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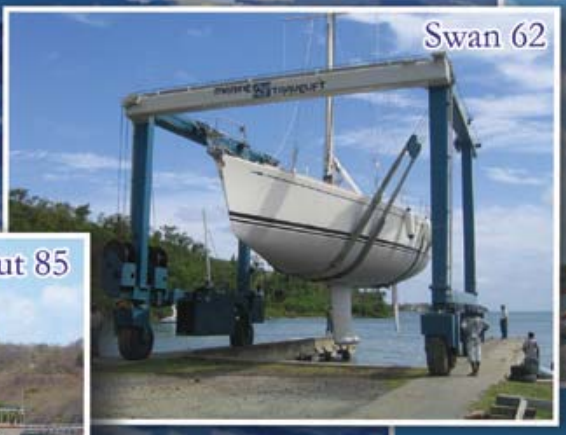

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THIS ISSUE

AUGUST 2008 THE CARIBBEAN'S WATERFRONT MAGAZINE

40

72

FEATURES

CARIBBEAN DINING AND PROVISIONING
80 If You Want Less Heat, Spend Less Time in the Galley
By Captain Jan Robinson
81 Where to Eat

CHARTERING
98 Tales from the Charter Cockpit: An Island "Cops & Robbers" Tale
By Jeannie Kuich

COUNTDOWN TO BEIJING
38 Caribbean Sailors Head to Beijing for Olympic Camp
39 Gregory Douglas Captures Wild Card Berth

CRUISING AND CIRCUMNAVIGATING
75 Life Aboard Three *Albas*
76 Marriage in a Storm
By Peter Muilenburg
79 Pedro Quintero, Sea Sculptor

FISHING
30 Abaco Billfish Challenge
31 This Month: USVI Open/Atlantic Blue Marlin Tournament

JUNIOR SAILING RACING CIRCUIT
36 Opti North American Championships
37 Profile of a Junior Sailor: Ian Barrows

LEGAL MATTERS – SEA 2 IT!
28 How Should I Pay My Crew?

OUR NATURAL WORLD
72 Moray Eels

SAILING HUMOR
40 Asia Will Amaze Ya!
By Cap'n Fatty Goodlander
44 Sailing with Charlie: From Dry Iraq to the Soggy Dollar
By Julian Putley

TIPS & TRICKS
32 Illuminati for the Glitterati
34 The ABCs of Good Varnish

ISLAND EVENTS & INTERESTS

ANGUILLA
60 Welcome, *Wave Ruler*!

BAHAMAS
45 Lessons from Sailing's Knight: Sir Durward Knowles

BRITISH VIRGIN ISLANDS
53 Sailability
54 A Caribbean Legacy: Wooden Sailing Boats
56 34th Foxy's Wooden Boat Regatta
58 *Wendy* Reborn

CURAÇAO
70 Ashore, At Sea, and In the Air
71 Summertime in Curaçao

DOMINICA
65 Gorgeous Gorges & Champagne Snorkeling in Dominica

GRENADA
67 Spice Race Comes to Grenada This December

PUERTO RICO
47 First Annual Puerto Rico Vela Cup Held in Fajardo

ST. MARTIN/MAARTEN
63 7th North Sails Regatta

TRINIDAD & TOBAGO
68 YSATT and UWI Want Your Help

U.S.V.I.
48 Scotiabank
50 Marine Action Group Makes a Day Trip

VENEZUELA
69 Isla Cubagua, Island of Pearls

DEPARTMENTS & RESOURCES

12 Where in the World Subscription Contest
16 Caribbean News
22 Yacht Club News
24 Event/Fishing Calendar/Pets at Sea
25 Letter to the Editor
26 Caribbean Marina Guide
82 Caribbean Brokerage
94 Marketplace
96 Classifieds
96 Sponsor Directory
98 Skylights

COVER SHOT:
PHOTO BY RICHARD GIBSON / HISEASPHOTOGRAPHY.COM
Chris Galati Jr. (center), age 12, catches his first blue marlin at the June 2008 Abaco Billfish Challenge

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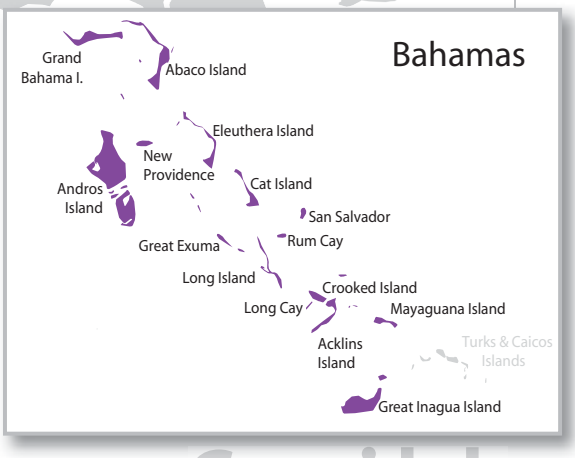
ISLAND EVENTS & INTERESTS

Lessons from Sailing's Knight:
Sir Durward Knowles
PAGE 45



Ashore, At Sea, and In the Air
PAGE 70
Summertime in Curaçao
PAGE 71

Aruba

Curaçao

Sailability
PAGE 53

A Caribbean Legacy: Wooden Sailing Boats
PAGE 54

34th Foxy's Wooden Boat Regatta
PAGE 56

Wendy Reborn
PAGE 58

Welcome, *Wave Ruler*!
PAGE 60

7th North Sails Regatta
PAGE 63

British Virgin Islands

Anguilla

St. Maarten/St. Martin

St. Barthelemy

Barbuda

Puerto Rico

U.S. Virgin Islands

St Eustatius

St Kitts & N

Antigua

First Annual Puerto Rico Vela Cup Held in Fajardo
PAGE 47

Scotiabank
PAGE 48

Marine Action Group Makes a Day Trip
PAGE 50

Guadeloupe

Gorgeous Gorges & Champagne Snorkeling in Dominica
PAGE 65

Dominica

Martin

St Lucia

Barbados

Spice Race Comes to Grenada This December
PAGE 67

YSATT and UWI Want Your Help
PAGE 68

Grenada

Bonaire

Isla Cubagua, Island of Pearls
PAGE 69

Tobago

Trinidad

Venezuela

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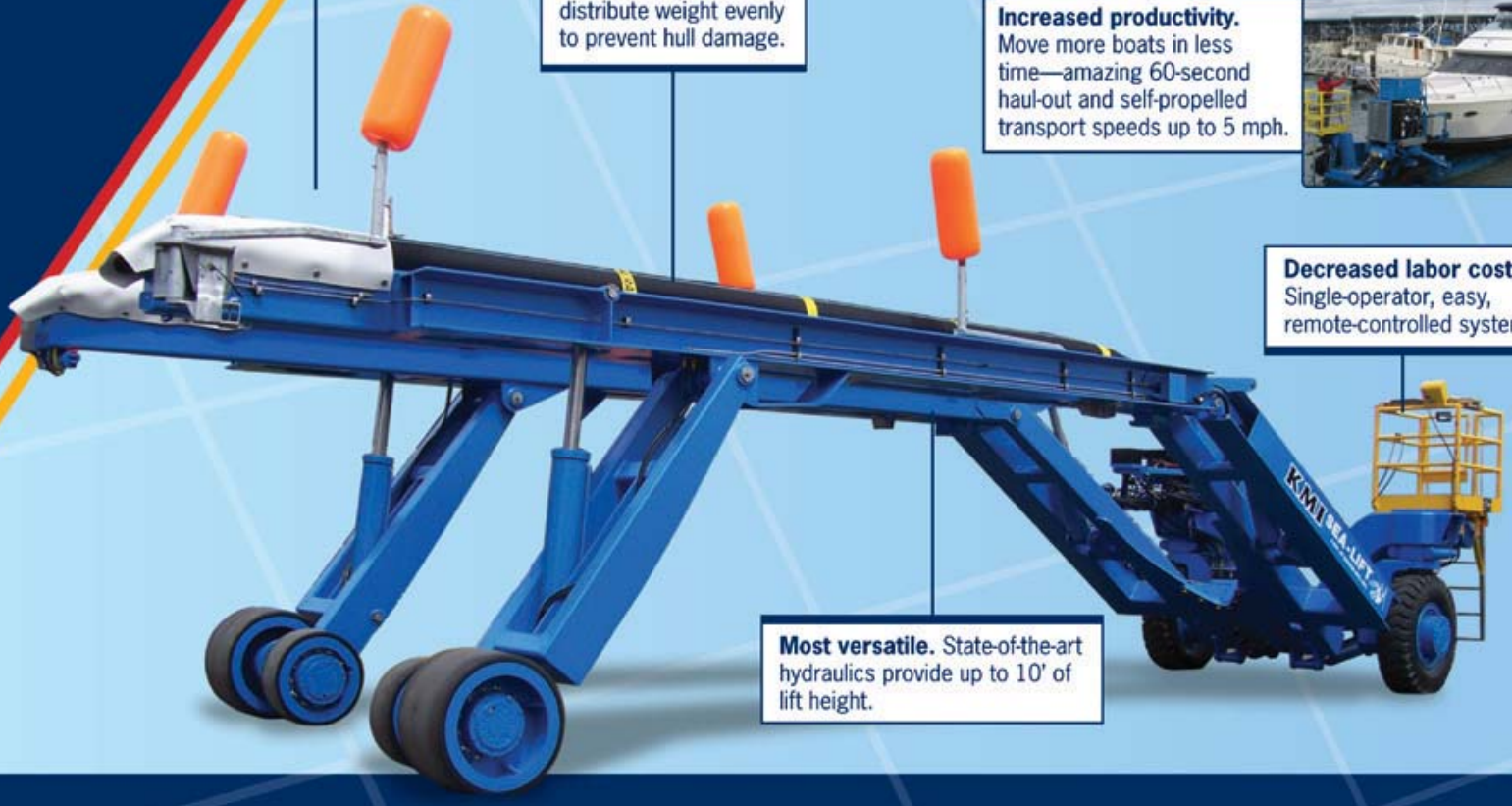

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CARIBBEANNEWS

A BRIEF LOOK INTO THE HAPPENINGS OF OUR WORLD.

New Appointments at Yacht Services Association of Trinidad & Tobago

Gina Hatt-Carvalho has been appointed Manager of YSATT

The Management Committee of YSATT announced in June that Gina Hatt-Carvalho has been appointed Manager of YSATT. Employed with YSATT since 2002, Hatt-Carvalho has had a close working relationship with the members and has helped plan and execute such events as the annual Marine Trade Show. Catherine Whitby, who worked at Boaters' Enterprise in Chaguaramas, is YSATT's new Administrative Assistant.

Former General Manager Sharon McIntosh, who resigned in December to accept a position within the government, continues as manager of The Caribbean Marine Association and chairperson of the Government Assigned Yachting Steering Committee.

World Cruising Club takes over noonsite.com

UK-based organizers of the Atlantic Rally for Cruisers (ARC), which brings hundreds of boats to St. Lucia each December, announced in June that they have taken over noonsite.com, a free, global website for cruising sailors, from its founder, author and sailing "guru" Jimmy Cornell. The site was launched in 2000, attracted over 15 million hits in 2007, and provides essential information to sailors planning an offshore voyage including clearance formalities, visa requirements, fees, weather, special events, and other facts for 193 countries and almost 1800 ports. www.worldcruising.com, www.noonsite.com.

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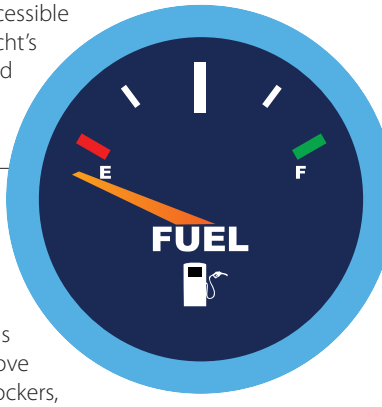

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With record high fuel prices, the Boat Owners Association of The United States (BoatU.S.) shared a few good tips recently with its 650,000 members on reducing gas consumption. Boaters are advised to remove unused equipment in the bottom of lockers, carry less water (weighing 8.33 pounds per gallon) for day trips, tune up the engine and prop, paint the bottom, distribute weight evenly, and consider installing a fuel flow meter. www.BoatUS.com.

(Caribbean News continued on page 18)

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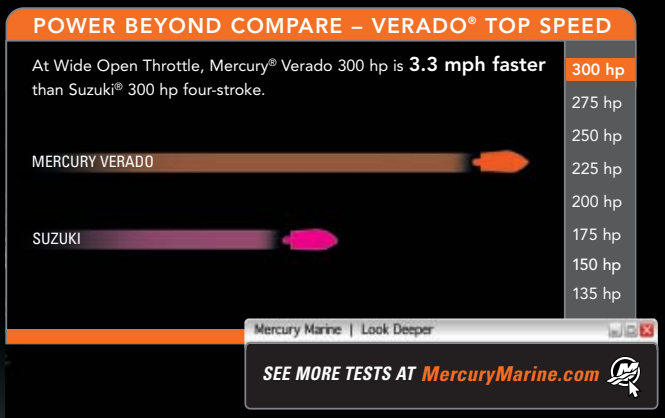

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Chikos Internacional
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Lajas
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Paramaribo
011-597-474-897

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St. Thomas
1-340-775-6595

St. Croix Marine
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1-340-773-0289

VENEZUELA
Corporacion Alba C.A.
Valencia, Carabobo
011-58-241-832-8466

Engine Service Marine C.A.
Caracas, Dtt. Capital
011-58-212-267-7509

Source: Tests conducted by Mercury Marine – June 2007. Test conducted on a 23' fiberglass fishing boat using a Mercury Verado 300 hp FourStroke and a Suzuki DF300 four-stroke.

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(Caribbean News continued from page 16)

Tall Ship *Caledonia*

Tall Ships Day for 2009 St. Maarten-St. Martin Classic Yacht Regatta

West Indies Events and the St. Maarten-St. Martin Classic Yacht Regatta Foundation announced in June that a Tall Ship Day has been added to the January 2009 event. The first to register for the event is the 245 ft (75.5 m)-long Canadian built and based barquentine *Caledonia*, carrying 1,579 square meters of sail, 31 guest cabins and 20 crew. The event kicks off on Thursday, January 22, with Tall Ships Day on Saturday. www.ClassicRegatta.com

Reefs of Tobago and St. Lucia bring countries millions in benefits

The World Resources Institute (WRI), an independent, non-partisan and nonprofit organization, announced estimates in June of a high annual economic benefit derived from the coral reefs of Tobago ($44 million US) and St. Lucia ($94 million US) for each country's tourism industry and fisheries. The full study, "Coastal Capital - Economic Valuation of Coral Reefs in Tobago and St. Lucia," was released by WRI, the Buccoo Reef Trust (BRT), the Institute of Marine Affairs, the Government of St. Lucia, and many others. Funding for the project came from the MacArthur Foundation, the United Nations Environment Program - Caribbean Environment Program, the Ocean Foundation, and other public and private groups. www.wri.org.

Flying Cloud returns to the BVI

Flying Cloud Soon Come For Divers

The British Virgin Islands Scuba Organization recently announced that Premier Ralph O'Neal has given written permission to secure the Windjammer *S/V Flying Cloud* and sink it for Scuba divers. With the BVI Tourist Board, the group is in the process of bringing the 208 foot long, 400 ton barquentine home from Trinidad to the waters she sailed in for so long. Built in 1935 for the French Navy, *Oisseau des Isles* (Bird of the Islands) saw duty during World War II in the Pacific. In 1968 *Flying Cloud* joined the Windjammer fleet and sailed the waters of the Sir Francis Drake Channel. The vessel was retired from active service in 2002 when upkeep expenses became prohibitive.

BVI Scuba reports that Kevin Rowlette of Husky Towing has volunteered to tow her from her current resting place at the dock in Port of Spain in Trinidad. When she arrives in the BVI, she will rest on *Flying Cloud*'s old hurricane mooring in Great Harbor on Peter Island while the BVI SCUBA Organization prepares her for sinking. The arriving date, sinking date, eventual location, program, and chance to dive this historic wreck will be released as more information becomes available. Donations are needed to cover the $100,000+ cost of this effort. For much more on her history and details on the project, see www.windjammerflyingcloud.com or www.bviscuba.org

(Caribbean News continued on page 20)

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(Caribbean News continued from page 18)

Bumpers takes anglers out from St. Lucia's Discovery Marina

Fishing for Visitors

Discovery at Marigot Bay on St Lucia's west coast launched a package this summer aimed at fishing enthusiasts. With a four-night stay at the resort, anglers will receive two sport and game fishing excursions. Package rates start at $2091 per person. www.discoverystlucia.com

Super Slam Set for September

Last year's winners

PHOTO COURTESY OF THE VENEZUELAN INTERNATIONAL SUPER SLAM TOURNAMENT

The 2008 Venezuelan International Super Slam tournament is scheduled for Sep 25 - 29, and already there is great anticipation—great participation is expected. Part of the proceeds from this year's Super Slam will be donated to the Friend's of Children with Cancer Foundation (Amigos del Niño con Cancer FANCC).

The schedule will be as follows:

Thursday: *Registration, Observers Meeting. Evening Kick-Off Cocktail party, Rules Meeting and buffet dinner Caraballeda Yacht Club.*

Friday: *First day of fishing. Evening free.*

Saturday: *Second day of fishing. Evening dinner and silent auction to raise funds for Friends of Children with Cancer Foundation, Caraballeda Yacht Club's elegant clubhouse.*

Sunday: *Third and final day of fishing. Evening Awards Banquet, Caraballeda Yacht Club.*

Monday: *Visiting angers and observers return home or depart on post tournament fishing or sightseeing tours.*

For team registration please visit the website www.intlbillfishtourns.com and click on the Super Slam logo on the left hand of the page. You can also check out results of previous years. Those interested in participating in the capacity of Official Tournament Observer can contact contact Observer Coordinator Michelle Zelones at bluefin@usa.com or 561 310 3474.

For a list of available charter boats, questions about team registration or interest in sponsoring the event, anglers can contact Tournament Director Rick Alvarez: rick@intlbillfishtourns.com, or call 305 213 5521.

New Partnership for Antoine Questel

Antoine Questel

ROSEMOND GRÉAUX

St. Barth professional windsurfer Antoine Questel, leader of the French Formula championship and third in French Funboard championships, has signed with Mistral for boards and The Loft for sails after 5 years with Gaastra/Tabou. "I thank Mistral and The Loft for their confidence and I will do my best to represent these two brands in France and in all countries, in the World Cup, and in World championships," Questel said.

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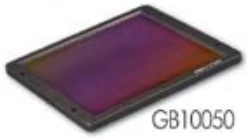

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Prices may vary in St. Thomas, St. Lucia and Grenada as a result of customs charges and environmental levies.

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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.

Jolly Harbour Yacht Club's Youth Development Project continues to gather momentum

PHOTO BY MILCHO PIPIN, COURTESY OF JHYC

Antigua

Jolly Harbour Yacht Club's Youth Development Project, teaching young people to sail in dinghies provided by the club, continued to gather momentum this summer. "Eight keen young people from the Duke of Edinburgh Award Scheme arrived, accompanied by as many willing volunteers, for a morning of dinghy sailing training in the idyllic setting of the Old Castaways on North Beach," reports Pippa Pettingell. "The 'ear to ear' smiles on the young people's faces after their training session ended were a sight to behold. Our two Sport 16 dinghies are perfect for training up to four young people at a time in superb calm water conditions with a nice offshore breeze." Among many to be thanked, Pippa says, are Lawrie May, Rick Gormley, and Wayne Gruden as well as La Perla, Anjo Insurance and others who have made donations. A Pig Roast the same day at the Foredeck Bar raised EC$2,000 for the program.

British Virgin Islands

Triple Jack's winning crew

KEVIN WRIGLEY

Triple Jack at the start before speeding to Anegada for a win

LIZ MACLEAN

The Royal BVI Yacht Club issued a colourful newsletter in June full of information on recent club activities and also announced plans to celebrate the club's 35th anniversary in November. Guy Eldridge, Captain of Sailing for the club, sent a report on the annual race to Anegada in June. Setting a new personal record in just two hours and 35 minutes, the crew of local trimaran *Triple Jack* sped to victory. "Captain George Lane explained jubilantly that he was filling in for the day for Richard Wooldridge, the boat's usual helmsman, and had been teased that he would never be able to beat the boat's former best time of two hrs 45 minutes, making victory all the sweeter. In fact, they were so fast that the Race Committee team of King Greenspon and Liz Maclean missed their finish as they were having a leisurely lunch at the Anegada Reef Hotel..." As usual, participants equally enjoyed off-the-water evening activities. "'What happens on Anegada stays on Anegada' will have to be invoked," reports Eldridge. The annual race is a competition for the Lowell Wheatley Trophy, named for the Anegadian who did so much to put his island and hotel on the map and popular with sailors worldwide.

Cuba

Commodore Escrich reported that the Hemingway International Yacht Club of Cuba held its 58th Ernest Hemingway Billfish Tournament June 9 to 14 with19 teams competing from countries as far away as Russia. It was the tournament's 10th anniversary as Tag and Release event.

The award ceremony of the 58th Ernest Hemingway International Billfish Tournament in Havana

PHOTO COURTESY OF COMMODORE JOSE MIGUEL DIAZ ESCRICH, IGFA REPRESENTATIVE IN HAVANA

Puerto Rico

The Ponce Yacht and Fishing Club sent results from their La Verbena Race held May 17. The event was managed by Race Director Pedro Bonnin, Coordinator Chin Cordero, and Official Handicapper Puchy Santiago, all members of the club's Nautical Events Committee. Winner in Racing Class and Overall was *El Tango*, with David Fernandez at the helm. Winner in Cruising Class was Gissele.

St. Martin-St. Maarten

The St. Maarten Yacht Club held its Governor Stuyvesant series in May and June, which "proved to be yet another closely-fought battle for the few inches that sometimes forced the win," according to club reports.

Three classes competed in the series, the largest ever run by the club. Rhone Findlay won the Optimist Class, Rogier Brans won in Lasers, with Kevin van den Burg leading the youth division. Frits Bus took the top spot in the LSR/Jeanneau 20 fleet.

Winners of the Heineken Open

PHOTOS BY ROBERT LUCKOCK

Brett Wright on the water

The club also sent a report on the Heineken Open Laser Regatta held in early June, won by Brett Wright from Bermuda. St. Barth's Markhu Harmala finished second overall and Frits Bus third. In Radials, David de Vries was first, Ernest Looser second, and Simon Manley third. Four junior sailors had their own division, won by Jolyon Ferron. Sixteen sailors participated in all, from St. Maarten, St. Barth, Curacao, Canada, and the Dominican Republic.

United States Virgin Islands

The St Croix Yacht Club wraps up its traditional Summer Sunfish Races on Friday nights this month. Club members begin racing at 5:30 and continue until dark, starting on the club's beach, sailing around a mark, and back to the beach. The last race of the series will be on August 8.

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.

ANTIGUA

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

BRITISH VIRGIN ISLANDS

9/6-7
Back to Schools Regatta
Sailing | rbviyc.com
emma@rbviyc.com

CARRIACOU

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

SAVE THE DATE

12/10-13
Superyacht Cup Antigua
Sailing | thesuperyachtcup.com

FISHING TOURNAMENTS

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
loveto@islands.vi

9/25-29
The Venezuelan Intl Super Slam Tournament
Fishing | intlbillfishtourns.com
rick@intlbillfishtourns.com

Visit our website for more details and to view the annual event calendar
allatsea.net

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~~ PETS AT SEA ~~

Dear Editor,
As I sit here on El Vagabond a few days away from my 126th birthday (18 to you humans), rolling to the left and then to the right, I must confess to occasional nostalgic feelings for the warm, cozy, unmoving apartment where I used to live...having crossed the Bay of Biscay twice and the Atlantic Ocean last year I guess I'm a pretty experienced sailor with over 12,000 sea miles and looking forward to many more.

Would I change things? No chance... I rule the roost in this confined space my parents call a boat. I've got loads of hideaways, food available 24 hours a day and am constantly spoilt with Mum & Dad on permanent call.

I'm not sure what is meant by a "dog's life" but I sure am enjoying this "Sea Cat's Life"...mind you, I'm cruising the Caribbean for now, but I am a bit concerned as I keep hearing mentions of "Chile next year".... I just hope it's warm there.... "

Signed,
Mishima

Thanks, Vicki Duff for forwarding Mishima's letter!

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LETTERS TO THE EDITOR

***ALL AT SEA* WANTS TO HEAR FROM YOU.**
Send your correspondence by email to editor@allatsea.net, or mail letters to:
All At Sea, PO Box 7277, St. Thomas, VI 00801

Dear Editor,

My question, please! Who is that beautiful girl (woman!) at the helm on your May cover? Tim Wright's photo is exquisite, and I know I cannot be the only panting male type who is interested!

PETER FARRELL

All at Sea*'s reply: Glad you liked it! The capable crew of* Business Machine *and skipper Marsha Farfan were captured for our cover again this year by Tim Wright, www.photoaction.com, during 2007 Angostura Tobago Sail Week. For 2008 Tobago results, see www.sailweek.com*

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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	•
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Grenada	**Grenada Marine**	473-443-1667	15′	70′	4	•	110/220		•		•	•		•	•	16	FREE
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Jamaica	**Errol Flynn Marina & Shipyard**	876-715-6044	32′	600′	33	•	110/220/480 1&3PH 50/60HZ	Cable	•	•	•	•	•	•	•	16/9	FREE
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** an IGY destination℠	758-452-0324	15′	220′	232	•	110/220	•	•	•	•	•	•	•	•	16/17	•
St. Lucia	**The Marina at Marigot Bay**	758-451-4275	16′	250′	40	•	110/220	Cable	•	•	•	•	•	•	•	16/12	•
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** an IGY destination℠	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** an IGY destination℠	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 Marina** an IGY destination℠	284-494-2771	12′	200′	106	•	110/220/ 308	Cable	•		•	•	•	•	•	16/71	Hardline at Slip
Trinidad	**Power Boats Ltd**	868-634-4346	13′	65′	40	•	115/220		•	•	•	•	•	•	•	72	•
Virgin Gorda	**Virgin Gorda Yacht Harbour** an IGY destination℠	284-495-5500	10′	180′	94	•	110/220	•	•	•	•	•	•	•	•	16/11	•

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Does Worker's Compensation Apply to Vessels? What Type of Crew Should I Hire For my Vessel? How Should I Pay my Crew?

BY GAIL WASSERMAN

Workman's Comp is a state law concept and does not apply to yachts, which are governed by Admiralty Law. Admiralty Law actually affords greater rights to workers on boats ("seamen") who are considered "wards of admiralty."

So, what about hiring U.S. citizens as crew on a foreign-flagged vessel? A foreign-flagged vessel can hire U.S. Citizens. The question really is whether you can hire non U.S. Citizens. There are a few things to consider. What if the yacht's flag is "foreign" and you plan on visiting the U.S. under a Cruising Permit issued by U.S. Customs and Border Protection?

Our friends at U.S. Immigration take the following approach when looking at the status of your crew – the homeport. The HOMEPORT of the Vessel is the distinguishing factor that decides whether the Yacht can employ foreign (i.e. non U.S. nationals) crew.

U.S. Immigration uses a "totality of the circumstances" test to determine a yacht's homeport. They look for tangible ties to a given port (slip fees, yacht club dues, registry, etc.) and these things are considered in the light of the transitory nature of yachting: i.e. yachts move around.

The bottom line is that even foreign-flagged yachts with a U.S. homeport CAN NOT employ crew with B1 visas. (B1 Visas are visas which are good for more than 30 days but less than 180 days issued for the purpose of work. U.S. entities cannot directly employ a crew member with a B1 Visa).

Conversely, if you can show that the foreign-flagged vessel has a foreign HOMEPORT, then the yacht can employ crew with B1 visas on long term visits to the U.S. B1 visas can be extended by filing for the extension (form 1-539) which permits the non-immigration worker to stay in the U.S.

When you travel on a foreign-flagged vessel outside of the U.S. for extended periods, you can hire anyone you want. If the Yacht will be sitting in the U.S. for extended periods of time under a cruising permit, you probably cannot hire foreign crew on a B1 Visa because the homeport would most likely be where the Yacht is berthed.

With respect to paying your crew, one should pay all crew to the account where they tell you to pay them. The issue that arises is whether you should withhold tax or not. On this point, there is no clear, precise answer but the conventional and widely-held view in the legal world is to withhold for U.S. crew but not for foreign crew. In other words, if you have foreign crew, pay them by sending their pay to an "offshore" account (we can assist you in setting up offshore accounts) and don't withhold. Most industry professionals believe that if you withhold for the Americans you can get away with not withholding for the non-American workers. Unfortunately, there is no precise answer.

If a crew member works on the boat more than 1/3 (rule of thumb) of his time, the worker is a "seaman" almost irrespective of what they do onboard. The rights of a seaman are covered by Admiralty Law which is Federal law and not Workman's Compensation law, which is state law.

The most important thing to have is to have good yacht insurance to cover any sickness, health or personal injury claims that come up. You should also always consult a competent maritime attorney to sort through the issues specific to your circumstances, yacht, crew, and flag state.

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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TEAM BODACIOUS WINS
2ND ANNUAL ABACO BILLFISH CHALLENGE,
TEAM RUM BUM WINS
FIRST LEG 2008 BERMUDA TRIANGLE SERIES

Happy tournament winners

BY CAROL M. BAREUTHER, RD

PHOTOS BY RICHARD GIBSON, HI-SEAS PHOTOGRAPHY

Two junior anglers released their first-ever blue marlin

Team Bodacious got off to a hot start the first day of fishing in the 2nd Annual Abaco Billfish Challenge, held June 11-13 out of Boat Harbour, with three blue marlin releases and held off a fast and furious last day effort from Team Rum Bum to win the tournament. For their efforts, Team Bodacious owner, Pat Thomas, of Atlanta, Georgia, got to pocket $50,000 in US Gold American Eagle coins!

Thirty-four teams took to the waters off Abaco for this annual tournament that also includes the first leg of the Bermuda Triangle Series.

Day 1, two junior anglers landed and released their first-ever blue marlin – 12-year-old Chris Galati Jr, and 15-year-old Nick Cioffi. These two teens were ceremoniously baptized into the Marlin Club by being tossed into the drink once back at the marina. Meanwhile the rest of the fleet collectively caught one sailfish, two white marlin and seven blue marlin for the day.

Day 2 proved slower with the fleet releasing another seven blue marlin and one sailfish.

Day 3 was the slowest of the fishing with only five blue marlin and one white marlin released by the fleet. But, the air of tension ran high. Luis Bacardi's Team Rum Bum released two blue marlin in the last couple hours of the tournament to tie for the lead with Team Bodacious. Thomas' Team Bodacious ultimately won based on release time.

Meanwhile, Bacardi's Team Rum Bum did win the tournament-within-a-tournament Bermuda Triangle Series first leg.

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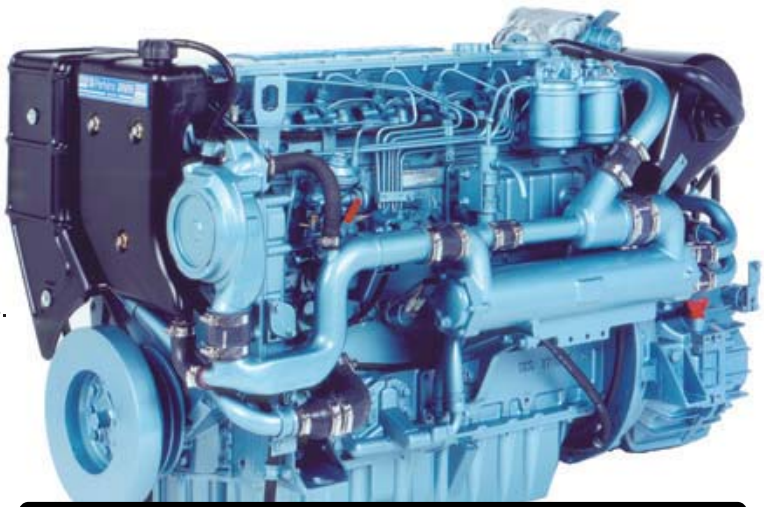

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USVI Open/Atlantic Blue Marlin Tournament Set for August 13 to 17

BY CAROL M. BAREUTHER, RD

DEAN BARNES

Night at the docks of American Yacht Harbor with the fishing fleet in

It's the thrill of the bite, the adrenalin-pumping fight, and the awesome release of a magnificent blue marlin back into the sea that entices the cream of the crop of sports fishermen from around the globe to fish in the 36th annual USVI Open/Atlantic Blue Marlin Tournament (ABMT), also known as the 'Boy Scout Tournament'.

"What draws anglers to the Virgin Islands is the blue marlin fishing. The blue marlin fishing in the Virgin Islands is some of the best in the world," says tournament director, Jimmy Loveland.

Backing up this statement, last year anglers aboard 37 boats released a record-setting 207 blue marlin over four days of fishing.

Started by Chuck Senf back in 1972 – and nicknamed The Boy Scout Tournament since a portion of the proceeds have always benefited the VI Council of the Boy Scouts of America, one of Senf's favorite charities – the ABMT has evolved into one of the most competitive saltwater sports fishing events in the world. It's one of tournaments making up Bisbee's World Billfish Series, is a qualifier for the Rolex-IGFA Invitational "Tournament of Champions", and is the last exciting leg of the prestigious Bermuda Triangle Series and Spanish Main Series.

Following International Game Fishing Association guidelines overseen by a professional Board of Captains and well-qualified observers, this event is fished by some of the world's elite sports fishermen. Last year's Top Angler, Luis Nevarez, fishing aboard the Cabo 40, *Peje*, with Capt. Juan Alberto 'Berto' Marquez at the helm, is an ABMT veteran from Puerto Rico who released six blue marlin to win.

"We're expecting 40 or more boats with quite a few first-timers," says Loveland. Some already signed-on to fish the ABMT this year include *Revenge*, *Freebie*, *Sharky's Revenge* and *Rum Bum*. "These boats are owned by world class anglers," the tournament director says.

A welcome party on August 12 officially launches the big boys' fight to see who will reign supreme in the standings. Fishing days are August 13, 14, 15 and 17 – three days before and a day after the month's full moon – punctuated by a "Full Moon Party" hosted by the Ritz-St. Thomas on the August 16th lay day.

Lines are in the water daily at 8:30 a.m. and out at 5:30 p.m., meaning that by 6:30 p.m. spectators can catch the spirit of sport fishing by 'doing the docks,' to watch the big rigs come in and spot the flags flying from the outriggers. The more flags, the more marlin the boat caught. Flags are flown upside down for released fish and right side up for fish that are boated. Blue signals the catch was a blue marlin, while a white flag denotes a white marlin.

Little fry get their fish-catching fun on August 17 at the Innovative Wireless Handline Tournament. Starting at 9:30 a.m., kids can pick up complimentary bait and handlines, and then take to the docks around American Yacht Harbor to try their luck. Even those that get skunked receive free pizza, drinks and T-shirts.

The ABMT's final fishing action on August 17 ends with the sport fishing fleet's swift Jim Smith 'Race From The Edge'. The best place to watch what often turns out to be a photo finish is from the spit of land past the pool at the Sapphire Beach Resort. The Awards Ceremony takes place later in the evening along with the naming of the 2008 USVI Open/Atlantic Blue Marlin Top Angler, who pockets a $10,000 cash prize.

For more information, contact: Jimmy Loveland, tournament director at: Tel: 1-888-2-FISHVI (1-888-234-7484) or 340-775-9500; Fax: 340-779-8605; Email: loveto@islands.vi; Web: www.abmt.vi.

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

ILLUMINATI FOR THE GLITTERATI

BY NICK MARSHALL

In these times of 500+ foot yachts with their auxiliary submarines, is there any additional flourish available to provoke genuine envy on the dock? Possibly. Florida's Universal Light Designs LLC has found a colorful way to turn the neighbors green, and it's a lot simpler than an on-deck helipad.

"Every major yacht-builder worldwide has at least one yacht with our technology on it," says Marketing Director Chris Booth. The technology in question – waterproof backlit nameboards - is so simple it has others thinking, "why didn't I think of that?" Four years ago, Booth and co-director Thomas Grupe did just that.

"We did some research and found out that there's an abundance of yachts being built, with 500-700 new builds in the 80ft + range every year. There were some 850-870 in 2008/9 and the big yacht manufacturers are booked full until 2012. It made sense to go into the yachting market with a small, niche project and do it right." Both men threw themselves into a financial and lifestyle commitment. According to Booth, "We said, 'Let's be the number one prime quality, prime service and prime support product."

The aesthetically slick LED-powered Yachtsign® nameboards combine ½" thick acrylic glass backing with the front design in polished stainless steel, painted 3D plastics or 22k gold. The letters are corrosion and condensation-free, maintenance-free and waterproof to 100ft. They also come with a five-year worldwide warranty.

If you've spotted 174' *Aurora*, 220' *Allure Shadow* or 168' *Helios*^{2}, then you'll be familiar with Yachtsign® work. Last year, the company did 180 projects in total, and some 125 up to June this year, meaning over 1,000 individual letters.

Not only does a backlit nameboard add a little extra panache to the transom or sides of a yacht, but the more recent introduction of multi-color, synchronized illumination allows the Captain to manipulate the mood on board. Within no time at all, a neon-hued nameboard will be de rigueur after sundown.

Could the trend trickle down to smaller yachts? Although the LED lights require very little power, Booth recognizes that the cost is the main barrier for now. "The high level of engineering comes with a price tag," he says. However, he adds: "I actually once put nameboards on a 32' pleasure cruiser. The guy spent $3,000 on it but, you know what, he made his wife happy and he made himself happy and they love it."

For now, the target market is the 80-200ft yacht band, whether new builds or refits. While the effect is striking, the installation is simple. "When we started four years ago, we had this very crude backlit system that just had these two cables coming out and nowadays we have a very sophisticated waterproof system that comes with its own plug and play installation," Booth explains. There is, however, no compromise on quality. "Not one of our competitors offers an IP-67 (100% waterproof down to 100ft) plug and play electric connection."

The company provides worldwide internet and phone support for installation, and a network of affiliated technicians.

Look at the enormous network of businesses servicing the megayacht sector and a common theme emerges among the more successful ones – simplicity. For Yachtsign®'s lights, the future is bright.

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

PHOTOS COURTESY OF YACHTSIGN®

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The Art of Good Varnish

BY ROGER MARSHALL

There is nothing like good brightwork to add thousands of dollars to the value of your boat. But it takes work and time to get a great finish. First, you need to get the wood prepared properly, and after the preparation you need to apply each coat according to the manufacturer's instructions. You also need to select the right brush and varnish for the job.

Head painter Javier Martinez, of the Jamestown Boatyard in Jamestown, Rhode Island, is manic about cleanliness when he sets about varnishing new wood. "First you sand it with 80 grit and then 120 grit sandpaper," Javier says. "Then you vacuum the job to get the dust off it. After you've got it clean, wipe it down with a solvent to get rid of any dust. I like to use alcohol. Then you are ready to varnish."

Martinez cuts the first layer of varnish by 60% to get good wood penetration. "That coat is allowed to dry overnight and I sand it back using 220 grit or Scotchbrite pads." The second coat is cut by 40% to 50%, which also gives it a good penetration into the wood. After that, he applies straight varnish. "I always sand between coats and wipe with solvent before applying the next coat," he explains. "Each coat is left to dry overnight and gradually I build up a good layer of varnish." Javier Martinez expects to get at least 10 coats of varnish on any wood exposed to the weather on a boat. Only that way will the wood be protected against water and the effects of UV degradation.

In the spring, any varnish work should be cut back using 120 grit. Or if the varnish is in poor shape it should be taken back to bare wood and completely redone. Using anything heavier than 120 grit, Javier says, leaves scratches in the bottom varnish layer and you don't want that. Aim to build up a thick layer of varnish at the beginning of the season, so that you won't have to do it again during the summer.

Other experts say that you should deal with damaged areas first. Scrape away any bad varnish or graying areas of bare wood and "feather in" these spots with new varnish. Only when you have repaired all the damaged areas should you start on the rest. Try to avoid using stains on bad spots. Even if you match it perfectly now, it will age differently than the rest of the brightwork and end up looking worse than when you started.

Before you start on any varnish job you should mask off the area because nothing looks nicer than a crisp line where the varnish meets the

PHOTOS (TAKEN AT THE ANTIGUA CLASSIC YACHT REGATTA) BY JEANNIE KUICH

it to get the surface totally clean. Maple is a very hard wood and you might want to dilute the first coat slightly more than normal to help it soak into the wood better.

If you want to build up a thick layer of varnish fast, use a clear polyurethane epoxy on the wood first. A good clear epoxy will provide a good finish but it does not contain any UV filters, so you will need to put two or three coats of varnish over the epoxy to build up the UV resistance.

As to varnishes, if you are going to keep your boat in the tropics, the word on the waterfront is that Epiphanes has the highest level of UV resistance and works best in the tropics. Schooner is the next best varnish and can be used as an exterior varnish but it doesn't have quite the UV resistance of Epiphanes. Many pros, however, like it better because it flows more easily than Epiphanes. These are the two varnishes that stand out. Pretty much everyone else I asked said that other varnishes were similar with few hard preferences.

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.

boat. You can't 'cut-in' a good line freehand. To try to do so is a waste of time. The best tape to use is 3M's Fineline.

When varnishing, pick the right time of day. Try to wait for a calm, warm day. Try to get a coat of varnish on early, so that it has plenty of time to dry before dark when dew might get on it. Dew or moisture on the varnish may turn it hazy. Don't try to varnish when it is too cold or when it is too hot. Too cold and the varnish will not set up properly. Too hot and it will dry before you have time to finish properly.

Teak is more forgiving than mahogany when you are repairing damaged areas. With teak you work with different shades of brown, but with mahogany a bare spot will look red in a golden backdrop. After a couple of seasons everything will look the same provided you maintain it properly.

Teak, though, is extremely oily and varnish will not settle properly on it, so after sanding, wipe the teak down with acetone or other solvent. Start varnishing with a varnish solution diluted by about 50 to 60% as soon as the solvent has dried. You might also make it a practice to wipe your wood with a solvent and tack rag after cleaning

THE RIGHT BRUSH

For good varnish work you need the right brush. Don't buy a cheap one if you expect to get good results. Cheap brushes tend to leave bristles in the varnish work. You can use a throwaway sponge brush. In fact, many professionals swear by them. However, you will need to take care to get all the bubbles out as you varnish.

Badger hair brushes are reputed to be the very best brushes, but they are getting hard to obtain and are expensive. If you look at the tip of the bristles on a good brush you'll see that they are split, rather like the split ends that your spouse is always complaining about. This is ideal on a natural hair brush because it holds the varnish better and provides a softer tip. On a synthetic brush the ends are solid, and if the bristles are stiff, they tend to leave lines in the varnish.

The idea with a good brush is to be able to carry a load of varnish to the job without dripping most of it on the way. Once the varnish is applied, the varnish should be "tipped out" to get it smooth and to eliminate bubbles. With a brush with a soft tip, this is relatively easy.

Keep your varnish brush for varnish only, and don't use a brush that has already been used for paint. It may leave paint streaks in the varnish. Clean a varnish brush carefully after using it. The better you clean it the longer it will last. When cleaning, use the solvent recommended by the varnish manufacturer, not paint thinner which might leave residue in the brush. Make sure you get well down into the bristles of the brush and then dry it carefully. Store your brush either hanging bristles down or wrapped in a rag to keep the bristles all facing the same direction.

Optinam 2008

Look for a report in *All at Sea*'s September issue of the Optimist North American Championships held in Curacao at the end of June and the first week of July. The host island planned for many months to be ready to welcome a record-breaking 204 competitors and 76 officials from 25 countries and five continents.

At the Optinam 2008 venue (shown in the photo taken from the air), all was in readiness by late June at Zanzibar Jan Thiel beach, where competitors and officials were to be housed at three resorts, Chogogo, Papagayo and Livingstone. The photo also shows some of the 220 Optimist boats and 20 rubber dinghies which came all the way from Argentina to Curaçao.

The Curacao team, in one of its final training sessions, took Optimist boats inside a large motorboat, the *Mermaid*, to Klein Curaçao, an offshore island. After the two and a half-hour trip and a breakfast, they sailed all the way back to Curaçao: a downwind beat for three and a half hours. Coach Martin Jenkins and the team's eight Optikids were accompanied by four power boats, and radio Hoyer II followed the race live on their station.

Read more about OPTINAM at: www.optinam2008.0rg

Update courtesy of Marjolein van Aanholt, Photos by Cor van Aanholt

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JUNIOR SAILOR PROFILE: St. Thomas' Ian Barrows

BY CAROL M. BAREUTHER, RD
PHOTOS BY DEAN BARNES

Ian Barrows (right) with teammate, Kyle Brego (left)

Ian Barrows under sail

St. Thomas' Ian Barrows is only 13 years old, but he's already making big waves in the international sailing world. A family legacy, practiced proficiency and keen concentration in the heat of competition are a few of the keys to this U.S. Virgin Islands junior sailor's phenomenal success and incredible potential.

"My grandfather and great-grandfather both raced sailboats off of Marblehead, Massachusetts," says Shep Barrows, Ian's father. "I remember racing aboard my grandfather's 61-foot sailboat when I was about three to four years old. He passed away when I was 13 and my grandmother bought a 36-footer. We raced that and I continued to sail all through college."

It was in college that Shep met Jean Barrows, Ian's mother. After graduation and marriage, the two sailed to the Caribbean where they lived aboard their 32-foot sailboat, *Restless*, for five years.

The Barrows moved ashore a few years before their son Thomas, now age 20 and captain of the Yale University Sailing Team, was born.

"We sold *Restless* six months prior to Hurricane Hugo, so we lucked out there," says Shep. A few years later, Shep partnered in the purchase of a J/29 and actively raced out of the St. Thomas Yacht Club (STYC) until Hurricane Marilyn in 1995 effectively wiped out the J/29 fleet.

"I brought Thomas out with us on the J/29 when he turned six," says Shep. "We'd go over to St. Croix and the BVIs to race. After a race, we'd let Thomas steer on the way back in." Thomas started sailing lessons at age eight and raced Optimists until he grew too big for the boat at age 14. It was during these years that Ian would tag along and watch his brother sail.

"If it wasn't for my brother, I probably wouldn't have started sailing. He really encouraged me," says Ian, who started Optimist sailing at the even younger age of five.

Shep served as the STYC's director of junior sailing in 1997 and started two annual regattas, one in honor of Martin Luther King's birthday in January and the other held over Columbus Day in October. "In addition to lessons, we needed to have more going on for the kids," Shep says.

It was in these small club races that Ian got his start at age eight, moving on to larger local races such as the Scotiabank International Optimist Regatta where he has achieved a top five fleet finish each year he has raced.

At the same time, Ian, following in Thomas' footsteps, would visit Marblehead during the summers to take classes and coaching at Pleon Yacht Club. One of Ian's first large-scale sailing successes was at the Optimist New England Championships, where he finished ninth in a 300-plus-boat fleet full of depth and talent.

In 2006, Ian became a member of the Virgin Islands Optimist Racing Team and received intensive five-day-a-week coaching with Argentina's Agustin 'Argy' Resano. This instruction, combined with Ian's natural talent, led to stratospheric results.

For example, he was the first Virgin Islands' Optimist sailor to break into the top 100 at a World's level competition, finishing 61st out of 228 sailors at the 2006 Optimist World Championships in Uruguay. This feat he would beat the following year in Sardinia, where he finished 12th out of 251 competitors at the 2007 Optimist World Championships. Most recently, Ian won the Optimist South American Championships in March in Peru, again a spectacular and unprecedented finish by the Virgin Islands junior sailor.

"Ian is really athletic. He a top soccer player and he's comfortable on the water," says Shep. "We made sure when he was little that he didn't have any bad experiences. We kept it fun so he wouldn't get scared."

What is the secret to Ian's success? "The tougher the regatta the better," says Shep. "He concentrates more that way. He'd really like to one day beat his brother."

Two Caribbean Sailors Attend 2008 Beijing Olympic Youth Camp This Month

BY CAROL M. BAREUTHER, RD

When the Summer Olympic Games kick off August 8, sporting enthusiasts from around the world will focus their attention on Beijing, China. In tandem with this event, the Olympic Youth Camp offers an intercultural experience to 16- to 18-year-olds to not only experience the spirit of the Games first hand, but also to expand their knowledge and appreciation for the world's diverse cultures while sharing and rejoicing in their own experiences.

Alec Anderson

PHOTO BY DEAN BARNES

In the run up to this year's Olympics, the Beijing Organizing Committee of the Olympic Games (BOCOG) allocated every National Olympic Committee two spots, for one male and one female to attend the Olympic Youth Camp. Two Caribbean sailors, the U.S. Virgin Islands' Sydney Jones and British Virgin Islands' Alec Anderson, will be among the lucky delegates to experience this all-expenses paid camp.

Sydney Jones

PHOTO BY ROB JONES

"The BVI Olympic Committee selects its participants from any sport based on their assessments of your Olympic potential and I was chosen as the male and to represent sailing," says Anderson, who has his sights set on sailing Lasers in the 2012 Olympic Games in London.

Attending this camp, says Anderson, "Will provide me with the experience to see the Olympic processes and see the sailing events, and that will be incredible. I also get to visit China and meet other youth camp participants."

It's the mind-expanding aspect of travel that Sydney Jones, a talented Laser Radial sailor, looks forward to. "I've been to Europe, but never China. I'm looking forward to the culture, the people and the food. I don't know what to expect and am keeping my mind open to everything."

PHOTO COURTESY OF HEATHER ANDERSON

According to the BOCOG, the camp is expected to host 800 teenagers. For the first time in the history of the Olympic Youth Camp, 50 representatives with disabilities will be invited to also participate.

This edition of Olympic Youth Camp will be themed harmony, inclusiveness, identification, experience and creativity. Through the camp, organizers will provide an opportunity for the world's youth to study the Olympic spirit, experience sport and cultural charm and promote understanding and friendship, thus widely spreading the Olympic spirit and advocating the ideal of world peace, human development and common prosperity.

The theme slogan of "Youth Creates the Future of the World" underscores the camp and underlines the impact of young people's innovative spirit on a better world in the future.

The Beijing Olympic Games' youth camp program will follow international practices while displaying Chinese characteristics. Camp members will attend the Games' Opening and Closing Ceremonies and sports events, and some of them will be selected to take part in Olympic Torch Relay as well as visit the Olympic Village.

A major component of the program is to learn through experience Chinese history and culture. Aside from sightseeing activities and visits to be arranged by the organizing committee, campers will have an opportunity to participate in workshops on traditional Chinese culture, including martial art, calligraphy, folk arts and crafts and Chinese children's games.

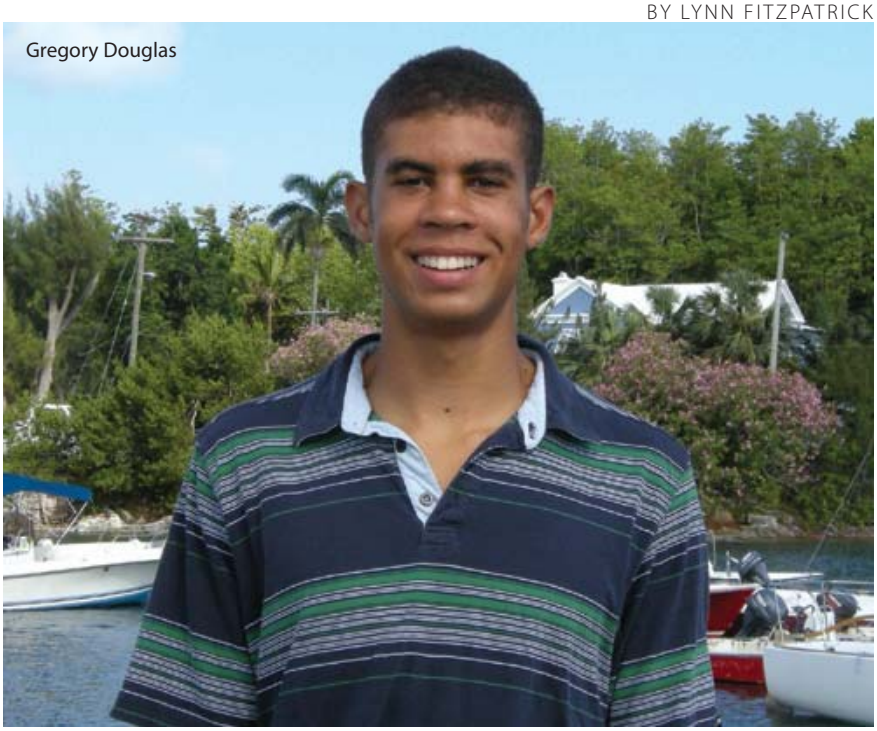
At the camp's conclusion, Anderson says, "I think I will have a better understanding of how the Olympics work, and as I hope to attend them one day, benefit me entirely!"

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

CONGRATULATIONS! YOU'RE GOING TO THE OLYMPICS!

Gregory Douglas Captures Wild Card Berth

BY LYNN FITZPATRICK



Gregory Douglas

LYNN FITZPATRICK

IMAGINE THIS.

You're from Barbados and just graduated from high school. You decide to "take it easy for the summer" by taking a job for a month as a sailing instructor in Bermuda. Sounds pretty good, eh? It gets better. You'll be assisting a well-respected international sailing coach and training part time with him.

It gets better. You turn 18 and catch a flight to Bermuda and as soon as the plane hits the tarmac, one of your best friends calls and says "CONGRATULATIONS!!!" He doesn't say, "Happy Birthday!" he says "CONGRATULATIONS!"

"About what?"

"Oh, you don't know? You should call your father, right away!" Click.

Flabbergasted, 18-year old Gregory Douglas called home. The news he received has not only made his father and family happy, it has thrilled an entire country.

Greg Douglas is going to the Olympics. The 18-year old did not sail in the first Olympic qualifier, the 2007 ISAF Sailing World Championships, and was 19th in the Laser Youth Worlds in Kingston, Ontario, Canada last year. During the 2007-08 Christmas break, Douglas flew to Australia to compete in the 2008 Laser World Championships.

When asked about how well he did at the 2008 Laser World Championships, Douglas said, "I don't know. Bad. I was in the bronze fleet."

Greg never expected that he would ever get an invitation to the Olympics, at least not a little over a month before the Opening Ceremonies.

PHOTO COURTESY OF PETER DOUGLAS

Douglas won the 2007 Canadian Laser Youth Nationals

"I'm excited, but I'm completely overwhelmed," said the young adult who is likely to be the youngest sailor in the Olympics and one of only two Caribbean basin sailors to earn the distinction of being among 400 sailors in the world to qualify for the 2008 Olympics in sailing.

"It has all come on so quickly, I don't know what I'm doing," said the 6'3", 182-pound sailor. "My father is filling out all of the forms. My commitment here ends at the end of July, so I guess I'll go home and then go to China."

When asked if anyone in his family was going to go to Qingdao, China (the Olympic sailing venue), Douglas said, "I don't know. I think my mom is going to go to the Optimist North Americans with my sister."

Three days after landing in Bermuda, Douglas was still shell shocked. His life changed dramatically from the time it took to fly from Barbados to Bermuda and it will change in more ways than he can ever imagine every day this summer.

While he, his family and Barbados prepare for his Olympic appearance, Douglas will be in the company of Luis Chiapparro, the coach who suggested that he apply for a wild card spot. Chiapparo said of Douglas, "He's good and he is always very calm. This experience will put him in really good shape for future Olympics. I have no doubt that he will qualify on his own, without the wildcard berth, in the future."

CONGRATULATIONS, GREG!

Lynn Fitzpatrick's articles on sailing appear regularly in international publications including AARP The Magazine and Cruising World. She has been a highly competitive Snipe sailor and is the 2008 Sports Information Specialist for sailing at the 2008 Olympics.

ASIA WILL AMAZE YA!

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Where the Sultan hangs out

Busy shipping lane off Singapore

I LIKE ASIA.

I'm currently anchored off Johor Baharu at the very southern tip of Malaysia. Actually, we're lying in an amazingly polluted river which separates laidback Malaysia from the commerce-crazed greed-heads of Singapore.

JB is a fairly large, modern, expressway-choked city of half-a-million people. However, everyone is very friendly. Even the taxi drivers are nice. There is no crime. The officials at Customs and Immigration are cool: "Welcome, and if you want to stay longer than three months… come back and see us… to fill out a different forum!" was about it.

Even the bums are polite here. We tied up at a squatter's camp—and were treated like royalty by Paco and his crew of smiling, Koran-hugging hobos.

Things are cheap. My wife Carolyn and I go out to breakfast for one dollar US… that's for both of us. ("Sugar daddy! Sugar daddy!" she screams with delight as I make a grand show of paying the bill.)

Of course, I've got to be careful saying stuff like this. Malaysia is an Islamic country, a devout Muslim country. Some people take it as 'anti-American' when I'm so bold as to indicate that, hey, maybe Muslims are human too.

Although I personally don't have any admiration for Islam (or for Christianity, for that matter) I must admit that the average Malaysian appears happy. Yes, he watches our violent videos and listens to our obscenity-strewn hip-hop-music—and then just shyly and demurely declines to take part himself.

They are very respectful: of the rules, of their elders, of their leaders.

Now, to be honest, I was never much on 'being respectful of your elders' until I was one.

Now I find it nice.

To pretend otherwise would be hypocritical.

No, I certainly don't agree with the way they treat women. In fact, I strongly disapprove. However, that doesn't mean that I don't understand and empathize with a Muslim father telling me he doesn't want his daughter to be Britney Spears.

Can I find more bad stuff to say about Malaysia? Oh, sure. Plenty. After all, I'm a journalist, remember? Generally speaking, hygiene is poor. Restaurants are filthy. To walk down the street is to physically assault one's nose: from dead animals to open sewer pipes… this place literally reeks, stinks and is a vomit-inducing olfactory insult to all mankind.

All of which is sort of charming… in a quaintly-putrid sort of '…is my nose-twitching?' way.

I mean, Malaysia ain't exactly the Switzerland of SE Asia.

They don't call it the Turd World for nothing.

The toilets are the worst. They don't use toilet paper. Instead they use their left hand… and some stagnant, germ-infested water to haphazardly splash themselves with. Ugh!

This means that the average 'washroom' in Malaysia has never been… washed, that is… and is a damp, stained mess of wet-yellow and lumpy-brown… all in all, enough to gag even the stoutest of head-scarf-wearing sewer rats.

Now… in order to enjoy what I'm about to tell you next… you have to forget what I just told you. (Yes, life's an intellectual bitch, eh?)

The food in Asia is the best in the world. I know, I know… that's entirely subjective. But I came to Asia as an American meat-and-potatoes man and I'm now a confirmed rice-and-veggies dude. 'tank u veeery veeery much!'

Living in Asia shows you what wonderfully efficient machines we human-beings really are: the head carrier who runs all day with a large pile of cinderblocks on his head and his rickshaw driver counterpart who trots up-hill with his cart filled with towering cement sacks… all eat the same handful of rice-and-what's-handy three times a day.

Food stalls are everywhere. My favorite is a plate of chicken-kebabs… almost a meal itself for less than a buck. Fresh fruits abound… for pennies. Seafood comes from the fishing boat to your plate… without leaving your food-stall sight.

Halal chicken is especially good. It is officially 'killed with a sharp knife' according to ancient traditions… yes, veery, veeery tasty… if served from a right hand.

Food isn't just food here… it is religion, culture and love. Food is… almost sexual in Asia.

There was a recent newspaper survey in which people were asked, "If today were the last day of your life, what would you do?"

Many Westerners said 'rob a bank' or 'have sex with a movie star…' or 'get drunk' while ALL the Thais questioned said they'd have an elaborate feast with their family… and then happily went on to specifically list the separate dishes and their individual sauces and their careful, precise preparation.

Yes, Asia is completely food-crazed.

…and, amazingly, most of it is good for you!

They believe in fresh-fresh-fresh. (Don't tell the SPCA but some vendors in the early morning fish markets fillet their fish alive… and fold them open to display their still-beating hearts)!

Yes, Asia isn't like New York, Chicago or LA. And they don't want to be. Actually, it's more amazing than that… the rest of the world barely exists for them.

No, I don't like the music… even the best of which seems like an ice-pick-in-the-ear.

Generally-speaking, Asians are fairly honest. They seldom steal. However, cheating is allowed. Cheating isn't really cheating… it is considered more of an intellectual joust… and if you're dumb enough to believe anything they say, well, shame on you.

Yes, I'm often charged a skin-tax. I don't like it but I occasionally am forced to pay it.

Bargaining is a given. I've had store-owners accuse me of extreme sadistic cruelty… and state that I'm robbing the very food from the mouths of their starving babies… but once a bargain is struck… they talk with me, they joke with me, they welcome me into their homes and treat me like the honored guest I am.

In some Asian countries, the word for 'hello' translates literally to, "… would you like some rice?"

Time doesn't mean much here. They're basically unaware of the hourly-wage concept. I purchased a very nice folding bicycle for my wife Carolyn for $30 and then repeatedly brought it back to the place where I purchased it… to have various things installed, changed, etc. Then it got a flat tire. Months later she decided she wanted a different style of brakes and also wanted to change the gear ratio… each time, the squatting gentlemen who sold the bike to us refused all payment for his services, saying, "…you customer and customer-work is free!"

They are curious. In the South Seas, Africa and the Mideast, many people aren't curious at all about foreign visitors—but SE Asians want to know how long it takes for a sailboat to circumnavigate, how we catch fish, how we sleep, etc.

They are terrible litter bugs: they shed their garbage without a thought. Ditto, air-pollution. Their cities are so polluted that, if the sun pokes through the urban haze… it scares 'em.

We sailed into India and were wheezing within 72 hours. We stayed sick (really listless and blah) for the entire three months we were there… and only slowly recovered the following week after our departure.

Malaysia, in particular, is a melting pot: 40 percent Malay, 40 percent Chinese, 10 percent Indian and the rest a rainbow of cultures.

I particularly enjoy the religious concepts of the Chinese: a smattering of Hindu, Buddhist, Confucius and Charlie Chan. Their Gods are mostly soap-opera, and much time is spent being tricked by the Gods or attempting to trick the Gods. (Yes, the Gods can be tricked—but be careful, as clumsy trickery usually backfires!)

Example: a felonious Stateside friend of mine was about to be sentenced in Federal court. Thus I went to a Chinese friend here and explained the situation. He said,"…no problem!" and brought me to The Temple of the Lenient Sentence.

"Here's how you do it," he whispered to me. "You make a deal with the Gods. Be specific. Tell the Gods exactly how big of an elephant you'll give for exactly what sentence. BUT DON'T PAY UPFRONT! If you do, the Gods will take the swag and forget all about their promise! However, if the Gods do come through for you, you MUST make payment or… WOW! SERIOUS BAD KARMA!"

The bottom line: everything worked out well. My friend only received three-to-four and I lugged such a large, bejeweled elephant to the temple I could barely carry it. (Okay, he was guilty as sin!)

Yes, Malaysia is filled with surprises. Their modern founding father (picture a combined Thomas Jefferson and George Washington) is a fellow named Doctor M. He's still alive. He once conducted a grand social experiment (referred to as the New Economic Policy or NEP) to correct the disparity of income between the wealthy Chinese and the poor Bumiputras (Malay). He decided to 'nationally level the playing field' and to, basically, 'start over again fairly.'

Anyway, Doctor M. did everything humanly possible to make the Malay and the Chinese have the same amount of wealth at a specific point in time. He believed, firmly, that once the Malay was on an equal economic footing that he'd managed to stay there.

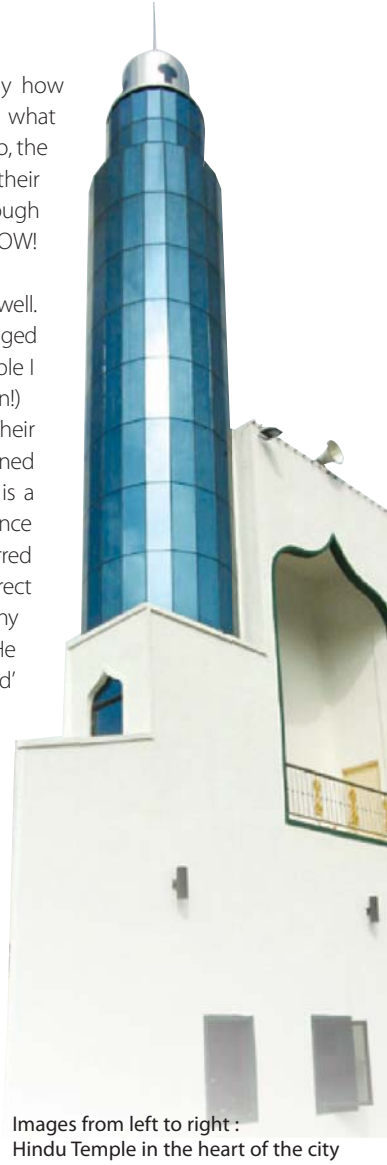
Not true.

Ten years later the hard-working, thrifty Chinese had most of the money once again and the Malay had little or nothing… but some happy-happy memories of free-spending.

…how did Doctor M spin this… the complete failure of his life's work and his central core belief?

He didn't. "I was wrong," said he glumly.

Wow.



Images from left to right :
Hindu Temple in the heart of the city
A modern knife-edged mosque

Are there dark clouds on the horizon for Malaysia? Sure. The more the secular West pushes them away, the more they are forced into the arms of their own religious fundamentalists.

Basically, Malaysia's capital of Kuala Lumpur aspires to be an Islamic Big Apple—but it is feeling increasingly isolated from the rest of the First World.

But in many ways Malaysia is currently heaven-on-earth for the cruising yachtsman. It is cheap, safe and friendly. Anchoring is completely unregulated and there are numerous modern marinas (sans the high prices) every few miles along its western coast.

We anchored off one fancy resort/marina in lovely lazy Lamut—and paid one dollar (per boat, not per person) per day for use of the pool, gym, library, video room, laundry room… everything the luxurious resort offered but the actual bed!

Even better for the cruising yachtsmen: Malaysia is considered to be below the hurricane belt. (But so was Grenada, eh?)

And best of all, while Indonesia, the Philippines, Viet Nam and Thailand have increasing amounts of violent crime and governmental corruption… Malaysia has neither.

Only smiling people. Stuffing delicious food into their mouths. With their right hands.

Cap'n Fatty Goodlander lives aboard 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 Gypsides" and "The Collected Fat." Fatty is on his 48th year of living aboard and is currently exploring the remote islands of the Gulf of Siam.

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Sailing with Charlie BY JULIAN PUTLEY

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

From Dry Iraq to the Soggy Dollar

Charlie was somewhat taken aback when four young, single fellas came clumping aboard the 36' yacht at Nanny Cay for the start of their week-long sail training course. He'd been told it was a family of three!

After all the usual briefings they untied and departed. During the introductions Charlie found that his 'crew' was reluctant to divulge their occupations. It turned out they were all young army officers from Fort Bragg and had just returned from a deployment in Iraq. It was then that Charlie decided to change his normal itinerary to take in the wildest party spots in the BVI. At the Willie T they'd heard about the 'body shots' but no pretty young things volunteered themselves. Young Captain Avery volunteered himself and lay face up and horizontal on the bar counter but found that no one was interested in sucking the juice of a lime from his sweaty Boxers. Nevertheless it was a hilarious evening.

At Quito's on Saturday night the band didn't show up so after a couple of drinks the fearless foursome grabbed up some decorative inflatable instruments that were hanging on the wall, headed for the stage and made their own band. Their karaoke effort earned them several rounds of drinks.

Foxy's was a night to remember. These guys were always first onto the dance floor. Devoid of inhibitions they grabbed up the nearest ladies and danced like there was no tomorrow. You just had to love 'em.

At the Last Resort, Al, the singing chef, made the mistake of asking the audience if there was a drummer out there who might help them out since their drummer hadn't turned up. First Lieutenant Perry was on the stage in a flash – but had never touched a drum kit in his life. After a drum roll and a short solo someone switched off his mic, but still he continued… to a standing ovation at the end (by his three compatriots).

Every day the course continued and the guys never seemed to suffer any ill effects from hangovers or lack of sleep. The boat was kept tidy, chores were done and the tests were completed and passed.

During break times and lunch hours the subject of Iraq was sometimes broached and it was Captain Rich who came up with some words of wisdom, "If the Iraqis were provided with a few thousand cases of beer, some good Scotch and a bevy of good-looking dancing girls they'd have something to live for, then they might stop blowing themselves up."

Now that's food for thought!

Lessons from Sailing's Knight of the Olympic Order

BY LYNN FITZPATRICK

YOU NEVER KNOW who you are going to bump into at a regatta, but what a joy it was to be able to spend time with the Bahamas' most legendary modern day sailor, Sir Durward Knowles during the 2008 Star World Championships in Miami.

Sir Durward Knowles exudes class, dedication and generosity. Commodore of the International Star Class Yacht Racing Association for twenty-five years, member for seventy years, Knighted by Queen Elizabeth II, one of four sailors to share the record of having an Olympic career that spanned forty years, and a philanthropist dedicated to aiding the unfortunate in his native island country, the Bahamas, he has a lot to share with all who come in contact with him. At 90, his fund raising acumen has out-survived his ability to steer a Star around a race course. While visiting Miami, the elder statesmen provided some of these insights to a successful career, sailing or otherwise.

Born in Nassau to a seafaring father, Knowles was destined to spend his life on the water. The shallows and reefs of the Bahamas invite shipwrecks and, at the age of nine, Knowles and his young friends came upon a sailboat that had been washed up on the beach. Longing for his first boat, the ingenious Knowles hatched a plan to put the boat back into working order and claim it as his own.

Knowles' band did not have money, but fortunately they had Knowles as a leader. I would never call Sir Durward Knowles duplicitous, but shrewd and crafty come to mind. Knowles concocted a ruse to outwit other Bahamians who had no way to access the water on their own. He suggested that he and his scamps name their boat, which had been acquired by an act of God, "*Church*". The Bahamians were a faithful lot and would do anything to support their church. Using the generic name, the boys sold tickets take to unwitting believers of numerous denominations to go sailing on *Church*. When asked about how much money he raised with *Church*, Knowles said, "enough to put an engine in it." Not bad for his first fund-raising effort.

Sir Durward Knowles

FRIED ELLIOTT

Knowles attended his first international regatta in Cuba and his first Star World Championship in 1947 in Los Angeles. Logistics play a big part in attending major sailing events in this day and age, but can you imagine sailing a Star boat from Nassau to Havana or Miami? That's what Knowles and his crews did so that they could represent their isolated nation in international competition. The unknown and woefully-underfinanced Knowles' reward for his sail to Miami (followed by an eight-day drive across county to LA) was a victory in the 1947 Star World Championship.

Knowles and Sloane Farrington returned to their 30,000 compatriots as heroes. It didn't take long for Knowles to parlay the fame into private sponsorship and public support for him and Farrington to attend the 1948 London Games. Not only that, he cemented lifelong relationships that were instrumental in developing marinas and ports that have proven vital to the growth of his country's economy.

As the Bahamas' first sports hero, Knowles was a sports personality that transcended racial barriers throughout the islands. His acceptance as a model sportsman made it easier for him to generate support for his sailing campaigns. After returning from the Melbourne Olympics in 1956 with the Bahamas' first Olympic Medal, he found it all that much easier to raise sponsorship. As he explained, "we were delivering something and the money wasn't wasted." When he took issue with the way blacks were being treated in the Bahamas, he gained all that much more support from the disenfranchised community.

Knowles has been a champion of the disadvantaged, particularly the disabled. He has "never had any difficulty raising support" for the Bahamas Association for the Physically Disabled, a program which has supplied well over 1,000 wheelchairs to those in need. Sir Durward gleamed with pride when he reported on the recent delivery of another 200 wheelchairs.

The longest serving executive of the Bahamas Olympic Association, Knowles is well aware that garnering sponsorship for Olympic sailing campaigns is entirely different than it used to be. "Many of the Europeans are sponsored by their countries and don't need sponsors, while others need help from their sailing organizations. It's much harder than it used to be," he admitted. Somehow, it seems that Knowles' talent, smarts, endurance and conviction would be more than an adequate foundation for a good campaign of any sort in this day and age.

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

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First Annual Puerto Rico Vela Cup Held in Fajardo

Over Memorial Day weekend, May 23, 24, & 25, Club Náutico de Fajardo celebrated its First Annual Puerto Rico Vela Cup. Over 30 sailboats participated in eight different classes: Racing, Cruising, Jib & Main, Beach Cat, J-24, IC-24, J-80 and Beginners.

For the first time Club Náutico de Fajardo included a "Beginners" class to allow newcomers to sailboat racing to experience their first regatta by sailing one simple long distance course each day. To be able to race on this class you had to have at least two crewmembers between the ages of seven and 14. This allowed young sailors and entire families to participate in the regatta.

The conditions were perfect all weekend with eight to 12 knots of winds and two to four foot waves. All classes raced challenging courses around temporary buoys, except the Beginners who raced long distances scenic courses around permanent buoys.

There was plenty of action both on and off the water all weekend to keep everyone happy, even the non-sailors.

Club Náutico de Fajardo and its board of directors thank the sailors, sponsors and their land & sea committees for all their efforts in making this event a success. For more information: www.clubnauticofajardo.com.

RESULTS

POSITION	RACING	CRUISING	JIB & MAIN	BEACH CAT
1st	*Gerónimo*	*Rose*	*Reve de Mer*	*Heineken*
2nd	*Dark Star*	*Ráfaga*	*Focus*	*Cinco y Tres*
3rd	*Sirinoque*	*Cundeamor*	*Tania*	*Los Malangos*

POSITION	J-24	J-80	IC-24	BEGINNER
1st	*Urayo*	*NighMare*	*Orion*	*Dasoa*
2nd	*Fuakata*	*Ex Mero Motu*	*Sal pa fuera*	*Retozon*
3rd	*Medalla*	*Sun Bum*	*Artimanas*	

PHOTO CONTEST WINNERS

1st	Jose Menendez
2nd	Alexandra Ramirez
3rd	Maricela Rodriguez

Photo and report courtesy of Club Nautico de Fajardo

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Puerto Del Rey Inc 82t- Puerto Rico
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Record 96 kids from 14 nations compete in 2008 Scotiabank International Optimist Regatta

BELOW: Flags of the 14 nations represented at the Scotiabank regatta hang at the St. Thomas Yacht Club

U.S.V.I. BY CAROL M. BAREUTHER, RD | PHOTOS BY DEAN BARNES

KIDS COMPETING IN 16TH ANNUAL SCOTIABANK INTERNATIONAL OPTIMIST REGATTA

tell why they LOVE TO SAIL

PARENTS LIKE TO STEER THEIR KIDS INTO worthwhile activities. Kids just wanna have fun. These two goals definitely converge when it comes to sailing. *All At Sea* asked several of the record-setting 96 kids from 14 countries competing in the June 20-22 Scotiabank International Optimist Regatta, hosted out of the St. Thomas Yacht Club, just why they liked sailing. Their answers are both ordinary and extraordinary.

"Going fast, especially downwind. That's what I like best. You can just chill and not really have to do anything," says St. Thomas' C'Quan DeQuental, who has only been sailing for six months.

Liesl Brewster, who's sailed out of the Barbados Yacht Club for the past two years says, "I like being on the water; the whole atmosphere of the wind and waves. And, the fact that I'm in control of my own boat."

Anguilla's Kenny Richardson agrees and adds, "My family and most of the families on Anguilla sail local boats. They're big and the crew often bosses the skipper around. I like Optimist sailing because there's no crew and no one bosses me around."

Abigail Affoo, from Trinidad, was one of the youngest and smallest sailors of the regatta. Her trip to St. Thomas marked the first time she sailed outside her home island waters. "I like the challenge," she says.

Fellow countryman, Derek Poon-Tip, likes competition. "I really like competing. It's fun when I can beat someone."

There's not much wind where Marie Jose Cucalon lives in Ecuador. Traveling to many destinations has offered her practice in windy conditions, experience that underscored why she won this Caribbean Sailing Association-sanctioned regatta and earned the title 2008 Caribbean Optimist Champion. "I like to travel. Sailing has taken me all over the world and now I have friends all over the world."

Kelly-Ann Arrindell, from Trinidad, also likes the traveling aspect to sailing. "It's fun," she says. "I've been to Tobago, Bequia, Martinique and now St. Thomas – all through sailing."

Donte Hodge will be headed with his team from the Royal British Virgin Islands' Yacht Club to Curacao, and, he says, "It's traveling and meeting new people that I like best about sailing."

The Dominican Republic's Sebastian Bros enjoys the fact he's gotten to meet so many people from all over the world and sail in every kind of condition. "I like meeting new people when I go to international regattas. I've been to Sardinia, Uruguay, Puerto Rico and Mexico and next to Curacao and Turkey. The traveling has also let me experience almost every condition, great big winds, middle winds and almost no winds. I like all conditions now."

Friends are an important part of why Puerto Rico's Victor Rodriguez sails. Rodriguez won the regatta's beginner Green Fleet on a near tiebreaker over his good friend. He says, "It was really tight between me and my friend Jorge (Gonzalez) to win. I felt bad for him when I beat him and I was happy for him when he did well. It's hard to see your friend lose, even if you're winning."

Rhone Findlay, from St. Maarten, likes sailing because it's "natural. There's no motor. It's just the wind and what you do to make the boat go."

The BVI's Jonathan Woods, who has followed in his families' and brothers' wake when it comes to sailing, agrees. "Sailing helps the environment. You're on your own power, there's no power from a motor."

Sailing is more than a sport; it's therapeutic for Puerto Rico's Ivan Aponte. "It clears my mind," he says. "If I have a bad day at school or a problem, I just go out and sail. I feel better and the problem goes away by the time I reach back to shore."

If you're living on an island, concludes St. Thomas' Addison Hackstaff, "there's no better sport than sailing."

Red Fleet & Top Overall Winners, l to r: Ian Barrows (St. Thomas), Ivan Aponte (Puerto Rico), Maria Jose Cucalon (Ecuador), Jordi Hernandez (Spain) and Florian Trittel (Spain)

Marie Jose Cucalon, winner, leading the pack

Puerto Rico's Tito Aponte

Students off on a day trip

PHOTOS BY LAWRENCE BENJAMIN

THE Marine Action Group Takes a DAY TRIP

Larry Benjamin sent *All at Sea* a report on a productive day trip to the British Virgin Islands for students from St. Thomas:

The group takes the trail to Spring Bay

"Part of The Marine Action Group's (MAG) mission is to promote positive efforts toward the ownership, development, training, education, job and career opportunities in the marine industry and related fields for our youth," he told us. "MAG members strive to achieve these objectives through sound leadership, education, advocacy and decisive action."

Larry says that since many of the same careers, jobs and vocations are also found in the marine, hospitality and tourist industries, the Department of Tourism collaborated with MAG in this educational/fun trip where 45 students and their chaperones traveled on MV *Limnos V* to Virgin Gorda.

"In addition to the fun they had at The Baths, the students learned about the Greater Virgin Islands, the environment, boating safety, the basics of boating, navigation, rules of the road, knot tying and numerous careers in the hospitality, tourism and marine industries."

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Sailability Smiles from (L to R): Roschelle, Tasha, Tanya, Z'Vern and Jarrod

Hamish Wood

Glenford Gordon

PHOTOS BY ALISON KNIGHTS BRAMBLE, COURTESY OF THE BVI WATERSPORTS CENTRE

BY CAROL M. BAREUTHER, RD

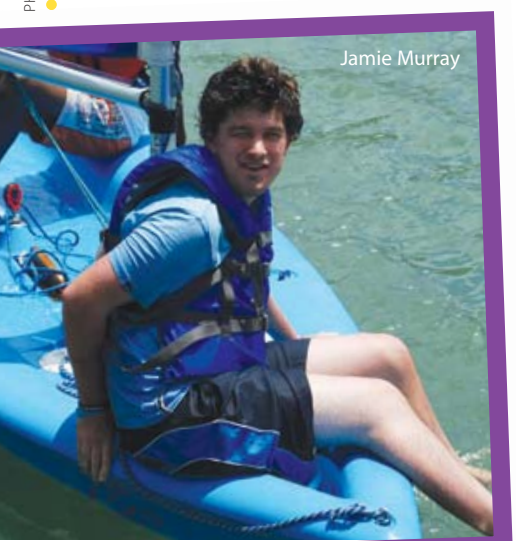
Sailing lessons at the BVI Watersports Center (BVIWSC) are anything but ordinary. Extraordinary is a better adjective. That's because founding members Alison Knights Bramble and Colin Bramble truly follow the mission of this Royal Yachting Association (RYA) recognized facility, which is, 'For Fun, For Life, and for All the people of the BVI'.

All is the operative word here. Over the past four years, children and adults restricted on land by disabilities and special needs, and previously unaware of the delights of the marine environment around them, have been launched in the sport of sailing through the BVIWSC's 'Sailability BVI' program.

'Sailability BVI' is the only overseas-recognized RYA site of its kind and it comes under the protective umbrella of the BVIWSC, headquartered at Manual Reef in Sea Cows Bay, Tortola. The program does not completely segregate special needs from non-special needs students, but rather integrates all students into able-bodied courses where possible. This makes for a previously unusual sight, which today is perfectly 'normal' to both the primary and secondary students that attend the BVIWSC.

Knights Bramble says, "The Principal and Sailability students alike really don't think of it as a 'big deal'. The approach to each lesson is exactly the same as all the other groups that learn to sail, swim, kayak or handle powerboats at the Center. Safe, structured, hands-on sessions that are fun are what works. The achievements and rewards are just as important to a challenged student as they are to one who is able-bodied."

The best part is watching 'ordinary' teenagers have to delve into their imaginations to figure out a way of communicating on the water with a sailor who cannot hear or speak, but in some cases can handle a boat better than they can.



Jamie Murray

"How do you explain to an intellectually-challenged young man who cannot read, write, or remember his left from his right, how to apply the racing rules of sailing?" says Knights Bramble. "Drawing pictures and moving toy boats around the floor are all valuable methods, but they didn't work. However, a team of young racing sailors, a large space ashore and two lasers on trolleys, wheeled around in a hilarious jousting demonstration did work!"

The BVI program has created a general awareness within the local community. Case in point, at the beginning of 2008, two 16-year-old local boys were selected as candidates for a pilot Sailability Apprenticeship Scheme.

Knights Bramble explains, "Approved by the BVI Government, these boys with physical and intellectual disabilities attend their schools just three days a week now and spend another three days divided between the BVIWSC and Horizon Yacht Charters. A work experience program at the major charter company in Nanny Cay complements the development of personal sailing and powerboat techniques along with learning how to help beginners at the BVIWSC. Here the apprentices are working alongside experienced riggers and maintenance staff, learning the commercial side of the yachting industry."

The aim of the pilot scheme is to ensure that by June 2009 the boys will be valuable employees of any marine-based firm and that others will be allowed to follow in their wake.

Steps have been taken to bring other sports up to the standards of sailing among the special needs people of the Territory.

"The 'Special Olympics BVI' will begin providing individuals with intellectual challenges access to activities and social opportunities that Sailability has made available through water sports," says Knights Bramble. "Not one Caribbean country entered a sailor in last year's Special Olympics Summer Games in China. The BVI will change that in 2011 in Athens, Greece."

B.V.I.

A Carriacou sloop

Alexis Andrews and Aragorn Dick-Reed

Tortola Sloop

A CARIBBEAN LEGACY:

WOODEN SAILING WORKBOATS

BY JULIAN PUTLEY

FIFTY YEARS AGO, TRADITIONAL WOODEN WORKBOATS WOULD PLY THE WATERS OF THE CARIBBEAN UNDER SAIL. IT WAS PART OF THE CHARM OF THE ISLANDS AND A NECESSARY COMPONENT OF INTER-ISLAND COMMERCE. AS RECENTLY AS 35 YEARS AGO WHEN I FIRST CAME TO TORTOLA, I CAN WELL REMEMBER A SMALL SLOOP DEPARTING FROM NANNY CAY LOADED WITH FRUIT AND VEGETABLES, AND SOMETIMES A COW, LASHED TO THE MAST. AT THE DOCK IN ROAD TOWN WOODEN VESSELS COULD BE SEEN REGULARLY DISCHARGING ALL MANNER OF GOODS.

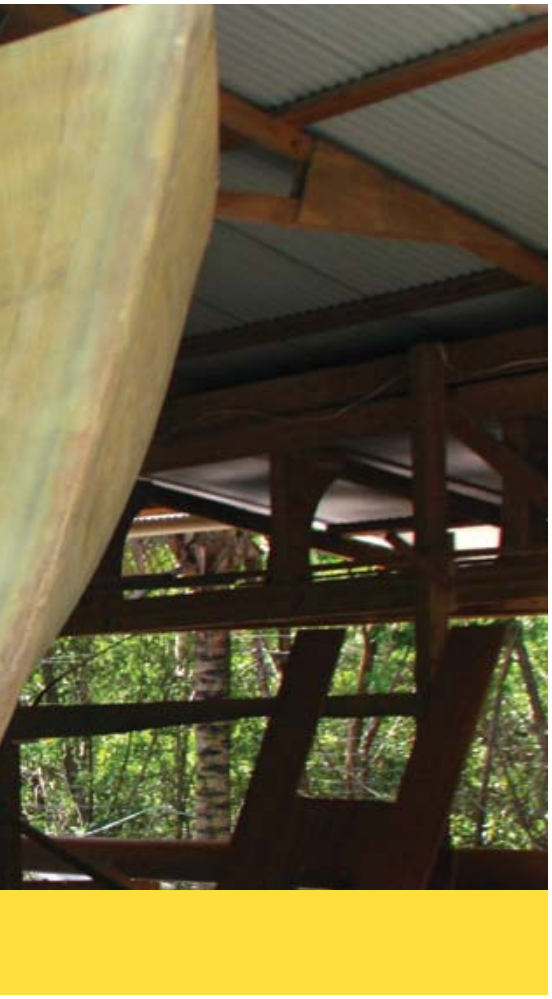
In the Grenadines at the Carenage in Georgetown there was always a hive of activity involving locally-built wooden boats, many sailing right up to the bulkhead. *The Friendship Rose*, a Bequia built schooner, would carry freight and passengers from St Vincent to Bequia. In Roseau, Dominica, inter-island craft would load mangoes and bananas for sale at the water front in Charlotte Amalie, St Thomas and Christiansted, St Croix. Today that part of island life has largely disappeared.

Thus it was a real pleasure to attend a slide show and book signing ceremony at Aragorn's Craft Centre in Trellis Bay, Tortola, explaining and highlighting the resurgence in wooden boat building on the island of Carriacou in the Grenadines, once the predominant centre for construction of sailing work boats in the eastern Caribbean.

Alexis Andrews, a professional photographer, has chronicled this vanishing breed of sailing craft over the last eleven years. His voyage of discovery began in 1997 when he resurrected a wooden sloop raised from the depths of Falmouth Harbour, Antigua and sailed her back to her birthplace at 'Windward' in Carriacou. During the next decade, with camera in hand, Andrews recorded the unique boat building methods and techniques, the lifestyles of fishing and racing, and the culture of these seafaring folk.

His interest became so fired up that in 2003 he got together with the Enoe family of boat builders in Carriacou and commissioned the boat of his dreams. With their traditional skills and simple tools, and a village with a tradition of involvement, a fine Carriacou sloop emerged. *Genesis* was launched in 2005. When the project began, a decade had passed since a boat had been built in Windward and the local workboats had been depleted by neglect, tropical storms and hurricanes. Alexis' aspiration breathed new life into a community of fading tradition and vanishing ways.

Andrews' two books, photographic essays, are wonderful portraits of a vanishing way of life. The first book is a general depiction of island life where the building and sailing of engineless workboats is the significant theme. Not many years ago the boats would race to the fishing grounds or race to the market



to be first – first meant more fish and a better sale. Then there was a time when smuggling was key and boats had to be fast enough to escape the revenue cutter. Speed was of the essence and friendly rivalry developed into an annual regatta – one that becomes more popular every year.

The book, "Vanishing Ways," also shows and describes a people of diverse backgrounds and the images capture the life and times of these island people and their boats. Scottish shipwrights intermingled with Creole and African people to produce a community today tightly knit by a maritime heritage – and an anecdote or historical snippet complements the pictorial essay.

The second book in the package is titled "*Genesis*" and subtitled "Building a Traditional Carriacou Sloop." It involves every aspect of the project from the half model – there are no plans or drawings – to selecting the wood, battling hurricanes, searching for a mast in the forests of Grenada, and finally the launching. *Genesis* has now attended four Antigua Classics and has captured every trophy available to her.

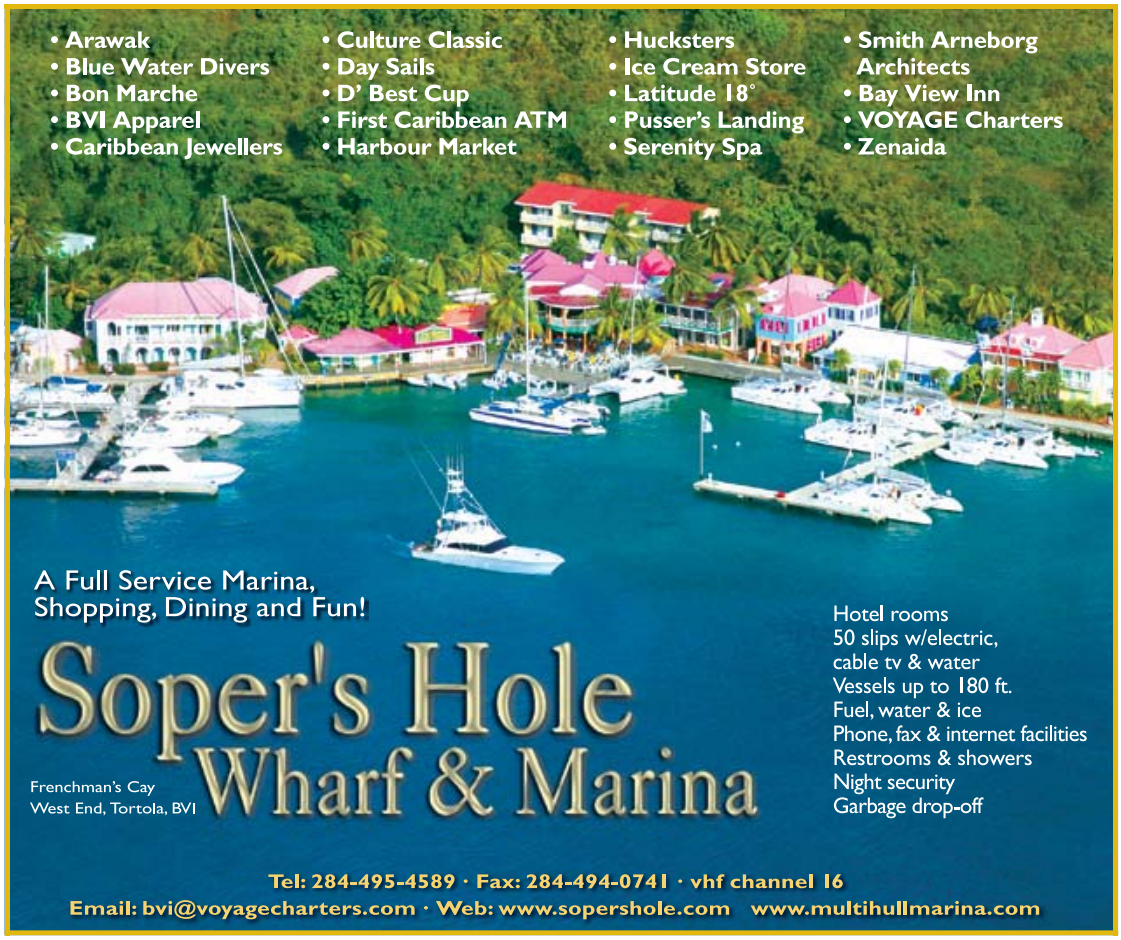
The inspiring conclusion of all this is that Alexis' adventure and successful completion of his boat has created enormous interest in traditional wooden boats. There is now a fleet of island-built wooden boats at every Antigua Classic Yacht Regatta. The chisels, hammers and caulking mallets are ringing again on the beach at Windward in Carriacou.

In the BVI, a Tortola sloop is taking shape in Jost van Dyke. Built to a design approximating traditional Tortola sloops, this particular project is using modern epoxy sheathing and fiberglass covered plywood decks, "to avoid the necessity of regular caulking, replacement of rotten planks, etc. where there are no longer skilled shipwrights," explains Foxy Callwood whose inspiration it was.

In Trellis Bay Aragorn of the Trellis Bay Art Center has announced that construction of an island sloop will soon begin there. Aragorn was the driving force behind the Dominica-built Carib Canoe, *Gli Gli*, a traditional craft of the Carib people and a landmark classic vessel throughout the islands of the Caribbean.

This revival of wooden boat building in the Caribbean is an important part of reclaiming a peoples' heritage. It may also prove to be the rebirth of a trading, and fishing lifestyle. In these days of spiraling fuel prices and environmental awareness, the need to harness the wind should elevate the wooden sailboat to its rightful place.

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



34th Foxy's Wooden Boat Regatta – Held May 24 & 25, 2008

"WYSIWYG" Handicap Measurement System a Success

ARTICLE & PHOTO BY MIKE KIRK

The second largest wooden boat regatta in the Caribbean continues to grow in boat numbers and measured length. This reporter would like to credit the West End Yacht Club's well-honed handicapping system as the reason that boats come from far and wide year after year (actually Puerto Rico, St Thomas, and St John mostly—but this year from Carriacou, also!)

John Whisett's Classic Staysail Schooner graces the waters off Jost van Dyke in the 34th Foxy's Wooden Boat Regatta

The system uses the acronym WYSIWYG which stands for "*Wooden Yacht Sailing Index with Yearly Guessing*." The results tell the tale. The first four boats in the single hander race on Saturday were as different as chalk and cheese—or should it be tar and feathers. First was a 22ft Chalana sloop followed by a 40 ft Carriacou Sloop—the first to come off the beach in 10 years—next, a 54 ft veteran Trimaran, chased by a 16 ft Bequia double ender launched only two days before in Cane Garden Bay after a six-year rebuild. These varied examples of the wooden boat builder's art all finished within 35 minutes of each other over a nearly four hour course around Sandy Cay and Great Thatch Island.

The WYSIWIG system is two dimensional and could at first be mistaken for bra size nomenclature. Boats are first put into Types by their design denoting increasing speed potential and secondly into Classes by their length overall when sailing. Time allowances are given for each of these parameters to arrive at a corrected time.

Type A: Classic Island Sloops – rigged as sister ships ("SOD's" or sloop one design) with movable or disposable ballast, hiking boards and will not be disqualified if all the crew that started does not finish.
Type AA: Modern Island Sloops – High tech rig, can use trapezes and spinnakers.
Type B: Traditional – Gaff rigs, full keel with rudder attached
Type C: Modern – Marconi rig, full keel with rudder attached
Type D: Fin Keels – Boats with rudders not attached to their keels
Type E: Multihulls – Two or more hulls rigidly tied together.

Rumor at the bar was that Dave West, owner of a Melges 32, was so impressed with his experience crewing on the Tortola Sloop *Youth Instructor* that he may commission a wooden Melges 32. Hearing this, Commodore and CHO (Chief Handicap Officer) Martin van Houten commented that this would easily fit into the WYSIWYG system. "I think that would naturally be a Type EE class boat since the letter F is already taken to represent the FUN–GATTA nature of the event."

Given the thorough nature of the handicap system, all competitors were warned at the skippers' meeting of the rigorous culture behind the protest procedure. Specifically, a $100 fee is required to be presented at the bar. With Foxy as judge,

RESULTS:

SATURDAY
Single Handed Race:
1 *Dragon* 22ft Island Sloop – Edwin – Puerto Rico
2 *Genesis* 40 ft Carriacou Sloop – Alexis Andrews – Carriacou
3 *Virgin Fire* Gold Coast 56 Cat – Jo Colpitt – St. John

Classic Race:
1 *Zing* J30 – Rod Johnston – St Thomas
2 *Moonshadow* 41 ft Yawl – Edward Barreto
3 *O'dege* Nichloson 32 – Sara O'Neil – St John

SUNDAY
Classic Race:
1 *Zing* J30 – Rod Johnston – St Thomas
2 *Alaunt* 53 ft Ketch – Ron Arens – St Thomas
3 *Ragamuffin* 60ft Ketch – Loren Fletcher– St Thomas

WOODEN BOAT (2 RACES OVERALL):
Traditional Sloops
1 *Wendy* 16 ft Bequia Sloop – Steve Davies – BVI
2 *Sweet Ting* 16 ft Bequia Sloop – Brian Morrisette – St John
3 *Seanonda Rose* 18ft Island Sloop – Bobby Danet – USVI

Under 30ft Island Sloops
1 *Dragon* 22ft Island Sloop – Edwin – Puerto Rico
2 *Scorpion* 22ft Gelo Island Sloop – Javier Rodriguez – Puerto Rico

30ft to 40ft Island Sloops
1 *Jaguar II* 34ft Yeyo Medina Island Sloop – Roberto – Puerto Rico

30ft to under 40 ft Marconi Rig
1 *Yankee* Rhodes 34 – Brad Glidden – St. Thomas
2 *Honora* 37 ft Cutter Ketch – Joe Peterson

50ft to 60ft Marconi Rig
1 *Raindancer* 76 ft Staysail Schooner – John Whitsett – BVI
2 *Gaucho* 58 ft Ketch – John Everton

30ft to under 40 ft Traditional (Gaff Rigged)
1 *Penelope* 39 ft Schooner – Les Anderson – St John
2 *Buxam II* 39ft Tahiti Ketch – Colin Hansen – St John

40ft to 50 ft Traditional (Gaff Rigged)
1 *Genesis* 40 ft Carriacou Sloop – Alexis Andrews – Carriacou
2 *Amanda* 46 ft Schooner – Kevin Gray – Jost van Dyke

Over 50ft Multihulls
1 *Virgin Fire* Gold Coast 56 Cat – Jo Colpitt – St. John

the protest is settled with a number of rum shots as the final measurement. Results of past committees can be summed up in the phrase, "What You See Is What You Get" (which is probably where Gates got the acronym in the first place.)

With visitors well outnumbering the BVI boats, it was a pleasure to see all three Tortola Sloops racing with dedicated crews. Richard Wooldridge at the helm of *Moonbeam* won this special class handily. Could it have been because he was seen out scrubbing the bottom that morning? or is she just fast(er)—a relative thing, of course.

The addition of the Classic class (any boat of a design over 30 years old) meant that most boats sailed both days. Simplification of courses to eliminate any course marks (like the ones that sank in previous years) was welcomed by all, avoiding the possible varied eight courses used in earlier years.

Honoring Foxy's rule that Classics and Woodys sail different courses Saturday saw the Classics circumnavigating Jost van Dyke in perfect 10-14 knot winds while the wooden single handers circled Sandy Cay and Great Thatch.

West End Yacht Club (WEYC) rules allowing engines to be run to the start —designed to improve safety—encouraged tightly-packed starts as boats drove to the line within seconds of one another. Diane Lewis and Carol Arens completed a yeoman's task of allocating the 50 or so prizes and 18 perpetual trophies. The committee was hard pressed to keep prizes and trophies moving before the drinking and dancing got serious.

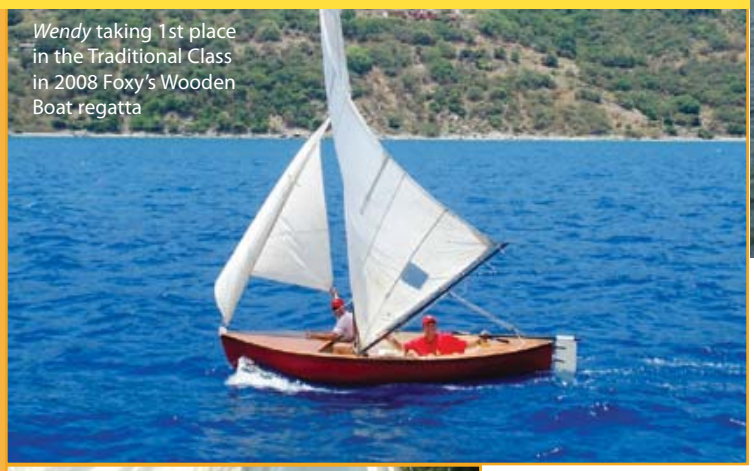
Mike Kirk is a retired engineer from the corporate world and long time sailor who loves sailboat racing of all kinds. He has sailed dinghies in England and the US, and now races actively on a J120 in the Caribbean circuit. He and his wife Di live in Brewers Bay, Tortola.

Wendy RE-BORN

ARTICLE & PHOTOS BY MIKE KIRK

May 21, 2008 saw the culmination of six years of patient work by Steve Davies in the restoration of a little craft found abandoned in the weeds on Peter Island.

The launch of *Wendy*—not graceful, but beautiful



Wendy taking 1st place in the Traditional Class in 2008 Foxy's Wooden Boat regatta

Steve Davies with the traditional can of cider to re-christen the little woman

Visiting Little Harbour, Peter Island, Steve noticed the remains of a Bequia sloop almost hidden on shore. Steve, no stranger to unusual boats—as he owns the well known trimaran *Triple Jack*, wondered who had (dis-)owned her. Making some inquires of his local friends he tracked down Paul Westlake who gave him her origins. Paul had been mate on the square rigger *Galaxy* plying the islands for hire. On a charter to Bequia for a movie company, the Bequians donated a beautiful little sloop to be used as a traditional tender for *Galaxy*. Her name was *Wendy*!

Eventually *Galaxy* was sold by her owner Adrian Fieldhouse, but somehow *Wendy* was not part of the deal and so she was "stored" on Peter Island. Adrian moved on. Determined to not let her die, Steve contacted Adrian and asked him for a price. Adrian's gracious answer was she was priceless—and if Steve wanted to do anything to restore her, he could have her for nothing.

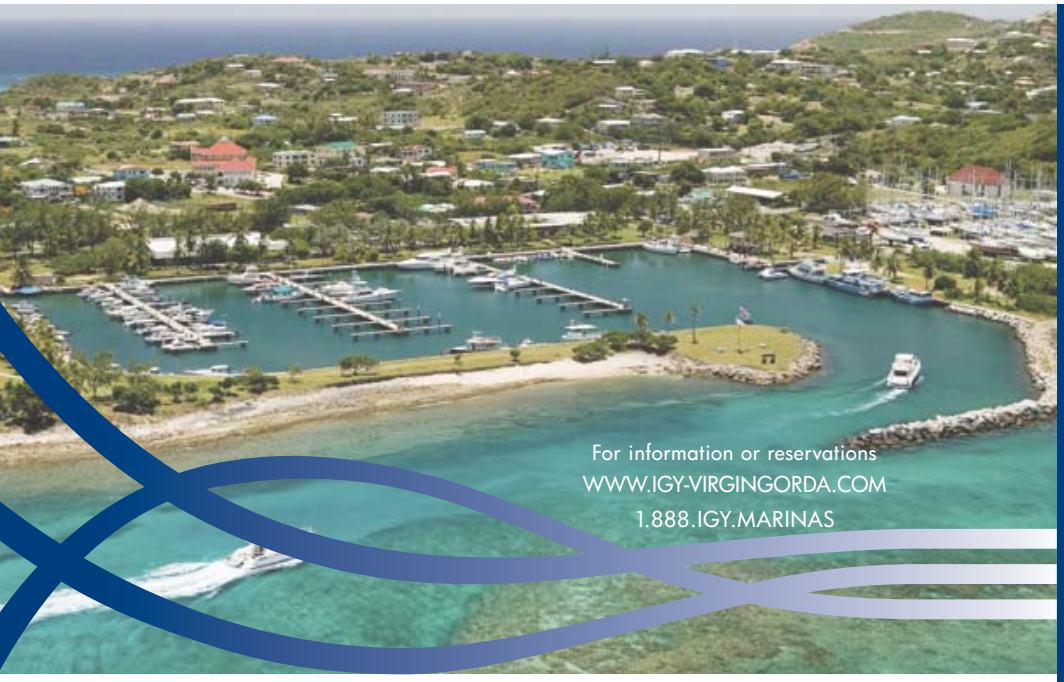
In the tradition of sloop rebuilds, anything goes that will retain the shape and thus the original boat lives on. Steve stripped the boards and side decks leaving the gunnels and the frames. All of the frames were rotten and unrecoverable but the shape of each was there. So one by one, Steve replaced each frame using the original as a template and then re-planked and re-decked her. He had removed the lower part of the keel, so a new approach was needed.

On a trip to Anegada Steve found a wrecked mini Trans-At with both carbon fiber keel fins intact. Here was a solution to provide both a rudder and a center board for the sloop. He also used part of the rudder housing to build a center board casing into *Wendy*. Lacking bamboo for the spars, some windsurfer masts were adapted for sprit and boom.

And so, three days before the Foxy's Annual Wooden Boat Regatta, *Wendy* was re-christened and launched in Cane Garden Bay. Steve's research of the rig details paid off as, with the help of Paul's memory of his time with *Galaxy*, the rig was pieced together—from mainsheet to snotter.

It all worked and *Wendy* sailed around Cane Garden Bay in a brisk 10 knot breeze as if she had never been away from the water. She went on to take a fourth place in the Wooden Boat single hander race and win her class in the Foxy's Wooden Boat race. Thanks, Steve, for adding another wooden boat to the BVI.

If anyone knows more of *Wendy*'s history, Steve would like to hear from them by e-mail at sanukd@hotmail.com. You can find Steve on Sundays and Fridays playing his guitar and making good music at Elms Beach Bar - Cane Garden Bay Tel No. 284 494-2888. Try the Sunday BBQ.



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Welcome, Wave Ruler!

ARTICLE & PHOTOS ©PENNY LEGG 2008

Captain Lamb on the bridge

Anguilla welcomed RFA (Royal Fleet Auxiliary) *Wave Ruler*, the British Ministry of Defence's fast fleet tanker, when she anchored off Road Bay on 15 June for a three day visit. This gentle giant has some impressive statistics: 196.5 metres long, 30.4 metres wide, when full she displaces 31,500 tonnes and has a draught of 13 metres. She has a top speed of 18 knots and carries 2 30mm AA cannons.

With a complement of 80 civilian personnel she is in the Caribbean as part of the UK's obligation to its overseas territories to be on hand in case of trouble. She will support her Royal Naval counterpart, the frigate *HMS Iron Duke*, in disaster relief efforts, as she did last year following Hurricane Felix, and will take part in counter narcotics patrols, supporting not just the British but the American, Dutch and French authorities.

Hardly had the anchor rested in the sand when the volunteer cricket team was leaving to play an Anguillian team in a friendly match which saw the sailors soundly beaten by the gleeful locals. The score, 93 runs from 20 overs by the sailors, 93 runs from eight overs by the Anguillians, led to the

RFA Wave Ruler

local team continuing and achieving 240 runs in their 20 overs in the process.

As Captain Duncan Lamb commented when he heard the score, "as islands get smaller [that the ship visits], defeat is the order of the day and the embarrassment gets bigger!"

"It was a party atmosphere!" said Rollins Richardson, Anguilla Sports Department Programme Officer, who arranged the game.

Captain Lamb and his officers attended the Queen's Birthday Party at Government House and the Captain made courtesy calls on the Governor, Chief Minister and Commissioner of Police, and held a Press Conference at the police station.

Meanwhile, members of the Anguilla Fire Service were being put through their paces by PO(SE) Terry Hunt and Quartermaster, PO(E) John Doherty. Visits of this nature are a good source of extra training for the local brigade and, as Sub-Officer Sheldon Browne noted, "It was exhilarating! We now have a better understanding of how to combat fire on a vessel." Small groups of fire fighters each had a turn at putting out fire behind closed compartment doors, using high pressure hoses. This was a serious business as one wrong move would have resulted in the fire penetrating the next compartment and spreading further on the ship. Fires on vessels present unique challenges which are unlike those on land and thus require different methods of putting them out.

The ship hosted a group from the Disaster Management Committee. Committee member, Calvin Bartlett said, "It was a learning experience and we were able to see what type of emergency and other technical support equipment is stored on board this vessel."

Members of Immigration, Customs and the Police Marine Unit plotted courses and used charts with Deck Cadet Officer James Holloway, and received an explanation of Replenishment at Sea (RAS) by Navigator John Manley.

"It requires much coordination between us and the other ship," he said. "It is planned as to which course we are going on, how much fuel they want and which side of the ship to go. We rendezvous, establish communications and it is run almost like a play; a series of events. We line up the ships, turn the ship onto course and make sure our compasses are in line.

"The other ship waits off our quarter while we get ready on deck, then we use lights or flags to communicate and we tell them when we are ready. We keep a steady course and speed. Most small ships accelerate, so they do not get caught in our pressure waves in the stern, then they pull back and our rig will line up with their rig. They then fire a gun line across to us. The end result is that a jack stay goes down at an angle from us to them and on that the hose sits in loops. It is pulled towards the other ship. It goes into a bell housing into the other ship and we have a probe on ours and as soon as it latches in, the one way valve opens and we are ready to pump."

Before leaving, the ship's football team, average age in the mid forties, played the Anguilla National Squad in a good natured match, which the visitors lost 12:1. Francois, 'Frank,' Sornlouer, *Wave Ruler*'s Laundryman, joked, "The match was good; they would have thrashed us if they'd played properly!" Guy St Hilaire, playing Left Back for the Anguillian team, said of the match, 'It's a fun thing. The guys enjoyed it and although it was not much competition, it was an exhibition match."

The ship departed for Montserrat leaving behind many new friends.

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. She loves to take the photographs which accompany her work. She is married with one son and currently lives on Anguilla.

Captain Lamb (far right) and his officers with the Chief Minister and Governor George

Local firefighters worked with the *Wave Ruler* crew

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7th North Sails Regatta

BY NICK MARSHALL

MICHELLE FERRON

Busy Startline

Fourteen crews made it to the start of the 7th North Sails Regatta over the weekend of June 21/22 in St Maarten. Over the years, this event has attracted top names from across the region – Robbie Hirst, Chris Rosenberg, Karl James, John Holmberg – and continued for 2008 with the return of St Lucia's Mike Green and Trinidad's Paul Amon. These were the so-called 'rock stars', but neither was seen slugging bare-chested from a bottle of Jack Daniels or defenestrating hotel TVs. Instead, both buckled down to the business of mastering Simpson Bay Lagoon's shifting wind conditions under pressure from some excellent local competition.

Each crew would sail a total of nine races over the two days, switching boats between races at the Explorer's floating dock with the kind of slick precision more normally seen in a Formula One pit stop.

As race one got underway, it was clear that the wind was set to play havoc – strong gusts from the hills making some parts of the course tremble and splutter, while flat holes opened up in a succession of crucial spots. FKG drew first blood with Mike Green finishing last, and the next six races saw six winners and three crews 'bookend' the results table with both first and last finishes.

For Frits Bus, who took three bullets over the weekend but struggled initially, Saturday was a frustrating experience. "It didn't have so much to do with good sailing," said Bus whose 'Stella Artois' team finished second overall. "You could have a great start and a moment later you're in last position. It didn't bring out the good sailing skills." Certainly, the close nose-to-transom sailing often seen in this regatta was emphatically blown away, with the fleet scattered and little hope for those left adrift.

"When you're close together at the mark, all nine boats, there's the skill of finding your spot," added Bus, who revels in the aggressive brinksmanship at the marks.

On Sunday, the winds returned strong but steady, allowing the more experienced sailors to strut their stuff: Trinidad's Paul Amon posted a string of top-four finishes, Bus two wins, while Mike Green and Emma Paull both threatened. Going into the final race, Amon had effectively sown up first place, but some six boats were in contention for second place.

According to Amon: "The last two races on Sunday were the most fun because the breeze was more constant. In one race, we had nine boats overlapping going into the first weather mark – we were on port tack and ended up rounding last."

Eric Baray of Martinique won praise in the final race from Chairman of the Jury (that never had to convene!) David De Vries, for hastily employing his main topping lift in place of a broken jib halyard rather than withdrawing and seeking redress. This was typical of the spirit of the weekend – firm, friendly, no fuss sailing.

After fourteen races overall, the championship went to Paul Amon's 'Drunken Monkey' team, with Frits Bus's 'Stella Artois' second and Mike Green's 'Team St Lucia' a close third. In the same vein as Maya Angelou's quote that calling her a 'natural writer' is "right after being a natural heart surgeon," those best equipped to deal with the lottery of flukey wind conditions were those who have worked hard for years out on the water, and there was nothing unpredictable about the podium.

Despite a tough weekend, the mood was indefatigably cheerful at the awards ceremony. North Sails Area Manager Andrew Dove pledged continuing support in the future, and there was a succession of praise for regatta organizers Cary Byerley and Robbie Ferron who drive this event forward each year with palpable enthusiasm.

Emma Paull from the BVI picked out the friendliness of the regatta as its main draw, and pointed out that the combination of big names with local talent was what made it attractive. Too many 'rock stars', said Paull, tended to put the more mortal crews off.

Amon himself was happy with the decision to come, having nearly been forced to pull out earlier in the week. "Hard luck to everybody who didn't come," he said. "It's easy to say 'I'm canceling'. It was a struggle to get here but it was definitely worth it."

"The event itself is fantastic," said Bus to round off the discussion. "The one design racing is the best there is. All this rating stuff is…hrumph!"

For full results go to:
www.tropicalsailloft.com/nsregatta.html

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Gorgeous Gorges AND Champagne Snorkeling IN DOMINICA

ARTICLE & PHOTOS BY LAURIE MCDONALD

HAVE YOU PADDLED THROUGH A RIVER IN A PRIMAL RAIN FOREST? SHOT THE SURF TO EXPLORE A RIVER? STOOD UNDER A WARM WATERFALL IN A GORGE? HOW ABOUT SNORKELING IN CHAMPAGNE? WELCOME TO DOMINICA, THE ISLAND OF ABUNDANCE.

Sunset, Roseau

Repainting at Indian River, Portsmouth

Our sandy anchorage in the clear, protected waters at Prince Rupert Bay provides a view of the island and its cabrits and dense rain forest peppered with bright flora. Checking in at the Portsmouth Customs Office, we pay a nominal environmental fee and buy a fishing/trolling permit; during office hours, there is no entry fee. We provide three copies of our crew and passenger lists and a list of our planned anchorages to get a coastal permit. If changing crew or passengers here, provide the lists to Immigration as well.

Portsmouth's hour long Indian River tour is excellent. Edison, our guide, paddles his brightly-coloured wooden boat along the river, providing fact and folklore, pointing out a cedar flower used for baby's rash and hibiscus plants that flower yellow in the morning and orange in the afternoon. White-blooming elephant vines tangle amongst huge 300 year old swamp bloodwood trees thrusting upwards, creating a canopy that almost blocks out the sky. Massive roots, some 35 feet across, twisted and gnarled, protect the riverbank from erosion before reaching down into the water; when cut, the bloodwood tree expels a red sap used as a dye. Birds, butterflies and colourful flowers add to the magic of this beautiful, mystical river.

Indian River Mangroves

Further south, the Layou River is fun to explore by dinghy, the challenge being to shoot the surf from a four-knot current over the sandbar. We anchor *Sea Whisper* off Layou Village, dinghy to the river mouth and watch a village boat charge across the sandbar. The friendly locals wave us in. Marline and I hang on; Ian and Lionel jump out of the dinghy to guide us. Ian disappears underwater as he steps in a hole. The villagers wait to catch us as we race through the break and move us into quieter waters.

In the calm waters of the river, women wash laundry, men catch fish by hand, horses graze alongside; it is so idyllic. We spend the afternoon lazily floating down the river enjoying a picnic lunch.

As we approach quaint, colourful Roseau, the capital of Dominica and southern port of entry, we are greeted by Sea Cat, a super guy who provides excellent moorings as well as laundry and guide services. Leaving our dinghy at the Anchorage Hotel's dinghy dock, we drive through a secondary forest of 100 foot tall trees and up into stunted high altitude woodlands studded with orchids and ferns to get to Ti Tou Gorge.

Ti Tou Gorge begins as a broad pool fed by a hot water spring. We swim into the narrow gorge where we can place a hand on each side of the walls that soar 30 feet up to the slit of sunshine above. In a central cave-like area, the sun beams into translucent waters, reflecting on the walls in shifting patterns. The tall waterfall at the head of the gorge provides a warm-water massage.

We sail south again to Scotts Head Marine Park where a 250 foot wall drops 1,000 feet into the sea. Here, Caribs would punish their faithless wives by throwing them into the deep water. Now, outstanding snorkeling and diving are the main activities.

Champagne, a shallow, coral-studded bay nearby is one of our favourite spots to snorkel. Clouds of bubbles, released from a volcanic vent in the seabed, rise to tickle our tummies as we swim over the underwater thermal springs.

This beautiful, unspoiled island of Dominica has an abundance of fabulous and fun experiences waiting for you. Enjoy!

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.*

New Air Service TO DOMINICA

FLYING INSTEAD OF SAILING? LIAT, the regional Caribbean airline, has introduced daily non-stop service between St. Lucia's Herwanorra Airport (UVF) and Dominica's Canefield Airport (DCF), located on the western portion of the island, 10 minutes drive from the capital city of Roseau. The flights, operated by Carib Aviation (3Q) in a codeshare agreement with LIAT (LI) on a 19-seat DHC-6 Twin Otter aircraft, will allow connections to and from various long-haul flights from the United Kingdom, Miami, Atlanta, New York and Toronto.

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PHOTOS LEFT TO RIGHT: PHOTO COURTESY OF SPICE RACE; CHRIS GOODIER

THE SPICE RACE COMES TO GRENADA IN DECEMBER

IT IS 4321 NAUTICAL MILES FROM THE SOLENT (A STRETCH OF SEA SEPARATING THE ISLE OF WIGHT FROM ENGLAND) TO GRENADA IN THE WEST INDIES. THIS DECEMBER THERE WILL BE A FANTASTIC PARTY ON GRENADA TO CELEBRATE THE FINISH OF THE FIRST EVER SPICE RACE—A RACE FOR CLASS 40S AND IRC CRUISING YACHTS THAT ARE LOOKING FOR A NEW CHALLENGE.

The Spice Race is the brainchild of British businessman, Tony Lawson, who started his first business in Grenada in the late 1960s, at age 19. To this a day he retains strong connections with the "Spice Island," as Grenada is known for good reason; cinnamon, nutmeg, and cloves are very much part of the island's economy.

In the 1970's, Lawson returned to the UK and went on to create a property business which, when time allowed, enabled him to continue his passion for yacht racing and the Caribbean. His 44ft race boat *Supercilious* won Antigua Race week, he crewed on a winning Transpac yacht and he has completed several Trans-Atlantics. In recent years, Lawson became involved with the Class 40 and purchased *Concise*, an Akilaria 40.

"The ethos of the class is fantastic," commented Lawson. "A true offshore race boat that can still be used for cruising and round the cans racing. The Class rules keep the boats uncomplicated and robust, so there is less chance of gear failure and sailing them is relatively straightforward."

Lawson also believes that while Britain has been extremely successful in Olympic sailing, youth development for offshore sailing is still thin on the ground in the UK.

"The first round the world race was won by Robin Knox Johnston and Britain has a proud heritage in offshore sailing from Sir Francis Chichester to Dame Ellen MacArthur," said Lawson. "We should not let the opening afforded by the Class 40 pass us by. It's true that the Open 60s are very dominant at the moment, they get a lot of the offshore sailing press. I am not saying that The Spice Race will make the Class 40 more dominant than the 60s, but it might just help to raise the profile of the class and in a way narrow the gap a little."

The Spice Race, which will start from the Solent on the 15th of November, is to be hosted by the Royal Southampton Yacht Club and will finish in Grenada in December. Tony Lawson expects about 10 Class 40s to compete either fully crewed or two-handed and is also inviting boats to take part in an IRC division.

"We decided to keep the first Spice Race a simple affair, to concentrate on the basics and get them right," explained Lawson. "However, we very much welcome cruiser/racers as well. I think the course will be great for Northern European yachts that might have crossed the Atlantic before but feel that a full blown race might now be the order of the day. The route is a far more tactical than a straight trade wind run and this should be a quality fleet.

"Competition will be strong especially among the Class 40's who are now really finding their way. Entry fees will be kept as low as possible. This is a 'not for profit event' and we are looking at race sponsorship to assist us here. Individual yachts will be allowed sponsors as well." For details: www.spicerace.com

Information submitted by the Spice Race

CLASS 40

ACCORDING TO SPICE RACE ORGANIZERS, the Class 40 is a rapidly-growing race class in Europe, where there are 69 boats racing or under construction. "It's a fast, easy-to-sail boat, available with a full cruising interior or as a minimalist racer, with a fixed keel, twin rudders, water ballast, open cockpit, carbon rig and retractable carbon pole for asymmetrical kites. Class rules don't allow canting keels or exotic materials in construction, which serves to keeps the cost down and make the boats less complicated to sail providing plenty of bang for the buck."

The University of the West Indies and YSATT (Yacht Services Association of Trinidad and Tobago) NEED YOUR HELP

Cruisers we need your help! Non-native species or invasive alien species are an increasing threat to marine and coastal environments and their biodiversity. The potential impact of Marine Invasive Species on the marine ecosystems and coastal economies is a relatively new topic, particularly in the Caribbean.

The impacts of invasive species can be ecologically complex. At the simplest level, indigenous species in a community may be threatened directly by the proliferation of predators or competitors.

However, cumulative effects across biological scales can result in complex changes in the availability of resources (nutrients, light, oxygen), the dynamics of competition for resources, and ecosystem structure and function. This can have a severe impact on the biodiversity of our islands. Additionally invasive species may out compete local and commercially important species resulting in economic concerns e.g. where a fishery is threatened.

One of these, perna viridis, has already invaded the west coast of Trinidad and Tobago (Agard et al 1990), possibly having been introduced via ballast waters or attached to ships. The Department of Life Sciences of the University of the West Indies will be assessing the introduction of non-native species to Trinidad and Tobago via recreational vessels at marinas in Chaguaramas.

The University of the West Indies plans to assess the introduction of non-native species to T & T via recreational vehicles at marinas in Chaguaramas

CHRIS GOODIER

UWI Lecturer Dr. Judith Gobin and her group of students plan to study at least 30 recreational vessels; the data collected will be analyzed to determine the identification of MIS. Divers will do photo-quadrant sampling from each vessel's hull and anchor, and representative faunal samples from each vessel will also be collected. Samples will also be collected from nearby pilings, floating docks jetties, etc.

If you wish to be part of this study and assist students, please contact YSATT before or upon your arrival in Trinidad, either via telephone 634-4938 or email: ysatt@tstt.net.tt / info@ysatt.org.

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Isla Cubagua – ISLAND OF PEARLS

ARTICLE & PHOTOS BY NANCY TERRELL

Ruins of Nueva Cadiz

Fishing camp

One of the most enjoyable aspects of cruising is the discovery of beautifully deserted islands, many of which have fascinating histories. Venezuela is filled with such locales – while most cruisers in this area have been to both Isla Margarita, one of the most frequented tourist destinations in South America, and Puerto la Cruz, many have never stopped at the smaller outlying islands. Dave and I regularly make this trip back and forth, including Mochima National Park; however, on our last visit we stopped at Isla Cubagua for several days.

Located some 28 miles southeast of Porlamar, Margarita, this small island greatly resembles both Anegada, BVI, and Anguilla - with the highest knoll being only approximately 60 feet.

We anchored at Ensenada de Charagato, very close to a well-viewed sunken car ferry which offers great snorkeling. The ferry went down in the 1970s under very questionable circumstances and rests today on a sandy slope with her stern under 45 feet of water. Then another weird event occurred, a salvage tug was sent over from the mainland and it also sank during the effort to raise the ferry. The two wrecks are side by side – in my opinion the tug is the more interesting of the two for snorkeling as it is covered with large free-flowing pure white coral that looks like Queen Anne's Lace underwater. The water is of a greenish color and is cold but there is an abundance of fish and the site is great for diving. We saw several Trumpet fish, grunts and grouper with many more exotic species such as beautiful gliding rays and a rare sea bass called Vieja by the Venezuelans.

Believe it or not, this small island with its sandy beaches and arid hills was the first European Settlement in South America. When Christopher Columbus spotted natives diving for pearls along the Peninsula de Paria he made a note of it. Within a few years two adventurers, Pedro Alfonso Nino and Christobal De LaGuerra were exploring the islands trying to discover the source of the pearl beds. Soon 92 greedy fortune hunters from Spain showed up and built a small community, Nueva Cadiz, on the east side of the Cubagua. They immediately enslaved the Indians, as is true throughout all of Central and South America, and forced them to dive for pearls. The true history of Columbus and how cruel he and his men were to the indigenous people should really be required in all history books. Hundreds of Indians died from starvation and the constant whippings they received at the hands of the Spanish. In one year alone, Cubagua provided Spain with over 830 pound of pearls (just imagine how many individual pearls this involves) – almost equal to the amount of gold that Spanish settlers raped from the Incas. Heavy exploitation continued with the pearl beds being totally eliminated for future generations.

Obviously, the natives were not thrilled over this situation; they banded together in a group of approximately 300 armed guerrillas and attacked Nueva Cadiz forcing the Spanish to retreat. Of course, this made the Spanish more ferocious than ever. Armed with weaponry from their motherland they killed all of the Indians they could find, rebuilt the town stronger than before and then built a fort as a form of protection and to secure the water supply.

In 1541, on Christmas Day, nature had her revenge when an earthquake and massive tidal wave destroyed Nueva Cadiz. Since this time the island has been mostly uninhabited, with the exception of a few local families and fishing camps. One interesting area is the Research Station which is part of the University of Venezuela. There are several rangers, boats and docks there, used for exploration; tourist ferries come over daily from Margarita. The ruins of this town are still visible today - although only the base remains. At midday it is quite beautiful as the sun shines down on thousands of oyster shells that sparkle in the glistening light, really something to see.

We really enjoyed Cubagua and highly recommend this off-beat island to anyone visiting the area.

Snorkeling and diving site

CURAÇAO

ASHORE, AT SEA, AND IN THE AIR:
A SPECIAL WAY OF SAILING

ARTICLE & PHOTOS BY ELS KROON

With a new self-made sailing boat, the Tuesday Evening Sailing Team is ready to go

ON THE FIRST OF JUNE THE FOURTH "ASHORE, AT SEA AND IN THE AIR" TOOK PLACE AT THE SEA AQUARIUM BEACH IN FRONT THE LION'S DIVE HOTEL IN CURAÇAO.

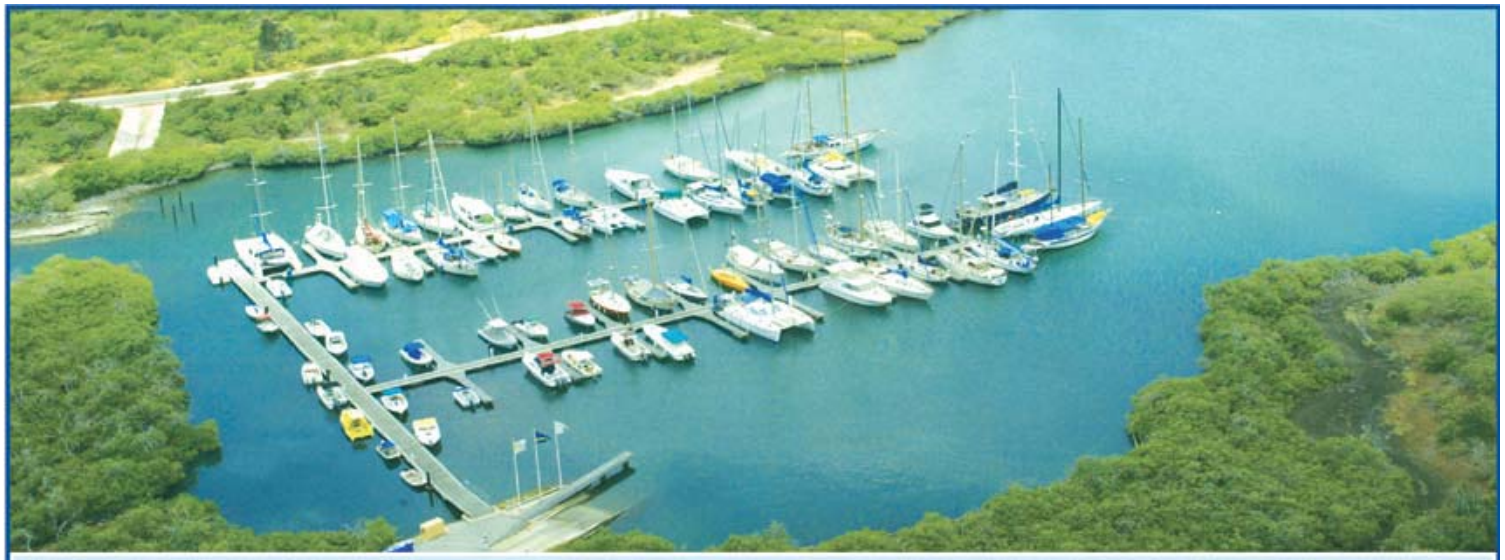
Above: More than 5000 spectators watched the teams try to be fastest at reaching the bell

"Te land, Ter Zee en In de Lucht" is a well known and very popular game in Holland, implying creativity, courage, cleverness, speed and luck.

The purpose of the game is to be the fastest going down a slippery slope in a self-made boat/vehicle and ring a bell in the water. In the tropical Caribbean setting, this event is gaining popularity among tourists and locals every year, equaling, or even surpassing the success of many decades in Holland.

Among the locals, Edwin, Michel, Tijn and Tom of the famous "Tuesday Evening Sailing Team", participated in a special variation on a sailing boat. They didn't win but had a lot of fun. The winner, *Madelon Boot*, beat all other 62 participants by reaching the bell within four seconds; a new record.

The great family event traditionally was concluded by a phenomenal fireworks display. The organizers are looking forward to the fifth anniversary edition on the first Sunday in June 2009.



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Summertime in Curaçao

ARTICLES AND PHOTOS BY ELS KROON

Curacao's third annual dive festival was held during the last week of May, with free activities, workshops, films and lectures, focused on safety and creativity, and of course diving. Curaçao has more than 60 identified dive spots surrounding its coastline with 57 coral species and more than 500 species of fish.

Two very dedicated divers and photographers of the Wet Digital team, Robbie Ahlgren and David Eaton came from Round Rock,Texas to present their lecture, "Curacao, it's Underwaterfull!" Eaton is a professional photographer by training since the early 1970s, with degrees in ichthyology and chemistry, and advanced degrees in analytical chemistry. Robert (Robbie) Ahlgren has over 20 years of diving experience, and an inestimable expertise in videography. His productions have been featured on the Learning Channel.

Experienced underwater photographer Marijke Kolenousky gave a workshop about Coral Spawning in Curacao.

Juan Botero MD, director of the Hyperbaric Department and wound physician of the St. Elisabeth hospital in Curacao gave a workshop on fitness and diving.

Joel Dovenbarger, representative of Divers Network Alert (DAN) talked about identifying the symptoms of decompression illness and provided "diver first aid tips that could save your dive vacation" during the festival.

www.curacaodive.com

At the Curacao Dive Festival

Robbie Ahlgren (left) and David Eaton

a Titanic Struggle

On June 8, Pro Sail Curacao organized the second annual Curaçao Sunfish Championships, a sailing event that counted many participants of great caliber. Thirty-one sailors in twenty-seven boats took part in three one-hour back-to-back races on Spanish Waters.

It was a titanic struggle. After all, Curaçao has many skilled and experienced Sunfish sailors. One important competitor, Cor van Aanholt was absent because of health problems. But he was excellently represented by his children Ard (14) and Odile (10) who sailed in the youth double and so now and then took the wind of the great A-class sailors.

Alex Roose, who again delivered the prize ceremony in his own and unique way, mentioned the youngsters' performance as a remarkable one. Hans van der Gulik took top honors in the A class, followed by Jurgen Schneider and the young Michiel van Wickeren. Titleholder and veteran Niek Kort had to give way to the younger lads and finished fourth.

The B-class was won by Tony de Haas, and in the Youth Single Alexandra Siebels sailed best. Ard and Odile turned out to be unbeatable in the youth Double and finished first in all three races.

The prize giving ceremony took place on the premises of sponsor Pro Sail, near the well-known restaurant, The Boathouse, at Spanish Waters.

Budmar Challenge

From left: *Merlin*, *Chimichurri*, and *Chamba II*, a couple of yards before the finish line, all three within 12 seconds

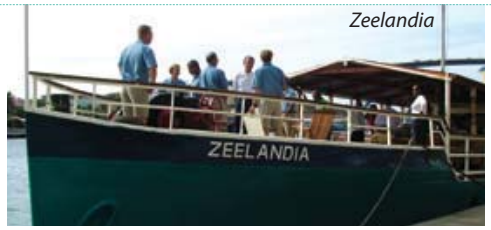
Curacao's annual Budmar Challenge race for yachts, which took place for the fourth time on June 15th, is becoming a beloved tradition. Budget Marine organizes and escorts the race, and provides lunch and prizes for the participants. The race takes all day, starting in Spanish Waters in the morning, heading out to sea in the direction of Fuik Bay where lunch is served. As an extra dimension, an anchor start takes place for the second race.

Strong winds and high waves caused blisters and sweat this year but also provided a tense action that was missed during the calm Piet Dijk race a few months earlier when the same competitors met.

The participants on the *Demarrage*, *Marvin*, *Merlin*, and *Chamba II* were all youngsters of the "Sea Scouts Mgr. Verriet." They did a tremendous job at sea, however, the veteran's boat Melody took the overall win.

Chamba II was the best J-24 and third overall behind the recognizable, always participating orange boat *Marvin*.

Zeelandia: A Classic Comes to Curaçao



Zeelandia

Zeelandia is a steel ship, 35 meters/115 ft long, built in 1936 in Holland and first used as a transport ship in the waters of Zeeland, for which she was named.

The name is still the same, but in the year 2008 the sailing destination is quite different. The new owners sailed *Zeelandia* across the Atlantic to Curaçao where she underwent a huge renovation. After the transformation, the *Zeelandia* now is a live-aboard cruise ship offering trips of varying lengths. The owners tend to focus on divers from the Netherlands, with packages sold through tour operators.

The *Zeelandia* has seven double cabins and a cabin for four, all equipped with private shower and toilet. Five permanent crewmembers take care of the navigation, food and beverage, accommodations and dive facilities.

The newly introduced ship was seen and approved by Eugene Ruggenaath, the island commissioner of tourism, who withstood an introduction trip on the grand "Old Lady" at rather rough seas very well.

During the dive cruises *Zeelandia* will sail within a few hundred meters from the coast of Curaçao. The owners consider it extremely important that the ship will bring no damage to the precious coral reefs around the island. Special buoys, sponsored by local companies will be placed.

Moray Eels

BY BECKY DAYHUFF-BAUER

HAVING WATCHED FAR TOO MANY "SEA HUNT" EPISODES, during which Mike fought for his life against a crazed Moray eel, my first close encounter with an eel went none too well. Surf casting off Pompano Beach one evening, I reeled in a small eel. Without pause, I flung new pole and all back into the surf as I screamed bloody murder and ran for safety. Tearing through well-trimmed shrubbery I was grabbed by the elderly caretaker who came running when he heard my screams.

Once Walter determined that all my limbs were attached and nothing dreadful had happened to me, he managed to decipher from my hysterical 13 year-old babbling that there was an eel on the end of a line attached to a pole somewhere in the Atlantic. After wading around a bit, old Walter came up with my surf-casting outfit, the eel still attached. Walter's eyes lit up…dinner!

My next close encounter with an eel came many years later when my dive buddy, (the same one who had me wriggling into a hole in a reef to see the Channel Clinging crab in last month's article,) signaled for me to ease up under a mammoth mushroom-shaped rock at the base of a wall off Roatan. No sooner had I made my way under than I was bowled backwards by an escaping Green Moray whose daytime hidey-hole had been disturbed. My buddy and I followed along at a distance, up and over the top of the wall until he found another lair—where we left him in peace.

Shy and mainly nocturnal, there are approximately 200 species of moray eels throughout the world's tropical waters and coral reefs, living and hunting in depths ranging from a few feet to over 500 feet. Their lengths range from less than a foot to over 15 feet with a girth of well over a foot in some of the largest species. Their coloration and skin patterns vary widely and run the gamut from the Ribbon eel with its bright blue body and yellow dorsal fin to the brown and white polka-dotted Spotted eel. The large Green Moray only appears to be green; a thick layer of yellow mucus protects his beautiful turquoise blue skin—and yellow and blue make green.

The Morays' reputation for being vicious and aggressive seems to stem from their perpetually gaping jaws. What most do not realize is that they are not threatening to attack but merely breathing; pulling in water to filter over their small, roundish gills located much to the rear of their mouths.

Like all wild animals, Morays will defend themselves if stepped upon or harassed and yet many, once habituated to divers or swimmers, have learned to accept petting and hand-feeding—although this author does not recommend either since the eels' poor eyesight has led to unintentional bites. While the bite of a Moray is not venomous as many believe, bites can lead to severe infection due to the number of deep wounds the teeth can inflict, teeth that are coated with quite nasty bacteria.

After I made several visits to a secret location I dubbed Eel Rock, often finding three or four species of Morays in residence at once, the eels became so accustomed to my presence that it was not out of the ordinary for one or two to swim back and forth across my body as I lay on the bottom photographing the others.

Their vision is lacking as is their hearing, however, their sense of smell is acute. Their elongated heads carry two pairs of nostrils; the forward tube-like protruding nostrils on their snouts take in water to test for scent while the second set of nostrils above the eyes provides the exit for the scent-tested water. The eels' narrow heads and small eyes make them appear to be a bit cross-eyed. The narrowness of their heads makes it impossible for them to create the negative pressure required to swallow their food in the same manner as fish—or humans, for that matter.

Instead, Moray eels' first, and visible, jaws are filled with long needle-like teeth that curve backwards toward their throats; teeth designed for holding prey rather than ripping and tearing. Located in their throat area is a second set of jaws lined with similar teeth, the pharyngeal jaws. Once the visible set of jaws snatch a meal, the pharyngeal jaws in the throat extend forward and pull the prey into the digestive system.

The Morays' diet consists of reef fish, other eels, crustaceans, mollusks, octopus, squid and cuttlefish. While there is some commercial eel fishery, they are known to carry ciguatera since they feed upon reef fish—so eating them is not advisable. Other than man, the Morays' main predators are barracuda, grouper, and other eels.

While grouper will take Morays and vice versa, Swiss scientists studying fish behavior in the Red Sea unexpectedly discovered an activity thought only to occur among humans…cooperative hunting between two species. Much to their surprise, the scientists watched as a grouper approached a Giant moray resting in a reef crevice. Fully expecting a fight, they were amazed as they watched the grouper shake its head from side to side, the eel emerge, and the two swim off together in search of prey in crevices too tight for the grouper to enter. In the December, 2006, issue of Public Library of Science Biology, the scientists reported that the groupers and eels actually took turns eating the prey they hunted cooperatively.

One of the scientists who discovered this cross-species cooperative hunting, Redouan Bshary, a behavioral ecologist with the University of Neuchâtel in Switzerland, summed up their discovery. "The most important implication is that there are still so many surprises to be discovered in coral reefs." How very true.

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.

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Decades of Living Aboard Three *Albas*

BY NANCY TERRELL

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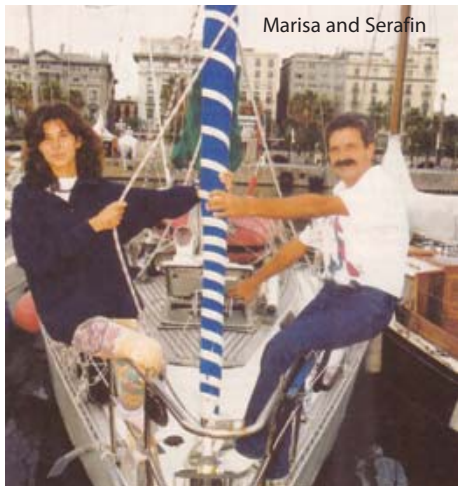
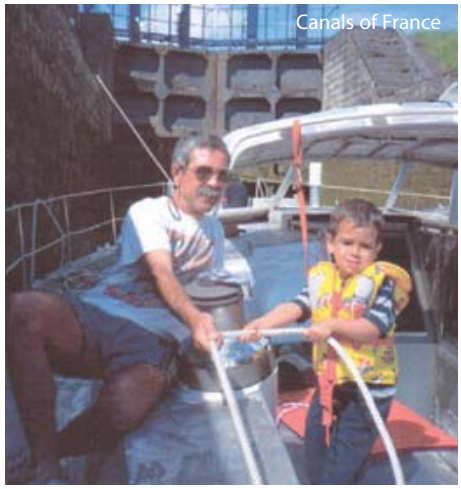
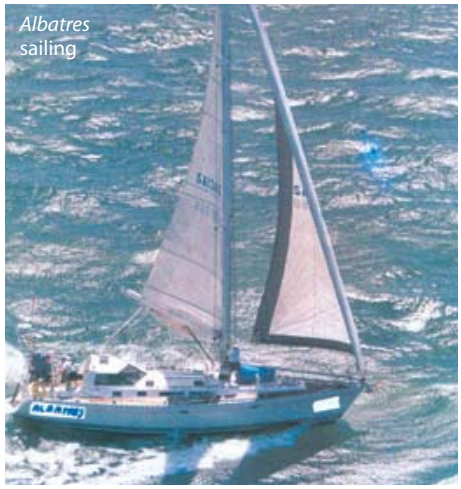

Marisa and Serafin


Canals of France


Albatres sailing

Serafin Varela of Madrid, Spain, had neither a boating background nor a bank account full of money when he started boating. His first boat was a 420 Olympic class purchased with the profit from selling his motorcycle. He taught himself how to use it on the weekends by checking out a library book on "How to Sail," then, moving up a notch, he bought a 28' hull, *Alba*. Deciding to circumnavigate, he moved up once again, buying *Alball*, a 10.30 meter aluminum hull, built and kept in Barcelona, Spain.

In 1983, while constructing the interior of *Alball*, Serafin met Marisa del Valle, who was not a sailor, and they married two years later. They built *Alball*'s interior on weekends, which took about year and a half with just the basics – head, galley & settee. The two then sailed to the Canary Islands, transferring their jobs with the telephone company, where they spent three years living aboard.

Marisa tells me, "I come from Madrid and had never even been on a boat. I love adventure so I decided that it would be fun to sail the world. The only problem is that I get sea-sick when we first go out – then I get over it. We worked on the weekends so that we could take long vacations; our first long holiday was sailing to Gambia, next to Senegal.

"Returning to the Canaries I had enough sailing experience to try cruising. We saved our money and sailed across the Atlantic to Marie Galante, Guadeloupe and St. Martin, then directly on to Cuba. We stayed over a year sailing around Cuba, and then took off to the Yucatan Peninsula, Honduras and Guatemala eventually circling back to Cuba."

The couple then sailed directly to Cartagena, Columbia, up to the San Blas Islands, on to Panama and through the Canal.

"By this time we had completely refurbished the boat. We visited the Galapagos and Easter Islands where the magnetic compass just went crazy. Heading for Patagonia, Chile, the wind vane broke, along with the Autohelm 2000, so we had to tiller steer for 1,000 miles. It was very cold and our watches were two – three hours, which is really no fun. As we always sail and never use our engine, we used only 20 liters from Panama to Chile, in the northern part of the Patagonia Archipelago, where we stopped for repairs.

"We stayed a year and backpacked through Bolivia & Peru. Adding a heater to the boat, we sailed all of the southern islands of Chile, which is really beautiful country. The Beagle, at the very tip of South America, is clean and blue with glaciers everywhere. We sailed around the tip and up the coast of South America to Brazil and on to Grenada non-stop. By this time it was 1992.

From Grenada, Serafin and Marisa sailed all of the Venezuelan islands, and through the Panama Canal once again. They spent eight years sailing the Pacific & Indian Oceans, thru the Suez and back to Spain to work.

"During the next 13 years we worked and we had our son, Oscar, in 1998. We sold *Alball* and bought another hull, *Albatres*, a Van de Stadt design built in Prague. We left the mast off so we could motor the western canal systems of Europe up to Holland where we bought a mast. We then sailed back to Barcelona and on to the Canary Islands where we worked. From there, we sailed to the Caribbean and have been here ever since.

"Oscar is now nine so his schooling is very important. As we now both have our pensions, which are in Euros, I would like for him to learn English so we are thinking of sailing to the United States for his schooling."

What an interesting and adventuresome couple – I loved speaking with them; no matter how you look at cruising, Serafin and Marisa are champions to the core.

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.*

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***

Marriage in a Storm

BY PETER MUILENBURG

Lila and Rubin were from the suburbs of Washington D.C. and they both worked for the Government. Rubin was the right-hand man of a governor whose star was rising. Rubin was tall, lean with a friendly grin. He was sincere in believing that government could and should work for the people. Lila was short and shapely with a pretty face and neatly-coiffed blond hair.

"They wanted a sunset wedding and afterwards we would sail by the light of the silvery moon in a round-about fashion back to port... It was a good plan- but like many a good plan, it sank upon deployment."

Lila was stressed. As an important official in the NEA, she had just been through the wringer. Now she didn't even know whether she'd have a job when she came back to Washington. She had gone to bat in support of artistic freedom for artists that were receiving federal monies. A big show which was meant to demonstrate the cultural benefits of government funding backfired when one of the exhibits, unveiled for the first time, turned out to be a detailed, lifelike portrayal of the leather handle of a bull whip stuck half way up what in a fish would be called a cloacae. Frisky, to say the least.

The artist managed to make his name a household word—or epithet—by betraying the NEA which had funded him. Money for art is always a slippery bet, under the best of conditions. This episode gave conservatives a sand packed bull pissle with which to flog the NEA.

She and Rubin decided to get out of DC for a vacation and to get married. Actually it wasn't quite so impulsive. For some years, they had wanted to be together but they each was divorced with teenagers at home who were upset at the breakup of their family. Bringing a new spouse and instant siblings into the picture would only exacerbate the confusion and hurt, so Lila and Rubin decided to wait til the youngest was in college…and now, the time was come.

They had a wonderful daysail to New Found Bay on St. John's windward coast. We picked out the edge of the barrier reef and glided into the calm beyond it, dropping our sails, then our anchor in a bowl of water that sparkled just like a swimming pool. It shimmered with sunlight, the turtles came up to breathe with audible gasps, a pair of boobies soared high above then skimmed low over the water, reflecting the blue of the cove on their pristine white bellies.

In short, it was choice and they decided on the way back to Coral Bay that New Found would be the perfect place for their marriage. They wanted a sunset wedding and afterwards we would sail by the light of the silvery moon in a roundabout fashion back to port. They would just like to lie in each other's arms on the cabin top and gaze deeply at the moon.

It was a good plan—but like many a good plan, it sank upon deployment.

The weather looked dubious as we set out. Once past the headland of Fort Berg, a steady gust found us and stripped the petals off the flowers my wife had tied in the rigging. Blown petals in the wind were shortly followed by spray. Clouds obscured the sun. Dorothy, in sotto voce, suggested to me that Hurricane Hole might be a better destination given the weather if we didn't want to wind up with a sea sick bride.

So we altered course, bride and groom, to head for one of the most protected spots on the island, or for that matter in the eastern Caribbean. We eased into a landlocked cove where the wind stopped and all about was the verdant green of mangroves thick and flourishing on the shore. It was like being miles up a river.

I had a quarter-bottle of fine rum, expensive stuff and good—I believe it was Brabancourt 5 star from Haiti. Rubin had a nose for rum, so we had a prenuptial snifter. Then up on the foredeck, with the flute clear and melodious, the couple was married by our local Anne Marie just round sunset. An honor guard of pelicans saluted the kiss with their tightly bunched splashes—a fulsome sound, crisp feather bombs in a ragged salvo. A school of brazen mangrove snappers boiled amongst the mangrove roots. As the kiss ended, I popped the cork to a bottle of good champagne and we all had a glass. That was the good part.

"Let's sail!" said Rubin. "Is the moon up yet?"

"It is overhead," said I dubiously. I looked overhead to where the moon should be. As I watched, a black cloud expunged the dim light like a wet eraser on a chalkboard. A low thrumming came from the shrouds as a gust of wind put the trees ashore into chattering motion. Like it or not, we had to set sail to get home that night. We handed out our foul weather gear, stowed the newlyweds on the cabin top where they sat entwined, and took off.

The visibility was terrible. The sky was black. Immediately beyond the headland, the wind whipped it to the boat; 25 tons of it heeled over rail in the water then tore across the sea. Another squall was bearing down on us, one after another. It felt like we were being enveloped by a black hole. Suddenly the lights of land blinked and went out, the squall blocking them from view.

We were in complete blackness. Johnson's Reef was up ahead approaching fast, Turner Point behind us. The squall moderated and I could spot land's lights, then it was on again, the boat reeling to punches from the steep seas. We couldn't come about so we jibed, the boom flinging past over our skulls. That night had the worst weather of the winter, squalls that beat the boat to her knees. In the cockpit, I was sweating bullets and I heard the flute player praying out loud. My wife was steady as a rock, poised to spring at anything that needed doing.

Through it all, the couple exclaimed, "Great sailing." "I think I see a star," or, "This water is actually quite warm," when the rain pelted down.

As we entered Coral Bay, the worst squall yet blasted the bow away from the mooring … Dorothy and our terrific crew immediately dropped the big Bruce and paid out scope and the good tenacious sand and mud of Coral Bay saved us … at last.

> "In the cockpit, I was sweating bullets and I heard the flute player praying out loud."

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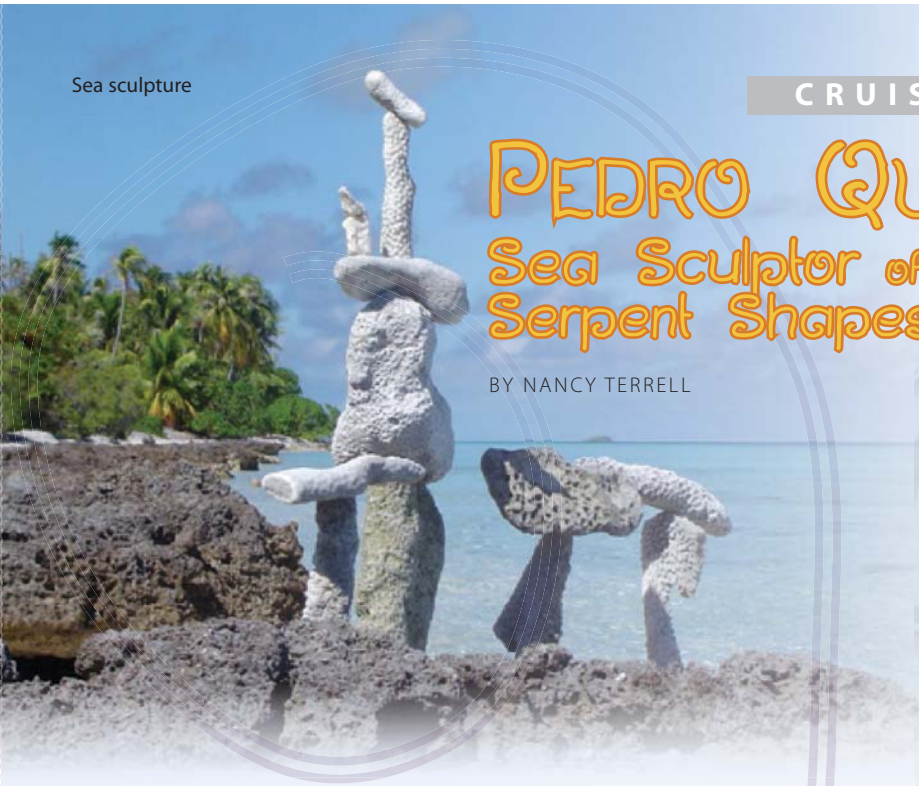
Sea sculpture

Pedro Quintero
Sea Sculptor of Serpent Shapes

BY NANCY TERRELL

Pedro Quintero

Pedro is a multitalented artist who believes in sharing his vision of nature and the sea wherever he happens to be. In 2007 he cruised from Puerto la Cruz, Venezuela, on an Australian vessel, *Barcoo* – a 46' custom sloop, through the southern Caribbean, Panama Canal, Galapagos, Marquis, French Polynesia and Tasmania, via Tahiti, contributing to their cultures by collecting elements from the sea – driftwood, rock and coral, which were washed up on the shore.

"On each island I took my findings and built a sculpture that to me represented the balance found in the nature of that island. By the end of our trip I could look back and see a balance of nature's elements as my contribution to the cultures we visited. My theory is that art is inspired by nature so I use nature as a canvas. I enjoyed visiting with the native populations and wanted to show my appreciation for their hospitality by leaving a personal work of art behind."

Pedro, the youngest of nine children, was born in Caracas where he attended elementary school. His sister, Mercedes, invited him to live with her family in Texas and attend the local junior & high schools. A brilliant and creative student, he attended LSU undergraduate school where he majored in business administration. He also holds a graduate degree in Environmental Studies from the University of Oregon. Wanting the experience of working and investigating the arts in New York City, Pedro worked in Manhattan so he could study at the New School for Social Research in photography, ceramics, metal and stained glass.

He returned to Venezuela in the 1980s and settled in Los Altos, on the outskirts of Puerto la Cruz, where he free-lanced for fifteen years in the art world in mixed media, sculpture, conceptual art and ceramics. "From 1984 to 2000 I worked mainly with the theme of sea serpents, which appealed to me because of their symbolism and the way they appear in mythology throughout the world, especially in the Aztec and Mayan cultures. The lines of the serpent are feminine and represent life – full of energy, movement, regeneration and rebirth.

Sea Serpent

I was working with sea shells when I became fascinated by the coil within the shell. I became interested in the fact that it looked like the serpent so I started experimenting with this shape in ceramics. I soon discovered that I had to divide the snake into segments in order to fire it. I have my sea serpents all over the world set within a natural environment."

Pedro's art, in all of its creative forms, has won many awards throughout his native land including the prestigious Bi-Annual Merida National Art Exhibition, one of the largest in South America, and the Venezuela National Ceramic Art Exhibition, three times – each in a different field.

"In 2002 I built a six bedroom Posada in Los Altos on spectacular land overlooking Mochima Park on the Venezuelan coast facing the Caribbean Sea. Here I combined my artistic work with my architectural designs to create a magic world for tourists visiting our area. The name of the lodge is Alquimia (www.enoriente.com/alquimia) which refers to alchemy in the medieval era. Different elements of the architecture are based on the figure of the serpent, which appear in the stairways, floors, headboards, ceramic tiles, etc. – this intrigues my guests.

I also enjoy carving totem sculptures and have sold many to private collectors. At the present time I am involved in a new project with Maria Esther Galban, of Tai Ceramics in Los Altos, called Four Hands. Many of my totems are installed on that property – they are abstractions that are geared to the perception of the viewer. My future plans include exhibiting in formal galleries internationally."

Having viewed many of Pedro's multi talented projects, I have no doubt that he will succeed. I greatly admire the fact that he left sculptures in the Pacific – a wonderful international contribution from a sailor, with a generous heart, who loves the sea.

Pedro's cement blocks

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.*

If You Want Less Heat, Spend Less Time in the Galley!

Turn off the stove and prepare some fresh and easy vegetable side dishes this month! It's good to stay away from a hot galley (or kitchen) in the summertime … a time to take a break and prepare some simple, fresh meals that require little (or, even better, no) cooking, especially if you have someone else to do the grilling! These side dishes go well with grilled fish, chicken, the other white meat, and of course steaks; although I'm trying to stay away from the red meats for the summer.

Use fresh summer vegetables that you'll enjoy just as much raw as cooked – onions, carrots, tomatoes, zucchini, spinach, and cabbage. Use fresh herbs and toss with a simple oil and citrus juice dressing.

ONION AND TOMATO SALAD

Preparation time: 10 minutes
Marinating time: 30 minutes or longer
Serves: 4
2 large ripe tomatoes, sliced
1 sweet white onion, thinly sliced
Sugar
Fresh chopped herbs, oregano, basil
Apple Cider Vinegar
Olive oil
Salt and pepper

Layer onions and tomatoes in flat shallow dish, sprinkle with sugar. Add herbs. Pour over a little vinegar and oil, sprinkle with salt and pepper.

MARINATED TOMATOES WITH RED ONIONS, OLIVES, AND BLUE CHEESE

Preparation time: 10 minutes
Sitting time: 30 minutes
Chilling time: 30 minutes
Serves: 4
3/4 cup red wine vinegar
Sea salt
1 small red onion (or 1/2 of a big onion)
2 Tbsp. extra virgin olive oil
1 Tbsp. balsamic vinegar
1/4 cup chopped chives
Freshly ground pepper
1 ripe medium size red tomato
1 ripe medium size yellow tomato
1/2 cup chopped pitted Calamata olives
1/2 cup crumbled blue cheese

Mix together in a medium size bowl the red wine vinegar with 1 tsp salt until dissolved. Peel, halve and thinly slice onion crosswise. Add to vinegar mixture. Add water if the onions are not completely covered. Let sit about 15 minutes.

In another bowl, whisk the olive oil, balsamic vinegar and chives. Season with salt and pepper. Core and cut the tomatoes in half lengthwise and then cut each half into slices. Put the tomatoes in a wide serving bowl. Pour the vinaigrette over and marinate for at least 15 minutes.

Drain onion and pat or squeeze out excess vinegar. Add the onions and olives to the tomatoes and toss. Add more pepper to taste, top with blue cheese and serve.

SHREDDED CARROTS WITH CILANTRO AND LIME

Preparation time: 10 minutes
Serves: 4
6 medium size carrots (about 1 lb)
1/4 cup extra virgin olive oil
3 Tbsp fresh lime juice
Sea salt and freshly ground pepper
1/2 cup coarsely chopped fresh cilantro

Peel then grate the carrots. Use either the large holes on a box grater or a medium fitting on a food processor. Put the grated carrots in a large bowl. In a small bowl, whisk the oil and lime juice and season to taste with salt and pepper. Add the dressing and chopped cilantro to the carrots and toss.

TRI COLORED SWEET AND TANGY COLESLAW

Preparation time: 10 minutes
Cooking time: 5 minutes
Cooling time: 30 minutes
Serves: 4
1/4 cabbage, finely shredded
1/4 red cabbage, finely shredded
1 heaping cup matchstick-cut green (unripe) mango
2 medium scallions (white and light green parts only) thinly sliced

Dressing:
1 cup sugar
1 tsp salt
1 tsp dry mustard
1 tsp celery seed
1 cup vinegar
2/3 cup vegetable oil

Combine shredded cabbages with mango and scallions. Combine dressing ingredients and bring to boil. Pour over cabbage and toss. Cool, then refrigerate.

AVOCADO ORANGE SALAD WITH ORANGE VINAIGRETTE

Preparation time: 30 minutes
Serves: 4
4 oranges
2 ripe avocados
1 Tbsp lemon juice
3 cups Romaine, arugula and watercress
1/2 cup finely chopped red onion

Grate zest from one orange and set aside. Cut peel from oranges (over a bowl to catch juice). Slice into rounds. Save juice for dressing, Combine vinaigrette ingredients in a jar and shake well. Cut avocado into sections and sprinkle with lemon juice. Arrange greens on plates and top with avocado slices, orange rounds and red onion. Drizzle with vinaigrette.

RADISH-OLIVE SALAD WITH MUSTARD VINAIGRETTE DRESSING

Preparation time: 30 minutes
Chilling time: 1 – 2 hours
Serves: 4
1-1/2 cups sliced radishes
1/4 cup pitted Calamata black olives, cut in strips
2 Tbsp chopped scallions with tops
4 to 8 Boston lettuce leaves

Combine all, cover, and refrigerate. Make dressing

Mustard Vinaigrette Dressing:
3 Tbsp olive oil
1 Tbsp white wine vinegar
1/2 tsp Dijon-style mustard
1/4 tsp salt
Freshly ground pepper

Whisk all ingredients together and pour over radish mixture. Serve on top of lettuce leaves.

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42' Hallberg-Rassy HR-42E 1984
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56' Horizon Motor Yacht 2001
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Asking 475K

40' Jeanneau Sun Odyssey 1999
3 cab/2 hd Performance
Cruiser Asking 99K

38' Morgan 38 CC 1998
2 cab/2 hd Very spacious
Asking 99K

43' Beneteau Cyclades 2005
3 cab /3 head
Turn Key Asking 175K

45' Wauquiez Amphitrite 1990
2 cab/2 hd Pilothouse
world cruiser Asking 239K

44' CSY Walkover 1979
2 cab/2 hd Sold with
charter business Asking 165K

40' J Boat J/120 1997
2 cab/1 hd Racer cruiser
Asking 195K

36' Tiara S2 1985
1 cab/ 1 qrt. berth / 1 hd
Great cruiser Asking 39K

45' Dufour Classic 45 1999
Sloop 3 cab /2 hd Genset & AC
Asking 129K

47' Bluewater Vagabond 1987
2 cab/2 hd All furling
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41' Lagoon 410 2001
4 cab/4 hd Extremely well
maintained Asking 279K

44' Freedom 44 1982
2 cab/2 hd Beautiful interior
Asking 104K

40' Hinkley Bermuda MKII 1970
2 cab/1 hd True
classic Asking 95K

46' Beneteau 461 2001
2 cab /2 hd Never Chartered
Asking 199K

51' Morgan Out Island 1975
3 cab/2 hd Great potential
Asking 79K

38' Bavaria Ocean 38 1998
2 cab/1 hd Never
chartered Asking 149K

36' Heritage Trawler 2001
2 cab/2 hd Fully
equipped Asking 150K

45' Hunter 450 Passage 1999
2 cab/2 hd One private
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41' Hunter 410 1998
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39 South Sea Ketch Cutter, 1974
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40 Hunter Sloop, 1986
2 cabin, 2 head, Yanmar
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38 Camcraft Crew Boat, 1967
Aluminum hull & deck, towing bit
GM diesel, genset, a/c & more $ 78,000

36 Frers racer/cruiser, 1985
Built by Carroll Marine
In yard, priced for immediate sell $ 43,500

25 World Cat 250DC, 2006
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42	1996 Catalina MKII – Spacious layout, great value, survey $99,000	45	2003 Silverton 453 – Twin Cummins, loaded, great shape.....$399,000
41	1974 Formosa Yankee Clipper – Classic, beautifully refit.$85,000	42	1999 Cruisers 4270 Express – 420 hp Cats, genset, great shape...$219,000
41	1984 J-Boat – Vintage racer, elegant & fast, rare offering..$55,000	40	1994 Tiara Mid Cabin – Twin Cummins, quality cruiser ...$190,000
40	1967 Cheoy Lee – Includes charter biz & retail shop in STT..$195,000	37	2005 Fountaine Pajot Power Cat – Yanmars w/180 hours..$399,000
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41'	Morgan Out Island 1978	US$ 75,000
39'	Columbia Sloop 1972	US$ 28,000
38'	Hunter 380 2000	US$ $114,500
38'	Lagoon 380 PREMIUM 2009	US$ 375,000
37'	Jeanneau SUN ODYSSEY 1994	US$ 84,000
36'	Soverel Center Board 1973	US$ 36,000
34'	PDQ MV/34 2005	US$ 280,000
33'	Hans Christian Cutter 1982	US$ 125,000
32'	Morgan Sloop 1983	US$ 28,000
30'	Beneteau First 1984	US$ 27,000

1992 Beneteau First 41 S-5
3 cabin AC and Gen-Set $90,000

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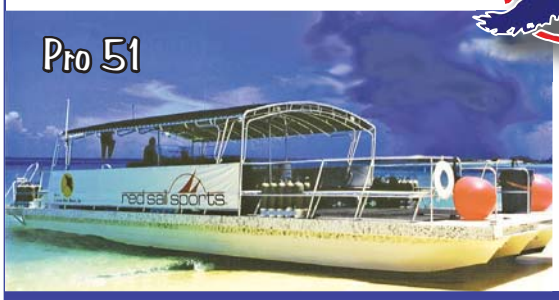

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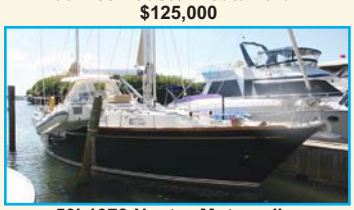
36' 2002 Custom Catamaran
$125,000

40' 1984 Endeavour Sloop
$79,900

43' 1995 Hunter 430
$119,000



50' 1978 Nautor Motorsailer
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50' 1987 Gulfstar CSY Sloop
$165,000

SAIL

32' '78 Allied Seawind II, Bluewater cruiser, $28K
33' '73 Pearson 10M sloop, refit, ...$33.5K
34' '93 Gemini Catamaran, great cruiser. $68K
37' '78 tayana Cutter, heavily built $79.9K
37' '78 Endeavour Sloop loaded $52K
37' '01 Bavaria, 3 strms Yanmar $79.5K
38' '90 Beneteau Sloop, AP, A/C, Cruise Ready $67K
40' '84 Endeavour, ready to cruise .$79.9K
40' '86 Hunter Legend, clean aft ckpt $59K
43' '79 Young Sun, Bluewater cruiser..... $95K
43' '95 Hunter 430 stepped transom..... $119K
44' '77 CSY Sloop , new rigging.....$115
49' '79 Transpacific Ketch, loaded $180K
50' '87 Gulfstar CSY, 3 strms..... $150K
50' '78 Nautor Motorsailer, exlnt cond. $370K
50' '90 Morgan Catalina, new engine. $119.5K

POWER

14' '06 Aquascan Jetboat, 160HP Yamaha.. $34.9K
27' '89 Mako CC, 200HP Yamahas $27K
27' '88 Luhrs Alura, cabin, IB gas cabin.. $20K
29' '94 Phoenix Sport Fisher, T 225 HP Volvos.. $85K
32' '96 Carver 325, twin Crusaders $75K
32' '06 Sea Ray Sundancer, twin gas $199.5K
36' '00 Custom Catamaran SF, tuna tower.....$125K
36' '89 Grand Banks Trwl twin Cummins ... $170K
38' '99 Sea Ray Sundancer, Exlnt condition $167K
39' '98 Mainship Trawler, twin diesels .. $129.9K
42' '81 Post SF, twin DD's, 2 strms..... $129K
42' '84 Present Sundeck 135 HP Lehmans .. 135K
42' '83 Present Sundeck, Washer/Dryer, AP $115.5
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44' 2007 Lagoon 440
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29' 1992 Dix Caribbea Sloop
SOLD

44' 1999 Finngulf
US$180,000

1982 Hatteras Luxury Cruiser
US$254,000

MONOHULLS

30'	1999	Henderson 30 (Racing Yacht)	US$60,000
36'	1986	Lavranos Tosca	SOLD!
37'	1977	Gin Fizz	EU30,800
38'	1987	Warrior 38	US$97,500
39'	1968	Cheoy Lee Off Shore 40	US$95,000
40'	1978	Atlantic 40	US$70,000
43'	1999	Wauquiez Pilot Saloon	EU247,500
43'	1985	Gitana	US$115,000
44'	1999	Finngulf	US$180,000
44'	1988	Hylas	US$250,000
45'	1992	Fortuna	US$150,000
46'	2001	Tayana (Vancouver pilot house)	US$329,000
50'	1991	Celestial Pilothouse	US$268,000
51'	1990	Jeanneau Sun Odyssey	EU 159,000
51'	1987	Beneteau Idylle 15.5, located in Martinque	US$160,000
53'	1995	Super Maramu *(REDUCED!!)*	US$329,000
53'	1982	Hatteras Luxury Cruiser	US$254,000
55'	1994	Oyster 55	£376,000
56'	1973	Visch Motor Yacht *(REDUCED!!)*	US$150,000

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36.5'	1993	Dean Catamaran *(Reduced for quick sale)*	US$99,500
37'	2002	Fountaine Pajot, located in Guadeloupe	US$325,000
43'	2001	Lagoon Catamaran	US$334,000.00
44'	2007	Lagoon 440 Catamaran	EU438,700
54'	1980	Norman Cross Trimaran	US$295,000
55'	1995	Custom Built Trimaran, located in Grenada	US$350,000
55'	1991	Lagoon Catamaran	US$559,000
72'	1990	Alumarine (Lougebin) Catamaran	US$1,190,000

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1973 CHRIS CRAFT, 31 FT. SPORT FISH, Twin GM 350, Fly Bridge, Outriggers, VHF, Stereo, Good Looking Classic Boat, Runs Great. Asking $24,000. Located in St. Croix. 340-643-0400

DONZI 32ZF, DEC. 2007 like new, only 6 month used, stored on boat lift, located in St. Maarten. Open center console with open bow, custom made benches, seats for 12, incl. snorkeling-, floating- and fishing gear, 2x Verado 250 hp, max speed 50 mph, cruising speed 30 mph, 135 hours, US 139,000 E-mail: WebAd@gmx.com

2000 ALBEMARLE 320 EXPRESS in good condition. Pedestal helm chair,L shaped companion seating, Raython radar autopilot. Compasses: two Ritchie 4" compasses, Garmin 3210 gps depth sounder. Boat comes with trailer. Motivated seller asking US 175,000 contact Hoffmangroup@hotmail.com or 869-662-9988

'BLUEFIN', REBEL MARINE 34' POWERBOAT FOR SALE. 2003 express cruiser / sport fisherman. 2 – 250 HP Evinrude Outboards, VHF, Stereo, Raymarine L760 GPS / Chartplotter / Fishfinder, trimtabs, Lewmar windless, large fish box. On Anguilla. Photo at http://www.frontiernet.net/~petrilak/bluefin.jpg $135,000. 264-476-1198. dc_rebeldesign@hotmail.com

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Welcraft Coastal 40 '00 Volvos 430HP	$265K	HydraSports 33 Express '05 T-250 Yam	$195K
Tiara Open 35 '04 Cummins 370HP	$290K	Luhrs 34 '92 Sedan Bridge T-454 gas	$58K
Tiara Open 35 '00 Cummins 370HP	$198K	Striper 2901 Pilot '06 T-250HP Verados	$128K
Tania 40 Dbl Cabin '88 Cummins 210HP	$89K	Grady White Marlin 30 '01 T-250HP Yam	$95K
		Grady White Marlin 30 '98 T-250HP Yam	$65K

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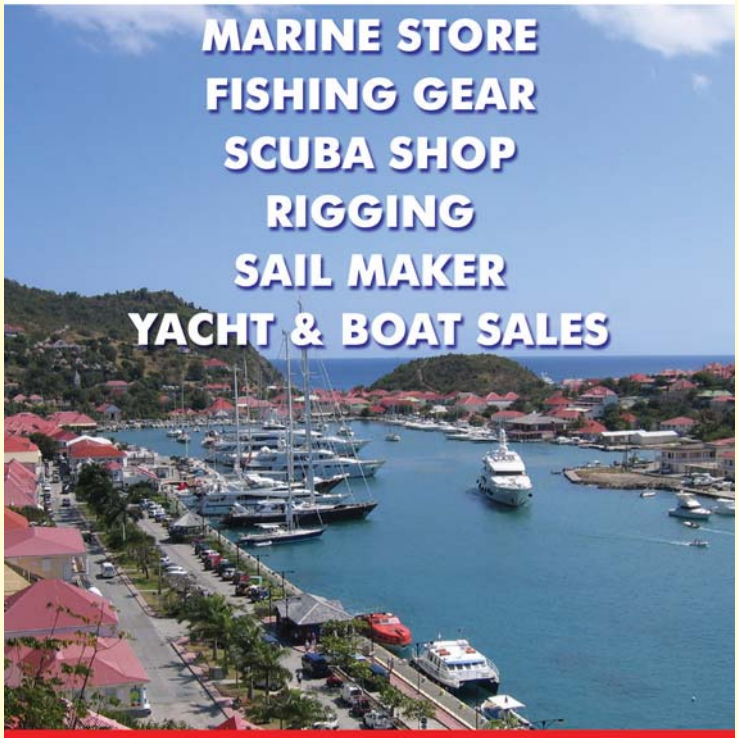

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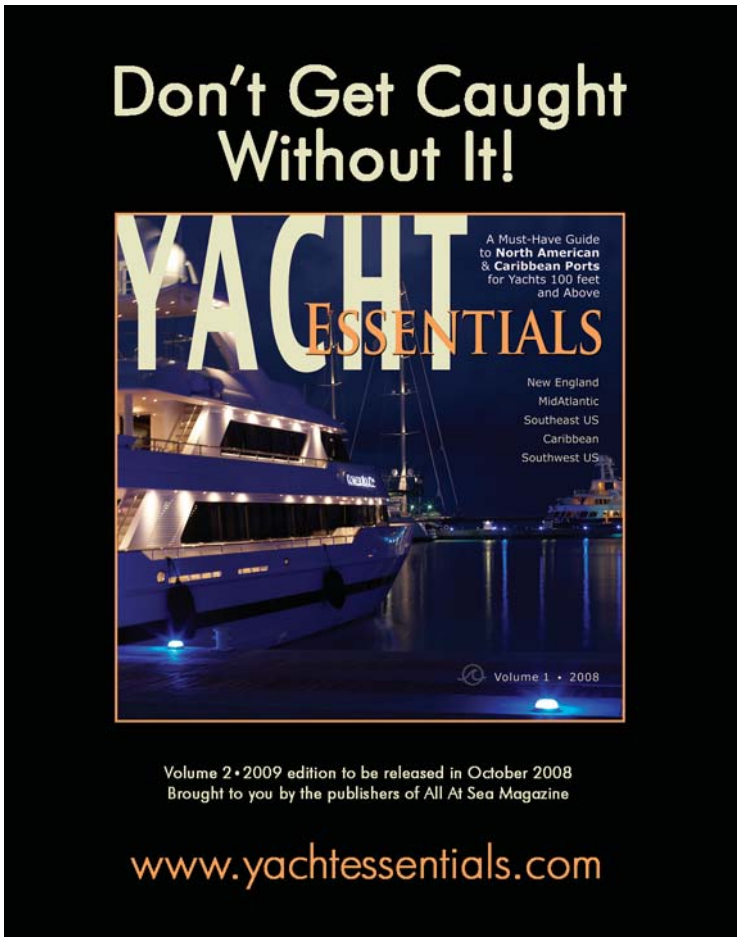

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Northern Lights....68
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IN PREPARATION FOR THE OPENING OF OUR NEW MARINA FACILITIES, WE HAVE POSITIONS OPEN FOR "MARINE MECHANICS." Must be certified as a Mercury Technician with a minimum of 3 years experience in repairsand service of Mercury outboard motors and Mercruiser inboard/outboard engines. Knowledge & skill of electrical rigging and trouble shooting in boats also necessary. Applications can be sent to scottsmarine@candw.ky attention Anthony Scott.

BVI BASED 60' SAILING TERM CHARTER YACHT SEEKING DECK HAND to work on board for day sails and term charters. Must be a sailing and water sports enthusiasts. The Applicant should also have excellent people skills and willing to keep up with basic yacht maintenance. Must have STCW certificate and US crewman's Visa. Spanish and English speaking preferred. This is a good position for someone looking to gain experience in the charter yacht industry. Please email resume to inquiries@rcsfleet.com or fax to 305-768-7711.

NEED A SKIPPER TO TAKE 50' JEANNEAU TO PANAMA CANAL FROM ST. MAARTEN, N.A., with owner couple. Reasonable rate please. cabokurt@cabokurt.com

Employment Opportunity

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NAUTOOL MACHINE LTD, BVI, seeking experienced individual in all aspects of machine shop process and practice including welding. Design / Technical Background a Plus. Basic computer skills. Need background in all yacht systems. Work alongside front office personnel. www.nautool.com. CV to stainless@surfbvi.com or call 284-494-3187

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WOODSTOCK BOATBUILDERS IN ANTIGUA HAS THE FOLLOWING OPENINGS FOR THE 2007-2008 SEASON Fabricator/ Tig Welder • Engineer/diesel mechanic • Carbonfibre/Composites fabricator • Boatbuilder/Joiner • Project Manager. For more information send a cover letter and C.V. to: ar@woodstockboats.com or call (268) 463-6359.

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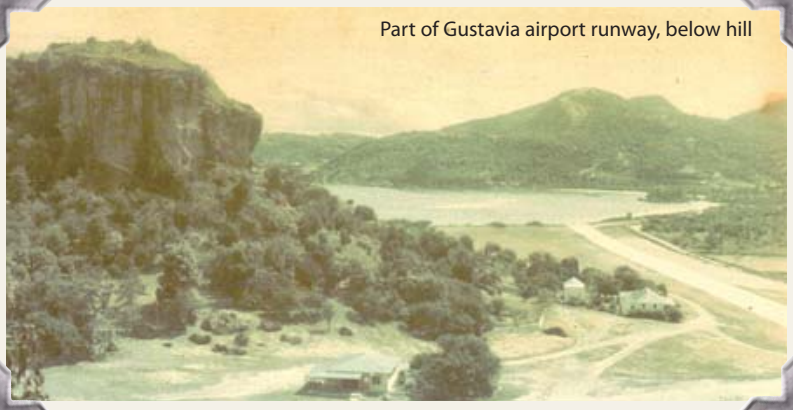
200T MCA YACHT MASTER, INDEPENDENT MARINE CONSULTANT, Marine IT, Associate Marine Surveyor, Refit Management.Call in St Maarten, NA: 5995 230691 E-mail: phileo7@gmail.com

DANISH MALE 43y 185cm 85kg fit non-smoker/drinker engineer seeks female for marriage/cruising. Reply w/photo JC3@GRAD.COM

TALES FROM THE CHARTER COCKPIT

BY JEANNIE KUICH COPYRIGHT 2008

AN ISLAND "COPS & ROBBERS" TALE



Part of Gustavia airport runway, below hill

Back in the early seventies the tiny island of St. St. Barthélemy, affectionately called St. Barths by those who loved the place, was the place to buy liquor, particularly Mt. Gay rum which was $0.50 a bottle at that time. There was a smuggling racket going on which we won't talk about, but it sure kept the price down!

Le Select was the bar to be seen at as it is today and Jimmy Buffet came frequently to the island to hang out. You could always get good prices on boat gear from Lou Lou and there were wonderful French restaurants in which to empty your pockets.

The French were pretty organized even in those days, but it was easy to clear in and you could stay at the dock in Gustavia for a small fee. The grocery stores were stocked to please the yachties, and the boulangeries with their delicate, melt-in-your-mouth pastries were the first places to stop each early morning.

We were at the dock on our sloop *Avenir II* where we prepared to take aboard a large amount of wine, liquor and pastries while our charter guests played at a beach. Suddenly the quiet morning was interrupted by loudly-wailing European sirens which got your attention right away. It was the gendarmes chasing a jewelry thief who was doing his darndest to outrun them with several dozen watches clinging to his arms from shoulders to wrists.

But wait a minute! How do you get away from the police on an island?

Gustavia harbor in 1972

Evidently the thief had thought he could fly a plane out of St. Barths because he was captured at the airport, if you could call it that. The approach to the single runway that began at the base of a steep hill was a plunge over a wall, down that hill and then into the valley where one hoped to stop before ending in the sea.

Driving your car or scooter on the road to the airport was an adventure itself. It was a good idea to look behind you up into the sky before descending the hill because when the single-engine plane swooped down the hill to the runway, it and you were sharing about the same air space! It was the most exciting part of driving on St. Barths!

Naturally after the thief was caught, he was confined in a tiny home because there was no jail. The islanders could hardly contain their excitement. People were in the streets talking about it loudly with wild elaborate gestures. It was practically a holiday celebration with everyone milling around, telling the tale over and over.

Then the thief broke out of jail and that really set off the fireworks! For hours the gendarmes raced around the island, sirens bleating, while the villagers laughed and laughed, smacking their thighs with delight, buying drinks for their friends and toasting the thief. They took great delight in rubbing the gendarmes' noses in the dirt by walking into the "jailhouse" one by one, slowly looking all around the room, shaking their heads back and forth, and then sauntering out again. It was the most fun everybody had ever had in years!

All the boats tied to the dock were visited by the police who politely but sternly asked us to be sure to check over the boat before we left the dock in case the thief stowed away some place. They weren't kidding in the least and were doing their duty to the hilt, but probably knew full-well that no person could ever hide on a small sailboat without being discovered immediately!

As a matter of fact, the thief did get off the island somehow but was arrested in St. Martin—sans watches.

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.

AUGUST SPOTLIGHTS:

- There is a partial lunar eclipse starting early the 16th.
  - 5:36 p.m. Moon enters Earth's umbra
  - 7:10 p.m. Mid-eclipse
  - 8:45 p.m. Moon leaves Earth's umbra
- Four meteor showers sprinkle the sky but the famous one, the Perseids, peak on the early morning of Tuesday the 12th.
- This is THE month for spectacular dances with some of the brightest planets and with the star Regulus:
  - Tue. 5th: Venus and Regulus after dusk
  - Sun. 10th: Mercury and Regulus after dusk
  - Wed. 13th: Venus and Saturn after dusk (This is the closest planet pairing of the year.)
  - Fri. 15th: Mercury and Saturn after dusk
  - Wed. 20th: Mercury and Venus after dusk

AUGUST PLANET PARTICULARS:

- All the action is mentioned above but the best night may be on the 3rd when the crescent Moon smiles to the lower left of Mars, Saturn, Regulus and Venus. It might be possible to catch its slender sliver near Regulus and Venus on the 2nd.

THE MOON SAILS NEAR:

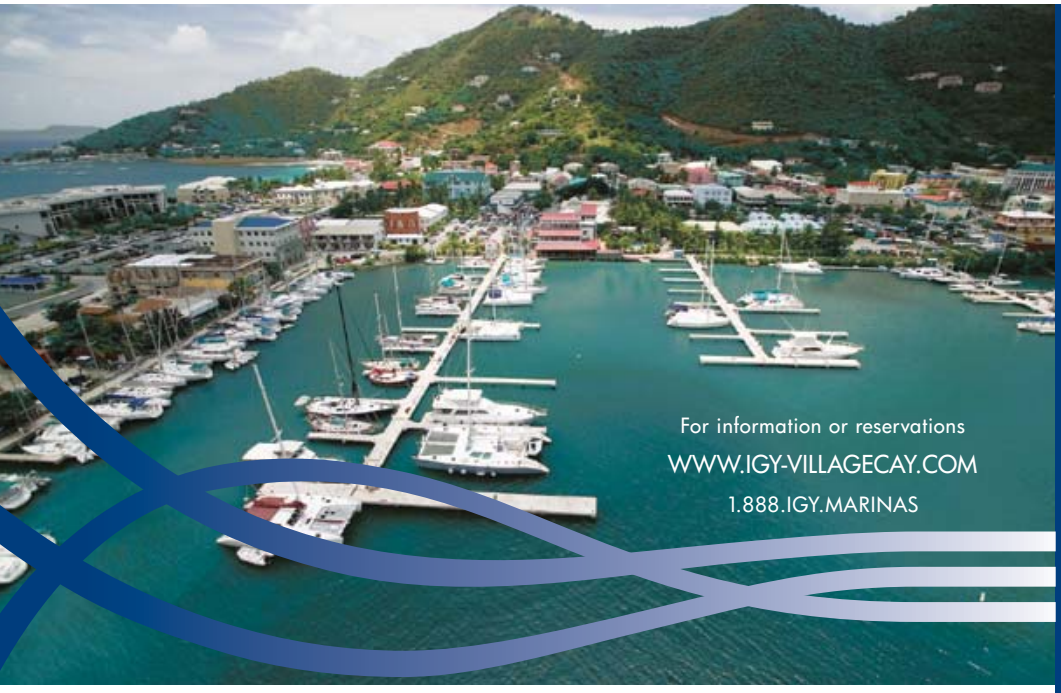
SAT. 2ND:	Venus and Regulus very low at dusk
SUN. 3RD:	Saturn after dusk
MON. 4TH:	Mars in evening
WED. 6TH:	the star Spica in evening
SUN. 10TH:	Antares in Scorpius in evening
SAT. 23RD:	Pleiades star cluster in evening
WED. 27TH:	Pollux in Gemini before dawn
SAT. 30TH:	Regulus and possibly Saturn low to horizon at dawn

MOON PHASES:
TWO NEW MOONS THIS MONTH!

FRI. 1ST:	New
FRI. 8TH:	First Quarter
SAT. 16TH:	Full
SAT. 23RD:	Last Quarter
SAT. 30TH:	New

AUGUST BRIGHTEST NAVIGATION STARS

DUSK: ARCTURUS, VEGA, ALTAIR, ANTARES
DAWN: SIRIUS, CANOPUS, CAPELLA, ALDEBARAN



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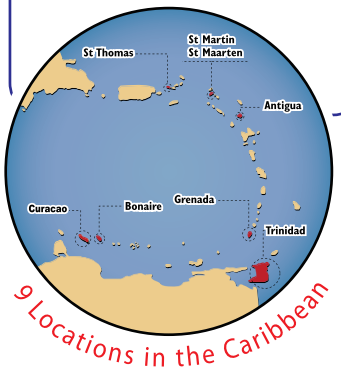

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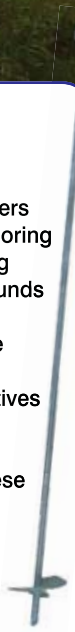

Helix mooring screws offers a simple, economical mooring to boats requiring holding capacities to 100,000 pounds or even more. These moorings are so effective that in areas subject to hurricanes special incentives are often offered by insurance companies to boat owners who use these moorings.

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