare skin. Choose loose clothing; boxer-style underwear, skirts instead of shorts, sundresses instead of slacks.

11. Use cotton sheets on the beds; sleep in fine cotton or silk clothing.

12. When leaving the boat, stop the sun's rays from heating up your boat by dropping blinds or closing curtains.

13. Powder up with very fine talc using a powder puff to pat on evenly. Sprinkle talc in bras, panties and jockey shorts. Some medicated talcs help with heat rash as well. The talc absorbs sweat, leaving your body non-sticky and fresh.

14. Wash your feet often to remove dirt and sweat; powder to refresh.

15. Cool your cabin by hanging a light damp cloth under the hatch; the warm air particles are cooled from the moisture in the cloth.

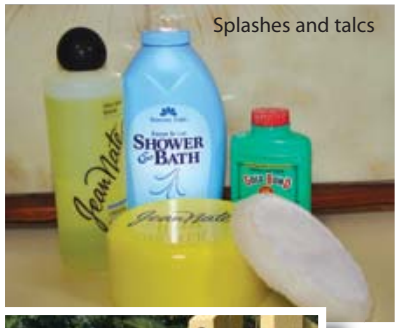
16. Pack some wet wipes in your backpack to clean hands and face.

17. Use a deodorant. Sweating is important to the cooling process as it regulates the body's temperature. Antiperspirants block this process.

18. Save strenuous activities for early morning or, if still light, early evening.

19. Clean the ice box.

20. THINK SNOW.



Splashes and talcs

Lynn Acosta cools off with Annie

Laurie McDonald wrote a column for a western Canada health-related magazine before leaving on a three year journey by sea aboard Sea Whisper. *Her travel adventures are published in Canadian magazines and newspapers.*

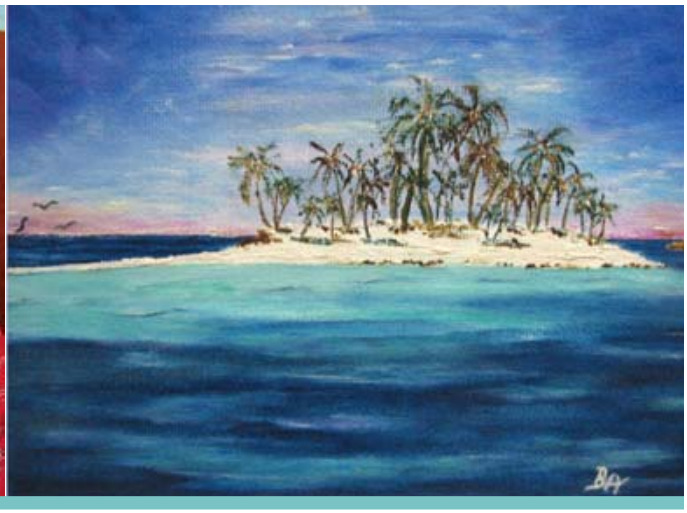
Unpainted beans

ANDY BRANDT
SEA BEANS AND ART

BY NANCY TERRELL

Andy Brandt

Island in the Sun



Have you ever walked along the beach and noticed the large sea beans that are sometimes scattered about? Andy Brandt, an international artist, has directed her talents to painting, in oils, on just such large pods. "While cruising the Bahamas, Cuba and the Turks & Caicos for eight years on our Irwin 38 CC *Oma & Opa*, we would regularly comb the beaches discovering Sea Beans. Cruisers call them 'Lucky Beans' because you have to be lucky to find them."

Sea bean vines grow along rivers and coasts. When the pods ripen, they split open and the seeds drop into the water beneath, where they are dispersed by ocean currents. The beans have a thick seed coat to keep the salt-water out. Their internal structures make them buoyant enough to float so they can drift for thousands of miles before washing onto land.

"At the time I was painting canvases in oil, which are too large and cumbersome to carry on a boat – then I got the idea of painting on beans. My husband, Roger, would sand the beans and wipe them with acetone. As each stroke is a complete line, I use only the smallest and finest Russian sable brushes. Such small painting is time consuming and difficult but I enjoy painting marine motifs on them, as I have always loved the water. They are a natural for me – small islands, lighthouses, boats, fish and marine animals.

"When I think they are perfect, I spray-varnish the results. Roger then drills holes through the beans, running a leather string through each so my clients can wear them as necklaces. I have painted over a hundred and sold most within the cruising community. My family, friends and grandchildren love them also; they have become family heirlooms along with the silks I created several years ago."

Andy was born Irmgard Katharina Andree in Meppen, northern Germany. In the 1920s her maternal grandfather was the captain of *The Wilhelm Anton Riedemann*, one of the world's first tankers to feature built in tanks, instead of carrying oil in barrels.

Roger sailed as a boy, later participating in regattas as a young man, and worked for eight years in the Merchant Marine. When he was on leave in Frankfurt, the two met at a party. It was love at first sight; they married in 1963. After their second child, Roger joined the Navy to get shore duty. Assigned to Washington D.C. in '71, they traveled through North America on holidays – camping & fishing – and visiting 35 of the 50 states before returning to Germany in 1973.

Andy became interested in art in 1988 when she started silk painting using paint and salts, making scarves and men's ties. In '93, while Roger was working as a translator, she started painting in watercolors, which she loved.

"I then mixed watercolors with pastels and enjoyed working with that. After this, my love switched to oils when I met Lynne Brooks, one of the first women make-up artists in Hollywood. She taught me techniques that were easier than working with watercolors.

"Self-taught, I had a lot of exhibitions in Germany and sold many of my paintings. Roger retired in '96; in '98 we sold our home in Germany and moved to Florida where we bought a house with a studio and our sailboat, '*Oma & Opa*', German for Granny and Gramps. I then sold paintings, both privately and through galleries. We sold our home and began full time cruising, having always intended to sail the Caribbean, so we are now living our dream.

"My eyes are suffering from the strain of painting beans, so I think I will return to small oil paintings. We love Venezuela and since we speak the language, we will stay as we have old friends here."

Andy's Sea Beans have indeed become precious and it is most interesting to learn how true artists can incorporate their talent with nature while cruising aboard.

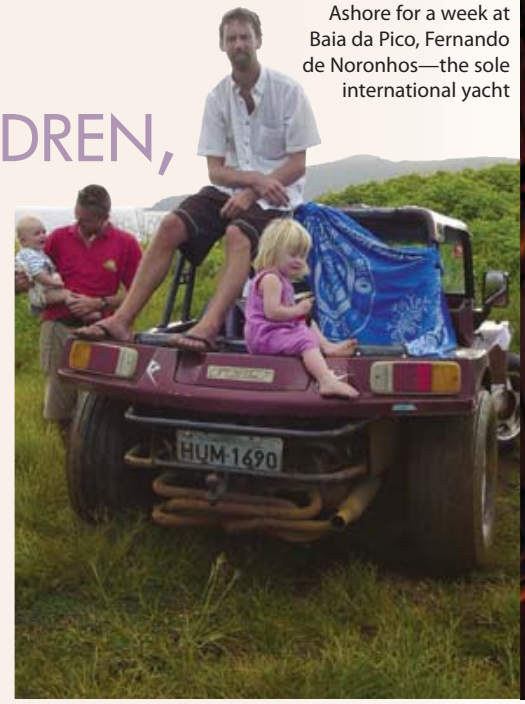
Nancy Terrell is a freelance writer who has lived in the Caribbean for 22 years. She holds an MA Degree in Literature and is currently cruising on her trawler, Swan Song, *throughout the Caribbean.*

Sailboat on bean

Wild Coasts and Wee Children,

Part III: En Route to Antigua

ARTICLE & PHOTOS BY ROO HUGHES



Ashore for a week at Baia da Pico, Fernando de Noronhos—the sole international yacht

From Durban to Antigua

Editor's note: Roo Hughes began her tale in All at Sea*'s November and December 2007 issues of a 4,000-mile trans-Atlantic voyage on a 32 foot yacht with a two-year old child and five-month old infant. (Read it on www.allatsea.net) Lest readers wonder if the family began a new life in St Helena, the story resumes:*

SOME CRUISERS SEEM TO REALLY PLAN AHEAD, A TWO YEAR VACATION BROKEN DOWN INTO A SERIES OF NEATLY-CALCULATED CROSSINGS AND LANDFALLS. WE, HOWEVER, SEEM TO BE THE MASTERS OF THE LAST MINUTE PASSAGE PLAN AND IT WASN'T UNTIL TWO DAYS BEFORE WE LEFT ST HELENA THAT WE PAUSED FOR THOUGHT. "ER, WHERE NEXT?"

The main mode of transportation: beach buggies

After chewing over days and miles we figured we could make Antigua for Classics Week. This was judged by all as a fun goal as well as a likely place for our crew, Tom, to find a lift back to Europe and for us to replenish our kitty.

The first few days out were uneventful, just pleasant—with the worst of our worries being the absence of the BBC and having to make do with VOA. (It's hard for a Brit!) By day five, the wind had dropped to a SE force 2 and even our eclectic compliment of full main, No.1, No.2 and storm jib (hanked on to the backstay) were failing to fill. We hauled out our spinnaker which, well into its third decade of use, was a whisper away from being condemned—even by our standards. We kept our fingers crossed and it held good.

As our boat speed crept up, we tried very hard not to think how long it would take us to get there at 2.6 knots. Progress in the right direction at least, for by our seventh day we had reached our halfway mark across the Atlantic, also Jago's first 'half' birthday. We celebrated by putting him to bed, cracking open a bottle of Simsberg and toasting the perfection of sleeping children!

Day ten and the breeze was back up to a force five; good for the morale, bad for Chloe's tea parties…but two days later we were praising *Tandika*'s performance after an exciting beat into Baia da Pico, Fernando de Noronhos. We

had planned a brief stop-over but, seduced by the beauty of the island, the ease of customs, and the novelty of being the sole international yacht (and, naturally, being masters of the last minute decision!) we stayed for nearly a week. But for the call of Classics, we could easily have stayed longer.

Fernando de Noronhos is a volcanic archipelago of 21 tiny islands and has been a nature reserve since 1988 and we were met by a blast of Brazilian warmth and exuberance. The number of visitors to the island is restricted to 420 and, as the regulations of the National Park are strictly upheld, the islands are very, very unspoilt. The main mode of transport was beach buggies, favoured even by the local policia, though theirs were jazzed up with a flashing light on top. The only setback we found was the scarcity of drinking water, which is rationed…even the locals are issued with tokens. We decanted our gerrycans into our main tank and took on an extra 120 litres of 'washing' water.

As it turned out, water was not to be an issue. We left Fernando on Friday 26th and for the following three days experienced brisk south easterlies and some serious rain showers. The log book was interspersed with comments like, "Rain, rain, RAIN…. More rain later…"With all the hatches closed we dubbed the saloon 'The Sweat Pit' and discovered all our breathable oilskins appeared to be wicking water the WRONG way.

Even the 'Cape to Caribbean' cruising guide happily states, "Approaching the Equator it rains often. An efficient rain catcher can be useful." It ain't jokin'! All misery and despair, however, was held at bay as we clocked up some fantastic days' runs. We had borrowed the Sao Luis-Recife chart from my parents and had great fun racing their progress in 1988, now a faded series of plot marks, up the Brazilian coastline. We came within four days of besting them but gave ourselves an honorable mention considering they held an 8 foot waterline advantage AND a 16 year head start.

Only four days out from Fernando we were tempted to stop for a snorkel (Plan No.19) at Ile Salut but decided to press on. With a perfect force 4 we were cracking along at 8 knots over the ground and it was hard to justify a stop while the going was so good. At 2000 that evening we crossed the Equator, a first for Chloe and Jago but we kindly skipped the tar and feathers of old and just fed them crème caramel. Regardless of his soft hearted parents, Jago was proving to be more of a traditionalist and had started teething on any old salty rope he could lay his hands on.

Tandika

Having spent a couple of days sailing through muddy waters (an astonishing 100nm north of Rio Oiapoque, Brazil) we hardened up 20 degrees to lay Barbados. This would give us a better angle on our leg up to Antigua than from Tobago (Plan No.23). The waters cleared to a brilliant blue once again and we stopped surreptitiously checking the bucket for piranhas at bathtime. After a pleasant six-day stop in Barbados, we reminded ourselves of our original goal and made for Antigua, finally dropping our anchor at 2300 on the eve of Classics. The end of one epic voyage…. and not bad timing for a last minute plan!

After spending most his life in, on, and by the sea, Peter Muilenburg wrote "Adrift on a Sea of Blue Light," ***Visit his website www.sailBreath.com***

The Same Under the Skin

BY PETER MUILENBURG

In 1995 we crossed the Atlantic Ocean on a trading voyage, stopping at the Azores and Portugal en route to the Gambia River. We made the voyage to buy calabashes, the hardy and lovely natural containers that are one of the primordial symbols of Africa. On a previous voyage, we had brought some back to St. John and were surprised by how much our charter guests admired them when we passed them around filled with snacks.

African calabashes are somewhat different from the ones in the West Indies. Our calabashes grow on trees. Theirs grow on vines and get much bigger. The ones in Africa are golden hued and thicker walled, and therefore better "insulated" against boiling hot contents.

When we got to Banjul, the Gambian capital, we eagerly went to the market, where, although calabashes were for sale, they were not plentiful. It turned out there was a more or less steady demand for new kitchen bowls and people didn't grow much more than they thought they could sell and use. There was no central warehouse of calabashes—dry, temperature controlled, inventory-computerized, and rat-free—where the merchandise was safely stored. Furthermore, it was early in the dry season and the calabashes wouldn't be coming ripe for at least six weeks. It became clear that we would have to go up the river from village to village to buy what extras the people had.

Our first stop was Juffure, where "Roots" had been filmed. People here understood tourism and when they heard what we wanted, a handful of young men started shouting, "I get you the best calabash, best price!" and soon small boys had brought samples. I picked one that looked good, unmarred by insects or water stains, and asked him how much.

"Fifty," he said. Firm.

"Dalasis?" I said, just to confirm. The exchange rate was 7 to 1; that many dalasis would be about seven dollars, which was three times the going rate.

"No, dollars!" I tried bargaining with the men, but they presented a united front. We didn't buy anything at that rate, and left the village vowing to avoid tourist traps.

That was not hard to do. Once off the seacoast, away from beaches and hotels, the country was blessedly free of development. We still had trouble with the prices, though. A couple of days later, and a good many miles up the river, we tried again. Although the people were friendly, they, too asked for an absurd price. They came down fairly readily, but there was no bottom line, no firm grounding. Everybody was going for whatever the market would bear. We were offering top dollar with maybe 20% white man's tax on top of that. Still it was confusing and a lengthy process, running the gamut of offer and counter-offer for every calabash.

Back on the boat that evening I had an idea. I took a half inch dowel, marked it off by segments, and assigned what price we'd pay if the maximum width of the bowl fell within any two given lines. If the bowl fell on a line, we'd give it the benefit of the doubt. It proved to be a great success.

And so we started up our river-trader mode in earnest. We would anchor and take our dinghy to a landing, perhaps only a tree root. It never took long for a small boy, the eyes and ears of an African village, to appear and run off to find someone with a horse-drawn cart. We'd trek into the village, usually located half a mile from the river to avoid flooding, with our empty sailbags and expectant looks on our faces.

Soon we were in the center of a small, curious crowd that was trying to comprehend why we were coming from America—where plastic comes from—to pay good money for the old fashioned, organic calabashes, which came only in shades of tan and would suffer water damage if you neglected to keep them dry.

Hesitant, they brought out some bowls. We picked out the ones we liked, remarking on the color, thickness, the shape. After awhile, some were selling us family heirlooms, beautiful, old, big

> ...some were selling us family heirlooms, beautiful, old, big with intricate stitching where there was a crack, and the outer shell rich with patina from a decade or two of palm oil polish.

with intricate stitching where there was a crack, and the outer shell rich with patina from a decade or two of palm oil polish. These we liked the best.

Much more remains to be said about this business venture. But the important thing is that we did manage to acquire a full cargo after much time, travel, and talk. We crossed the Atlantic, becoming very familiar with the smell of fresh calabash. When we arrived in St. John, USVI, Cid Hamling, who hates to be called St. Cid, declared that we should have a night dedicated to selling African products imported by sailboat. She got her publicity machine cranked up with flyers, signs, and announcements—and coconut telegraph word of mouth—and within 72 hours of reaching home, all our calabashes, cloth, and musical instruments were up for sale at Skinny Legs.

It was the height of tourist season and the island was flooded with people. The response was overwhelming: we sold hundreds of calabashes, almost our entire store. It looked as though we might actually break even. There was an awkward moment at the beginning of the evening. We'd been unpacking and preparing and we didn't have enough time to write prices on the bowls. The first buyers watched as we assigned prices by three different criteria—size, thickness, and color—and general all-around appeal. It looked arbitrary. It was arbitrary.

One interested onlooker, an MIT professor on vacation, asked, "How about I give you $20 each instead of $30? These have a blemish, should go for less." Suddenly everybody was questioning the price, trying to get a discount.

Luckily, I had found my measuring dowel in the bottom of a jute sack. I took it to the bathroom and with a scrap piece of sandpaper cleaned off the old prices. Then I wrote in the US dollar prices and we were good to go. The buyer would choose a calabash, ask the cost, and we would assiduously measure it with the dowel and triumphantly proclaim the price. The dowel worked like a charm, just as it had in backwaters of the Gambia.

I had thought that people in backwards West African villages, uneducated and unsophisticated, needed to have some sort of visual, graphic cue. But that night at Skinny Legs made it clear that, peasant or Phd, we are all one under the skin.

THE DISH BY CAPTAIN JAN ROBINSON

Capt. Jan Robinson is author of the Ship to Shore Cookbook Collection. She holds certificates from the Culinary Institute of America, The Ritz Cooking School, and the Cordon Bleu. Available at your local marine or bookstore or website ***www.shiptoshoreINC.com*** *or email* ***CapJan@aol.com*** *or call* ***1-800-338-6072.*** *Mention* All At Sea *to receive your special discount.*

You DO NOT Have to be a Great Cook to **Create Decadent Appetizers & Desserts!**

DATES: IT'S AMAZING WHAT YOU CAN DO WITH THEM!

BACON DATE ROLLUPS

Preparation time: 15 minutes
Cooking time: 15 minutes
Serves: 4
9 slices of bacon
27 pitted dates
Preheat oven to 325ºF. Wrap each piece of bacon around a date, secure with a toothpick. Put on baking tray and cook until bacon is crispy, about 15 minutes. Serve.

PARMESAN STUFFED DATES

Preparation time: 10 minutes
Serves: 4
Chunk of Parmesan, cut in slivers
18 pitted dates (fresh if possible)
Minced parsley
Cut a slit in the date. Add a generous protruding sliver of cheese and present on a decorative platter. Sprinkle with minced parsley for color.

CARNIVAL DATE BARS

Preparation time: 15 minutes
Microwave: 3 minutes
Chilling time: 30 minutes
Serves: Many
8 dates, pitted, and chopped
1 Tbsp flour
1/2 cup water
3/4 cup unsweetened grated coconut
1/2 cup butter
1-1/2 tsp sugar
2-1/2 cups uncooked instant oats
1 tsp vanilla extract
Place dates and flour in bowl and toss to coat. Bring water to a boil and pour over dates. Add coconut, butter, sugar; stir well. Microwave on high for 2 0r 3 minutes or until thickened, stirring at 1 minute intervals. Add oats and vanilla to mixture. Spray 9"x9" baking dish with nonstick spray. Press entire mixture into the dish. Cover and refrigerate until set. Cut in pieces.

SOUP DE JOUR:

Serve your favorite soup in shot glasses. Or, if no time to cook, buy a readymade creamy-style soup; heat and pour in the shot glasses or small martini glasses, top with a dollop of sour cream, finely chopped green onions, minced parsley, or whatever else you may think of. Be creative!

HOT DOGS: IMAGINE THAT – WOOF!

TANGY DOGS

Preparation time: 10 minutes
Cooking time: 20 minutes
Serves: 4 – 6
1 (16 oz) pkg. chicken frankfurters
8 oz. grape jelly
6 oz spicy hot mustard
Cut each frankfurter into bite size pieces. Combine frankfurters, jelly and mustard in a medium size saucepan. Cook over low heat until "dogs" are heated through. Stir frequently. Pour into an attractive bowl. Serve with toothpicks.

ENDIVE DIPPERS

Preparation time: 15 minutes
Serves: 6
2 –3 heads endive
1 pkg soft herb cheese or Boursin
Alfalfa sprouts, chopped chives or parsley
Remove ends of endive and discard outer leaves. Rinse and dry leaves. Place a teaspoon of cheese on the square end of each leaf and top with a few sprouts, chives or parsley. On a serving platter arrange leaves like spikes in a bicycle wheel, with extra cheese in center of plate.
Alternative: Fill the base of each leaf with a tablespoon of crumbled blue cheese, toasted walnut pieces, and a drizzle of honey.

SEXY SHRIMP

Preparation time: 15 minutes
Serves: 6
1 lb shrimp (about 24) shelled with tails on
Butter
4 cloves crushed garlic
2 avocados, peeled and chopped in bite size chunks
1 lemon, cut in half
Melt butter in pan over medium heat. Add garlic and shrimp. Sauté a couple of minutes on each side; remove as soon as they turn pink. Put shrimp and piece of avocado on toothpick; squeeze lemon juice over each. Serve.

CREAM CHEESE AND CRAB

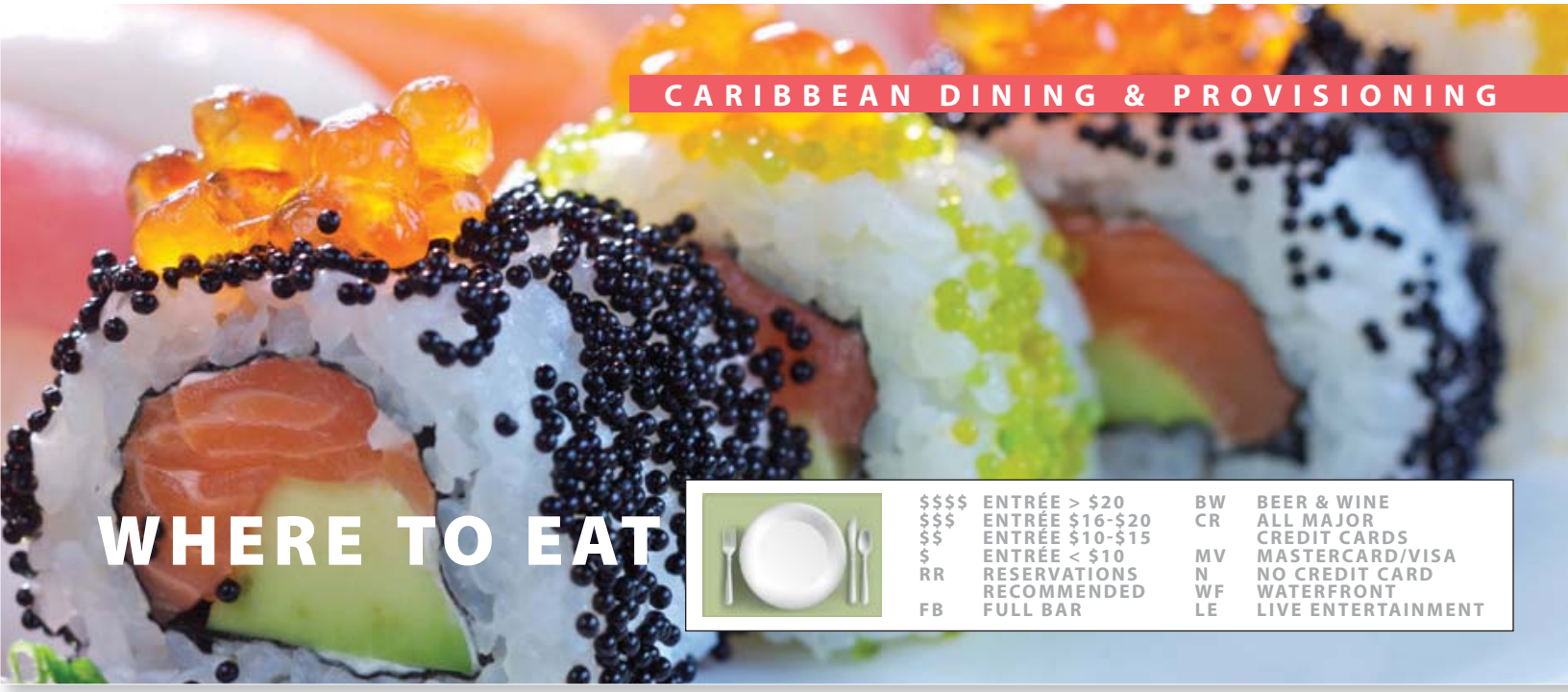
Preparation time: 10 minutes
Serves: 6
1 (8 oz) package cream cheese, softened
1/4 cup ketchup
1/4 cup horseradish
1 (6-1/2 oz) can white crab meat
Lemon wedges
1 Tbsp finely chopped parsley
Spread cheese on platter. Cream cheese can be spread in shapes – anchor, fish, sailboat, etc. Mix ketchup and horseradish together then spread mixture on cream cheese. Cover with crabmeat and sprinkle with a little lemon juice. Sprinkle outside of plate with parsley. Surround with your favorite crackers.

GIANT CROISSANTS

Warm, split and fill with prosciutto and brie. Slice and serve with a smile!!

NO BAKE CHEESECAKE

Preparation time: 5 minutes
Chilling time: 2 to 3 hours
Serves: 8 or more
16 oz cream cheese, softened
1/3 cup lemon juice
1 can sweetened condensed milk
1 ready-made Graham cracker crust
Put cream cheese, lemon juice, and sweetened condensed milk in a mixing bowl. Beat with mixer or wooden spoon until there are no lumps. Spoon mixture into Graham cracker crust and chill at least 2 hours. Cut into bite-size pieces and serve.



WHERE TO EAT

$$$$	ENTRÉE > $20	BW	BEER & WINE
$$$	ENTRÉE $16-$20	CR	ALL MAJOR CREDIT CARDS
$$	ENTRÉE $10-$15	MV	MASTERCARD/VISA
$	ENTRÉE < $10	N	NO CREDIT CARD
RR	RESERVATIONS RECOMMENDED	WF	WATERFRONT
FB	FULL BAR	LE	LIVE ENTERTAINMENT

GRENADA

DE BIG FISH RESTAURANT & BAR Great food, great prices, good music, good company. Live music Friday and Sunday. Dine all day, English breakfast, Mexican and Caribbean Specials. Draught Carib. Located in the NW corner of Prickly Bay in Spice Island Marine. (473) 444-4342 WF FB MV LE $$

ST. MAARTEN

JIMBO'S Open air dining surrounding landscaped swimming pool. Gourmet Mexican at great prices. Best Margaritas and Sangria. Drink specials every Weekday. Extensive collection of Classic Rock and Blues. Open 11am-1am, Mon-Sat and 5pm-1am Sun. Simpson Bay Marina, (599) 544-3600 $$, MV, FB

SHRIMPY'S DOCKSIDE BAR Cheaper then most — Better than all" Sally's meat pies are to die for! Don't forget their specialty — SHRIMP! B.B.Q. Saturday and Sunday.Simpson Bay — Village Portofino, (599) 522-5127 $, FB, N, WF, LE

ST. THOMAS, USVI

BAD ASS COFFEE Fuel up at this funky Hawaiian-based coffee joint. Located at Yacht Haven Grande 340.775.8223 $

BEN & JERRY'S ICE CREAM The cows have gone Caribbean! Located at Yacht Haven Grande 340.775.8232 $

BURRITO BAY DELI Best food for the money! International cuisine. Count on us for your daily boat provisioning. Burritos, Gyros, Blah, Blah, Blah, Everyday 6-6, Red Hook, AYH (340) 775-2944 $, FB, AE, MV, WF

FAT TURTLE Rockin' Caribbean Roadhouse. Barbeque flavors of the Caribbean and American South, great salads, gourmet pizzas and exotic drinks. Located at Yacht Haven Grande 340.775.8328 $$$, FB, CR,WF

FRENCHTOWN DELI A local favorite. Serving homemade creations, award winning breakfast, great sandwiches, gourmet coffee, assorted party platters, phone orders welcome. Opens daily 7:30 am till 8 M-F 5 Sat and 4 on Sun, Frenchtown (340) 776-7211 $, BW, AE, MV, WF

GRAND CRU Fine Wines & Mediterranean Dining. Sophisticated wine bar, featuring tasting flights, mixologist martinis & cocktails and small plates with a Mediterranean flair. Located at Yacht Haven Grande 340.775.8278 $$$$, RR, FB, CR,WF

HAVANA BLUE South America meets the Pacific Rim. Hip Drinks. Cool Vibes. Ocean Front. Experiential Dining. Fresh Fish and Lobster Daily. Brace your senses and enjoy the sunset in style. Dinner nightly from 5:30pm. Oceanfront at Morning Star Beach Club. (340) 715-BLUE $$$$, RR, FB, CR, WF

HOOK, LINE & SINKER Cool and casual waterfront dining. Great burgers, salads and hearty lunch specials. Fresh seafood and lobster right off the dock at dinner. Frenchtown, (340) 776-9708 $$$, RR, FB, CR, WF

LOTUS ASIAN GRILL & SUSHI BAR Fresh Ingredients. Cool Vibes. Step outside the bento box! We go cutting-edge creative with our sushi rolls and Wok cuisine. Sip saketinis at sunset. Open for lunch & dinner. Waterfront at American Yacht Harbor in Red Hook. (340) 774-SAKE $$$, RR, FB, CR, WF

MOLLY MALONE'S IRISH PUB 'Tis a fine day at St. Thomas' only Irish Pub! Open Daily serving Breakfast, Lunch, Dinner, or Take Away All Day! Live Entertainment 7 nights a week during season. 7am-12pm American Yacht Harbor (340) 775-1270 $$$, FB, CR, WF, LE

PIRATE'S COVE BAR & GRILL Coldest Beer on Island! Fish, Burgers, Salads, Pizza and Quesadillas. Phone orders welcome! Boat provisioning at General Store. Fuel & Ice. Benner Bay (340) 714-2135 $$, FB, CR, WF

THREE 60 Dynamic Cuisine with 360o views. Yacht Haven Grande's signature restaurant, helmed by famed Chef Brian Katz. Local specialties with a Latin & Asian twist. Coming Soon! $$$$, RR, FB, CR,WF

TICKLES DOCKSIDE PUB Open for Breakfast, Lunch and Dinner 7 days a week offering a wide menu from burgers to steaks and fresh fish. Crown Bay Marina (340) 776-1595 $$, FB, CR, WF, LE

A WHALE OF A TALE Come experience the Ultimate in Caribbean Dining! St. Thomas ' Largest Selection of Seafood with an Extensive Wine List & Whiskey Collection! M-F 5pm-10pm S-S 5pm-11pm American Yacht Harbor (340) 775-1270 $$$, RR, FB, CR, WF, LE

WIKKED Hip Beach Shack & Bar. Fresh & fun casual island fare, featuring Wikked Wings, Wikked Tacos and Wikked Cocktails. Open daily, 7:30am to midnight. Located at Yacht Haven Grande 340.775.8953 $$$, FB, CR,WF 8-2 Brunch

ST. VINCENT

BEACHCOMBERS BAR, HOTEL & RESTAURANT Welcomes all sailors to Villa Beach, St Vincent. Young Island Anchorage. Perfect jumping-off point to and from Bequia and the Grenadines. "Happy Hour with Sidney" every day... www.beachcombershotel.com (784) 458-4283 $$$, RR, FB, CR,WF, LE

TORTOLA, BVI

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50' 2003 Beneteau 50 located in Tortola, BVI	$199,000
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49' 2004 Jeanneau Sun Odyssey 49 in Tortola, BVI	$215,000
47' 2002 Beneteau Oceanis 473 located in St. Vincent	$195,000
45' 2001 Jeanneau Sun Odyssey 45.2 located in Guadaloupe, FWI	$160,000
43' 2004 Jeanneau Sun Odyssey 43DS located in Tortola	$249,000
42' 1999 Jeanneau Sun Odyssey 42.2 located in Tortola, BVI	$ 90,000
41' 2001 Beneteau Oceanis 411 located in Tortola, BVI	$110,000
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36' 2002 Beneteau Oceanis 361 located in St. Martin, FWI	$ 85,000

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1982 Hatteras Luxury Cruiser
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MONOHULLS

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45'	1992	Fortuna	US$150,000
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50' 1990 Morgan Catalina
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32' '78 Allied Seawind II, Bluewater cruiser, $28K
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49' '79 Transpacific Ketch, loaded $180K
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50' '90 Morgan Catalina, new engine. $119.5K

POWER

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27' '88 Luhrs Alura, cabin, IB gas cabin.. $20K
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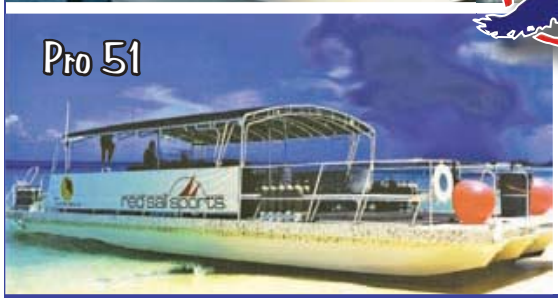

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43' Mason '82, 2 cab/1 hd	129K
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38' Bavaria Ocean 38 '98 CC, 2 cab/1 hd	149K
38' Morgan 38CC '98, 2 cab/2 hd	99K
37' Beneteau Idylle 11.5 '87, 2 cab/2 hd	55K
36' Gulfstar 36 '83 2 cab/1 hd	72K
36' Jeanneau Sun Odyssey 2 cab/1 hd	63K
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35' Beneteau Oceanis 351 '99, 2 cab/1 hd	57K
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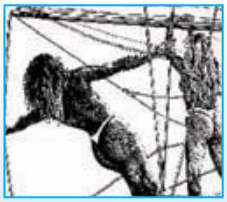

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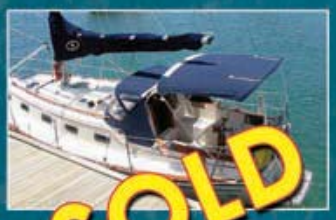

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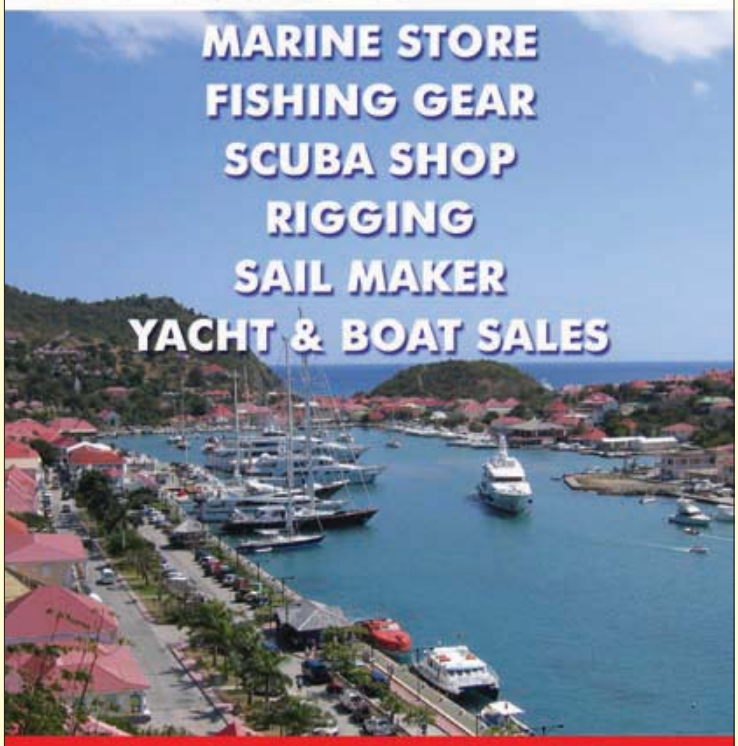

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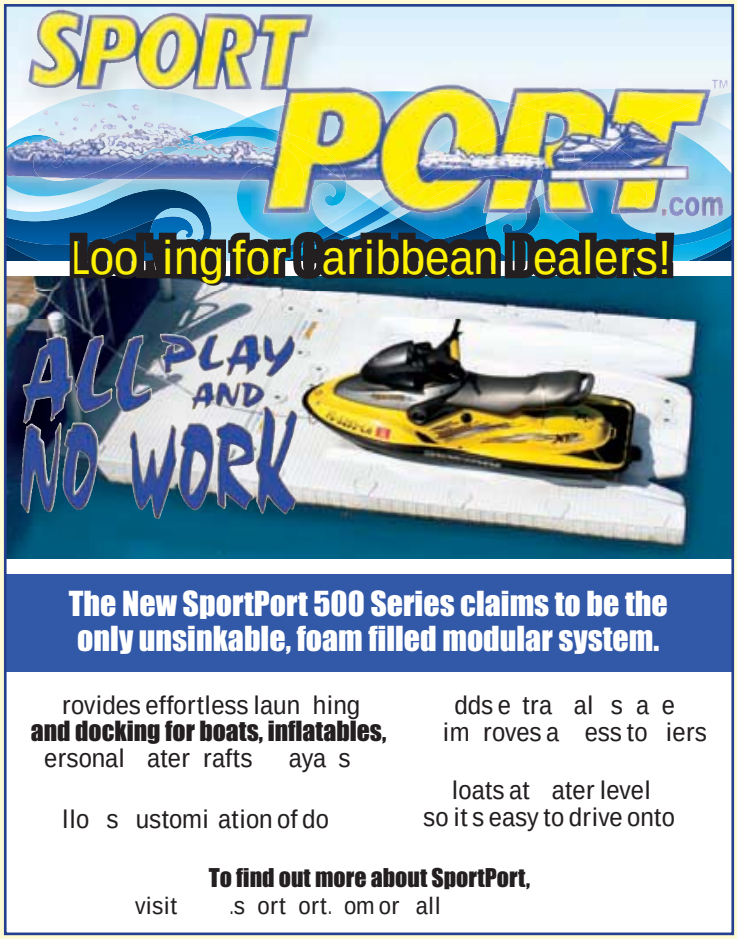
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TALES FROM THE CHARTER COCKPIT

Thirty-Nine Years Ago This Month

BY JEANNIE KUICH COPYRIGHT 2008

Coral Bay & Hurricane Hole, St. John

THIRTY-NINE YEARS AGO, a surprise storm hit the Virgin Islands in July 1969. During that time one of the greatest American achievements was made.

It was a dull, grey sky when we left Yacht Haven in St. Thomas with our charter party, Senor Botti, his wife, and two little boys from South America aboard our sloop *Avenir II*. With main and jib up, we tacked out of the harbor toward Buck island. The southeast horizon looked evil – black, angry, menacing. Mike took the wheel and asked me to call the marine operator to see if there was a storm forecast.

Before I could move, the storm blasted us with a hard, cold, dense fist of air which drove *Avenir II* sideways! With all sheets flying we barely heeled but made two wakes, one at the bow, the other at the stern as the boat was shoved northward.

Chaos! Senor Botti and family hustled below, I started the engine and ducked low as the jib sheets flailed and pummeled the shrouds. Mike finally corralled the hanked-on jib which was doing its own jig on the bow. The mainsail fought to stay up too until Mike clawed it down with a heroic effort.

West side of Coral Bay, St. John

That was the easy part. With the jib unhanked, Mike beat on the forepeak hatch for someone to open it so that he could stuff the jib through it. But Senora Botti below the hatch had forgotten all English in her terror, whereas we had forgotten what Spanish we had. Senora Botti thought Mike was yelling to her to keep the hatch closed down. Finally, after many shouts to those below, Mike bellowed out, "Open the g-d hatch!" That message got through!

Then we bounced our way up to Christmas Cove to anchor and calm our guests who were a tad traumatized, as you can imagine. We contacted WAH, the marine operator, to learn that the first gusts had hit at 65 miles per hour, that the wind would be in excess of 35 knots, and the seas high most of the week. Ugh! How do you explain that to a family with little children?

The storm did not disappoint us. It blew hard and didn't stop. We slogged our way eastward, stopping at the most protected spots. Snorkeling was a bust – too rough. Landing the dinghy on the beach was hairy but manageable only in the best leeward places.

Five days and it was still blowing. We hadn't even gotten up to Virgin Gorda yet. Halfway there from Beef Island it seemed impossible to reach, so we turned tail and headed down with deeply reefed main and a small jib. Going down wind was such a relief that Mike decided to take a tuck out of the mainsail.

A big mistake! The dinghy started to disappear in the following sea. Reducing sail again, we headed for the one sure place that might give us shelter from these banshee-howling winds – Water Creek in the Hurricane Hole area of St. John.

Safely ensconced, it was amazingly quiet, even eerie. Senor Botti took Mike aside the next morning and plaintively asked, "Captain, do we have to go anywhere today?"

"No," Mike said, holding his breath and hoping we didn't have to move.

"Thank God!" Senor Botti exclaimed. "Let's stay right here!"

That afternoon, our much happier family gathered with us in the cockpit for a special broadcast. It made no difference now that the wind still whirled, that the seas crashed on the outside shore, that the Sun didn't shine, for there, high above us, was Neil Armstrong, "taking one giant step for mankind" on the Moon!

SKY LIGHTS by Jeannie Kuich

Jeannie Kuich, once a long-time charter chef in the Virgin Islands, has been writing monthly columns for the **Daily News** since 1985 and periodic columns for **Caribbean Boating**, **Nautical Scene**, **St. Thomas This Week** and **Cruising World** magazines. Jeannie is the author of "Soap Operas of the Sky", the only stargazing sky guide for the Caribbean.

JULY SPOTLIGHTS:

- Three meteor showers peak in the last week. The strongest, the Delta Aquarids, culminate on Sunday, the 27th.
- On Tuesday the first the closest approach of a planet this year to a first-magnitude star, in this case Regulus in Leo, is shortly after sunset.
- Also on the first just before dawn Mercury maneuvers below the thin Moon.
- On the 10th Mars comes closest to Saturn on the evening race course. A new contender enters the race just before sunset. Its brilliance gives away its identity.

JULY PLANET PARTICULARS:

- Most of the action is on the dawn race course with Mercury, Regulus, Mars and Saturn.
- A new and the brightest contender may be glimpsed in the west-northwest at dusk.
- Jupiter enters the evening racecourse at sundown and stays until dawn unaccompanied.

THE MOON SAILS NEAR:

TUE. 1ST:	Mercury before dawn
THU. 3RD:	Pollux in Gemini at dusk
SAT. 5TH:	the star Regulus, Mars and Saturn in evening
THU. 10TH:	the star Spica in evening
MON. 14TH:	the star Antares in Scorpius in evening
THU. 17TH:	Jupiter in evening
SUN. 27TH:	Pleiades sisters before dawn
THU. 31ST:	Pollux in Gemini before dawn

MOON PHASES:

THU. 3RD:	New
THE. 10TH:	First Quarter
FRI. 18TH:	Full
FRI. 25TH:	Last Quarter

JULY BRIGHTEST NAVIGATION STARS
DUSK: ARCTURUS, VEGA, ANTARES, ALTAIR
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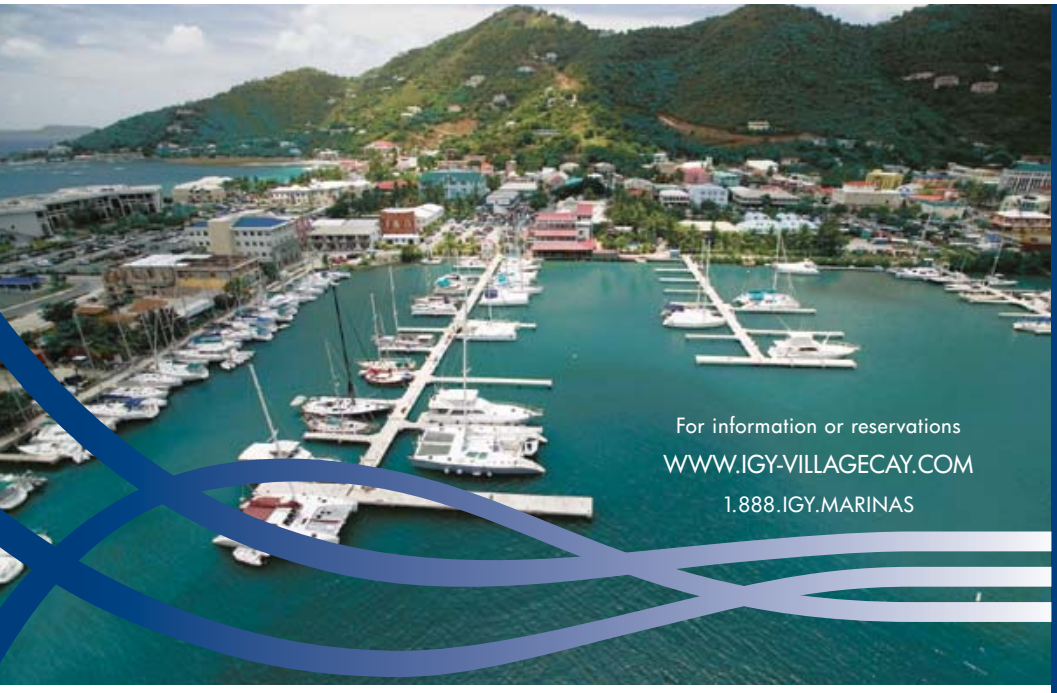

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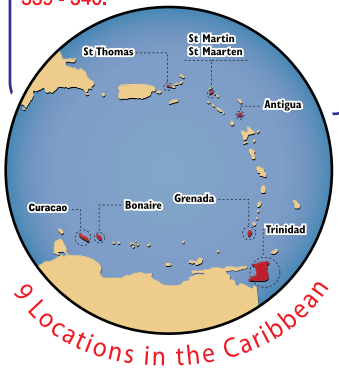

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