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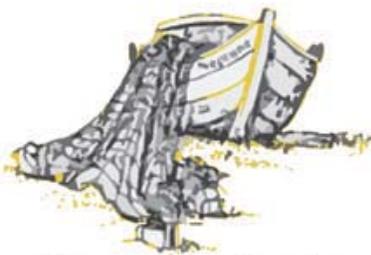


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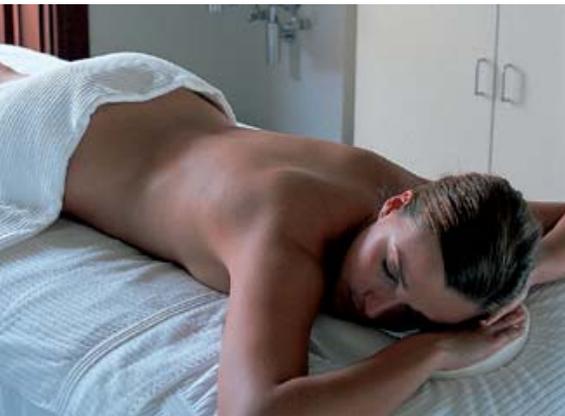
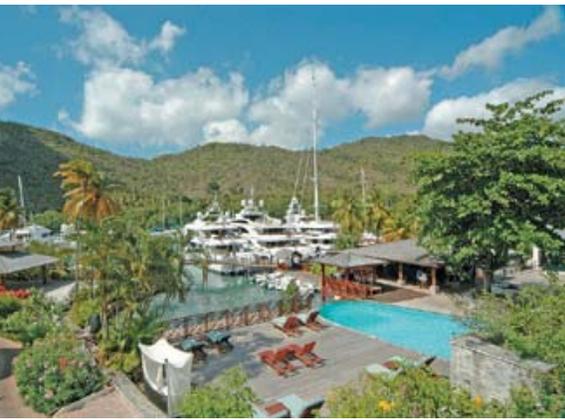
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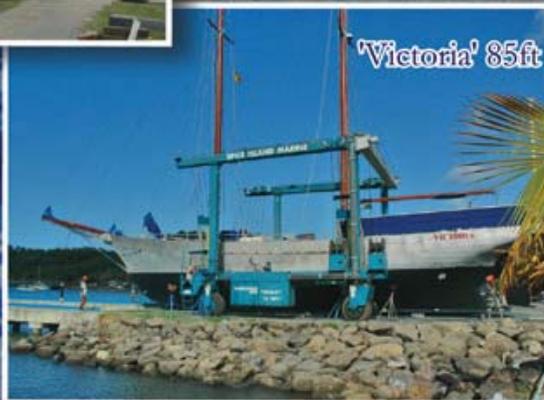
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LETTERS TO THE EDITOR



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

Editor's note: We hear from readers all over the world who keep in touch with the Caribbean every month—free!—at www.allatsea.net. This month, the "Divine Deidre" and an ARC crew member found themselves in our pages:

Hello,

Fatty Goodlander recently included our product and tales of our cruising days (September 2008 issue) with his article, "The A thru Z of AIS". We appreciate having been part of his story! When Fatty first sent us his draft to check for technical details I was in tears laughing. He is a *very* funny man. By the way, features and graphical displays have been added to the AIS WatchMate; new firmware is available via download from our website for anyone who already has a unit.

Kind regards,

Deirdre Schleigh
Vesper Marine, Auckland, NZ
www.aiswatchmate.com



Dear Sir,

I was looking at your magazine on the net and discovered that on the front cover (November 2008 issue) is a picture of me and the rest of the crew from *Wings VI* from last year's ARC. The crew, from left to right, are Ian Cleaver, Phil Shaw (Skipper), me and Andrew Shaw. The crossing was a brilliant experience but it was definitely a great feeling when we finished!

Kindest regards,

Ross Hepburn
North Ayrshire, Scotland



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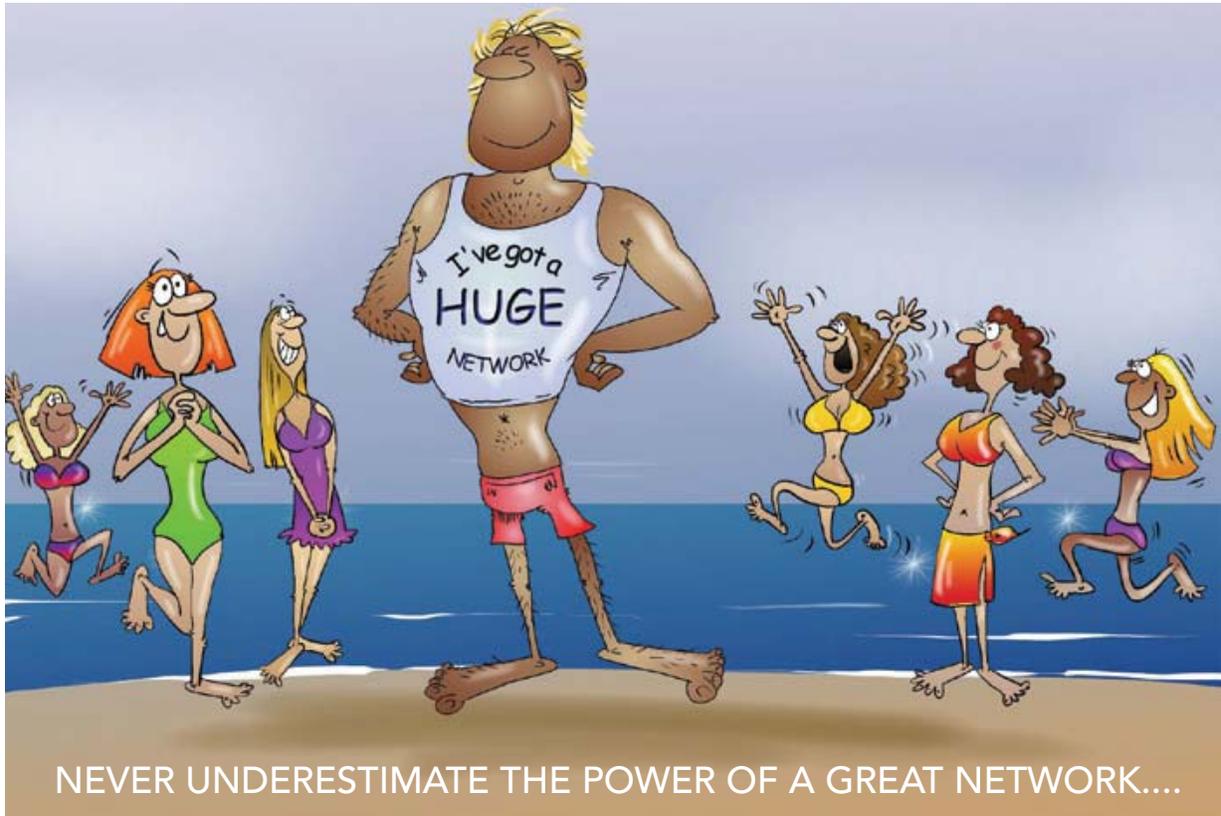
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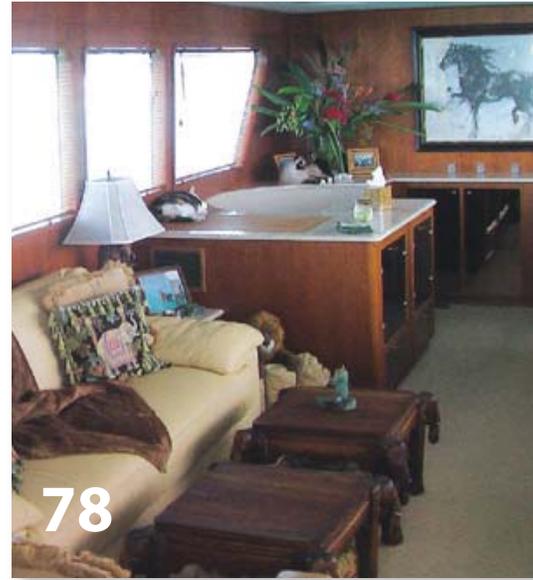
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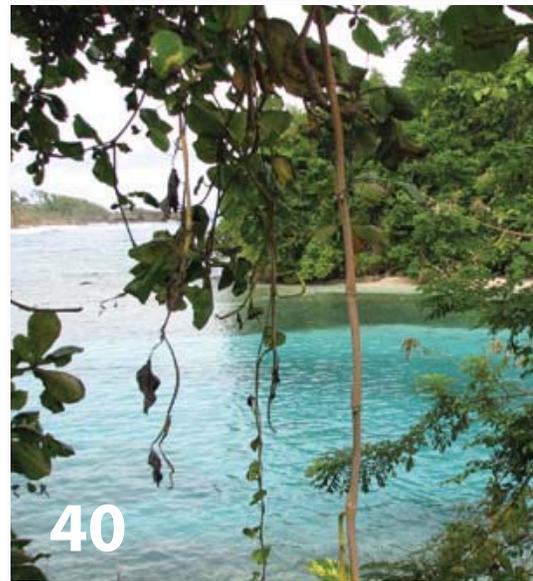
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St. Croix's 16th International Regatta promises great sailing and great rum February 21 to 22.

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WHERE IN THE WORLD?



Congratulations, Anya,
and thanks for reading
All at Sea!

Greetings from Lat: 12.102273/
Lon: -68.930993, Curacao, Netherlands Antilles.
I love to go to the sailor's Happy Hours at
Sarifundy's. My motto is: be where the
(sailing) action is ... and read where the action
is in *All at Sea*.

Anya J. Drok, RN
Curacao

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Grenada's Shipwrights Ltd has relocated

BELOW:
Shipwrights made major repairs on *Snipe*, shown here in a photo is taken from a helicopter during the 2005 Antigua Classic Regatta

Shipwrights Ltd. Relocates

Fred Thomas announced in December a move for Shipwrights, formerly in Grenada Marine, to a new facility on the waterfront in the same bay, St. David's Harbour, as an independent enterprise and one-stop boat shop. A new 100 foot, side-to, wooden dock has a 14 foot draft. Initially in Tortola in the late 1970s thru 1990, after a short stint in Trinidad, Thomas and Shipwrights moved to Grenada to assist with setup of Grenada Marine with Jason Fletcher. The focus of the company is in the refit and restoration of fine yachts. Total or part Project Management and haul or launch supervision are also offered. www.shipwrights.com



PHOTOS COURTESY OF FRED THOMAS

New Website for Women Sailors

Three women sailors, Vanessa Williams, Debbie Roser and Radeen Cochran, launched a new interactive website in October for women sailors everywhere at www.WmWAVES.com. Registration is free.

(Caribbean News continued on page 20)



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011-590-590-278-629

PUERTO RICO

Marina Costa Azul
Lajas
1-787-899-1179

USVI

Ruan's Marine
St. Thomas
1-340-775-6595

Rahming Marine
Andros
1-242-369-1608

CURACAË

The Freedom Machines N.V.
Willemstad
011-5999-461-7810

Island Waterworld Offshore
Sint Maarten
011-599-544-5310

Marine World Distributors Inc.
San Juan
1-787-287-0888

St. Croix Marine
St. Croix
1-340-773-0289

Spanish Wells Marine
& Hardware Co. Ltd.
Spanish Wells
1-242-333-4139

DOMINICA

Dominica Marine Center, Inc.
Dominica
1-767-448-2705

GRENADA

Anro Agencies Ltd.
St. George's
1-473-444-2220

Puerto Rico Nautic
San Juan
1-787-765-8998

VENEZUELA

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

BARBADOS

BC Hightide Watersports Ltd.
St. James
1-246-432-0931

DOMINICAN REPUBLIC

Auto Marina S.A.
Santo Domingo
1-809-565-6576

GUYANA

W&H Rambaran
Georgetown
011-592-226-4523

ST. LUCIA

A1 Island Marine Supplies Inc.
Gross Islet
1-758-452-9404

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

BELIZE

Belize Diesel & Equipment Co.
Belize City
011-501-223-5668

HAITI

Alimar Marine
1-305-634-9020

SURINAME

CHM Suriname N.V.
Paramaribo
011-597-471-166

Treasure Cay Billfish Tournament Announces New WBS Sanction

The 26th Annual Treasure Cay Billfish Tournament (TCBT),



Team Ohana, 2008 Winners of the Treasure Cay Billfish Tournament

PHOTO COURTESY OF TCBT

June 7-12, 2009, Abaco, Bahamas, will now be a sanctioned event of the World Billfish Series (WBS) joining more than sixty tournaments in seven worldwide divisions of the WBS World Tour. The WBS Caribbean Division includes other top-shelf billfish tournaments, such as the BBC, San Juan Invitational, British Virgin Islands Billfish Tournament and others. www.treasurecay.com.

Timoneer Claims Superyacht Cup

After close racing and a nail-biting finish to The Superyacht Cup Antigua, the Dubois-designed 44m ketch *Timoneer* claimed victory on December 13. Jim Teeters' Bucket Rating System had all of the yachts finishing within five minutes of each other. Prize giving for 160 people was held at the Copper and Lumber Hotel in Nelson's Dockyard. www.thesuperyachtcup.com

Puma Still a Contender in Volvo Ocean Race

Antigua's Shannon Falcone is aboard as a Trimmer/Pitman on *Puma Racing Team* which finished second into Singapore on the third leg of the Volvo just before Christmas, third overall in the race to date. In a close finish, the top four boats arrived after ten days of racing from India within 20 minutes of one another. The race teams head to China and are scheduled to depart Qingdao on February 14 for Rio. www.volvooceanrace.org

Get Away to St. Lucia

Discovery at Marigot Bay in St. Lucia has put together a Mariners' Getaway package "perfect for captains in need of a break between charters, charter guests who want to spend a few nights ashore, or charter brokers looking for a short holiday between the Caribbean yacht shows and the start of the Mediterranean season." Stay a minimum of two nights at the luxury resort and they'll throw in dinner for two, complete with a bottle of house wine, and a US\$50 spa credit. The offer is valid up to April 18 with rates starting at US\$505 per night. (Conditions apply.) Tel: +1 758 458 5300 or resa@discoverystlucia.com. www.discoverystlucia.com



St. Lucia's Marigot Bay offers a getaway

PHOTO COURTESY OF MARINA AT MARIGOT BAY

Win a Free Bottom Job from Sea Hawk Paints!

Sea Hawk Paints is giving away a veritable treasure chest of prizes to commemorate the launch of their new paint, Islands 77 Plus. With every gallon of Islands 77 Plus purchased through a participating Sea Hawk Paint dealer you will receive a Scratch-Off Instant Win ticket. There are instant win prizes, gift certificates and the the Grand Prize of a Free Bottom Job with haul out and Sea Hawk Paint (up to \$2,500 value).

Sea Hawk's new Islands 77 Plus is the new Tin-Free Antifouling that leaves no harmful effects on the environment but provides equivalent protection

(Caribbean News continued on page 22)



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to their tin-based formulas. It's compatible with most other antifouling paints and incorporates a harder self-polishing polymer binding system and the highest grade of cuprous oxide available. For more information please visit your local Sea Hawk Paint dealer or visit them online at www.SeaHawkPaints.com.

Hurry, though, the contest runs through May 2009.

Complete your Grenada Board of Tourism Yachting Survey

Grenada Board of Tourism will launch its Yachting Survey in 2009. Questionnaire forms will be available at Ports of Entry to be completed and returned when clearing out. In cooperation with the Marine and Yachting Association of Grenada, GBT is hoping to learn more about how Grenada can develop and improve facilities and services, in what is a thriving sector of tourism.

Esther Thomas, Head of Research and Planning at the GBT said, "We are interested in the whole range of yachting visitors coming to Grenada, Carriacou and Petit Martinique and the form is designed to apply to everyone – liveaboards, charter clients, 'hurricane season' storage visitors and megayachts. We ask all yacht captains to co-operate and look forward to getting feedback."

Also available at Ports of Entry is the MAYAG 2008/9 Grenada Marine Guide. See also the Boating section and Yacht clearance form available at www.grenadagrenadines.com.

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(Now through May 2009 while supplies last)

www.SeaHawkPaints.com

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SAVE THE DATE

FEBRUARY 14 TO 24: ROUTE DU CARNAVAL 2009

The 4th edition of the Route du Carnaval departs this month from Port du Marin, Martinique and stops in Bequia and Tobago Cays before arriving in Trinidad for Carnival celebrations. Details at www.transcaraibes.com

FEBRUARY 19 TO 22: GRENADA CLASSIC REGATTA

Find full details on www.grenadaclassicregatta.com. Sponsors this year include www.belairplantation.com and www.lepharebleu.com.

APRIL 4 TO 28: TRANSCARAIBES 2009

Departing from Marina Bas du Fort, Guadeloupe, the rally will stop in St. Martin, the Dominican Republic, Haiti and Jamaica before ending at the Marina Cienfuegos in Cuba. Stephane Legendre of Club Transcaraibes says, "I would like to mention that those rallies are not only open to French speaking participants from France, Guadeloupe, Martinique and Saint Martin. On the contrary all nationalities are more than welcome. Some editions have accounted with more than six different nationalities." www.transcaraibes.com

APRIL 11 TO 12: ANGUILLA'S SECOND ANNUAL FESTIVAL DEL MAR

A community based culinary event celebrating the freshest catch from the sea and the fishermen who provide it, is set for Easter Weekend with free admission. www.anguilla-vacation.com

PASSAGES

Morris Yachts Mourns the Loss of Founder Thomas D.C. Morris

PHOTO COURTESY OF MORRIS YACHTS



Tom Morris

Morris Yachts announced the loss of their founder Thomas D.C. Morris Sunday, December 7. He died at home in

Southwest Harbor, Maine surrounded by his loving family. In 1972, Morris opened the doors of Morris Yachts in a boat shop he built behind the family house in Maine. His son Cuyler became President of the company in 2001.

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*Discounts valid for February 2009 while stocks last.

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Rodney Bay Marina
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Fax: 758.452.4333

Grenada, W.I.
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Fax: 473.435.2152

Grenada, W.I.
Grenada Marine
Tel: 473.443.1028
Fax: 473.443.1038

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

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Antigua, Jolly Harbour Yacht Club

The Budget Marine Valentines Regatta over the weekend of February 14 and 15 will provide Racer and Racer/Cruiser Classes each the opportunity to win USD \$1000 prizes that can be used for the purchase of Interlux paint at Budget Marine Antigua, the club reports. The Jolly Harbor Yacht Club has been holding the Valentines Regatta for 17 years. Last year, a number of larger boats participated and raised the standard of the "short and sweet" weekend regatta, one of two major events the club holds—the other is the JHR Caribbean Annual Regatta scheduled for the last week in November 2009.

Royal British Virgin Islands Yacht Club

The weekend of November 22-23 saw 13 Optimist sailors and six Laser sailors take part in the BVI Sailing Team trials to determine who will gain a coveted place on the BVI Sailing Team. Weather conditions provided some testing sailing for the BVI sailors, joined by two from the USVI—fast finishes with lots of capsizes in the strong gusts. The BVI Youth Sailing Team will be travelling this year to major events such as the Volvo Youth Worlds in Brazil and the Optimist North Americans in Dominican Republic, and will be hosting the first annual 2009 International Laser and Optimist Clinic in March at Nanny Cay. The team will be managed by the Royal BVI Yacht Club and coached by Team BVI coach Chris Watters. For more information on the team please contact sailing@rbviyc.com.

The final results (top three) with one discard over 16 races were: In Optimists: 1st Mollee Donovan, 2nd Jason Putley, and 3rd Johnathon Woods. In Lasers: 1st Alec Anderson, 2nd Will Bailey, 3rd Max Nickbarg



A total of 49 local sail and power boats turned out for the flotilla on the same day ARC boats departed Europe

PHOTO BY SLYC MEMBERSHIP SECRETARY DANIELLE DE ROUJ

St. Lucia Yacht Club

The 3rd annual ARC Flotilla sailed off from Castries Harbour on Sunday Nov. 23rd, for the newly reconstructed IGY Rodney Bay Marina, with a blast from a conch shell, and an escort from the Marine and Ports Police patrol boats. The Flotilla is held on the start day of the Atlantic Rally for Cruisers (ARC) in Las Palmas, and is designed to raise the profile of the event locally. A total of 49 power and sail boats registered in advance. This was not lost on sponsors, who came aboard for the first time. Heineken, Digicel, Columbian Emeralds, and Travel Concepts, opted to brand several boats, including crew. The boats were led through the cut into IGY Rodney Bay Marina by the mother yacht *Breeze-a-Way*, Bernard Johnson's Morgan 50, which was the first St. Lucian yacht to participate in the actual rally, in 1995. The Minister of Tourism, Honorable Allen Chastanet, along with his Permanent Secretary, Darrel Montrope, St. Lucia Yacht Club's Commodore Charles Devaux and Keats Compton enjoyed the view from *Breeze-a-Way*. Participants proceeded to Scuttlebutts, to be treated to drinks, compliments Heineken, and lunch, provided by St. Lucia Tourist Board. Certificates of participation were presented by Hayle Harvey of the SLTB, Martin Lucas of IGY, Keats Compton of the Marine Industries Association St Lucia.

The Flotilla is organized by the Marine Industries Association St Lucia and the St. Lucia Yacht Club, with generous assistance from the St. Lucia Tourist Board and IGY.

St. Maarten Yacht Club

Club members celebrated the holidays with a 21st December Christmas party, with one Alden Skull rowing boat to be raffled off and two more to be auctioned to benefit the club's Junior Sailing program. MC for the evening was Gary "Gaz" Brown. The final race day of the St Maartens Day Series took place on December 13 with six LSR boats, three Lasers, and three Optimists. Rhone Findlay dominated the Opti class and will be competing in the Florida Orange Bowl. Winner in Laser class was Jolyon Ferron, and in LSR class Robbie Ferron. The club planned a Christmas break before resuming with the Hoedemaker Series January 10.

Trinidad & Tobago Sailing Association

On Saturday December 13, the T&T Youth Sailing School organized a bake and t-shirt sale to raise funds for the development of youth sailing in Trinidad & Tobago. All the nations top youth sailors were present including the sailors from the Vessigny Vikings Optimist Training Centre, to compete in the Budget Marine National Dinghy Sailing Ranking on the waters of Carenage Bay. Categories were Optimist Green fleet, Optimist, Laser 4.7, Laser Radial, Laser Standard and Club 420. 

22nd Annual

ANTIGUA CLASSIC YACHT REGATTA

April 16th - 21st 2009

For more information please contact the Secretary at the Antigua Yacht Club (268) 460-1799
info@antiguaclassics.com www.antiguaclassics.com

Photo by Ted Martin www.photofantasyantigua.com

EVENT CALENDAR

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.



ANNAPOLIS, MARYLAND

3/14-15
Cruising Rally Association
Ocean Sailing Seminar
Industry Conference | carib1500.com
steve@carib1500.com



ANTIGUA

SATURDAYS
All Comers Race
Jolly Harbour Yacht Club
www.jollyharbouryachtclub.com

2/21
Masquerade Ball
Crew Parties | theabracadabra.com
abra@candw.ag

2/23-27
RORC Caribbean Offshore Race
Sailing | antiguayachtclub.com
yachtclub@candw.ag

3/7
24th Abras Anniversary
Crew Parties | theabracadabra.com
abra@candw.ag

3/28
Animal Farm
Crew Parties | theabracadabra.com
abra@candw.ag



BRITISH VIRGIN ISLANDS

2/14
Valentine's Day Hobie Regatta (couples)
Sailing | beyc.com | binfo@beyc.com

2/14-21
Presidents' Week Laser Regatta
Sailing | beyc.com | binfo@beyc.com

2/23-28
6th Annual ClubSwan Rendezvous
Sailing | beyc.com | binfo@beyc.com



CULEBRA

3/20-22
5th Annual Culebra Heineken Intl Regatta
Sailing | culebrainternationalregatta.com
info@culebrainternationalregatta.com



GRENADA

2/19-22
Grenada Classic Yacht Regatta
Sailing | grenadaclassicregatta.com
info@grenadaclassicregatta.com

2/27-3/1
South Grenada Regatta
Sailing | southgrenadaregatta.com
race@roundgrenadarace.com

3/13-15
Grenada Round-the-Island Race
Sailing | aroundgrenada.com
info@aroundgrenada.com



MARTINIQUE

2/14-24
Route du Carnaval - Martinique
Bequia Tobago Cays Trinidad
Sailing | transcaribes.com
contact@transcaribes.com



MIAMI, FLORIDA

2/12-16
The 21th Annual Yacht & Brokerage Show
Boat Show | showmanagement.com
Miami International Boat Show
Boat Show | miamiboatshow.com



NEWPORT, RHODE ISLAND

3/7-8
Cruising Rally Association
Ocean Sailing Seminar
Industry Conference | carib1500.com
steve@carib1500.com



PUERTO RICO

2/12-15
Club Nautico de San Juan 8th
International Regatta 2009
Sailing | nauticodesanjuan.com
vela@nauticodesanjuan.com



ST. BARTH

3/26-29
St. Barth Bucket Race
Superyacht | bucketregattas.com



ST. LUCIA

2/1, 2/15, 3/8, 3/22
Winter Series J24 & big boats
Sailing | stluciayachtclub.com
slycmembers@gmail.com

2/20-22

Sir John Compton Memorial Trophy & Diamond Dash Race to Martinique & Back
Sailing | stluciayachtclub.com
slycmembers@gmail.com

3/14-15

Round the Island Race
Sailing | stluciayachtclub.com
slycmembers@gmail.com



ST. MAARTEN/ ST. MARTIN

3/5-8

29th St. Maarten Heineken Regatta
Sailing | heinekenregatta.com
regatta@heinekenregatta.com



U.S. VIRGIN ISLANDS

2/20-22

16th Annual St. Croix Intl Regatta
Sailing | stcroixyc.com

3/27-29

36th Annual St. Thomas Intl Regatta
Sailing | rolexcupregatta.com
styc@vipowernet.net

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SOUTH GRENADA REGATTA 2009

27. FEB - 1. MARCH

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Netherlands Insurance



Friday 1 to 5pm Registration @ The Lighthouse Ship
6pm Skippers Briefing

Saturday 9am Start for the **Round Glover Island Race**

10 to 4pm Pirates Trail

12pm Start for the **12° Race**

4pm Welcome Drink on The Lighthouse Ship

4.30pm Prize Giving for Pirates Trail

7pm „The Big Prize Giving Party“ with great Live Band

Sunday 11 to 4pm Junior Sailing around Calivigny

10 to 11am 15hp dinghy time trial

4.30pm Junior Sailing Prize Giving

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			Maximum Draft	Maximum Length	# of Slips	Fresh Water	Electrical Supply	Cable/ Satellite TV	Diesel	Gas	Shower/WC	Laundry	Provisioning Bar/ Restaurant	Security	VHF Channel	Wireless Internet
Antigua	Jolly Harbour Marina	268-462-6042	10'	250'	158	•	110/220	Cable	•	•	•	•	•	•	68	•
Aruba	Renaissance Marina Aruba	297-588-0260	13'	200'	50	•	110/220	•	•	•	•	•	•	•	16/69	•
Curacao	Seru Boca	(599 9)767-9042	14'	150'	140	•	127/220	•			•		•	•	67	
Dominican Republic	Marina Zar Par	809-523-5858	12'	120'	110	•	110/220 308	•	•	•	•	•	•	•	16/5	•
Dominican Republic	Ocean World Marina	809-970-3373	12' +	250'	104	•	110/220	•	•	•	•	•	•	•	16/68	•
Grenada	Clarkes Court Bay Marina	473-439-2593	13'	60'	52	•	110/220				•	•	•	•	16/74	USB access
Grenada	Grenada Marine	473-443-1667	15'	70'	4	•	110/220		•		•	•		•	16	FREE
Grenada	Le Phare Bleu Marina	473-444-2400	15'	120'	60	•	110/220/480		•	•	•		•	•	16	•
Grenada	Port Louis Marina	473-435-7431	7'	90m	49	•	110/220	•			•	•	•	•	14	•
Grenada	Prickly Bay Marina	473-439-5265	17'	200'	10	•	110/220/ 308		•	•	•	•	•	•	16	
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	•
Puerto Rico	Sunbay Marina	787-863-0313	12'	75'	287	•	110/220	Cable	•	•	•	•		•	16/12	•
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	•	110/220/380 50/60 Hz	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
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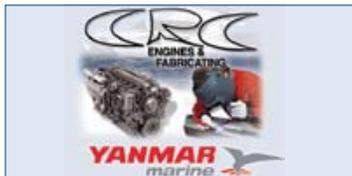


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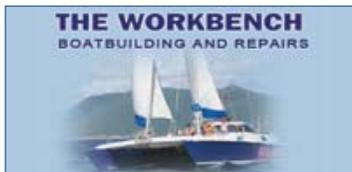
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Spring Sports Fishing Tournament PREVIEW

BY CAROL M. BAREUTHER, RD

Billfish and gamefish tournaments abound throughout the Caribbean all year long. There are plenty of local boats available for charter for those who want to angle, great parties complete with fish fries, and take-home booty to be had that ranges from cash to luxury prizes. Best of all, the tournaments are planned to take advantage of when the fish are running so there is always a chance of tight lines. Here's a sampling of what's coming up from now through June.

FEBRUARY 8: Couple's Tournament. This half-day tournament hosted by the Virgin Islands Game Fishing Club (VIGFC) is a chance for the guys and gals to fish together as a team, then party the afternoon away on Water Island's beautiful Honeymoon Beach. St. Thomas, USVI. Visit: www.vigfc.com

MARCH 7-8: 16th Annual Golden Hook Challenge. Billfish are the name of the game in this event hosted out of St. Croix in the U.S. Virgin Islands. Virgin fishing grounds to the far east of the islands are rumored ripe with granders this time of year. Visit: www.fishstx.com

MARCH 9-15: International La Guaira Billfish Shootout. The billfishing is hot in Venezuelan waters in early spring. Last year, Gray Ingram's Big OH, released 12 blue marlin, 3 sailfish and one white marlin to win the three-day all-release event. The first leg of the Spanish Main Series, the Venezuelan Open, is fished inside this event. Visit: www.intlbillfishtourns.com and www.abmt.vi

MARCH 19-22: 14th Annual Tobago International Game Fishing Tournament. The real challenge will be to see who can beat last year's record 890-pound blue marlin catch. There's still plenty of great prizes for tag and release of blue and white marlin as well as sailfish, and the catch of whopper yellowfin tuna, dolphin and wahoo. Prizes valued at over US\$100,000 awarded. This is a Southern Caribbean Billfish Circuit tournament (SCBC). Tobago, BWI. Visit: www.tgft.com

APRIL 4-7: Barbados Game Fishing Association (BGFA) International Tournament. Hosted by the BGFA, this event features prizes for both billfish and gamefish. There's always a good turnout, great local boats for charter and nightly parties. This is one of the SCBC events. Visit: barbadosgamefishing.com

APRIL 11: 10th Annual Golden Hook Dolphin Tournament. The motto here is 'fish for a day, brag for a year', and there have been some reel-bending dolphin in past years. Dolphin or mahi-mahi stars on the Award's Banquet menu making this a doubly good time. St. Croix, USVI. Visit: www.fishtxt.com

APRIL 14-17: Bimini Championship. This kick-off event for the Bahamas Billfish Championship (BBC) always draws a large contingent of anglers who want to get a jump-start on series points. No wonder. Bimini was one of the favorite fishing grounds of Ernest Hemingway. Bahamas. Visit: www.bahamasbillfish.com



DEAN BARNES

At the 2008 Boy Scout Marlin Tournament

APRIL 26: VIGFC Dolphin Derby. Boats and anglers from throughout the Virgin Islands try their luck at catching big and a bountiful amount of dolphin. Cash prizes go to anglers catching the 10 largest fish. St. Thomas, USVI. Visit: www.vigfc.com

APRIL 28-MAY 2: Central Abaco Championship. Second in the BBC Series, Abaco is a hot spot for blue marlin in the Bahamas. All tournament events take place out of Treasure Cay. Bahamas. Visit: www.bahamasbillfish.com

APRIL 29-MAY 2: TTGFA Marlin Madness Tournament. Fished out of Tobago, this is where and when the marlin bite is hot in the southern Caribbean. This is one of the SCBC tournaments. Visit: www.ttgfa.com

MAY 19-22: Cape Eleuthera Championship. This is the third of the five annual BBC tournaments. A new marina was built here last year. Bahamas. Visit: www.bahamasbillfish.com

MAY 27-JUNE 6: The Fishing Event (TFE). 'Are You Big Enough' is the tag line of this marlin tournament fished out of St. Martin. This year, the first four days will feature TFE Classic with awards over US\$100,000. The second four days will be TFE Billfish Master that will be a 15 vessel invitational. St. Martin. Visit: the-fishing-event.com

MAY 29-JUNE 1: 43rd Annual Antigua and Barbuda Fishing Tournament. Compete in either the catch-and-release Marlin or Sports fish divisions of this classic tournament that draws both visiting and local anglers. Everything from the captain's briefing to weigh-ins and awards takes place at the Catamaran Marina in Falmouth Harbour, Antigua. Over US\$15,000 in cash prizes. Visit: www.antiguabarbudasportfishing.com

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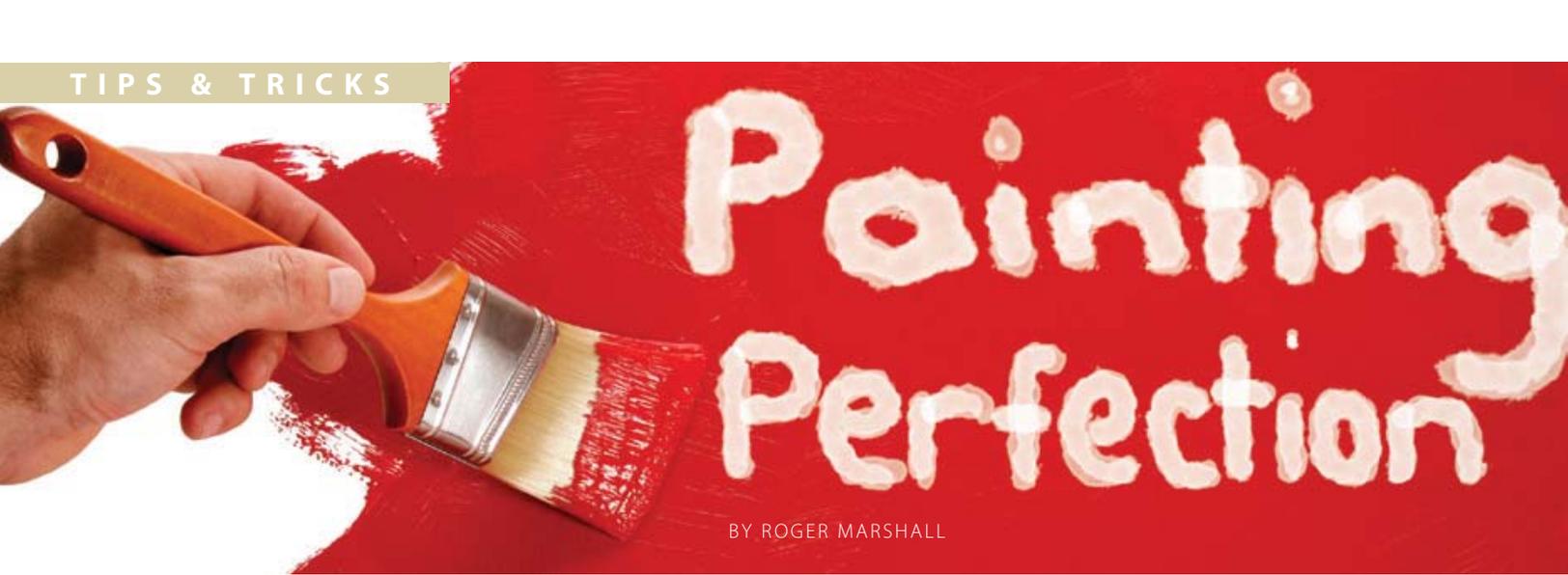
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Painting Perfection

BY ROGER MARSHALL



My son's J/24 before painting. The previous owner had simply painted a star on the topsides wherever he'd hit something.



Both sons and Dad at work, priming and sanding. At this stage we are using 320-grit sandpaper on a random orbit sander and finish-sanding with a longboard using 400-grit paper.

The rumor going around the waterfront is that painting the topsides of a boat is expensive. But that's only if you want to keep a boatyard fully employed for a few weeks while your boat is being worked on. If you do the work yourself, the cost will be far lower. In fact, about 90 to 95% of a good paint job is in the preparation. The last four hours of work are when the topsides are actually painted. This is the time that gives you the shine that you will look at for many years to come.

Consequently, you can save a huge amount of money if you do the preparation work yourself. Fully 70% of the preparation is sanding. You'll need to fill any scratches and then sand, fill scratches again and then sand again. After a lot of filling and sanding, you'll be ready to apply the undercoat of paint, and then you'll sand some more. Next you'll apply the primer coat and do even more sanding. The easy part, comparatively speaking, will be the painting. That will take only a couple of hours, and even fewer if you have a spray gun. It is the sanding that will take you days to obtain a great finish.

The sanding must be perfect – at least as perfect as you can get it. You must not be able to see or feel even the slightest scratch or bump. I thought I had a great finish until the professional from the local boatyard looked at it. His

comment was "It'll look okay when you're on the other side of the dock." So I sanded again and again until he was satisfied. Then he, the professional, sprayed on the finish coat for a few hundred dollars, with me supplying the paint.

Buying the Paint

The first step is to decide what color you are going to paint your boat. It is important to make this choice early because you may need to order the paint. Of course, you'll also need to figure out which brand of paint to use. The industry leader is Awlgrip, but it needs to be professionally applied. Plus, to ensure compatibility, you should use all the other Awlgrip products, such as Awlfair, Awlprime, and so forth.

A more appropriate option if you are not a professional painter is to use Perfection, one of Interlux's topside paints. Perfection is formulated for amateur application by brush (using the roll and tip method) or by spray. If you decide to use Perfection, you should use the Interlux range of products to ensure complete compatibility. Because I used Perfection, I'll be showing Interlux products throughout this article, but you can use paint and compatible products from other manufacturers if you wish.

Filling and Sanding

When you are ready to begin the job of sanding, check on the state of the current paint layer. If the gel coat is crazed or heavily oxidized, you will need to sand it with 100-grit sandpaper using a random orbit sander. If the gel coat is only lightly oxidized or has been painted before, you might be able to use 220- or 320-grit paper from the start.

Be sure to also check your topsides for dings and scratches. These should be filled before sanding. Sanding will allow any remaining marks to show through, which you can then fill again. Take your time with this process to get a nice smooth finish. The boat's entire finish is based up on you doing the sanding properly. Use a random orbit sander for the first cut and a longboard style sander for finish work. Don't use a finish sander or rotary sander. Finish sanders don't cut deeply enough and a rotary sander leaves swirl marks in the gel coat.

When working with sand paper, several studies have shown that most people use too fine a sandpaper to give a good "tooth" to the surface. If the

gel coat is heavily oxidized you should use 220 grit or even 100 grit to get the oxidation layer off. The final coat before spraying should be 320 grit, but many painters suggest that 400 grit should be used. I've found that 320 is usually fine when used with a longboard.

Applying a Prime Coat

If the hull has not been previously painted and you are using Perfection as your topside coat, you will need to prime the boat with Interlux's two-part Epoxy PrimeKote. Do this by thinning the paint with a compatible solvent and rolling it onto the topsides. Tip the rolled paint with a dry paint brush to remove runs and streaks. Always keep a wet edge to the paint and start and finish under the transom where errors won't be seen.

More Sanding

Now for more sanding. After the prime coat has been applied, sand the entire hull once again using 320-grit. Make sure that any dings or scratches have

The boat being sprayed by Xavier at Jamestown Boatyard, Jamestown, RI. By masking the boat ourselves, we were able to save more money.



From a green mess to a finished boat for a low cost—and a lot of sweat equity.

Rolling and Tipping

To get a good finish, roll the paint onto the hull with a paint-loaded roller, and then use a dry 3" or 4" paint brush to smooth the paint layer. Just use the tip of the brush with no paint on it and smooth the paint. Be sure to work from the masking tape to the masking tape so that you do not apply or lift the brush in the middle of the job, creating marks on the surface. I find that working from sheer to boot-top is the easiest.

been eliminated. If you have to apply more filler, do so, and then paint over them again. Be sure to sand the painted area carefully.

If you want a really great finish, mask off the boat and spray the hull with a primer that has been mixed with some of the topside color. This gives you a good base coat that helps reduce the amount of topside paint you'll need. Once the boat has been sprayed, sand again using 320- or 400-grit paper. At this stage you should not be able to see any scratches at all in the paint. Some painters say that you need to sand again at this point using 400-grit paper, but research done by 3M and others indicates that 320-grit is fine.

Topside Painting

Now comes an equally important step – topside painting. Mask off the hull and spray it if you know how to use a spray gun. If not, have a professional do the spraying. The actual spray job should take about four to six hours depending on the size of your boat. It should therefore cost about \$400 to \$1000 dollars depending on the going labor rate of the boatyard and the time needed for the painter to clean up. 🔄

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

Staysails

BY ANDREW DOVE



his article is stimulated by a number of sailing situations experienced this year with customers. Though most modern sloops have a furling headsail and a mainsail, staysails are far from untypical. Often those added to boats appear to be of little use. The usage is not clear as the majority of cruising boats see this sail as a heavy weather windward sail, but too often the sail is too small and flat to give any drive into a formed sea. On a purposely-designed Cutter rig, the Yankee, staysail combination can function very well. Both sails accelerate the wind and, combined with the rest of the rig, make a logical upwind and reaching choice.

In the 16th century we find numerous references to the staysail. It was discovered that you could set a triangular sail on such a stay, and this turned out to be an important breakthrough in the development of sailing ships with respect to balance and performance. In the glory days of IOR racing, staysails and bloopers were in their heyday. I am certain that the names and shapes of these sails go beyond my memories of tallboys; dazies and Genoas (staysail).

However often on a boat designed for a single headsail where an inner stay either permanent or demountable is installed, the windward usage of a staysail can be limited. Many boats I work with, for reasons such as the foredeck hatch position or the windlass, have their inner stay set well back. For aesthetics or to full opposite a runner, the mast tang can be fairly low down the rig. As the sail moves after, the sail has to be set in front of the spreaders and the available sail area reduces. This

is often exaggerated by a dinghy on the deck, a radar on the mast and an available luff reduced by a full meter due to the usage of a furling system.

The resulting sail is at the best small and if not optimized, minute. As a heavy weather sail the boat must have reduced sail area but must have enough power up forward to maneuver and master the oncoming seas. A self tacking staysail, generally set on a boom, is practical, but again to set the boom in front of the mast

and to use a common sheeting system reduces the LP by another 10%. I have built a few fully battened hanked on staysails with a positive roach. The bottom batten like on many beach cats replaces the boom well. This solution is lighter and the roach allows the sail both to twist and maximizes surface. All this isn't to say that a typical staysail does not have a windward role but care I believe is needed if this sail is to function well.

Where this sail does have a role to play is off the wind—and the usage in the Americas Cups or on modern race boats is the proof. Under spinnaker on certain points of sailing, the staysail helps air flow and moves the centre of propulsion forward and reduces rudder angle and the chance of broaching. The ideal downwind staysail is not cut or made in the same material as the upwind sail. But for cruising purposes we can always compromise a little. However if the boat is equipped with heavy Dacron sails, the dual function of the staysail may justify a lighter

high tech staysail which as small may not be that expensive.

When under spinnaker or gennaker when you decide to try the staysail an important tip is to take one's time. Check your boat speed for a good few minutes before hoisting. Check your rudder angle if you can. Then hoist and set the staysail, settle down and check the trim, then over another extended period check hull speed and rudder angle. Generalities are often floored but between 90 and 120 degrees apparent, the staysail should pay and make sailing more comfortable. Again try

this under good conditions first, smooth seas and moderate winds.

In light airs the staysail often does not twist and the spinnaker does not fly out enough. In this case the staysail will have a negative effect on performance. In heavy weather the staysail if maintained but eased to the limit of backing can avoid broaching under spinnaker or Genoa's.

My understanding of the types of staysail mentioned earlier is: the tall boy has an LP of 100 to 110% and has a high hoist. The clew is

(Continued on page 34)

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generally high to allow a sheeting position off the boom to broaden the sheeting angle. The dazy was of Dutch origin and has an LP reduced to 80 to 85%. This sail is generally built light. The Genoas staysail has a reduced hoist often 70% of available hoist but an important LP of 80 to 100%. Such a sail suits a boat with less stability. Naturally the typical windward staysail is a fourth version.

As in any situation where a number of sails interact as with a ketch, trim begins and is controlled by the forward most sail and the sails aft adapt to the sail in front. When the interaction works, speed advantages are had and boat handling becomes comfortable. However the balance and critical angle can be fine. If you enjoy cruising with an MPS then thought should be given to a free flying light staysail to make this point of sail both more comfortable and performant. The free flying option requires little extra equipment other than a quality halyard and a light weight sheet. If you want a little more control over this sail a modern single line Code 0 furler is ideal. For this the sail has to be finished with a double roped luff. Normally my thoughts are to minimize material but a downwind staysail is a positive addition if you enjoy a boat that balances and performs well. It certainly is another toy and obviously this is not an advertisement by a sailmaker. ☺

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



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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," and a new sequel, "Sunfun Gospel."



Pirates

Well, now we know it for sure. The pirates of the world are those inhabiting first world industrialized countries while fun loving adventurers in the Caribbean have been taken for a ride. It has become clear that politicians, financiers, captains of industry and corporate executives have been enriching themselves at the expense of all of us. And they were so cunning, quiet and secretive that not an 'Aaaarhhh' could be heard amongst any of 'em. And a lot of struggling 'thought-they-were-pirates' in the Caribbean are not happy about it. In fact they're even planning subtle ways to get revenge.

One pretty young yacht chef Charlie spoke to recently is substituting Whiskas for expensive French pate. "Sour milk sprinkled with ammonia is almost identical to camembert," she confided. "And there's a certain part of a donkey's anatomy that can double as smoked sausage. We're going to save a fortune."

"Our cuisine is described as Asian/Continental so we'll be offering 'Seafood Bisque.' This is so easy: you just scrape the bottom of the dinghy and the barnacles and seaweed boiled together make a fantastic soup. Sea slugs are everywhere and sliced thin and dressed up with a bit of dildo cactus they make a fine entrée: this specialty I have christened 'Aphrodisiac Gourmand.' It's all in the presentation—and if they don't like it, I'll show 'em up in front of all their friends. Anyway, they're usually afraid to admit it for fear of being thought ignorant."

The young lass would've fit right in on the *Black Pearl*, Charlie thought to himself. Next it was the captain's turn to describe his cost cutting ideas and Charlie thought he knew straight away what his answer might be. But he was surprised. Instead of watering down the booze he said he'd decided to charge it up a bit. "Yep, hundred per cent alcohol. Get 'em loaded in a hurry and next morning they won't care where they are. I'll just leave the anchorage, cruise for ten minutes and anchor back in the same spot...oh, a few yards away I suppose. Gonna save a fortune in gas. The use of my expensive water toys will be limited to two minutes a day but healthy hiking tours will be encouraged. I mean this is the era of the eco-vacation. Gas guzzling water sports are out and heart-healthy hiking is in—and forget what it says on the brochure."

"Snorkeling will be encouraged too; it's relatively eco friendly and cheap. But if they start stepping on fragile brain coral or kicking the spindly and jagged stag horn coral, I'll be on 'em in a flash. I just can't afford to let my precious Italian fins get damaged." Charlie nodded sagely. It was going to be a difficult season but Caribbean crews were gearing up for battle. 🌀



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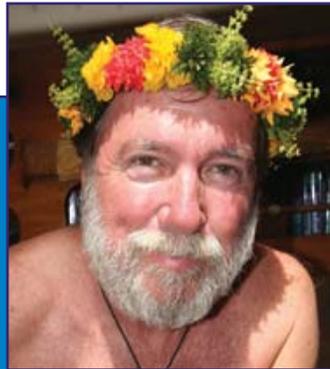
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Rigging the Facts on Freudian Sloops

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You might have noticed that different sailboats have different rigs. Once upon a time, things were easy—then the other caveman stood up on the log. Ever since, we've been arguing about which rig configuration is best.



Basically, all dumb sailors believe that the rig of their boat is the best because... well, it is the rig of their boat! And they are geniuses. So, it HAS to be the best!

This is stupid.

I feel this way.

But let's turn to science: ever heard of Freud? He was the first to point out the obvious, that sloop sailors are focused solely on their... penis. It

is the solitary star of their show. Just listen to the language: how they 'erect' their mast, how they like to 'keep it up,' etc. Oh, sure, you can pretend that the terminology isn't sexually-loaded—but that's just denial.

"Pole-tip up," they shout on the race course. They brag about how long they can stay 'hard on the wind.' Even the individual boat-bits smack of smut: spreader, cockpit, strut, masthead, etc.

I mean, how many different disgusting ways can sailors use just the word lay: as in lay-line, lay-the-mark, lay-day, lay-of-the-land, etc. This

starts from the very beginning: while lofting my 36 ketch *Carlotta* I had to draw dozens of 'buttock' lines... hardly subtle, eh?

Even traditional sailors get into it by always 'thrusting' their bowsprits into virgin anchorages, etc. I guess all that hemp cordage makes 'em somewhat kinky: why else would they have spankers?

Yes, maritime traditions change. Long bowsprits used to be called 'widow-makers' but are now referred to as the Johnny Homes. Even the Colin-Archer types—the traditional double-enders of Scandinavia—have joined in. "Our outboard rudders aren't the only thing aboard which are well-hung," a smirky Swedish sailor once told me.

Offshore sailors are the worst: always beating and taking a pounding and plugging away... on vessels named *Randy Tarr*, *Sin or Swim*, or *Dick's Playpen*.

If you think I'm making this up—check out the traditional sea chantey which begins, "Twas on the good ship Venus..."

Obviously, split-rigs represent a gender-conflicted sailor. Schoonermen are led by the immaturity of their 'younger, more boyish' spear-spar forward—while ketch sailors think maturely first—then 'get wild' with their sapling mast aft.

Multihullers are... notoriously confused. The only thing they agree on is to not agree with ANYTHING EVER done on a mono-morons boat. Cat sailors are, well, bluntly, bi. But even more bizarre is the obvious anger of the touchy, gender-blending, sea-spider aficionados.

"I'd never sail on a fat-arsed lead-mine," huffed one tri-huller, "when I could be lightly skimming across the Pacific in a traditional Polynesian Fakkafakka design."

Some modern cats have such 'spar envy' of split-rig craft—they've put a mast in each hull and, thus, doubled the size of their erection... if not their boat speed.

Not all sailors of multicoques are into hyper-speed: some hefty hedonistic cat sailors prefer to savor life in the slow lane with "a beamy broad and a boat broad-of-beam!"...then there are the proa sailors who are never quite sure which side of the bread their butter is on.

Yes, variety is the spice of life. One lovely Herroshoff design (named *Star*) in Nevis sports three masts... obviously some Caribbean sailors think the 'more members, the merrier' when it comes to rigid protrusions.

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Gaffers attempt to make up for their puny length with their long booms, stout gaffs and noble topmasts. Certain women prefer these Neanderthal-types, others complain they 'peak' too early.

One prudish British gal recently jumped overboard when her traditional Cornish sailorman commanded her to "sweat up the throat!"

Beach cat sailors are notoriously... chafe-resistant. And don't seem to mind sand anywhere.

Of course, the owners of many local racing craft are aging. This isn't openly discussed, just hinted at. For instance, I asked one silver-haired old Maxi duffer if he was going to do the Rolex regatta and he just shrugged and said, "Depends." ...which was more about him than I needed to know.

I mean, sure the parties at the regatta on Sint Maarten are fine but afterwards... well, *droop!* Ditto ASW (Antigua Sailing Weak).

Yes, we baby-boomers are aging. I had to tell one elderly cruiser heading for Trini that it wasn't famous for bed pans...

Of course, there are some positive aspects to aging. For instance, I've found that as my memory fades, my conscience clears.

We now wear name tags on *Wild Card* because at a recent cruisers party in Thailand I attempted to seduce my *wife*.

Yes, the island of Phuket is easily mispronounced. It takes awhile for some sailors to adjust. Recently a ketch pulled up to the fuel dock at Ao Chalong—and a little Thai girl in short pants and platform shoes pointed to the aluminum spar which holds the bottom of the mainsail and mizzen in rapid succession.

"...boom-boom?" asked the puzzled owner.

"...four bucks," said the girl. (If you sail away with one, it's called 'Thai take-away' in modern sailor's lingo.)

Yes, there's a lot of things about sailors you might not want to know. For example, it is believed that early mermaid myths were spread by lonely sailors sighting bewhiskered manatees—I've been there, alas, while wearing my beer-goggles.

None of us are without sin. I suppose all long-time Caribbean hands have strapped the landlubbing hubby of some gorgeous blond into the bosun's chair—and sent him spinnaker flying in forty-knots-and-gusting for a couple of sensuous hours.

Ditto the ole '...wind-surfing lesson' trick which was so popular with single charter captains. (Hint: crank up Jimmy Buffet on the cockpit speakers so you can't hear his pitiful screams.)

Yes, I'm a romantic. And I love the sea. But I'm also a realist and I know it is hard to keep a sweet secret around a gossip-clogged waterfront.

For instance, one young 'new-to-cruising' lady who sailed into our harbor recently blushed deep red when I commented to her on how active she'd been during her first week.

"...my God," she gasped, "how do you know?" I explained to her about how sailors traditionally rise at dawn—and always reflexively check out which dinghy was behind which boat.

"...solution?" she whispered in mortified shame.

"...can you swim?" I asked.

...yeah, she's a regular Esther Williams now. ☺

Editor's note: Fatty and Carolyn are currently in Langkawi, Malaysia. They have just finished a major cockpit project and thus vow they will 'do nothing of any value' in 2009. For more Fat-flashes, see fattygoodlander.com.



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FOOD, DRINK & MUSIC – Coordinating the Regatta Village

BY CAROL M. BAREUTHER, RD

At the BVI Spring Regatta Village



DEAN BARNES

Sailors from around the world come to Caribbean regattas for the superb sailing conditions, keen competition and top rate event management. They, along with family and friends, also race for the fun and rum-and-reggae beach parties. Throwing a party for thousands of people is a big job. It takes a year or more of planning, according to Judy Petz, director of the BVI Spring Regatta & Sailing Festival, who has capably handled this task for the past six years.

"We start planning immediately after the current regatta ends," says Petz.

Nanny Cay Marina and Resort has a long-term contract with the BVI Spring Regatta & Sailing Festival to host the event. This, Petz says, "makes it easier to plan for expansion and changes at the venue. However, activities in the village do change each year to better suit the participants and make it more fun."

The Village is a real focal point of the regatta. It's the food, drink, entertainment and story-swapping hot spot.

"Planning the Village again is a yearlong process," says Petz. "We have a Village Manger and coordinator on the committee who oversee all the areas of the village such as food, music, the bar—which is huge, tents, and many more details."

As for food, Petz says, "We try very hard to have unique vendors and we offer the opportunity locally first. Each food vendor supplies a menu so we can assure having a variety of food for all the participants and guests. We plan so that if you never left the venue you could have something different to eat and drink every day."

Choosing bands for the coming year is a committee discussion that starts at the conclusion of the prior year's regatta. "If a band is a good draw and plays music the crowd enjoys, they will be asked to come back. We strive to create a mix of Caribbean/International music. Over the years, we've been fortunate to have some headliners that are really great. On occasion we will bring bands in from New York or other countries as well," Petz says.

Many sailors race as fast on land as on sea to get a front row seat at the regatta's annual Fashion show.

"We are fortunate to have a local company, HIHO, who specializes in swim, dive and beach attire," says Petz. "They coordinate the models. We promote the event and provide the music."

Running the Village and keeping everyone happy takes a small army of volunteers.

"Volunteers are critical to the success of the event," Petz says. "We are very lucky that the community enjoys helping out, whether on the water for the race committee, which takes about 100 people per day, to those who help bar-tend. We try and make it a fun experience. My quote is always, 'It can be hard work, but we'll try to make sure you have a good time doing it.' Plus, volunteers get free stuff like T-shirts, hats and what ever we can do to make them happy."

Petz continues, "It takes about three to four months to find all the different groups of volunteers to help. Some are involved in advance of the event. Others coordinate the volunteers on the water, for the bar and for ticket sales. Still others help put up banners, run errands, answer phones, work on registration, set-up and break-down the village. The list is quite long and the Spring Regatta committee and myself personally have been very fortunate to have great support and help. After all, this is an international event and how it's managed has to be perfect."

Another source of support is the BVI Tourist Board.

"I've been working with the BVI Tourist Board for the last six years," Petz says. "They have been an incredible support to the regatta. For example, they have helped us extend a marketing arm to all their international offices. The BVI Spring Regatta & Sailing Festival is one of the largest events in the country. When we promote the regatta we are essentially promoting sailing in the BVIs. A lot of our participants come back to sail or vacation on land."

Petz adds, "I think the most important thing for anyone attending the event to realize is that the majority of people who are helping are volunteers and to respect them for that. Otherwise, it's to have a great time, enjoy the racing, enjoy all the activities of the Village and to support the regatta as much as possible. The regatta committee donates proceeds from the event to help advance sailing the BVIs. We support the Olympic committee, the local sailing club and the community at large who support all of services we need to run such a successful event."

For information on 2009's BVI Spring Regatta and Sailing Festival March 30 to April 5: www.bvispringregatta.org.

Ferron Represents Caribbean at World Yacht Racing Forum

Budget Marine's Robbie Ferron from St. Maarten attended the first World Yacht Racing Forum

Robbie Ferron participated in the World Yacht Racing Forum which took place in December at the Grimaldi Forum in Monaco. Founder and co-owner of the Budget Marine Group, and widely-known for his many contributions to the Caribbean nautical world, Ferron was invited by event organizers to speak in a debate, "Assessing the Impact of Sailing Events on Host Cities and Venues."



PHOTO COURTESY OF WORLD YACHT RACING FORUM

Over 300 key figures from the yacht racing industry attended the conference with a schedule that included 37 speakers from 15 different countries.

"This was the first running of this event," said Ferron. "The participation level was awesome, to say the least, and the room was crammed with many of the most famous people in sailing."

Organized by the Informa Yacht Group and hosted by the Yacht Club de Monaco under the patronage of HRH Prince Albert II, the Forum brought together some of the best known sailing events, racing teams, sponsors and venues to meet, network and debate key issues around the business of yacht racing.

The two day format featured presentations and panel discussions on key subjects, according to the organizers, including the global growth of yacht racing, maximizing the exposure of the sport to media and broadcast, the growth of classic yacht racing, learning the value of sailing sponsorship, and the rise of yacht racing events in the Middle East and Asia. There was also a separate panel discussion on the future of the America's Cup, and the future of multihull racing.

"The focus was very much on the sports marketing side of sailing and in this respect, the professionals and the high tech are getting an inordinate amount of attention," said Ferron after he returned from the forum. "Recreational and non-extreme activities don't cut it in this media environment."

Most of the discussion was about Americas Cup, Vendee Globe, I Shares Cup and World Match Racing Tour, Ferron said. "The participants were from all over the world but the UK was over-represented. Nothing related to the Caribbean at all except for my very short presentation."

In summing up the discussion of the impact of sailing events on host cities and nations, organizers reported in their follow-up notes that the potential is huge: 500,000 people followed the start of the Barcelona World Race; the Velux Ocean Race drew 300,000 people to Liverpool and huge crowds at the start in Bilbao. Rod Carr, CEO of the RYA (Royal Yacht Association), used Croatia and Great Britain as examples of nations that have used yacht racing as a focus in their strategic planning. The Olympic Games and other global events can have a major effect on a city.

"The conclusion I reached was that in the Caribbean we need to be a lot more sophisticated in respect of our media content development and distribution if we are to compete with the likes of the major events like Americas Cup," Ferron said. "The level of operation of sponsorship management is much more advanced than I thought."

Pat Lilley, Chairman of the Forum, highlighted the quality of the debates in his closing speech, announcing that the event should and will be repeated on an annual basis. www.worldyachtracingforum.com

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ARTICLE & PHOTOS BY KYLIE DEACON & MIKE SHAW

Welcome to Jamaica, Welcome to Paradise.

This was the greeting we received as we made our way to the harbour of Port Antonio, Jamaica. After breaking the golden rule, we entered Port Antonio in the dark, but only because the entrance is wide, very well marked, and it was a calm night with a full moon. The entrance is very straight forward with all buoys being lit and the Folly Point lighthouse being visible for miles.

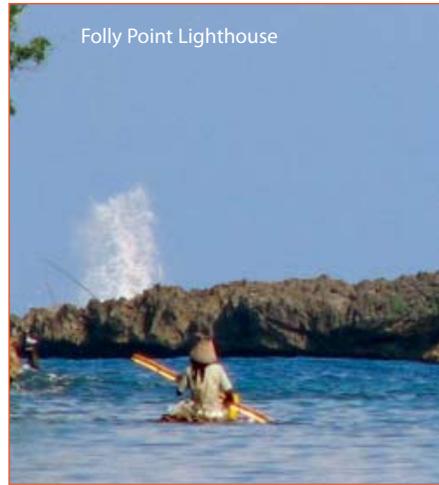
We woke up our first morning in Jamaica with the Blue Mountains (famous for their coffee) making a beautiful backdrop to the Errol Flynn marina and the town of Port Antonio. Because we arrived on the weekend, quarantine, customs and immigration made their visits sporadically throughout Saturday, but an arrival during normal working hours brings no problems and they arrive one after the other. And... there is no charge.

We chose to take our Cheoy Lee B30, *Meggie*, to the dock to carry out the customs procedures and were met with a warm welcome from the marina manager, Dale Westin. Dale was very informative and helpful, supplying us with a folder from Errol Flynn marina including information needed for our stay.

Once we were cleared by all officials (who were very friendly), we chose to take a mooring ball, which for \$10 US/night, gives you access to all the facilities at the marina including: HOT showers, a pool, WiFi internet, laundry facilities (\$3.50 US each for wash/dry) and gated complex, making security a non-issue.

The harbour is very well protected, due to a reef and Navy Island (which is rich in history). We experienced stiff winds from the northwest through to the southeast and only had a slight chop in the harbour, however the actual dock area was calm as could be.

The marina is very well maintained, safe and has a great staff. Everyone keeps busy, but makes time for all visitors and all are very informative and helpful. The marina is very lucky to have such an excellent dockmaster,





Errol Flynn docks

George Munro, who will help you in any way he can. Errol Flynn also has a haul-out facility and although we did not use this, we only received good reports.

Outside the marina complex is the bustling little town of Port Antonio. We found the people most friendly who greet you with a smile and a "hello." When met by hustlers, a "no thanks" usually is sufficient. If tours are your thing there is plenty to choose from. Rafting the Rio Grande, a car tour into the Blue Mountains visiting the coffee plantations or hiking and numerous trips to different waterfalls. A short local bus ride east will take you to Frenchman's Cove, the famous Blue Lagoon and numerous beautiful beaches, some of which are the nicest we've seen in the Caribbean.

A trip to Kingston is roughly a three-hour ride each way, as the road is under construction but once finished should be quicker. There are numerous restaurants to choose from, although our favourite was Piggy's, a local jerk stand. We asked locals and were assured that Piggy's made the best jerk chicken in town, and we can concur that it is pretty damn good.



From Port Antonio it's quick sailing along the north coast to Montego Bay at the northwest tip of Jamaica, which lays about 95 nautical miles west. We used "A guide to the Northwest Caribbean" by Stephen Pavlidis, which is the only recent guide for the north coast of Jamaica, and found it very good with accurate information.

However, we didn't have the opportunity to stop along the north coast as a large northeast sea was running, making most (if not all) anchorages untenable, but we did meet a sailing couple who had circumnavigated Jamaica stopping at all the anchorages, and they assured us each one was beautiful and they experienced no security issues. As always, use your own discretion and common sense when exploring this

island, as there have been reports of boardings in the past.

If you're looking for a non-touristy, quaint island setting, then Port Antonio is a fantastic stop. Jamaica has plenty to offer not only in Port Antonio but other areas as well. Montego Bay makes a great spot to provision and the yacht club is a lovely place to have lunch, a swim, trade your books at the swap or a chance to get in on the race scene on the weekends. It's also a great place to stage to go to the Caymans, Cuba or Honduras.

A little off the beaten track, but well worth the sail. We chose to sail from Curacao to Jamaica in our little 30 footer, sailing with wind, current and waves. The passage only took us 4.5 days and we experienced perfect sailing conditions. Like the advertisements say..."Come to Jamaica, mahn".

Kylie Deacon and Mike Shaw have been living for two years aboard Meggie, a Cheoy Lee Bermuda 30 built of teak wood that they have rebuilt. They have sailed their boat from the Great Lakes in Canada and are currently enjoying the Caribbean.

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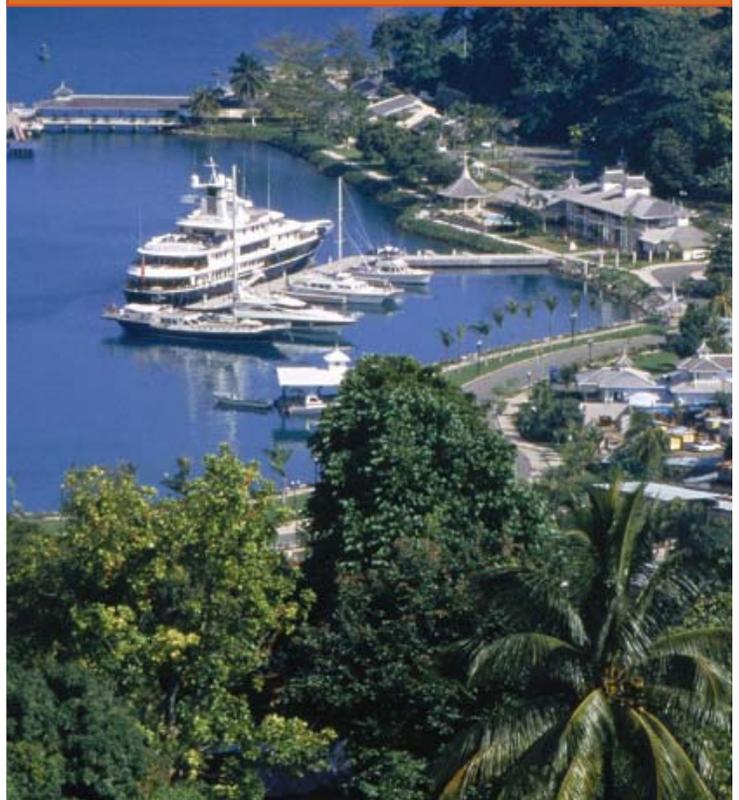


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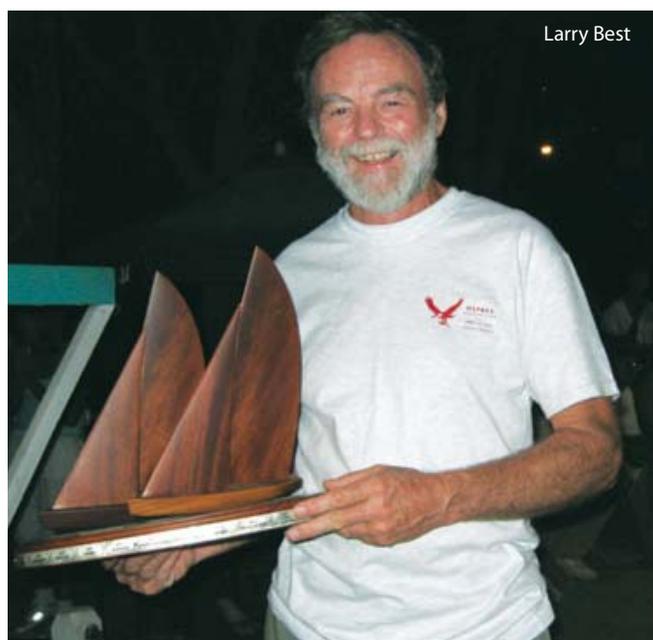
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Osprey First Across the Line in Coral Bay Thanksgiving Regatta

ARTICLE & PHOTO BY LYNDA LOHR

When the first horn sounded at the Nov. 28 and 29 Coral Bay Thanksgiving Regatta, *Osprey* was first across the finish line located outside Coral Harbor. The Luders 44 is owned by St. John residents Larry Best and his wife, Lee Stanciauskas. Best said he got new-to-the-boat sails from *Osprey's* St. Croix-based sister ship, *Frolic*, which gave him the edge.



Larry Best

"They were perfect sails on a perfect day," Best said. He and his crew have raced in the Thanksgiving Regatta about 16 times, and Best said every time, he's had Nelson Uzell as his grinder. Best gave credit to all his crew, but particularly Uzell for his hard work.

Like Best, numerous participants said they liked the lighter winds that blew 10 to 14 knots for

the two-day event. A total of 18 boats raced in Nov. 28's single handed regatta, with 27 participating in Nov. 29's crewed race. While the PHRF (Performance Handicap Racing Fleet) boats raced in their own class, the race committee changed the format for Saturday's race for the other boats. Instead of racing by classes, the boats raced pursuit style with the boats starting at different times based on a handicap determined by the race committee.

"We took the results from the last five years," Dick Burks, who co-chairs the race committee, said. The first boat across the finish was the

winner, but the committee also gave awards based on boat size. The regatta brought out plenty of experienced sailors, including some on boats that lived on long after their owners.

"Stu trained it well," George Stuckert said of the late Stu Lister. Lister, who died many years ago, sailed on *Zing*, a J-30 now owned by Stuckert, a St. John resident.

Other participants had only sailed for a few weeks before they entered the race. Marie Naisby and her crew of three fellow St. John residents took up sailing at the St. John Kids and the Sea adult program. They sailed one of the KATS boats, an Ensign 23 called *Thetes*, to a first place finish in the under 30 foot class. "We had a wonderful crew and we got along well," she said.

Every year for the past several years, the members of Coral Bay Yacht Club, which sponsored the regatta, and those who attended the post-race party at Skinny Legs Bar and Restaurant in Coral Bay raised their glasses to someone who died during the past year. This year it was Dan McClung, who died recently.

McClung, with his wife Marla, owned C4th, a Coral Bay company that manufactures embroidered hats and shirts. They were long-time supporters of the regatta. "We'll miss him," master of ceremonies Dave Dostall said.

The regatta committee also honored Augie Hollen, who built the first Cowhorn boat on the beach at Coral Bay. Hollen received the Coral Bay Thanksgiving Regatta's Steve Dawes Spirit of the Regatta award for spearheading the effort that eventually saw nine boats built on Coral Bay's beach.

"It was accidental," Hollen said after receiving the award. He started building a boat, but said soon there was so much interest, he built a mold so he could share the design with others. One of those early Cowhorns still sails out of Coral Bay Harbor. It started its life as *Galette* but is now named *Callabreeze* and owned by St. John resident John Constanzo. 📷

Editor's note: For more on Augie Hollen and Cowhorn boats, read Peter Muilenburg's memoir in this month's issue.

RESULTS

NOV. 28 RESULTS

Single handed under 30 feet

Zing, 1:50:30
Silmarillon, 2:16:46
Zephyr, 2:23:35

Single handed 30 to 40 feet

Dream Time, 2:01:40
Mystic, 2:02:29
Cloud Nine, 2:24:21

Single handed over 40 feet

Mangele, 2:49:10

Gaffers 35 feet and under

Sweet Ting, 2:27:04
Callabreeze, 3:10:27
Buxom, 3:32:36

Gaffers over 35 feet

Ushuaia, 2:55:27
Tamar, 3:03:50
Breath, 3:12:50

NOV. 29 RESULTS

Under 30 feet

Thetes
Online Vacations
Yellow Menace

30 to 40 feet

Ocean Wave
Dream Time
Mystic

Over 40 feet

Levana
Shamwari

Traditional under 40

Elinor Louise
Tamar
Callabreeze

Traditional over 40

Breath
Liberty
Ushuhaia

PHRF

Osprey
Top Gun
Zing

Long time St. John resident Lynda Lohr lives in Coral Bay. A reporter by trade, she has written for numerous international, national, regional, and local publications as well as travel and news websites.

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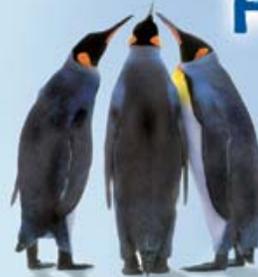
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TULLOCH, CANFIELD WIN 1ST ANNUAL CARLOS AGUILAR MATCH RACE CHAMPIONSHIP

BY CAROL M. BAREUTHER, RD

The Caribbean's finest sailors and the world's best match racers squared off in St. Thomas' Charlotte Amalie Harbor in early December at the 1st Annual Carlos Aguilar Match Race Championship, presented by Trident Jewels & Time. The result was thrilling racing with suspense from start to finish, and more than one surprise ending. This was all delivered in a venue that saw locals set up beach chairs and visitors stop their shopping to watch.

After two round-robins raced on two successive days, it was Texas native Genny Tulloch and her crew who emerged victorious in the Women's Division title. This feat came after a down-to-the-finish line last match with California's Liz Baylis, ranked 4th in the world of women's match racing and former Rolex Yachtswoman of the Year.

"In many match races you're just concentrating on your opponent," said Tulloch, female collegiate sailor of the year at Harvard and member of Roy Disney's *Morning Light* crew for the Transpac 2007. "At this event, we also had to focus on the constantly shifting winds which made it really challenging and fun."

Anyone watching Olympic sailing this summer on television instantly recognized Florida-based Anna Tunnicliffe, who won gold in the Laser Radial. Tunnicliffe, her hand firmly on the tiller of an IC-24, met her match more than once.

"Match racing and fleet racing are both fast paced and intense," said Tunnicliffe. "The difference is that in match racing, you're on for shorter periods of time."

In the Men's Open Division, it was St. Thomas' Taylor Canfield who won. "I've done a fair amount of match racing this past year and this win is an incentive for me to keep going," said 19-year-old Canfield, currently ranked 152 in ISAF's Open Match Race Rankings for October 29, 2008, and a member of Boston College's Sailing Team who would eventually like to compete in the ultimate match race, the America's Cup.

Canfield triumphed over fellow islander and teenager, William Bailey, in a final best out of three races that saw Bailey take a dip in the harbor when a penalty flag flew out of his hand. This allowed Canfield time to do a penalty turn and finish ahead of Bailey by five to seven boat lengths to win.

"One team couldn't make it, so I volunteered to sail two days before the regatta," said Bailey, an avid Laser sailor and member of the Antilles High School Sailing Team. "Maurice (Kurg) was awesome. I learned so much from him. It was amazing."

Kurg, who served as Bailey's tactician, crewed for St. Thomas America's Cup sailor, Peter Holmberg, during Homberg's international match racing days in the 1990's.

Being a good sailor doesn't make you a good match racer. This is something Puerto Rico's Fraitto Lugo found out.

"I didn't have any match racing background before coming here," said Lugo, undisputedly the fastest IC24 skipper in the Caribbean. "It showed. The first day we lost all of our matches. We were always defenders, never contenders."

Winning Men's Open Division Team; Skipper Taylor Canfield far left



Not depressed, Lugo was impressed into action.

"I met with Peter (Holmberg) and a few of the judges that evening and they taught me the rules and what I had to do," said Lugo. "The second day, I applied that and it was a totally different game. Being a good sailor means knowing how to do it all, fleet racing and match racing. We want to do more match racing and set up some events in Puerto Rico."

At the Awards Ceremony at Yacht Haven Grand Marina, all agreed the event was a success. Holmberg, who served as Principal Race Officer, summed this up nicely when he said, "This regatta was as good or better than any Grade I event I've sailed in around the world. It's gratifying for me to showcase my home island this way and also to help jump-start match racing in the Caribbean."

The one person missing was Aguilar himself. Gunned down in November 2007 following a robbery at his home, Aguilar loved sailing and took an avid interest in teaching the young members of the St. Thomas Yacht Club how to race. Ironically, the first and second place finishers in the Men's Open Division – Canfield and Bailey – both were Aguilar's protégées.

"Carlos loved the kids, sailing and teaching," said St. Thomas' ISAF Judge, Pat Bailey at the Awards. "He would have wished he were here." 🙏

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

RESULTS

MEN'S OPEN

1. Taylor Canfield, St. Thomas, U.S.V.I.
2. William Bailey, St. Thomas, U.S.V.I.
3. Alec Anderson, Tortola, B.V.I.
4. Chris Haycraft, Tortola, B.V.I.
5. Peter Stanton, St. Croix, U.S.V.I.
6. Fraitto Lugo, Puerto Rico
7. Chris Currei, St. Thomas/El Salvador
8. Frits Bus, St. Maarten

WOMEN'S DIVISION

1. Genny Tulloch, California
2. Liz Baylis, California
3. Anna Tunnicliffe, Florida
4. Lee Icyda, Rhode Island/St. Thomas
5. Sandy Hayes, Massachusetts
6. Louise Bienvenue, New Orleans

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U.S.V.I.

More rum will flow this year
at St. Croix Yacht Club

PHOTO COURTESY OF ST. CROIX INTERNATIONAL REGATTA BY DEAN BARNES

HO, HO, HO AND THE RUM WILL FLOW at 2009 St. Croix International

Rum, great sailing, and more rum will characterize the February 21-22 St. Croix International Regatta at the St. Croix Yacht Club in its 16th annual outing. Sailors will go for the Cruzan Gold with the promise of even more rum than last year – the organizers have added a second skipper-weight in rum for the most competitive boat in the most competitive non-spinnaker class.

Besides the second rum prize, new this year is a one design class – Rhodes 19 – and two round trip tickets on Seaborne Airlines' seaplanes for the best visiting yacht.

The regatta is now a two-day event held annually on the weekend following the US President's Day holiday in February. Simultaneously, the club holds the St. Croix Optimist Regatta for 8 to 15 year olds, now in its 6th year.

On average, 40 boats compete, with 60% coming from the other Caribbean islands and the US. The St. Croix International is sponsored by the St. Croix Yacht Club, founded in 1952. Supporting sponsors are Cruzan Rum and Team San Martin of RE/MAX St. Croix.

To arrive by air, sailors can utilize daily direct flights from the US mainland or Puerto Rico. There are also connecting flights from St. Martin. From St. Thomas, Seaborne Airlines' seaplane operates throughout the day – right over the racing venue.

For full details on the St. Croix International Regatta, including results and photos of past events, accommodations and visitor information, visit the official website: www.stcroixregatta.com. www.stcroixyc.com or contact: Julie San Martin, Director 340-773-1048 x 11, Julie@teamsanmartin.com.



JOHN CONNOR

Preview submitted by St. Croix International Regatta

Reduced Fees, Free Berthing for IRC Yachts at **International Rolex Regatta**

The 2009 International Rolex Regatta hosted by the St. Thomas Yacht Club, with racing scheduled for Friday, March 27 through Sunday March 29, is lowering entry fees by 25% and offering IRC boats free dockage at two island marinas.

"There are plenty of great reasons to sail in the International Rolex Regatta," said Event Co-Director John Sweeney, noting that this is the 36th running of the event, "but every year we work to make it better, especially for those bringing their boats from greater distances. With the economy as it is, providing logistical aid for visiting yachts and making the event more affordable this year feels like the right move."

The 25% cut equates to a \$100 discount for boats sailing IRC, CSA and One-Design, and \$50 off for beach cats. Organizers also are standing by to provide logistical assistance for owners and captains who are coming to the regatta.

"If you plan to stay on a mooring near the Club, we've got one with your name on it," said Sweeney, emphasizing the user-friendly aspect of the regatta. "If you want to drop your hook at nearby Christmas Cove, we provide free launch service. If you prefer to be on a full-service dock, American Yacht Harbor (www.igy-americanyachtharbor.com) and Yacht Haven Grande (www.yachthavengrande.com) are offering free dockage and space for containers on a first-come, first-serve basis. Interested yachts must register and make a request to regatta directors, since availability is limited. Either marina is a short cab ride to the St. Thomas Yacht Club for the parties and a 20-minute motor out to the racing areas."

Shore-side parties are, of course, being planned. "Every night we have colorful live entertainment and low-cost options for dinner," added Sweeney. "The International Rolex Regatta remains a part of the US-IRC Gulf Stream Series and last year attracted the attention of campaigns from the States and Europe when it became the first Caribbean regatta to offer IRC racing classes."

The International Rolex Regatta is followed by the BVI Spring Regatta and Sailing Festival and links the two events to make Virgin Islands Race Week (VIRW), now in its second year. "VIRW offers eight days of racing in a 10-day period," said Sweeney. "You'll experience two days of low-key, fun races and lay days bracketed by six days of more intense competition."

The regatta's long time PROs are Dave Brennan and Dick Neville and chief judge is Arthur "Tuna" Wullschleger; all are from the Storm Trysail Club. They run a quality blend of around-the-islands and windward/leeward courses, with mid-morning starts right off the club.

A.H. Riise, Official Retailer of Rolex watches in the U.S. Virgin Islands, takes an active role in sponsorship of the event.

Information: www.rolexcupregatta.com or contact Bill Canfield, styc@vipowernet.net. 

Preview submitted by International Rolex Regatta

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Elusion Takes Top Honors

AS 19TH CARIBBEAN 1500 GREET'S TORTOLA

A Hallberg-Rassy 49, *Elusion*, owned by Kirt and Gayle Schuldt from Virginia Beach VA, took Overall Handicap Honors in the 19th Annual Caribbean 1500 Rally. First to finish and winner of the Performance Cruising class was *Between the Sheets*, a Hallberg-Rassy 62, owned by Tom and Diane Might, Phoenix, AZ, who completed the passage from the United States in six days 22 hours and 24 minutes.

Winning crew, L to R skipper Kirt Schuldt, Tom Trump, Dwight Hawkins, and Colin Kilgour



PHOTOS BY STEVE BLACK, COURTESY OF THE CRUISING RALLY ASSOCIATION

Ken and Janet Slagle with crew member Aaron Galvin, >> recipients of the Tempest Trophy representing the "Spirit of the Event"

"Davis Murray completed his 19th Caribbean 1500 and the fleet had a fast trip south," said event founder and president of the Cruising Rally Association Steve Black, referring to the St. Thomas, USVI-based compass adjuster who has joined every Caribbean 1500 since the rally's inception. "We managed to avoid the lows and kept brisk easterlies for 12 days, fueled by a nice high to our north."

All ralliers received cold champagne and a warm welcome at Village Cay Marina in Road Town, Tortola, BVI, where Mount Gay Rum hosted nightly parties for the sailors. "Village Cay did a great job of hosting our arrival," said Black.

The Awards Ceremony and Farewell Dinner honored participants for meeting the challenges of the offshore passage to the Caribbean. The Phat Virgin Party, sponsored by Virgin Gorda Yacht Harbor, followed.

This year's fleet, with boats averaging 48.5 feet in length, included participants from 17 states, four Canadian provinces, Germany, the UK, and Chile. Over 40% of the boats were owned by veteran Ralliers. Seven multihulls and a schooner joined the fleet of sloops and several ketches.

After a week of preparatory briefings, safety inspections and social events in Hampton on the Chesapeake Bay, the rally left Virginia on November 7 and arrived in Tortola in the British

Virgin Islands six to 13 days later. Two boats joined the Rally in mid ocean after a Charleston, SC departure.

"The heavy weather played to *Elusion's* favor," said winning skipper Kirt Schuldt of his Hallberg-Rassy ketch. On top of that, I had an excellent crew."

The fleet sailed in two divisions.

Owners chose to enter either the Cruising Class to enjoy a cruise in company, or the Rally Class to participate in the fun race. Those in the Cruising Class receive the same safety, weather and communication benefits as the Rally Class. All Cruising Class boats were presented awards in Tortola that recognized their achievement of safely completing an open ocean passage of 1500 miles.

The Rally Fleet was divided into three handicap classes: the Performance Cruising Class (Class I), Class II, and Class III. In the Performance Cruising Class, *Between the Sheets* led the pack. In Class II,

Watercolors, an Outbound 44, owned by John and Susan Bankston from North Carolina, placed first and was also fourth overall handicap winner. *Elusion* led Class III.

Ken and Janet Slagle on *Aquila* received the event's Tempest Award, presented to the crew that best exemplifies the "Spirit of the Caribbean 1500." The Slagles, with their crew member Aaron Galvin, stood by when *Clover III*, a Swan 56, experienced rigging problems and diverted to Bermuda. Ken and Janet have completed a nine-year circumnavigation and are five-time veterans of the Caribbean 1500.

The award for Best Performance by a Double-Handed Crew went to Tom and Harriet Linskey on *Hands Across the Sea*, a Dolphin 460 Cat. Tom and Harriet will spend their winter managing a nonprofit organization dedicated to donating school books to children in the Caribbean.

The Ellsay Family (Chris and Christine with their kids: Cari, Ryan and Andrea) on *Stray Kitty*, a PDQ 42 Cat, out-fished the rest of the fleet and earned the event's Fishing Trophy.

With Axonn wireless transmitters on each yacht, positions were broadcast via the Globalstar satellite network six times each day, every four hours. Each boat's track was displayed on the Caribbean 1500 website using software customized by Magnalox that incorporates features from Google Earth.

A return rally, the Atlantic Cup, is planned for May 2, 2009. The Atlantic Cup will leave from Village Cay in Tortola and finish in Bermuda.

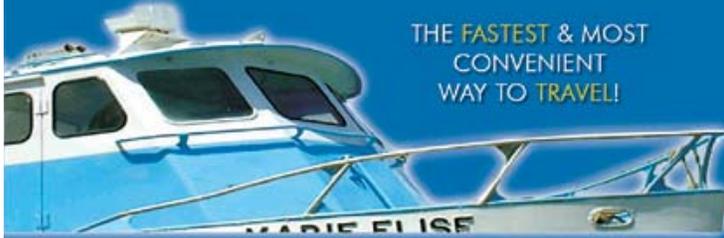
Next year's Caribbean 1500 will mark a milestone—the 20th annual running of this Rally, slated to depart November 2, 2009. "I am glad to say that we have a lot of interest in our 20th next year," said organizer Black. "A lot of old friends are coming back for another trip south."

Other Cruising Rally Association events for 2009 include Ocean Sailing Seminars on March 7-8 in Annapolis, MD and on March 14-15 in Newport, RI. For 2008 complete results and 2009 information: www.carib1500.com. 



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AROUND TORTOLA: The Pirate Would Have Been Proud

Bill Bailey is awarded
First in Cruising Class



GUY ELDRIDGE

The legendary Peg Leg would have been proud as a pirate craft scored the main silverware in November 22nd's Peg Leg's Round Tortola Race. Kevin Rowlette steered the *Willy T*, a black hulled Olson 30 decorated with the skull and crossbones, to victory in the 36-mile annual event. They completed the race in four hours, 58 minutes and 34 seconds to win the Racing Class and overall. Bill Bailey's *Second Nature* romped home at the head of the Cruising Class in five hours, 58 minutes and 15 seconds.

The boats faced strong trade winds and big waves surfing down the north side of the island. "We almost dropped out when one of our bulkheads started to separate from the hull," said Rowlette, but added that they had been able to brace it and carry on. The fastest time was recorded by Dave West's Melges 32 *Jurakan* in a mere four hours, 28 minutes and two seconds, but after handicaps were applied, *Jurakan* dropped to third. Peter Haycraft's *Pipe Dream* finished second.

The leaders showed consistency all the way through the marathon race. An unusual northeasterly breeze made the first leg to Beef Island more tactical than usual, forcing competitors to judge the advantages of flatter water and favourable shifts inshore against bigger breeze further out. Off Scrub Island the fleet encountered big, confused seas with the potential to stop a boat in its tracks if handled wrongly. Following the long run down the north side the next pitfall for the unwary was the narrow, current-filled gap between the West End and Little Thatch, where the light and fickle breeze held up several boats for a long time. *Willy T* was not the only boat to suffer problems. Robin Tattersall's *Diva* had mast problems and also nearly retired, while Guy Eldridge's *Luxury Girl* was caught in a wind hole and so spun around by current off West End that she had to reverse course for several minutes to drift away from the rocks while watching the fleet sail away.

The smallest boat to complete the event was Mark Plaxton's *Intac* helmed by BVI Olympic aspirant Alec Anderson, who finished a creditable fourth. Rounding out the racers were Andrew Thompson's Melges 24 *Crew Clothing*, which had been hastily unpacked from storage and launched the day before, and Jeff Williams' J 40 *Gryphon*, while Sheryl & Erik Groenberg celebrated a "significant" birthday aboard their Grand Soleil 39 *Stella di Mare* in Cruising Class.

Finishes were called by King Greenspon from the patio of race sponsor Peg Leg's bar and restaurant, where the usual celebrations, animated hand gesture re-enactments, whines about one's handicap and commiserations were helped along by Dark & Stormy drink specials and the music of Elms' Steve and Gorgeous George. Peg Legs' manager Eddie Brockbank, who had joined the race aboard the *Willy T*, said "We are very happy to have taken over as sponsor of this event and look forward to the race being held from here for many more years."

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SYLVIE GRAVEL

<< Bill Bailey and *Second Nature*

IMAGES BELOW:
Kevin Rowlette and *Willy T*
Kevin Rowlette wins top
Racing Class honors



SYLVIE GRAVEL



GUY ELDRIDGE

Race report submitted by the Royal BVI Yacht Club

2008 QUANTUM IC24 INTERNATIONAL

AT THE ROYAL BVI YACHT CLUB



The IC24 fleet heads round the mark

PHOTOS BY GUY ELDRIDGE

THEY CAME, THEY RACED AND THEY CONQUERED! FRAITO LUGO AND JOSE SANTIAGO SWEEP ALL THE BVI TEAMS ASIDE AT NOVEMBER 29 & 30'S RBVYC 2008 QUANTUM INTERNATIONAL.

Puerto Rico's Fraitto Lugo once again proved that he and his evergreen crew are the team to beat in the IC24 world by convincingly winning the Quantum International. Jose Santiago, in PUR65, sailed a very consistent regatta to place second by a comfortable margin. The only BVI team to get a look in on the podium was third-placed Alec Anderson, who at the age of 17 is now making a habit of showing his transom to the more seasoned BVI helms. There were no USVI entries this year, which was a shame. Thanksgiving and a very tight November calendar ruled the regulars out but Kevin Wrigley of Quantum BVI is poised to shift the regatta back to early summer for 2009.

Saturday morning saw a shifty Northeaster battling with new pressure from the East. Just off Nanny Cay this meant that there was breeze on the left and on the right but the middle was treacherous. The first race saw the hard left pay dividends with Andrew Waters leading Richard Wooldridge around the first windward mark. Several teams fell foul in the middle with wind lines tantalizingly close but never quite reaching their sails. This was to be the story all morning with everyone finding hard to get any consistency going, apart from Fraitto that is! The afternoon saw the breeze freshening and settling more into the East. The fleet of eight tightened up and enjoyed some picture perfect racing. At the end of the day Fraitto had already established a convincing lead, Jose second and Richard Wooldridge in third.

Sunday morning's forecast called for a strong wind surge with ships reporting sustained wind

up to 30kts in the Anegada Passage. It never got that windy but strong gusts and a very choppy Sir Francis Drake Channel had all crews struggling to sail upright. Race Officer Guy Eldridge kept the purple 'no spinnaker' flag firmly furled and there was some fine downwind surfing on display. Fraitto Lugo rounded off his masterclass by winning the final three-rounder by a country mile. Jose had done more than enough to confirm his second place.

At the prize giving it pained Kevin Wrigley to present the winner's check to Fraitto who runs a Quantum Loft himself. Sam Childs (6) was given a gold star for being the youngest competitor. Ryan Wooldridge (9) joined young Sam on windy Sunday morning to help Alec Anderson snatch third place from his father Richard W. Ryan and Sam, when asked how it was, replied together "it was awesome."

This was not the word used by Chris Haycraft to describe his performance for the weekend. Kevin presented the hapless Haycraft with a large frozen Turkey for winning the battle to sew up last place!

The photographs were taken by Guy on the committee boat. He handed out 10x8 high quality prints to each competitor, which was a nice touch. Mike Kirk single-handedly ran the mark boat all weekend. A big vote of thanks to Guy, Mike, the RBVYC staff and Commodore Clair for making the regatta such a success. 🍷

Article by Richard Wooldridge submitted by Royal BVI Yacht Club



ABOVE: A check is handed over at the prize giving

BELOW: Fraitto Lugo, winner of the 2008 Quantum International



What does an Anguillian Marine Unit policeman actually do during his day job? This interesting question I put to Sergeant Eversley Browne, of the Royal Anguilla Police Marine Unit recently.

There For YOU – The Royal Anguilla Marine Unit

BY PENNY LEGG

“We do a bit of everything,” says Sgt. Browne, a veteran of 22 years on the force. “Primarily it is search and rescue, other activities are secondary.” The unit is tiny, just seven officers; one sergeant and six constables, to man two patrol craft. The main problems the Unit deals with are people on boats in distress.

“We have a number of those that we deal with each year; people get lost or run out of fuel, engines break down or whatever; we deal with it all.” The primary focus is in saving people’s lives. “Sometimes we have quite a few [incidents] and other times hardly any. Most of the cases the Unit would have dealt with in recent years are tourist related. Some of them come here, probably sailing for the first time and run aground on one of Anguilla’s reefs or something like that. Or they run out of fuel because they do not know how to use the sail when they rent a sail boat and only use the engines, get stuck when they run out and are drifting. We have to go out and assist. If someone goes overboard we are also involved.”



Sgt. Eversley Browne



At present all but two of the Marine Unit’s officers are trained scuba divers. A Special Constable was recently recruited particularly because of his advanced diving skills.

The local boat races, something Anguilla is famed for, present headaches for the Marine Unit. “There is no regulation as such for all those privately owned vessels that go out with a number of persons on board to trail the races. To go out without life preservers it is one thing I don’t like. There is nothing in law that states that once you are going to sea you should have certain

something happens. They would then call us out because we do not have enough [officers] to have more than one group. We are trying to get the establishment up to double what we have. We are stretched by being on a regular patrol in the day time, returning home and then being the same ones who have to come back out [if necessary]. It is different to those persons who work in an office. This is unique. Put the men from the Marine Unit on land and they function but you can’t take anyone from land into the Marine Unit, as it is very specialised.”

equipment; most of the time you see a lot of boats overcrowded and without life preservers. Some cases you have people who can’t swim. We are always there as we know an accident is always possible.”

“An average day is made up of shifts,” continues Browne. “But because of our small number, the shift system is just one patrol a day and regular police officers are here later in the evening, in case

Sgt Browne’s initial training was in Canada, whilst the rest of the unit were trained in Antigua. “The Canadian Coastguard College offered courses to Caribbean islands at the Transport Training Institute. There were training courses there in the 1980s until the 1990s and then training started in the islands. We learnt anything about the sea; navigation, ship husbandry, the basics. This takes some time because you need sea experience, you don’t just want to be on land. I also do surveying. If you became a specialist in what you do it takes quite some time, as you have to first become a police officer and know the laws.”

Two of the Unit are specialist Engineers. Constable Jermaine Fleming, whose dedication to community service sees him playing the bass drum at civic functions in his off duty hours with the Anguilla Police Community Band, known far and wide as the ‘Police Band,’ undertakes the engineering trouble shooting for the Marine Unit and Constable Pierre deals with in-depth servicing on the patrol craft.

Anguilla’s sailing community can sleep soundly in their beds knowing that the men and women of the Marine Unit are just an emergency call away.

British-born Penny Legg writes for magazines and newspapers in Anguilla and other parts of the Caribbean, the US and the UK, and takes photographs which accompany her work. She is married with one son.



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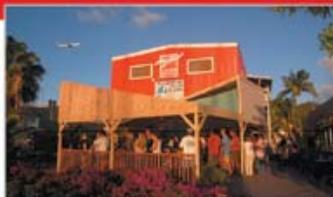


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HEINEKEN ST. MAARTEN RAISES FUNDS TO SUPPORT NATURE ORGANIZATIONS

Nature Foundation St. Maarten and the St. Martin Réserve Naturelle were delighted to each receive a much needed donation from Heineken St. Maarten before Christmas to put toward their conservation programmes on both sides of the island.

The funds were raised through the sale of black 'St. Maarten Heineken Regatta' bracelets during the St. Maarten Heineken Regatta 2008. "During the St. Maarten Heineken Regatta, we want to raise the exposure concerning the importance of keeping our island and its waters clean," said Heineken St. Maarten Managing Director John Leone. "We started with the green "Meet You There" bracelets which we donated in 2006 and followed up with 'Serious "Clean" Fun' bracelets in 2007. Through the sales of these bracelets we were able to donate a total of \$6000. This year we contributed the black 'St. Maarten Heineken Regatta' bracelets. We are very happy that we were able to generate \$4400 to share between the two foundations."



Left to Right: John Leone, Marissa Brandy, Heather Tackling, Kim Van Loo

"We are extremely grateful for this contribution," said Beverly Mae Nisbeth of the Nature Foundation. "The Foundation is funded purely through grants and fund raising efforts. A donation like this makes a significant difference to the work we do. The natural environment is one of St. Maarten's most important resources – clean beaches, healthy seas and green hills are the reason why many of our visitors come here every year."

When asked what Nature Foundation would spend their money on, Ms. Nisbeth replied, "Staff training and mooring maintenance. Nature Foundation is proud to partner with corporations like Heineken and is incredibly thankful for having Heineken St. Maarten NV as a positive working partner. We hope this continues into the future and that other companies on St. Maarten will follow Heineken's example and help conserve St. Maarten's environment."

ABOUT THE NATURE FOUNDATION AND RÉSERVE NATURELLE

The Foundation is a non-governmental/non-profit organization concerned with the natural resources the island has to offer. The Nature Foundation's staff currently consists of a director, a Marine Park manager and an assistant Marine Park manager. A Board consisting of five members supports the staff. The office is at the Great Bay Marina and the Marine Park's patrol-boat is docked there. info@naturefoundationsxm.org. The French Side organization can be contacted at reservenaturelle@domaccess.com

The Foundations and Heineken St. Maarten also thank the Shipwreck Shop and the St. Maarten Yacht Club for merchandising these items and individual volunteers for their efforts in selling these items during the St Maarten Heineken Regatta.

New bracelets for the 2009 St Maarten Heineken Regatta will be on sale soon, and the 2007 and 2008 bracelets are still available from the Nature Foundation offices and Heineken St. Maarten. ☺

ST. MARTIN / ST. MAARTEN



SENIOR PADDLER FIFILS WINS ANGUILLA CHANNEL RUN AGAIN

The last race of the year on December 14 was a big improvement on last year's dead calm conditions for the 18.5 km surfski race from French Cul de Sac to Plum Bay. Around 12 kts of tail wind and 2+m swell made a great day out, fun but not scary. Sunny, warm weather and the usual pristine Plum Bay at the finish rounded the morning off. Visiting paddler Franck Fifils from Guadeloupe produced his usual 1st place with a time of one hour, 22 minutes, and 14 seconds. Stuart Knaggs was in second place, with JP Piscione in third in his new boat.

A big thanks to Air Antilles and Trisport for the great prizes. Jeroen de Zinger drew the air ticket and will be traveling to Guadeloupe for a race in 2009. ☺

Report submitted by Stuart Knaggs, Captain Olivers Yacht Club

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Twenty-eight classic sailboats set out from the port of Dournenez in Brittany, France on August 17, 2008. Destination: Agadir, Morocco, on the first leg of the first edition of the Lagasse Classic Transat, a transatlantic race open to classic sailing vessels and other boats built before 1975 (and a reproduction or two), as one-of-a-kind or limited edition sailboats. There was a three-month hiatus between their arrival in Agadir in late August, and the second leg of the race, which set sail for Saint Barth and the warm waters of the Caribbean on November 28, 2008. Only 16 boats finished both legs of the race, with *Stiren* taking top honors.

The first boat to sail across the finish line and into Saint Barth's Port of Gustavia was the famous *Pen Duick VI*, a 72' aluminum ketch built in 1973, with which French sailor Eric Tabarly won the 1976 single-handed transatlantic race, the OSTAR. With skipper Juliette Hennequin at the helm, *Pen Duick VI* arrived on December 16 at 9:29am after sailing from Agadir for 18 days, 3 hours, and 29 minutes. Hennequin and her crew celebrated in honor of the late Tabarly, a sailor of mythic proportions.

Lagasse Classic Transat: DOURNENEZ-AGADIR- SAINT BARTH

BY ELLEN LAMPERT-GRÉAUX

Pen Duick VI was first to cross the finish line in the Lagassé Classic Transat between Agadir and Saint Barth



ROSEMOND GRÉAUX

The closest competitor, *Faïaoahé*, a Dutch cutter launched in 2006, arrived during the night of December 17, a little after 1:30am. *Rémy Gérin*, the skipper/owner and his crew were welcomed by the crew of *Pen Duick VI*—against whom they were battling the entire length of this second leg of the race before being forced to reduce their sails. One week before reaching Saint Barth, *Faïaoahé* was obliged to head further south to avoid high winds after detecting a problem with the mast. The crews celebrated their arrival by singing, and setting off fireworks under the moonlit sky.

Stiren, a 49' 1959 yawl, was the actual winner of the race once the times for the two legs were combined, and arrived during the night of December 18, at around 2:30am. By the weekend, the 59' 1956 Bermudian sloop, *Pazienza*, crossed the finish line as well, followed by *Mistral*, the 82' schooner dating from 1938.

For the last week of the race, both *Pazienza*, with its British crew, and *Mistral*, with its German crew, were hot on the heels of *Stiren* and its French crew. But to no avail: When *Stiren* succeeded in escaping a zone with no wind, the other two boats were "stuck," which explains their later arrival.

The fleet for the Lagassé Classic Transat included a beautiful collection of old sailboats, some dating from the early 20th century, such as the 1914 *Polar Star* by Abeking and Rasmussen, and the "old lady" of the race, the 59' ketch, *Helena*, from 1913, to name just two. Classic boat fans in Saint Barth had quite a treat as the fleet from the Lagassé Classic Transat graced the Port of Gustavia through the Christmas holidays. The next edition is planned in three years' time. 🔄

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

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Boulogne & Kervyn Win 2008 Saint Barth Cata Cup

BY ELLEN LAMPERT GREAUX

Ness, winner of the
2008 St Barth Cata Cup



Organized by the Saint Barth Multi-Hulls Association along with the Nautical Center of Saint Barth, the 2008 edition of the Saint Barth Cata Cup took place on the weekend of November 21-23 on the bay of Saint Jean. This two-handed race for sport catamarans was launched in 1992 by several sailing fans. It took place for three consecutive years, 1992-1994, before it was interrupted in 1995 by the passage of hurricane Luis.

Saint Barth Multi-Hulls has picked up the flame 14 years later. Their goal is to make this regatta—which is now expected to take place every year in November—the absolute “must” event in the West Indies for sport catamarans, Antilles en catamarans de sport. The winner of the 2008 edition was the Belgian/French duo of Emmanuel Boulogne and Tanguy Kervyn.

Antoine Meunier, from the Touquet Sailing Club in France, was the president of this race, which began on Friday, November 21 with a clockwise around-the-island regatta starting in the bay of Saint Jean. The 14 catamarans in the event left the starting line at 10:30 a.m. with strong winds of 20-25 knots and high seas. Boulogne and Kervyn—aboard a catamaran marked *Ness*—took top honors on day one, with the father/son team of Olivier and Quentin Bernaz from Saint Martin turning in a good performance as well.

Day two: Saturday, November 22 saw a race from Saint Jean bay to the small outlying islands north of Saint Barth. This was instead of going to Tintamare, since there was too much wind to head toward Saint Martin. Repeating their victory on day one, Boulogne and Kervyn once again led the pack.

Sunday, November 23 comprised a triangular race on day three, with the boats in three groups (rather than a double tour of the island cancelled due to weather conditions). Emmanuel Boulogne, 2004 World Champion for Formula 18, and Tanguy Kervyn once again came in first, securing the top spot as the winners of the 2008 Saint Barth Cata Cup.

The dates have already been set for the 2009 Saint Barth Cata Cup: November 20-22. www.stbarthcatacup.com

PHOTO BY ROSEMOND GREAUX

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Letter from Antigua

ENGLISH HARBOUR'S NEW EMERGENCY RESPONSE VEHICLE

FROM JOLYON BYERLEY

Ever since Nelson's old naval dockyard became a haven for yachts and yachtsmen, we have not really known what to do with any medical emergencies that may crop up. Hospitals are a good thirty minutes away and getting doctors out to the southern end of Antigua was not what you may call easy.



you might contribute to actually saving somebody's life. Other helpful souls you could talk to—Caroline Blatter, Luke Presley and Mark Smith together with Jonathan—are the main guiding lights behind ABSAR. It's worthwhile mentioning that ABSAR has the use of a 14foot rib with appropriate size motor and regularly answers emergency calls.

The 47th annual Antigua Charter Yacht Show was considered by all to be a very successful meeting considering the state of the world in general. But I can't for the life of me quite understand why the big wigs in St Martin chose the exact same dates as the Antigua Show. If anyone can answer this, please do so. 🔄



Suddenly, our worries are a thing of the past. Through the good offices of our old friend John Gill (that is he of Land Rover cars here in Antigua), a brand new Land Rover Discovery 3 arrived on our door step. It was already kitted out as an ambulance and was, if you can believe, already painted

with red and blue squares so that it couldn't be mistaken for anything else such as an overgrown Christmas cake.

Only a short while ago we actually had one of these vehicles and goodness me, they were really fun to drive. But we swapped it for a much smaller diesel powered Land Rover Freelander 2 which we could, believe it or not, actually park in the city of St John's. Now ABSAR (Antigua Barbuda Search and Rescue) has actually answered in the last year over 107 medical calls, 30 requests for search and rescue, five Helicopter medivacs and two helicopter aerial searches—all, we are glad to say, without loss of life. I should say that this team work is essential in providing successful search and rescue.

Anyway, John Gill with the help of the Minister of Tourism, the Honourable Harold Lovell, was able to wave the duty and CST. Caribbean Alliance Insurance provided discounted insurance. Also working with ABSAR is the Maritime Rescue Coordination Centre in Martinique, and currently a number of ABSAR volunteers are undergoing training for First Aid First Responder. This is basically an in-depth 80 hour First Aid course which includes training in Ambulance operations.

This vehicle will be used to provide emergency medical assistance both to yachtsmen and to the English Harbour and Falmouth Harbour Community. ABSAR also has a Paramedic on call 24/7. They will not charge for this service, however they will solicit donations and put on fund raisers in order to offset the cost. If you want to volunteer for service or just to find out what ABSAR is doing, ask for Jonathan Cornelius at the Antigua Yacht Club and find out how

Jol Byerley arrived in Antigua in 1957 to captain Commander Vernon Nicholson's schooner Mollihawk. Two years later he bought the first of his many own yachts, Ron of Argyll. She was followed by the 73ft Alden gaff schooner Lord Jim. In 2004 he was awarded a G.O.M. by the Governor General of Antigua and Barbuda for long service to yachting.

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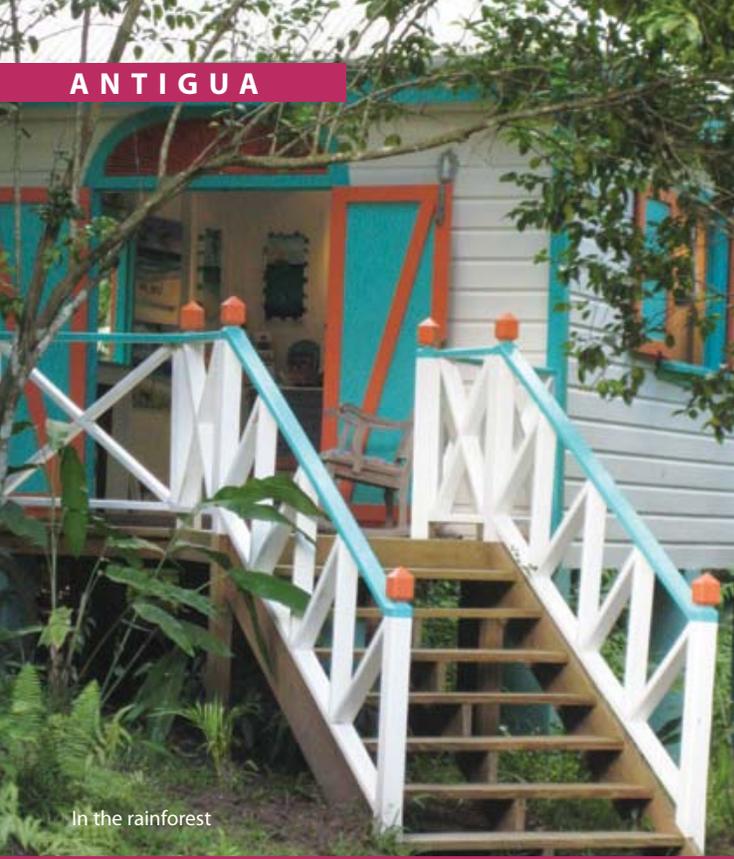
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In the rainforest

JANET HEIN

A Golden Gallery

BY JAN HEIN

The road to Antigua's Fig Tree Studio and Art Gallery is definitely not the beaten path. Craggy and rutted, it twists and turns uphill until finally reaching the rainforest. Planted there, amongst an impressive collection of trees that include royal palms, lemons, silk cottons and sugar apples, is the home and heart of artist Sallie Harker.

Gilded signs beckon visitors to a group of brightly-painted cottages. An arrow, marked "gallery," points past a foot bridge to a West Indian-style house where Harker displays her many talents. Inside the small space is a big world where tall, sculpted birds perch on tables; painted island boats sail across wooden shingles; bold turtles and striking fish leap from every wall. Between and around her creations hang the zany paintings of Bruce Smith and tropical impressions of Nadine Gonella. Undersea creatures by Janet Harker and banana leaf paintings by Nzimbu Brown fill small nooks, along with the calabash creations of Dominica's Ezekiel Jno Baptiste and Carriacou's Georgie Tuson. Other islands are represented, too, through an assortment of the region's finest hand crafts.

Harker's history as an artist has taken even more turns than Fig Tree Drive. After graduating from Art College in England she joined a boat for

the ARC and met Antigua at the end of the voyage. Two more Atlantic crossings brought her back to the island that would eventually become her adopted home. In 1987 she pulled into English Harbor, as many young sailors before her, poor but ambitious. Using her training and the burgeoning yacht industry, she set to work gold-leafing transoms and trailboards. It was work that filled the table but not her soul so she tried her hand at sculpting. That led to a string of local exhibitions, and further curious experimentation with painting and printmaking launched her career as one of the island's most versatile, talented artists.

An endless well of inspiration propelled Harker to create her own exhibition space, a place she could control. She and her husband, Antiguan Dasa Spencer, continued to build and renovate their piece of paradise on Fig Tree Drive. Two years ago they opened to the public one of the sweetest galleries in the Caribbean. Gilly Gobinet agreed, listing it in her book, *20 Best Places in Antigua*. The gallery has been good for Sallie and the island.

"I can see there's a demand," she said. "Last year I sold all my own paintings. It gave me an incentive to paint and sculpt more. The gallery has definitely encouraged the artistic part of me."

Harker's list of accomplishments includes commissions for Antigua's Crossroads Center and several sculptures for Mill Reef clients. But nothing comes close to the incredible honor that was bestowed on her last spring—which began with a phone call she thought was a hoax. A voice invited her for an all expense-paid trip to China to make a sculpture. Who would believe that? Fortunately she patiently listened to the details and learned about the city of Changchun, in the northeast

corner of the country, where the world's largest sculpture park is being constructed. The city's mayor designated 92 hectares of land, and an army of people are working to bring artists there from every country on the planet. Harker, the voice told her, had been chosen to represent her island.

Work for that project began with her choice of an Antiguan subject, a regal looking goat named "Calypso." The small clay model Harker created in her studio was transformed into a larger one in China, two meters high, which eventually will be cast in bronze. In China, she was given an interpreter and a team of workers who assisted in building the wire and metal base over which the clay was laid. It was then cast in fiberglass for the summer's exposition that included artwork from eight other Caribbean islands. The event culminated with a conference of five hundred sculpture experts from around the world.

Visitors to the Fig Tree Studio and Art Gallery often meet Sallie; she lives beside it with Dasa and their two young children. Adventure seekers will check out the nearby Canopy Tour zip-line, take a hike to Wallings Dam and stop for local food at Elaine's Culture Shop.

Sallie's many creations can be viewed at www.sallieharker.com 



Inside Fig Tree Gallery

JANET HEIN



Sallie Harker with the two-meter high goat she sculpted in China

PHOTO COURTESY OF SALLIE HARKER

Jan Hein divides her time between Washington State and a small wooden boat in the Caribbean. She records her adventures on the Bahama Breeze Restaurants-sponsored website at www.brucesmithsvoyage.com



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RODNEY BAY MARINA REOPENS,

St. Lucia Support Lauded by IGY

Prime Minister Stephenson King of St. Lucia (left) and Andrew Farkas, IGY



PHOTO COURTESY OF IGY

"We are doing work in Grenada, St. Kitts, Antigua, St. Lucia, St. Maarten, St. Thomas, Tortola, Virgin Gorda, the Bahamas, Turks and Caicos and Puerto Rico. Here's what I can tell you with some degree of authority: there has never been a single government that has embraced us completely and totally and utterly the way the St. Lucia government has embraced IGY, the concept of yachting and the creation of a yachting destination like St. Lucia has," said Farkas. "You guys got it. You were there for us, anything we needed we got accomplished at a moment's notice."

In addition to Prime Minister King, Farkas thanked Tourism Minister Allen Chastanet and the entire Cabinet, as well as the late Prime Minister Sir John Compton who, he said, had loved the idea of the project. It was Compton's decision to convert a mosquito-infested swamp into development land that had resulted in the creation of the marina in the 1980s.

"Without governments that have vision and are prepared to trust people, these sorts of things don't happen." Farkas went on, "You gave us the opportunity to build this. We hope it will be able to bring to you the types of vessels you hope to have; we hope it will make the type of contribution to the economy you hope that it will make; we hope that it gives the pride to the people that you hope that it will bring and I hope that we have done everything that we said that we would do. I think that Rodney Bay Marina is now without question among the finest yachting facilities in the world."

Farkas also thanked First Caribbean International Bank for being behind the project every step of the way. He hailed the new-look marina as a world-class facility saying it was as spectacular as any IGY had built anywhere.

"Our hope for this venue is that it attracts the same types of vessels that we have been able to attract from Mexico to Dubai," said Farkas. So far about US\$75 million had been invested in the project while the rest of the development would involve an additional expenditure of US\$25 to US\$30 million more, he said.

King thanked Farkas for demonstrating confidence in the government and people of St. Lucia, assured Farkas of his government's

continuing support and heaped praise on Marina General Manager Mr. Cuthbert Didier for "his energy, his spirit and his commitment in this very significant project."

Speaking with reporters later about prospects for the marina this season Farkas said that if yachts came to the Caribbean, they would come to IGY marinas.

"The IGY facilities from St Lucia all the way to the east coast of the United States are the finest facilities there are. This facility here is the finest in this part of the Caribbean by far, so any vessels that come to this area will come here. The anecdotal evidence that we've seen in the course of the last four to six weeks is that the boats are coming..."

"The bottom line is that yachting as an industry for Caribbean nations is a spectacular contributor to economic growth," said Farkas. "It is less sensitive to economic downturn because people who own these vessels, for the most part, are generally very well-to-do and even though they may take a hit, they can generally still afford their boats. So when you see boats like these come into any area, the contribution that they make is rather extraordinary." 

Report submitted by Ernie Seon

ARC Gives Thumbs Up to Rodney Bay Marina Upgrade

At the opening of the facility last weekend, Managing Director of the World Cruising Club Andrew Bishop said while some had thought Island Global Yachting ambitious in promising to get the marina ready for business in the time scale that was available, they had gone and delivered just that.

"The lagoon looks fantastic, the floating docks that they have put in replacing the old concrete ones that had been around for over 20 years have provided the uplift that the marina needed. By going for this more flexible system they have created a great venue for yachts to come to St. Lucia, not just for the ARC but at other times of the year as well."

Bishop said ARC 2008 experienced one of the slowest crossings in several years. "Those yachts that were keen to sail the whole distance had to go looking for wind and found it hard to find. Many of the yachts had to go a long way south to get the wind that they needed to keep them moving towards the Caribbean. The Atlantic weather has been good for swimming but not for sailing."

Bishop hailed the inclusion of Digicel as a major sponsor of the ARC this year, and praised improvements made to the programme of activities for the yachtsmen, families and friends.

Andrew Farkas, head of Island Global Yachting, spoke at the soft opening of the upgraded Rodney Bay Marina in December and praised Prime Minister Stephenson King's governmental support. Farkas said IGY had been working to create a global network and chosen to make the Caribbean its first home.



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DreamCatcherKM Takes Line Honors as ARC 2008 Wraps Up



DreamCatcherKM – first yacht to arrive on ARC 2008

PHOTO BY TIM WRIGHT, PHOTOACTION.COM, COPYRIGHT WORLD CRUISING CLUB 2008

Representing 21 nations and 25 nationalities, 220 yachts with 1100 crew members, including 34 children, took part in the 2008 Atlantic Rally for Cruisers from Europe to St. Lucia. Start date was November 23 for the 2,680 nautical mile passage that originated in Las Palmas de Gran Canaria.

This year's Largest yacht was US-registered Oyster 82, *Sundowner* at 24.99m (82ft) and the smallest yacht was *Madonna*, a Norwegian registered Bénéteau First 31 (9.95m). The oldest Skipper was Lurelle Verplank on *Sundowner* (USA) at 77 and the youngest Skipper was Fredrik Pedersen - *Seafarer* (NOR), age 24.

After a slow crossing of just under 14 days in light and variable conditions, the first yacht to finish in ARC 2008 arrived at Rodney Bay on Sunday December 7. Karsten Moller's Swan 82, *DreamCatcherKM*, skippered by Jarrod Cripps, took line honours, crossing the finish line at 08:44 local time.

"Fair but at times frustrating" was how ARC organizers characterized this year's event at the conclusion of the rally. "Winds and waves were fair this year, though with some frustrating holes at times, especially for heavy displacement cruising boats. However, the plus side is that less wind has meant fewer breakages than is typical during 2,700 nautical miles of open ocean sailing."

As always, rum punch and a basket of fruit were presented to each ARC yacht as it arrived, day or night, by the people of St. Lucia.

PHOTO BY CLARE PENGELY, COPYRIGHT WORLD CRUISING CLUB



Opening Ceremony - ARC 2008 - the flags of the 25 participating nations were displayed at the opening ceremony

With an elapsed time 13 days, 23 hours, and 44 minutes, *DreamCatcherKM* was over 60 hours behind the current ARC course record stand of 11 days, 5 hours and 32 minutes, set in 2006 by the Italian maxi, *Capricorno*, reflecting the lighter airs experienced by this year's fleet.

Finishing close behind was the second arrival, Bruce Dingwall's Southwind 80 - *Matelot*, a regular ARC participant. Skipper Angus Fuller brought her in eight hours behind the larger Swan, having kept pace almost all the way across from Gran Canaria.

Fundamentally a fun rally for cruising yachts, the ARC does have a more serious Racing Division, run under the auspices of the Royal Ocean Racing Club (RORC). Yachts in the Racing Division are not permitted to use their engines for propulsion (unless the cruisers), although use of autopilots is allowed.

ARC Signs Five-Year Contract with IGY Rodney Bay

Andrew Bishop, managing director of World Cruising Club (WCC) announced in December the signing of a five year contract to keep the Caribbean stage of the ARC at the new IGY Rodney Bay Marina. Major sponsors in St. Lucia include the Ministry of Tourism, Digicel, Heineken, and Columbian Emeralds.

IGY Rodney Bay Marina Manager Cuthbert Didier welcomed yachts that had arrived by mid-December with his annual party lasting until the early hours of the following morning. The final part of the ARC 'experience' was the official prizegiving that took place on Saturday December 20. Crews, families, friends and invited guests gathered at the Gaiety Theatre for an evening of entertainment and fond memories hosted by the St. Lucia Tourist Board.

In addition to prizes in each Division and Class, there were awards for special achievements and contributions made by many crews such as the volunteer radio net controllers; the ARC finish line boats; and the four yachts - *Magic*

Pelagic, *Windancer*, *Ohana* and *Vaiva* - which gave assistance to other yachts during the crossing.

Norwegian Edvard Brook-Bratbak, along with his young family, including 8 month old Marin, were called up for four awards, including the Jimmy Cornell trophy for overall winner of division one, as well as youngest participant, and winner of class H, with their Beneteau First 31.7, *Madonna*.

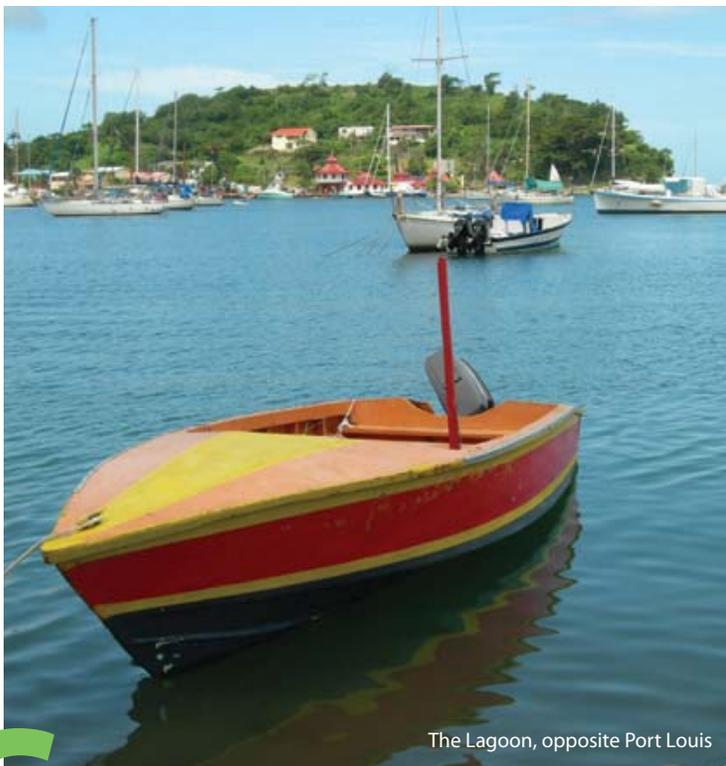
All the ARC children were welcomed on stage to some of the loudest cheers of the evening, and presented with a gift and certificate to mark their achievement.

The evening culminated with the presentation of 'The Spirit of the ARC' award to recognize the individual or crew who most represent the ethos of the ARC, and this year's winner were the crew of Free to Be, a popular choice receiving warm applause from their fellow ARC crews.

Some crews flew home immediately, but most skippers and their yachts will spend the winter cruising the Caribbean.

The entry list is open for 2009 and already over 40 yachts have registered. For results, photos and stories about this year's rally, see www.worldcruising.com/arc

Information submitted by the World Cruising Club



The Lagoon, opposite Port Louis

Camper & Nicholson's is in the process of obtaining "Blue Flag" status for their Port Louis Marina in Grenada. Blue Flag is a voluntary eco-label owned and operated by the independent, non-profit organisation, Foundation for Environmental Education. The goal is sustainable development at beaches and marinas through strict criteria including water quality, environmental education, environmental management and safety, and other services (see www.blueflag.org).

"From the inception of the project we had Blue Flag certification as a goal. The marina will not just be complying with the requirements, but we are building it in a way as to have as little impact on the environment as possible," said Clyde Rawls, General Manager.

Camper & Nicholson's has taken many steps to ensure strict environmental standards are adhered to. The pontoons being installed are floating docks, which promote marine life and minimize disturbance to the seabed. In addition, the company prohibits the dumping of waste and other harmful materials into the Lagoon. The marina has installed a sewage pump-out system which removes waste from docked boats and puts it into the national sewage

Camper and Nicholson's Port Louis Marina Seeks Blue Flag Certification, Announces New Lagoon Procedures

system operated by NAWASA. Until now, the activities of vessels utilizing the Lagoon have not been monitored, creating potential environmental hazards. Over the years, water clarity and quality had diminished.

Camper & Nicholson's has already invested \$31 million USD in this project. Their objective is to create the premier yachting destination in the Caribbean. The visiting boaters will spend money with a wide variety of local businesses including restaurants, taxis, car rentals, supermarkets, and gift shops. They will be buying groceries, supplies, liquors, wine, flowers, fresh foods and more. The local repair yards and ship chandleries will obviously benefit. Many jobs will also be created once the marina is fully operational.

NEW REGISTRATION PROCEDURES FOR THE LAGOON

"In order for the project to be successful, we must properly manage vessels and their activities in the Lagoon. To this end, all vessels anchored within the Camper & Nicholson's boundaries must register and dock in our berthing areas. The navigational channel will, of course, remain open, however those remaining at anchor within Camper and Nicholson's boundaries will be charged a usage fee," Rawls said.

"We are creating a great facility and we must have cooperation of all visiting boaters using the Lagoon," Rawls continued. "Beginning December 15th 2008, we will be implementing these requirements in order to properly manage the marina and environs. Grenadian boat owners will be allowed to remain at anchor with no charge, until our continued construction no longer makes it practical. Grenadians will also receive a 30% off our berthing rates," Rawls added.

"While we protect the environment, we will also be providing excellent service to our patrons. Our guests tied to the docks will have access to all amenities at the marina, including electric service, fresh water, cable TV, garbage collection, the pump-out system, swimming pool, and shower facilities," noted Rawls. 

Report submitted by Camper and Nicholson's Port Louis Marina



Port Louis faces historic, hilltop Fort George across the Lagoon

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The Grenada South Coast Yacht Club has announced the weekend line-up for 2009's Round-the-Island Race, to be held March 13 to 15 at Garfield's Beach Bar on Grand Anse Beach.

The event evolved through its history from a combination of three traditional sailing events in Grenada's Sailing Calendar: the Girl Pat Feeder Race, from Trinidad to Grenada; the Round-the-Island Race; and the Easter Regatta. The predecessor to the modern Grenada Round-the-Island Race first took place in 1969 and was held until 1971. It was revived in 1990 and ran intermittently until 1999. A group of sailing enthusiasts revived the event in February 2002, when it was held as a single race.

The following year, 2003, saw the same group of young people aim higher with revival of Grenada's Easter Regatta, and its famous feeder race, the Girl Pat Race from Trinidad, blended with the hardened sailors' favorite—the Grenada Round-the-Island Race. The GSCYC was born that same year as the organizing body and host for the new Grenada Round-the-Island Easter Regatta.

For the past few years, these old sailing traditions, with a new twist, have challenged and entertained local, regional and even international yachtsmen. Highlights of the weekend this year include the first ever A Taste of Grenada food festival as well as youth sailing and a Bath Tub Derby. The weekend schedule is as follows:

Registration, Captain's Briefing and Welcome party – FRIDAY, 13 MARCH

Free dockage for all participating boats during the race weekend at Home Port, the brand new Camper and Nicholsons Port Louis Marina.

Grenada Round-the-Island Race – SATURDAY, 14 MARCH

One of the oldest sailing events in the Caribbean is back for another year.

Budget Marine Youth Sailing Exhibition – SATURDAY, 14 MARCH

While seasoned sailors make their way around the island, Budget Marine will be hosting an event for youth to learn more about the joys of sailing.

Family Fun Beach Day – SATURDAY, 14 MARCH

Families are invited to Grand Anse beach for kid-friendly games such as tug of war, potato sack races and an egg toss.

Bath Tub Derby – SUNDAY, 15 MARCH

Creative and ingenious participants can float their own version of a sailboat and compete for a grand prize.

NEW ACTIVITIES for Grenada Round-the- Island Race



Family activities will be held on the beach

Genesis took line honors in 2008



Taste of Grenada – SUNDAY, 15 MARCH

The first event of its kind on the island, A Taste of Grenada will feature a wide cross section of local vendors selling their delicious food, including several cooks from the popular Fish Friday and chefs from premier restaurants offering menu samplings.

Awards Ceremony – SUNDAY, 15 MARCH

A post-race party will include food, drinks, music and prize giving.

To register: www.aroundgrenada.com 

Preview submitted by Grenada South Coast Yacht Club

Curaçao Marine Celebrates 10 Years

ARTICLE & PHOTOS BY ELS KROON

Although it seems new in the market, the Curaçao Marine boat yard and repair wharf celebrated its 10 years of existence on November 28th last year. In the anniversary year, Curaçao Marine shows a professional routine of a well managed and experienced business. In the past decade, the small repair wharf developed into an all round meeting place with specialized services for the international yachting business, providing jobs for 25 local workers.

Under the management of owners Gijs Boer and Pierre Verbiesen the company tremendously expanded to its present size with the help of advisor Jan Bink and it won't stop growing for a long time yet.

In her present-day appearance, the boatyard officially was opened in November 2005 by the visiting Dutch minister Alexander Pechtold. Since then founders Boer and Verbiesen surrounded themselves with young and skilled experts in several aspects of the yacht business. In the last few years a dealership of Budget Marine was acquired as well as the exclusive agency for Curaçao and Bonaire of world leader North Sails and Yanmar Marine Engines.

The boat yard is also the home of Island Bay Boatworks, Curaçao Rigging, Dauvillier Yachting and Westech, trusted names in the Caribbean's technical yacht repair services and sales, with the common mission to deliver the highest level of support to the marine community. Westech has evolved its service offerings to be more comprehensive and complete through the advancements of technology and a more robust and seasoned team of skilled technicians. Technical aluminum welding, engine overhaul, milling and aligning shafts are just a small part of the comprehensive package of services.

Curaçao Marine is a good shelter in the hurricane season. At the same time it enables sailors to have their boats—125 dry and 30 wet storage spots for up to 40 tons—stored, serviced and repaired at the boatyard of Curaçao Marine, in the heart of the harbor of the capital of Willemstad. 



Young Sailors at the Top in Curacao Sail-In

ARTICLE & PHOTO
BY ELS KROON

The annual Curacao Sail-In for open sailing boats on Spanish Waters was characterized by calm sailing conditions. The Antillean Sailing Association NASAF organized the December 14 event. It's an overtaking race, handicapped by the start time.

All kinds of sailing boats sailed against each other in this unique race, which number of participants increased to more than 60 in Sturdies, Centaurs, Ynglings, Sunfishes, Lasers and Optis. The Sail-In is called the funniest sailing event of the year. Participation is still free and all sailing clubs of the island join in as well as individual sailors. From the start boat at Sailing Club Asiento, manned by organizers Jan Ackermans and Tijn Siebels, all boats had to round seven buoys in a morning—and an afternoon race before returning to Asiento for the finish line. The Optimists sailed alternative tracks.

The sail-In was another race in an increasing series of sailing races and competitions on the island, in which the participation of many youth sailors strikes the most. Not only in their Optimist dinghies, not as a double, but solo in Sunfishes and in Laser Radials, the new Olympic class single-handed dinghy. The performance of Ard van Aanholt in the first race was remarkably fast. His name however was not among the winners because he had to attend an important hockey game in the afternoon. That gave way to the two brothers Eugene and Louis Hendriks, who surprisingly finished the second race in the forefront and took the overall top honors of the day. Vincent Pietersz took third in his Laser Radial.



Overall winner, Sunfish sailor Eugene Hendriks

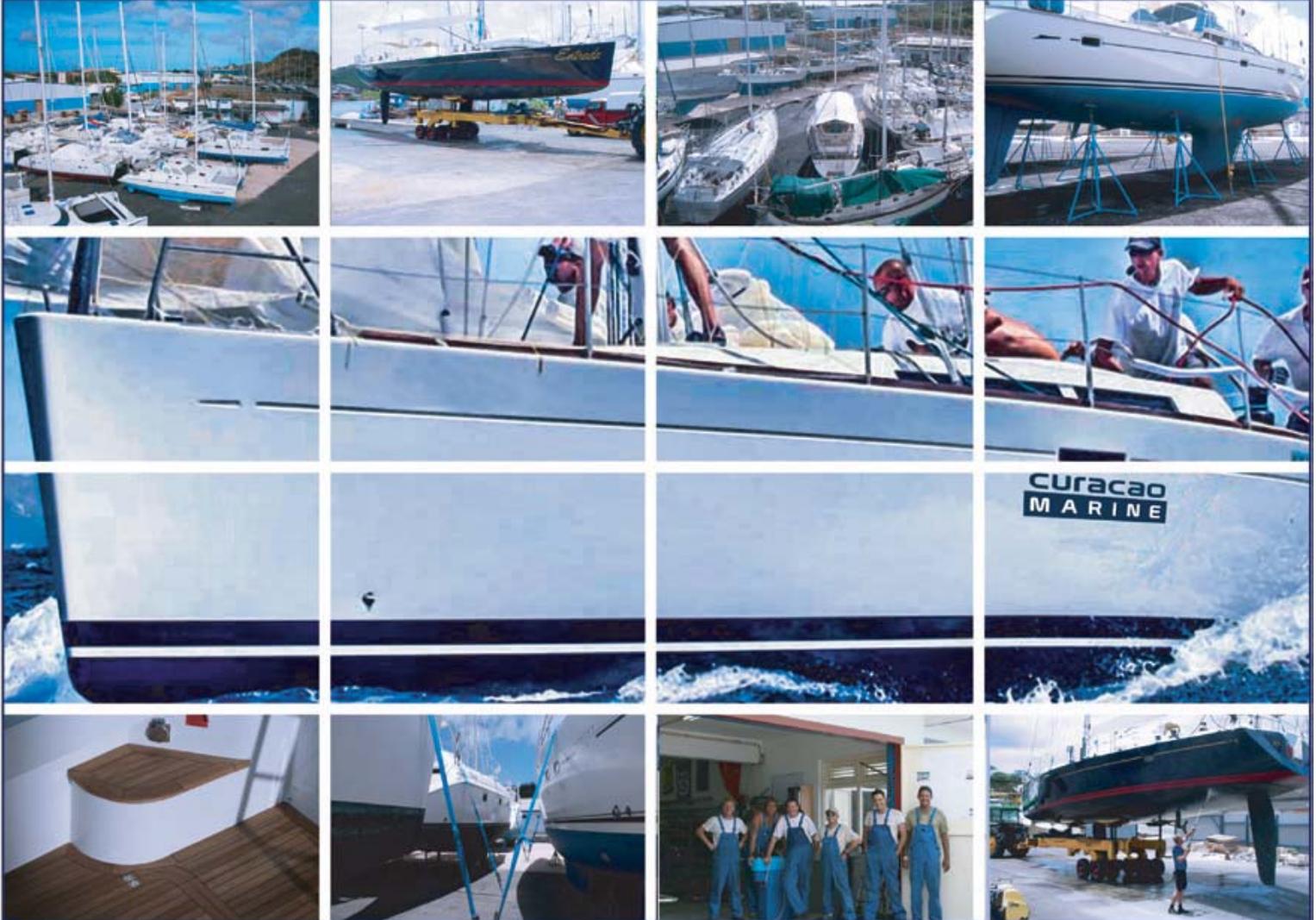
Sea Scout Mitchell Amasia and his young crew mate finished first in the Centaur class, leaving veterans like Hetty Braat behind.

Members of the Van der Gulik family, well known Sunfish champs Wim and Hans, chose to act as a three-generation crew in an Yngling. (Grand) son Tijn, who skippered the "Jaro", proudly took the Yngling trophy home.

The Sail-In is always a nice prelude to the traditional "Eindejaarsrace" the End-of-the-Year-Race, which will bring all participants into the Anna Bay in the heart of Willemstad, well known among sailors thanks to the recently-held first Heineken Regatta Curacao and of course by the 24 preceding editions of the End of the Year race. 

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

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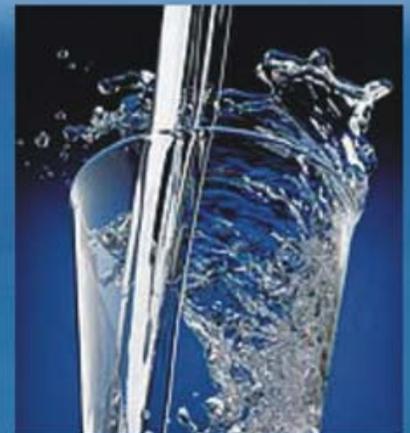
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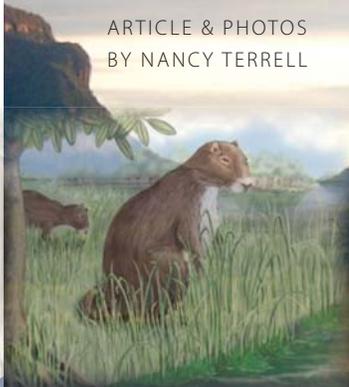
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Water Tales —

THE WORLD'S LARGEST RODENT

ARTICLE & PHOTOS
BY NANCY TERRELL

Tempes today in the Amazon



Phoberomys pattersoni
(artist rendering)

One of the stories that truly interested me during my trip into the Amazon was that of the Phoberomy Pattersoni, a giant rodent that roamed the waters of Venezuela some eight million years ago. This engrossing story was related to me by my Pemon Indian guide, Antonio.

It seems that this rodent, pictured as the size of a modern buffalo, weighed over 1500 pounds or 700 kilograms, had a long tail for balancing his heavy body and had teeth that were constantly growing. It is speculated that these teeth were used to cut wood, much like those of a beaver, and that they could also have been used in fighting—something I am sure that most animals millions of years ago did—just for survival. Resembling today's guinea pigs and 15 times heavier than the largest living rodent today, the Phoberomy's diet consisted of sea grass and other water plants.

The odd thing about Antonio's story is that the water necessary for the Phoberomy to live in is now an arid region in the northwestern area of Venezuela where his remains, said to belong to the Upper Miocene Period, were found. The Phoberomy's remains are not the first oversized creature to have been discovered in this area—the remains of huge hook-beaked birds, as well as giant sloths have been found. Biologists love to study the forests of Venezuela because most of the flora and fauna found there have developed in isolation from the rest of the planet due to the discovery that South America was cut off from the rest of the world until about 3,000,000 years ago when the isthmus of Panama emerged



Antonio -
Our guide



Modern Pemon
Amazon Canoe

connecting it to Central & North America. As such, the island of South America was home to giant mammalian groups; it is believed that some of these specimens actually survived until mankind came on the scene.

One of the facets of this ancient discovery that interested me is that of proportion; obviously, as the animal world evolves their bodies evolve in proportion to what will be needed in relationship to the grazing lands and water surrounding them. Antonio told me that the Phoberomy had rear legs that were much more powerful than its forelegs, much like our 2 lb. guinea pig of today.

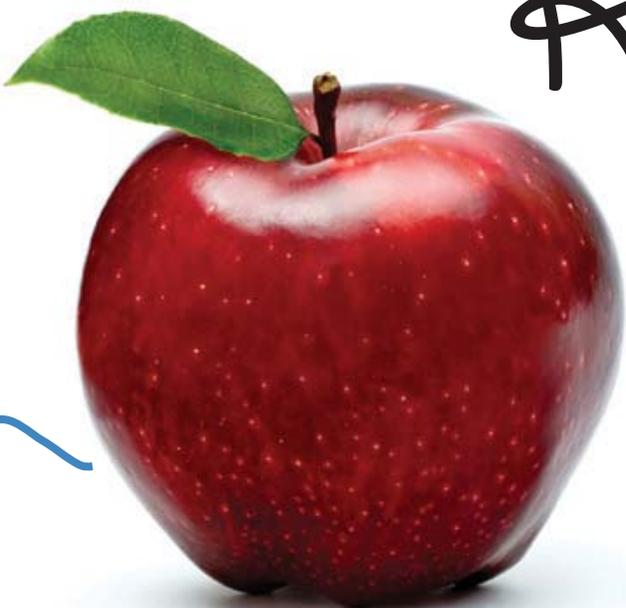
Antonio led our group through the forest, which included waterfalls, tempes and large areas of water grasses. I could just picture our coming upon one of these rodents—not my most favorite species of animals in the first place—popping up in our path. Like any cruiser, we have had our own personal battle with mice and rats on board our trawler, *Swan Song*. It is specifically because of the tearing teeth of rodents that they do so much damage. We were hauled out several years ago when a family of growing mice decided that our newly installed hoses were just what their family needed to survive—some \$2,000 and several weeks later we had finally sent the last of them to that lovely rodent heaven in the sky but their presence certainly dented our schedule as well as our pocket book.

With each new twist and turn in the river, Antonio paddled his historic canoe around bends and seemed to enlarge the tales of the Phoberomy as he saw our interest increase. Taking us back to our home station at Jungle Rudy's Resort, he left us to have lunch in their restaurant, which is filled with wall hangings of the animals and wildlife that roam the Amazon today. As we ordered our food our group speculated on how large their restaurant walls would have to be to contain a Phoberomy's hide today. It was decided that they would most definitely have to hire a construction company to construct a wall on which to contain it. 🐾

Nancy Terrell is a freelance writer who has lived in the Caribbean for 23 years. She holds a Master's Degree in Literature and is currently cruising on her trawler, Swan Song, throughout the Caribbean.

Home Scho on the High

BY CAROL M. BAREUTHER, RD



Living life on the seas, whether completing a circumnavigation or working while chartering, is the dream of many families. Kids along for the ride get a chance to experience different cultures, customs and circumstances. However, what about a formal education? Just how do you combine cruising with schooling?

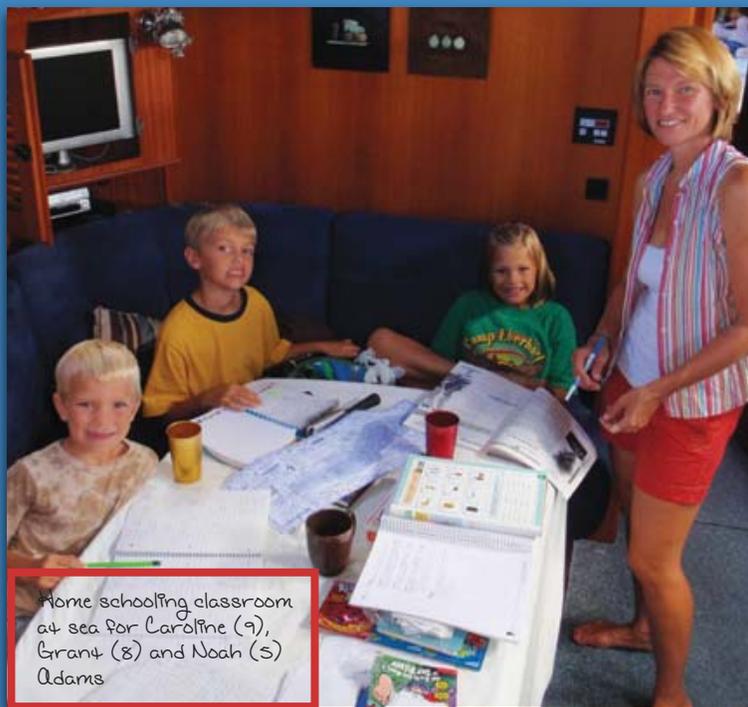
The decision to set off on a two- to three-year round-the-world cruise was one of the hardest Jane and Marc Adams of Chicago ever made.

"We weren't just deciding to take the kids out of school, we were really deciding if we wanted to change the way that they looked at life," says Jane Adams, who with Marc, nine-year-old Caroline, eight-year-old Grant, and five-year-old Noah, started their cruise last fall aboard their Hallberg Rassy 46, *Imagine*, in the Caribbean 1500 Cruising Rally.

Jane continues, "Our children won't be the same kids they would have been if we stayed and they went to a traditional school. We hope that by cruising, they will have a better appreciation for the world, the environment, and for others. Most importantly is that we will grow together as a family. But, I was and still am somewhat concerned about how they will interact with children their same age when they return to a traditional school. They are experiencing life without the influence of TV, video games, organized sports, or the constant interaction with children other than their siblings. However, seeing them grow already in this new environment has helped to ease these fears."

Having a child was life-changing, and potentially career-changing, for Iris Mosing, who with partner Henry Metz who have chartered their 75' foot *Shaitan* out of Tortola since 1995.

"The brokers were not very happy when we had Luana," says Mosing, who has won numerous awards for her culinary skills. "We even considered buying land on St. Thomas and working ashore. But we love chartering."



Home schooling classroom at sea for Caroline (9), Grant (8) and Noah (5) Adams

PHOTO COURTESY OF JANE AND MARC ADAMS

Another decision Mosing and Metz made early was to find ways for Luana to interact with other children.

"I loved attending a mom's group at Magens Bay when we were in St. Thomas," says Mosing. "When Luana was older, I put her in kindergarten for a half day on St. Maarten and later for a full day in grade school in Trinidad. We would occasionally take her out for two months at a time to cruise and her teachers sent assignments by email. But, she'd have to be back in the classroom for end of term exams."

Mosing adds, "Since she was young we'd always drop her into different groups and she made friends quickly. In fact, when we talked one time about

oling Seas



Luana Moesing
Metz, now age seven

PHOTO COURTESY OF IRIS MOESING, YACHT SHANTAN OF TORTOLA



selling the boat, Luana got very upset. She worried about how she would visit all her friends, including the ones she hadn't met yet."

Ultimately, Mosing and Metz found a private school in Bequia where seven-year-old Luana attends third grade and lives with an island family during the week while her parents are on charter.

A typical day for the Adams kids is a little different.

"School starts right after breakfast when we're in port or at anchor," says Adams. "We take a mid-morning snack break and sometimes a quick swim. Then, we're back to school until lunch and then are usually finished around 1 p.m. After school, we are off exploring. This often involves swimming/snorkeling, land exploring, or site seeing."

There's no structured school when the family is underway. "We may read that day or do a few easy subjects," Adams says. "We also don't have a typical school week. If we have been underway a lot, we may need to have school on the weekends. But, if a great 'field trip' is available we may have a day off during the week. We also don't take breaks for the holidays but will break when we have visitors or need to make passages. Our schedule is more about completing the work appropriately and on a schedule that works for us as a family."

The Adams chose the Calvert Home School program for their curriculum. "First of all," says Adams, "I wanted a program that provided everything that I needed for the entire year for each grade. Since we will be gone and often out of frequent phone and email communication it would not have been practical to develop my own programs from the many on-line resources. I also wanted a curriculum that had a full written program with an on-line supplement. Although we are often able to access the Internet, it is not consistent so it would have been difficult to use a program that relied solely on Internet access. I also wanted a program with choices, such as, the ability to utilize different grades for different programs. Calvert's program best met all of my needs."

There are many ways the Adams have incorporated school work into cruising. "History lessons often include the history of places that we visit, such as, forts, museums, monuments, or special historical sites. Geography lessons often include the maps and charts where we have gone or are going and fun things, such as, latitudes and longitudes. Science, of course, includes a new extensive knowledge on sea life," says Adams.

She adds, "We've also incorporated guest speakers in our curriculum. We recently asked a physician to provide a lecture on anatomy for science class

and another cruiser that plays bagpipes provided a music lesson one day. A little variety helps to keep the interest of the children. It also gives mom a little break."

The benefits of cruising and schooling with kids can be great. "Luana is very wide-minded," says Mosing. "She loves her land family, we love chartering and our family life together is very cozy. It's a win-win for us."

For those considering launching off on an extended sail with school-age kids, Adams advises, "Just do it. Many people will give you a lot of reasons why you can't or shouldn't do something like this but it really comes down to what's best for you and your family. You only have one chance to take a cruise like this when the children are young. Eventually, they'll grow up and the chance will be gone. If it is your dream, don't let anyone take it away. If it doesn't work out, you can always go back to land." 🌊

Physical Education Class-
or is it a science lesson?-
for the Adams family

PHOTO COURTESY OF JANE AND MARC ADAMS



the Northbound Alternative

BY MIKE SHAW

Year after year, a handful of cruisers break free from Georgetown, Bahamas (aka: Chicken Harbour) to travel the "Thorny Path" leading to the Leeward and Windward Islands and the West Indies. In April 2007, this is exactly what my wife Kylie and I did, aboard our 46 year old Cheoy Lee Bermuda 30, Meggie.

We boldly embraced the challenge of sailing the Thorny Path, all the while playing the weather window game and racing against the hurricane season southward through the island chain. The whole time, we were not really knowing exactly how long we would be gone for or just how far we would go, but one thing we did know was that we would have to eventually return northward to Canada.

We chose to hunker down for our first hurricane season in Grenada. Come November, 2007 we took our time to cruise back up the chain as far as Antigua, where we competed in the Antigua Classic Regatta 2008. June was upon us already, bringing with it the beginning of our second hurricane season. With the West Indies explored, and after experiencing one too many storms in Grenada during the last hurricane season, we were ready to see what else the Caribbean Sea had to offer.

We chose to sail to the Venezuelan mainland, out of the hurricane belt. We hauled *Meggie* in Medregal village located in the Golfo de Cariaco, and after a much delayed launch date, late August was upon us. Ready to move on, we got underway and experienced wonderful downwind sailing westward to the Venezuelan out islands. We spent an incredible month in Tortuga, Los Roques and the Aves (not to be missed).

Before we knew it we were in Bonaire and then Curacao...time flies when you're having fun! Being this far west, it was very tempting to continue onto Cartengena and The San Blas islands, but we figured this would require another season of

cruising and we knew our cruising kitty was not up to the challenge and felt it was time to head north. The thought of beating eastward against headwinds and current back to Grenada and up the chain, simply had NO appeal. We considered the option of sailing from Bonaire to Puerto Rico but NE trades put you hard on the wind for days, ultimately close reaching... yet again.

So we decided instead to wait for a weather window and charge straight across the Caribbean Sea from Curacao to Jamaica, which lies just under 600 nautical miles northwest. This would place us in a good position to visit Central America, before staging in Mexico to head back to Canada in April, all the while sailing with wind, waves and current in our favour.

We put the plan into motion and departed Curacao on Nov.10th with a reasonable window of lighter winds and seas. This passage proved to be one we will never forget. Wonderful fast sailing, a strong west/northwest setting current, an average of 15-18k of wind and seas averaging 6', allowed our 30 footer to log noon to noon runs of 125nm, 140nm, 138nm and 124nm.

Unfortunately, 35nm off the coast of Jamaica the wind dropped and we were barely able to fill our spinnaker AND our mizzen staysail spinnaker, so inevitably we motor-sailed the rest of the way. We made landfall in the beautiful Port Antonio on



the evening of our 5th night. To our surprise we found only two other cruising boats here, both of which have been here for quite some time. The harbour offers excellent protection from all directions and the marina staff and facilities are great. *(Editor's note: See Mike and Kylie's destination report in this issue.)*

Ultimately, being staged in Jamaica this early in the season offers cruisers many different sailing options: the windward passage to the Bahamas, a back door to Cuba (closest point of land 60nm), The Caymans only a stone's throw away, and of course smooth sailing to Central America. What may have taken a month or more of waiting for weather windows, running anchorage to anchorage through the island chain and inevitably being faced with NE Christmas trade winds, only took us a mere 4.5 days...definitely a better choice for us and our boat.

Now we can take it easy, relax, and enjoy, mahn!

Mike Shaw has been living for two years with his wife Kylie aboard Meggie, a Cheoy Lee Bermuda 30 built of teak wood that they have rebuilt. They sailed their boat from the Great Lakes in Canada.



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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

An Unauthorized Memoire of Augie Hollen

BY PETER MUILENBURG

WHAT FOLLOWS IS AN UNAUTHORIZED MEMOIRE OF AUGIE HOLLEN—unauthorized because, while not exactly shy and retiring Augie shuns publicity; perhaps because, as some claim, he worked for the CIA many moons ago, in another life. If so, it speaks well for the Agency that it recruited him, because Augie would have made a good operative—tough, resourceful, shrewd—reminiscent of Odysseus, the canny protagonist of Homer's epic. At any rate, he didn't stay long and it was just as well. The CIA in those days was owing more to the OSS than to Abu Ghraib. He wouldn't have been happy in Bush's CIA waterboarding a suspect or leading him about by a string snugged up tight around the nuts.

He's now in his seventies, still a big man with a powerful laugh, an angular face, and a mordant wit. Perhaps most noteworthy are his eyes, eager and spontaneous in the midst of a story, but never quite losing a certain guardedness. Living in the Virgins all these years has given the wit plenty of material. Commenting on recent runaway development here, he said, "Now that one can finally make a decent living here the place has gone to the dogs." Another time he told me that he'd been born "two drinks under par," which explained why rum was a staple in his larder.

August Hollen was born and brought up in South Dakota but he wasn't long for the prairie. However, he brought with him prairie values all his life...a propensity for hard work and a remarkable mechanical aptitude. As a youth he ranked second-fastest in the nation at setting type—his father owned a small newspaper. Ever precocious, he got married at age 17. "It felt so good I thought it must be love!" he laughed. When they divorced, his ex-wife informed his draft board about his change in status and that's how he landed in the service, where his test scores alerted the CIA.

He was out of college with a degree in agriculture, working for an advertising firm in Chicago, when a friend recruited him to help sail a boat to the Caribbean. Like many another wanderer to the West Indies, the Virgins looked very good indeed and so Augie went ashore in St. Thomas.

There was an economic boom on at the time, thanks to Fidel putting investments in Cuba at risk, so Augie had his pick of construction jobs and saved money for building a boat. He chose

a time-tested design that hearkened back to the 1650s, was swift and seaworthy and easy to handle. The resulting schooner, *Taurus* (appropriate for a cow horn) was built of strip plank of gommier wood saturated with WEST System epoxy (a new technique in those days). It looked so good and sailed so well it invited emulation.

Les Anderson was interested. The yet-to-be famous marine artist was living on a 25ft long, 60 year-old gaff cutter *Banshee*, and had made it down the island chain as far as Trinidad by the skin of his teeth. He was licking his wounds when Augie sailed in to the same harbor on a delivery. After going over the boat's myriad troubles—the boat had threatened to sink several times—Augie looked him in the eye and said point blank "Les, what you need is a new boat!" Les managed to get back to the Virgins, where he sold her to Rafe Boulon and took over Augie's mold and spare lumber.

This was the start of *Penelope*, one of the prettiest boats in the West Indies. Les figured, what better a model than *Taurus*, for which there was a mold and a stack of lumber left over from Augie's project. Les made a few alterations to the sheer and used a trunk cabin he cut off another boat. Today both boats must be around 40 years old and they are still strong, due in good measure to the gommier wood they were constructed of, the choice of the Caribs for building their big dugouts, a rosy, tight-grained wood that was resistant to toredos and rot and water logging. The two boats enjoyed racing each other.

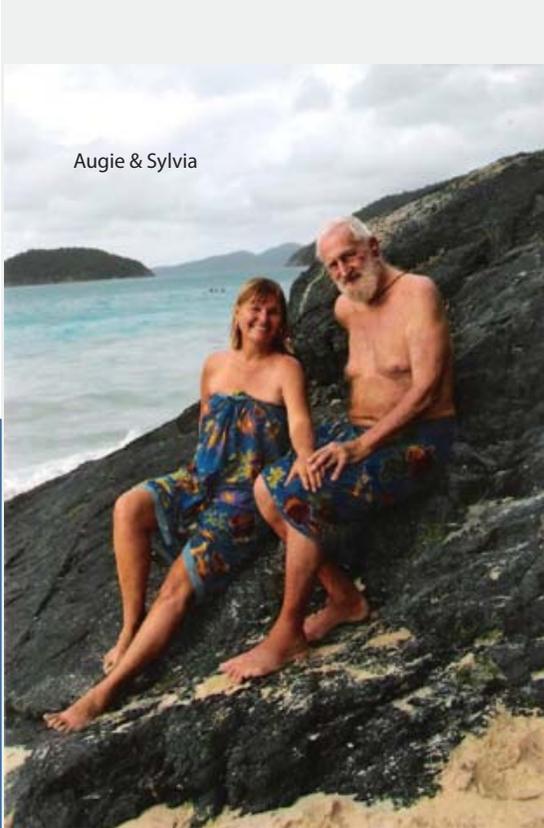
Augie and Les spent a lot of time at Foxy's. They helped organize the first wooden boat

regatta. It was on the occasion of one of the early regattas that Les sailed into Jost van Dyke with an attractive woman he had just met. Over the weekend, Sylvia and Augie met and the rest is history. When *Taurus* sailed out of the bay, Sylvia was aboard, as was the first place trophy. As *Taurus* came abreast of *Penelope*, Augie called out in his booming voice, "Winner takes all, Les."

Eventually Augie sold the *Taurus* to Tommy "Nolegs" Kershaw who became an inspiration in Caribbean sailing circles. He became famous as a sailor despite his having had both legs blown off in the Vietnam war—hence the nickname! He came to St. John determined to learn how to sail, and with a group of supportive friends, especially Paul Hollings and Augie, he did. After learning the ropes and assessing things, he bought *Taurus* and renamed it "Sea Legs." A name more apt would be hard to find. Tommy campaigned the boat hard and to considerable success, often beating Les, a hard-edged competitor, in Coral Bay's Thanksgiving Regatta and in Foxy's Wooden Boat Race.

Augie couldn't be without a boat—or at least a boatbuilding project—for very long. Since he had recently bought property out at East End, he set up shop on the beach nearest his land there under the palm trees close to the water's edge and got to work. He had the hull finished and was getting ready to launch it when the weather took a turn for the worse—much worse—and did it for him. Back-to-back hurricanes swept by, David and Frederick. David was a "Great" hurricane, great as in Great White. David went just to the south of Coral Bay.

Augie & Sylvia



Cowhorns

survived. Still Augie kept sailing, just on other people's boats.

When first Augie arrived in the islands, he had worked construction, but eventually got to know Dick Avery, delivering yachts for him every year in the Fall. Augie's remarkable mechanical ability stood him in good stead, as he was able to fix most things aboard. Where other delivery skippers brought the boats in with a long list of things to fix, Augie brought them in ready to go out on charter. He ended up doing two to three dozen deliveries from New England to the Virgin Islands, often doing two in a season. "It was like going on vacation," declared Sylvia. "We got our way paid up there, we could bring down anything we wanted and we got to go sailing, stopping in cool places like Bermuda."

He decided to build his next boat in Coral Bay which back in those days was really the boondocks. He struck a deal with Fred Smith to use the empty lot in back of his bar/grocery. He

got electricity from Fred, the site was close to the sea for ease of launching, and of course it was only a few steps to the bar for a cold Heineken. There he built a mold out of conduit and chicken wire to the dimensions of a 31'cow horn.

People love to watch other people work, especially the building of something with the romance of a big boat. The word of Augie's project got out and attracted a stream of boat-builder wannabes; but a handful of these onlookers were dudes who wanted a good boat but couldn't afford one fresh off the shelf. This group found each other and watched in fascination as Augie built the mold. They plied him with questions and finally they came up with a good idea—it seemed obvious in retrospect—why not pool resources, buy Augie's mold, share expenses like trucking, qualify for quantity discounts, be on hand to help each other when more hands were needed, and, in sum, pool their knowledge and resources, share the experience and the expenses.

Augie wouldn't acknowledge his paternity of the Coral Bay cowhorns at first—he didn't want to be responsible for whatever trouble they might get into. But the sight of the six identical boats lined up parallel to the shore was a dramatic testimony to some kind of phenomenon and it became impossible for him to avoid being known as Augie Hollen, the "guru" of the Coral Bay boat builders. ☺

Driving out to see the damage, hours after the peak winds, ferocious gusts made even my old Toyota Land Cruiser shudder. We couldn't make out the boat, but the heavy surf which roared at the shore made it clear that nothing could have

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LUCKY DOG – HOW TO MAKE A YACHT REFIT INTO A HOME

ARTICLE & PHOTOS BY NANCY TERRELL

When I first met Troy and Winnie Standish on *Lucky Dog*, I couldn't believe that two people could turn a 1980 80' Paasch raised pilothouse motor yacht into such a comfortable home – for themselves, Reno, a 135 lb. German shepherd (who is indeed one lucky dog), and three cats Kiki, Presley & Morgan.

Troy Stanish, from Poole England, has been on the water all of his life in power boats; Winnie, a native of southern Florida is an also a diver, swimmer and water sport enthusiast. After meeting in Spain on a holiday in 1994, they married and moved back to the states where Troy had a 17' Mako in the Keys. They soon traded up to a 30' center consol Century boat named *Tequila Dream*, kept it for three years and upgraded again to a 39' Topaz named *Lone Wolf*. For seven years, they loved living aboard and cruising the Bahamas when not working.

They had purchased Kings Head Pub on Daina Beach and turned it into one of the hot spots of the Ft. Lauderdale area—so successful that in 2005, with an offer to sell that they couldn't refuse, they began looking for one last upgrade—to a large power boat and a retired life of cruising.

Troy had looked for boats all through the millennium and beyond. Doing the sensible thing he hired a broker and only went to see what was suggested. However, an ad in a boating magazine fascinated him, so he, Winnie and a surveyor flew to Connecticut to look at *Lucky Dog* (then named *Elan*). It was love at first sight. Troy's broker tried to convince him that there was too much wrong—but you know how love is. Troy's low bid, pointing out the neglect and nonworking areas of the boat, was accepted, saving him 30% off the asking price.

The next two months were a labor of love and devotion. Since the two could not leave their restaurant at the same time, Troy and Reno the dog headed up to Connecticut to live aboard, so he could do necessary maintenance and repairs, replacing all of the hoses and impellers, while Winnie ran King's Head.

Lucky Dog has a Z Drive designed by Rolls Royce and Troy got specs from the company so he could work on it. The hull originally was built for the Navy in Lake Erie until the project was cancelled due to budget cuts, and the boat was instead finished as a yacht. There were originally five hulls; now there are only two.

Winter had set in and it was cold in CT. Winnie drove up, with a captain friend and live-aboard supplies, and the four headed south to Florida. After their friend left in Atlantic City, Troy and Winnie headed out without a dinghy, through winter seas and storms, stopping each night to tie up wherever. By the holiday season they were on the Intra-coastal, spending daylight hours avoiding barges and navigating bridges, and pulled into Lauderdale



Salon now

just in time to be a part of the holiday Boat Parade.

Lucky Dog went onto the hard at Harbor Town Boat Yard, Dania Beach, where Troy spent three months working on the exterior – filling, faring, sanding, and painting. He added two feet to the transom with a hydraulic swim platform that lifts up at night, affording them extra safety protection. They built in steps for Reno the dog, and added a 60' Bimini to their top deck, making it a "Party Hearty" locale for entertaining.

The couple moved *Lucky Dog* to the dock behind their home on a canal, where the next eight months were spent in electronics and an interior refit. All of the headliners and walls had to be removed for extensive wiring. Troy installed three GPS systems, three SAT NAVs, two radars, a new SSB, two VHF's, forward looking sonar, a Bluewater Anchor Alert System and Koopnautic active fin stabilizers.

The boat now has an impressive SAT TV & sound system with security cameras throughout the interior/exterior. The system is totally integrated into the entire yacht and can be seen from each room including the master stateroom TV, electronically hidden behind a gorgeous oil painting. The entire system is duplicated on the fly bridge.

The galley is state of the art—as gorgeous and functional as any of the huge mega-yachts I have seen after 15 years of boat shows—with a commercial sub-zero stainless refrigerator and a matching freezer, granite countertops, micro-convection and regular ovens, a disposal, ice-maker, trash compactor and more.

With Winnie's design expertise, the heads, staterooms and salon were completely redone with soft leather couches, recessed lighting, and oriental carpets. Plants, crystal and beautiful paintings complete the comfortable yet elegant décor.

After three years of cruising in the Caribbean, "We have now finished exploring the Venezuela mainland and are headed out for Tortuga, Los Roques and Los Aves; we will continue west to the ABCs and Cartagena," Winnie tells me. "Before going through the Panama Canal we will also visit the San Blas Islands. Our plans after that will probably be to continue up to the Sea of Cortez and on through the Pacific, or maybe even backtrack and go to the Med. If we accomplish this we will certainly consider ourselves Lucky Dogs!" 🐾

Nancy Terrell is a freelance writer who has lived in the Caribbean for 23 years. She holds a Master's Degree in Literature and is currently cruising on her trawler, Swan Song, throughout the Caribbean.

What is 600,000,000 years old, has no nervous system, no body organs, no digestive system, no circulatory system, and lacks the ability to move about yet is an important, vibrant, colorful, living marine creature? It's the 10,000 or so known species of sponges! Invertebrates, living in water from a few inches to over 5.5 miles in depth, most species of sponges are found in saltwater with a few, by comparison, living in freshwater.

They can be found thriving under arctic ice and in tropical waters as well with the tropical species, generally, much more colorful. Fossil records indicate sponges comprised some 50-60% of pre-historic reef life. They are members of the kingdom Animalia, phylum Porifera from the Latin 'porus' meaning pores and 'ferre' meaning 'to bear'...bearing pores. Anyone who looks at a natural sponge knows it certainly bears pores, tens of thousands of 'pores' even in a very small piece of sponge.

Most sponges are filter feeders, taking water in, filtering out the bacteria on which they feed, and expelling the waste water. Some species act as hosts to photosynthesizing organisms which produce more than enough food and oxygen for themselves and their sponge hosts. And, there are a few species of sponges living in unfavorable environments that have become carnivores, feeding off small crustaceans that venture unaware on to the sponges' surface.

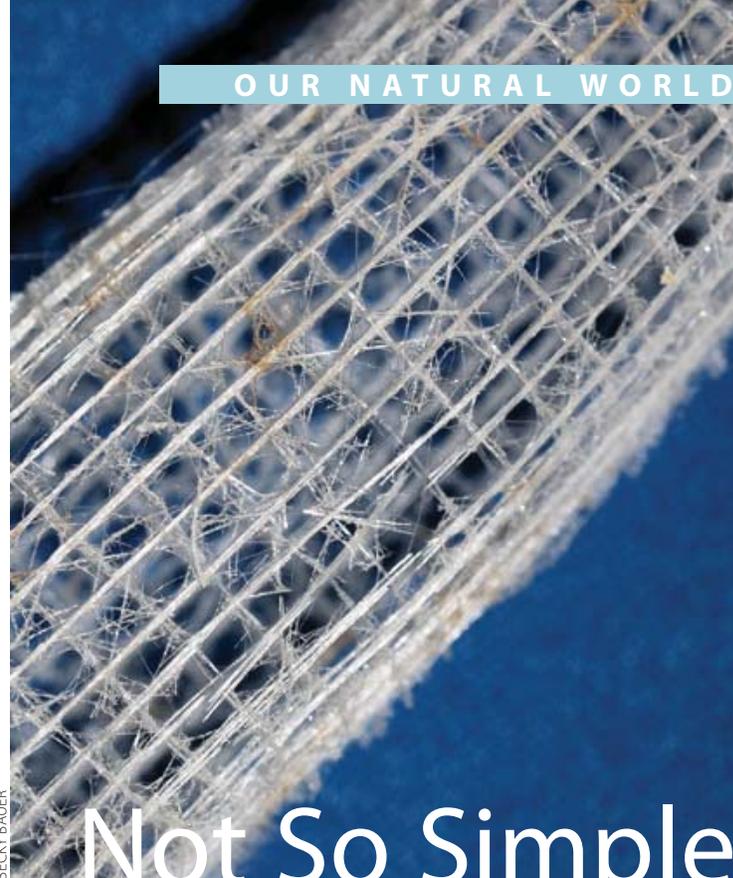
There is current debate as to whether sponges have 'tissue' as we know it. The outermost layer of a single sponge cell is known as the pinocoderm which is the equivalent of skin in mammalian species. The next layer is known as the mesohyl, a jelly-like substances that contains amoebocytes (free moving cells similar to white blood cells), fibrils (tiny fibers), and various skeletal elements depending upon the species of sponge. It is the skeletal element component that gave taxonomists a means of classifying sponges.

The three main classifications of sponges are Calcarea, Demospongiae, and Hexactinellida. Found within the mesohyl of the Calcarea sponges are spicules, supporting elements, composed of calcium carbonate silica. The most common class of sponge, the Demospongiae, has mesohyl containing supporting spicules of both silica and spongin, a form of collagen. The Hexactinellida sponges' mesohyl contains spicules of silica and single cell like syntactium filled with a cytoplasmic substance containing many nuclei.

The spicules supporting the Hexactinellida sponges, aka glass sponges, have a unique characteristic of great interest to scientists studying fiber optics. These sponges can produce glass. Whereas manmade glass requires high temperatures and the end product is brittle, glass sponge glass is created in cold water and it resists stress. The glass sponges make glass by extracting silica acid from sea water and converting it into silica which then becomes glass skeletons. The minute spicules in these glass skeletons not only display very intricate patterns but they are also less brittle than manmade glass, they are stronger, and they develop their own support systems compared to manmade glass which must have artificial support. In addition, the ends of the spicules gather and focus light better than commercial fiber optic materials. It is theorized that this light gathering/focusing ability evolved to provide light to symbiotic alga living within the glass sponges.

Most glass sponges live at great depths so few of us rarely have the opportunity to see them. The Venus' Flower Basket glass sponge holds a place in Asian culture where the gift of this sponge signifies a long and happy marriage. Similar thoughts prevailed in Victorian England where a Venus' Flower Basket could bring 500 pounds. The belief attached to the Flower Basket arises from an unusual symbiotic relationship inside the sponges way beneath the surface.

Two tiny bioluminescent cleaner shrimp, one male, one female, live their entire lives inside the Venus' Flower Basket sponge. They are taken into the sponge as larva and once 'hatched' cannot escape. The sponge provides them shelter and food, and the shrimp keep the sponge clean. As the shrimp mature and propagate, their larva float out of the sponge and the cycle repeats itself.



BECKY BAUER

Not So Simple SPONGES

BY BECKY A. BAUER

With little tissue binding individual sponge cells to one another, sponge colonies can be separated and, over time, will rejoin. A species of freshwater sponge's ability to repair was tested when scientists destroyed a small colony by forcing it through a fine-mesh sieve. The individual cells eventually reunited and reformed their colony.

The sponges' ability to survive is remarkable and reminds one of Star Wars and other sci-fi tales. If water conditions become unfavorable to survival, some species of sponges produce 'survival pods' called gemmules. The gemmules are composed of dormant, unspecialized cells that do not become active again until conditions improve. Once revived, the cells in the survival pods either repopulate the skeletons of their parent colony or float away to begin a new colony.

The largest class of sponge, the Demospongiae, is the most commonly seen; the barrel sponges are a good example. This class of sponge is currently under study for its propensity of harboring all manner of bacteria and micro-organisms as well as its ability to 'signal' colonization. Scientists believe identifying the signaling mechanisms could have great benefit to developing new treatments in wound and surgical recovery. Additionally, scientists have discovered bioactive compounds in sponges which show great promise in the treatments for AIDS and some cancers.

NOTE: The photo accompanying this article is a section of a Venus' Flower Basket showing the glass skeleton. The sponge was torn from its deep hold along with thousands of other living 'by catch' creatures by a bottom trawler several years ago. Although damaged, it was rescued from the pile of trawler refuse and given to me for use in educational programs. 🌐

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

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.

Valentine's Day 2009

"May this Valentine's Day be filled with love, understanding, and contentment as you journey through life with those you hold dear." - Darly Henerson

"True love comes quietly, without banners or flashing lights. If you hear bells, get your ears checked." - Erich Segal



A LITTLE HISTORY

In ancient Roman times Emperor Claudius II believed that soldiers should remain bachelors, so they would be able to concentrate on fighting, but a priest named Valentine, secretly performed marriage ceremonies. He was caught and because of his defiance, Valentine was put to death on February 14th; now known as Valentine's Day or Saint Valentine's Day and celebrated by lovers.

In 1847 in Worcester, Massachusetts, a lady named Esther Howland started creating hand-made Valentine cards; this was the beginning of a very successful business, both in Europe and the Americas. It is now a traditional day on which lovers express their love for each other by sending cards, flowers or chocolates—often anonymously.

Have someone special over for the entire day. Chocolate, wine, and other foods have long been known as the tools for the art of seduction and Valentine's Day is no exception. Dress for the occasion. Get your loved one's mouth watering, start with a special breakfast. Hand-write the evening menu and place it on a beautifully set dinner table. Create a romantic meal by using seductive foods, soft relaxing dinner music, and lots of candles. Let your imagination go wild and have fun!

MENU FOR VALENTINE'S DAY

BREAKFAST:

CREAM CHEESE AND APPLE FRENCH TOAST

Preparation time: 20 minutes

Cooking time: 30 minutes

Serves: 2

Filling:

- 1 Granny Smith apple
- 1 tsp. Brown sugar
- 1/2 tsp. Cinnamon
- 1/2 tsp. Nutmeg
- 1/4 cup cream cheese, softened
- 4 slices bread, crust removed

Batter:

- 1 egg, slightly beaten
- 1/2 Tbsp. Vanilla
- 1/8 cup milk
- 1/4 tsp. Cinnamon

Garnish: Mint leaves and maple syrup

Peel, core and dice apple; fry in butter until softened. Add brown sugar, cinnamon, nutmeg, and cream cheese. When heated through spread mixture between two slices of bread. Mix together egg, vanilla, milk and cinnamon in a shallow dish. Heat skillet. Place prepared bread into egg mixture, turn, then pan fry until golden on both sides. Garnish with mint leaves and serve with maple syrup.

LUNCH:

GREEN TOSSED SALAD AND CROISSANT BAKE

Preparation time: 15 minutes

Cooking time: 25 minutes

Serves: 2

- 2 croissants
- Dijon mustard, to taste
- 2 slices smoked turkey or ham
- 2 slices cheese
- 2 eggs
- 1/2 cup milk
- Salt and pepper, to taste

Preheat oven 375°F/190°C. Halve croissants lengthwise. Smear with mustard then layer with slices of ham and cheese. Put in buttered ramekins – must fit snugly. Whisk eggs and milk together, season with salt and pepper and pour half over croissants. Place top on croissants and pour remaining egg mixture over each croissant. Bake for 10 minutes then reduce heat to 325°F/160°C and continue baking until set, about 15 minutes.

DINNER:

ROASTED RED SNAPPER WITH SALSA

Preparation time: 30 minutes

Cooking time: 20 minutes

Resting time: 20 minutes

Serves: 2

- 2 Tbsp olive oil
- 2 Tbsp lime juice
- 1 Tbsp chopped cilantro
- 2 – 8 oz/225 g snapper fillets
- Salt and pepper
- 1/2 bunch arugula
- 1/2 bunch watercress

Salsa:

- 1 large tomato
- 1 Tbsp. scallions, chopped
- 1 Tbsp. cilantro, chopped
- 1 clove garlic, chopped
- 2 tsp. fresh lime juice

Salt and pepper to taste

Preheat oven 400°F/200°C. Combine oil, lime juice and cilantro in a small bowl. Place fish (skin side down) on a greased baking sheet. Brush with oil mixture and sprinkle with salt and pepper. Let rest 20 minutes. Then bake for 20 minutes. Meantime, combine salsa ingredients in food processor and pulse lightly. Arrange arugula and watercress on plates, lay snapper over greens and top with salsa.

HERBED ORANGE RICE

Preparation time: 5 minutes

Cooking time: 20 minutes

Serves: 2

- 2 tsp. butter
- 1/2 white onion, chopped
- 1/2 cup Basmati rice
- 3/4 cup chicken broth
- 1/4 cup orange juice
- 1 tsp. orange zest
- Pinch salt
- 1 Tbsp. scallions, chopped
- 1 Tbsp. Italian parsley, chopped

Melt butter and sauté onion over low heat, briefly. Add rice and cook stirring for 3 minutes. Add the broth, orange juice, ginger, zest, and salt; bring to a boil. Cook covered over low heat approximately 20 minutes. Fluff with fork. Stir in scallions and parsley

"KNOCK YOUR SOCKS OFF" CHOCOLATE CAKE

For Valentine's Day, this is a very moist, delicious cake filled with all kinds of sensual delights.

- 1 (18.25 oz) package devil's food cake mix
- 2 (8 oz) packages cream cheese
- 1/2 cup white sugar or powdered sugar
- 1 (21 oz) can cherry pie filling
- 1/2 pint heavy cream
- 2 tsp. powdered sugar
- 1 tsp. vanilla

Prepare chocolate cake according to directions, using a 9x13 inch baking pan. When the cake has finished cooking and cooling, mix cream cheese and sugar together until blended in a medium-size mixing bowl. In a separate bowl beat heavy cream with sugar and vanilla to taste.

Spread the cream cheese mixture over the cake. Next, pour the cherry pie filling over the cream cheese mixture. Cover with whipped cream and serve "to each other" 🍷

Note: This cake is a wonderful combination of a black forest cake and cherry cheesecake.

Hint: The cake may be made ahead, topped with the cream cheese mixture and cherry pie filling and then refrigerated. Add whipped cream just before serving.

WHERE TO EAT



\$\$\$\$	ENTRÉE > \$20	BW	BEER & WINE
\$\$\$\$	ENTRÉE \$16-\$20	CR	ALL MAJOR
\$\$\$	ENTRÉE \$10-\$15		CREDIT CARDS
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30'	1999	Henderson 30 (Racing Yacht)	SOLD	US\$60,000
30'	1972	Najade		US\$12,000
34'	1978	Steel Sloop ROB		US\$40,000
36'	1977	Roberts Home Built (located in Barbados)		US\$40,000
37'	1977	Gin Fizz	SOLD	EU30,800
39'	1968	Cheoy Lee Off Shore 40		US\$95,000
40'	1986	TaShing Tashiba (excellent condition)		US\$199,000
42'	1986	Endeavour		US\$98,000
43'	1999	Wauquiez Pilot Saloon		EU247,500
43'	1985	Gitana		US\$115,000
45'	1998	Peterson cutter		US\$220,000
45'	1992	Fortuna		US\$150,000
46'	2001	Tayana (Vancouver pilot house)		US\$329,000
50'	1974	Motor Yacht (locally built)		US\$80,000
50'	1991	Celestial Pilothouse		US\$268,000
51'	1986	Beneteau		US\$225,000

51'	1990	Jeanneau Sun Odyssey		EU159,000
51'	1987	Beneteau Idylle 15.5, located in Martinique		US\$160,000
53'	1995	Super Maramu (REDUCED!!)		US\$329,000
53'	1984	Amel Custom Mango		US\$269,000
55'	1998	Zerft Motor Sailer (must sell!!!)		US\$40,000
55'	1994	Oyster 55		£376,000
56'	1973	Visch Motor Yacht		US\$175,000

MULTI-HULLS

35'	2002	Wildcat 350		US129,000
37'	2002	Fontaine Pajot, located in Guadeloupe		US\$325,000
41'	1992	Prometa Cat Flotteur		US\$259,000
43'	2001	Lagoon Catamaran		US\$334,000
54'	1980	Norman Cross Trimaran		US\$350,000
55'	1995	Custom Built Trimaran, located in Grenada		US\$350,000
63'	1998	Polynesian Double Canoe		EU190,000



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48 Cheoy Lee, 1981
New hull & deck paint, many upgrades 08, must see \$149,000



42 Grand Banks, 1987
Twin Lehmans, genset
Priced for immediate sell \$119,000



44 CSY walkover, 1978
Rebuilt Perkins 08, new bottom paint, solid cruiser, \$59,000



41 Formosa Yankee Clipper, 1974
Beautifully refit over the years
Very clean well maintained, \$85,000



40 Pearson, 1979
Centerboard racer/cruiser
New engine 2004, bring offers \$39,000



31 Bombay Clipper, 1978
New rigging 04, new Yanmar 06
New sails 06/07, Great pocket cruiser, \$27,000

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- 48 1974 Maple Leaf - Classic CC cruiser, new paint in 2006\$117,500
- 48 1970 Hughes - Includes turnkey successful day charter biz. \$299,900
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- 45 1980 Hardin - Heavy cruising cutter ketch, 4 cabin, 2 head.....\$115,000
- 45 1974 Fuji - CC Ketch, cruise equipped, recent upgrades.....\$119,500
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- 39 1974 South Seas - Steel CC cutter ketch, ready to cruise.....\$65,000
- 38 1986 Ericson - Very well kept performance cruiser.....\$84,000
- 38 1978 Van de Stadt - Steel passage maker, ketch rig, Yanmar. \$69,000
- 38 1977 Ohlson - English built performance cruiser, rare offering...\$49,900
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- 37 1977 Gulfstar - Total refit, excellent condition, must see\$65,000
- 36 1980 Mariner - Stout cruising ketch, priced for immediate sell \$49,000
- 36 1976 Islander - Roomy racer/cruiser, priced for quick sell.....\$39,000
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- 35 1985 Jeanneau - new Yanmar 04, many upgrades, clean.....\$55,000

- 34 1988 Tartan - Classic design, sloop keel, low usage.....\$49,900
- 33 1973 Morgan Out Island - Spacious cruiser, bring offer\$29,000
- 31 1995 Corsair - Performance trimaran with trailer.....\$86,000
- 30 1963 Allied Seawind - Classic cruising ketch, ready to sail.....\$24,900
- 27 1988 J-Boat - Race ready, many sails, trailer, winner 07 & 08. \$29,000
- 27 1970 Albin - Vega Sloop, outboard engine, dinghy included...\$12,000

POWER

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- 46 1985 Bertram SF - GM's, upgraded interior, ready to deal...\$189,000
- 46 1985 Logical - Spacious Power Cat, twin Volvos, genset.....\$180,000
- 42 1999 Cruisers Express - Cats, Genset, loaded & beautiful...\$219,000
- 40 1994 Mid Cabin Express - Twin Cummins, 03 genset.....\$190,000
- 38 1967 Camcraft - Aluminum crew boat, full cabin, GM, genset \$78,000
- 37 2005 Fontaine Pajot - Private power cat, excellent condition...\$399,000
- 36 2000 Doral - Twin Mercs. Complete cabin, new bottom paint...\$119,000
- 31 2005 Maxum - Comfortable sport cruiser, twin Mercruisers...\$120,000
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38' C.C VAN ZANDT CUSTOM shoal-draft, steel sloop, launched in 1982. "Sequel II" recently arrived in the Caribbean after making her 6th Atlantic crossing with her young family of 3. She is safe, well built and absolutely ready to go when you are. Lying: Antigua, reduced now to \$105,000. US

36' MORRIS JUSTINE 36 CUTTER-SLOOP built in 1985. "Peregrine" is a lovely little cruising yacht built by Morris Yachts, Southwest Harbor, Maine. She has Dark Green Awlgrip topsides and a beautifully finished traditional interior. Always maintained in excellent condition and fully fitted-out for serious Blue Water cruising, Peregrine is ready to go when you are!!! Asking: \$220,000. US Lying: Jolly Harbour, Antigua.

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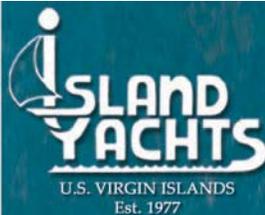
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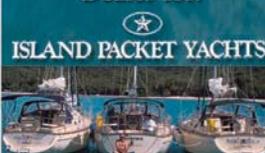


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Amel Super Maramu 2001 Superb	Guadeloupe	320 000 €
Alubat Ovni 435 2006	Guadeloupe	269 000 €
Oceanis 411 1998 (Superb)	Guadeloupe	109 000 €

CATAMARANS

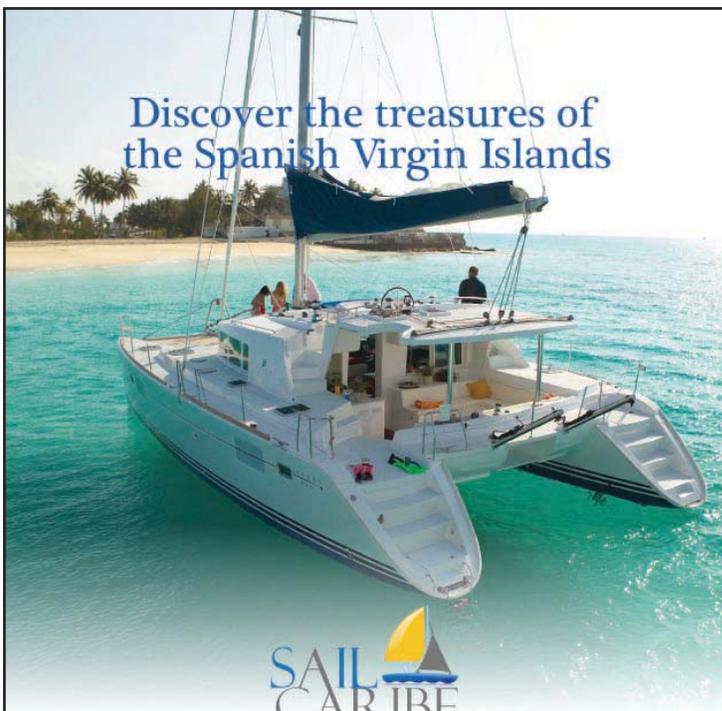
Lagoon 500 2006	Martinique	600 000 €
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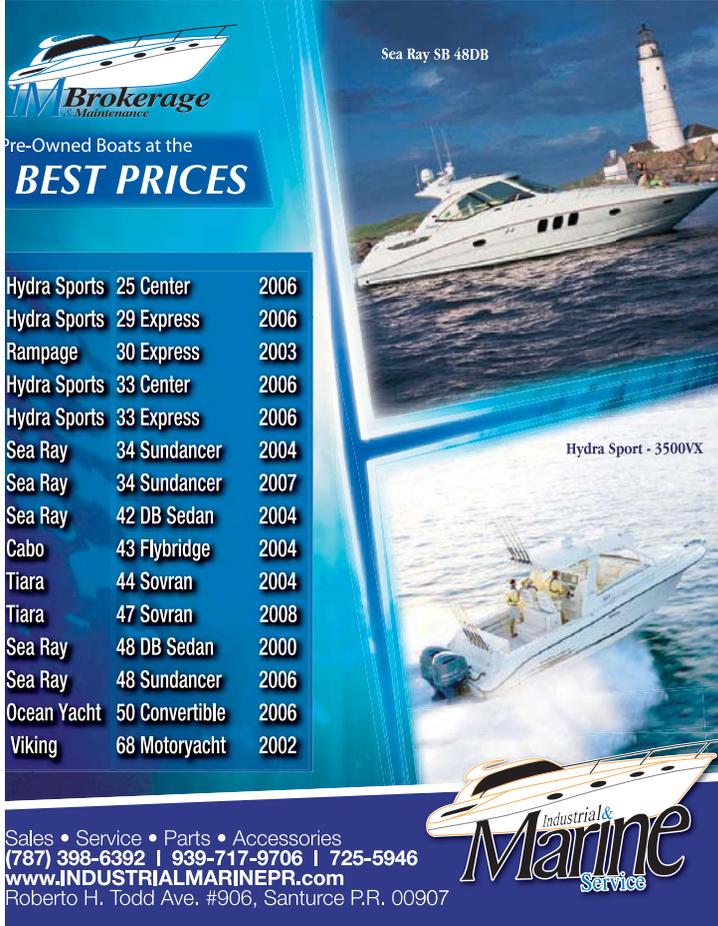


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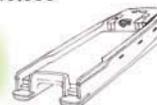
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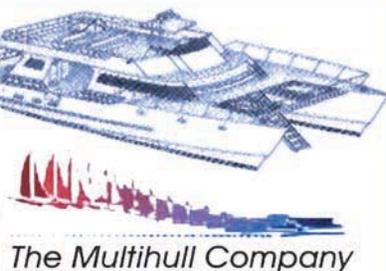
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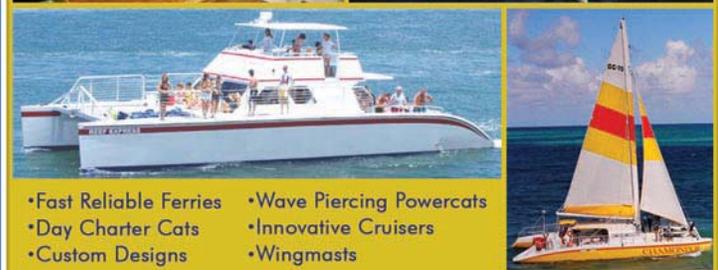
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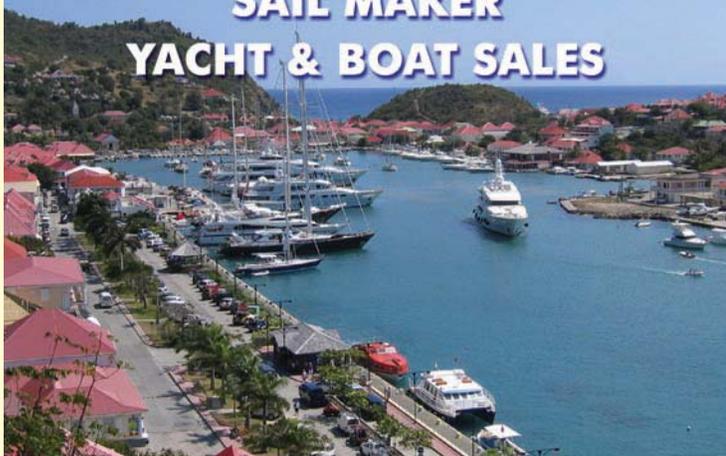
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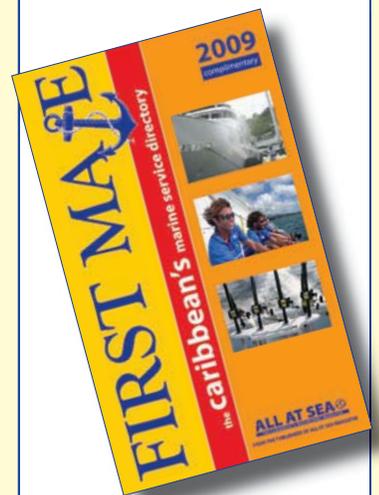
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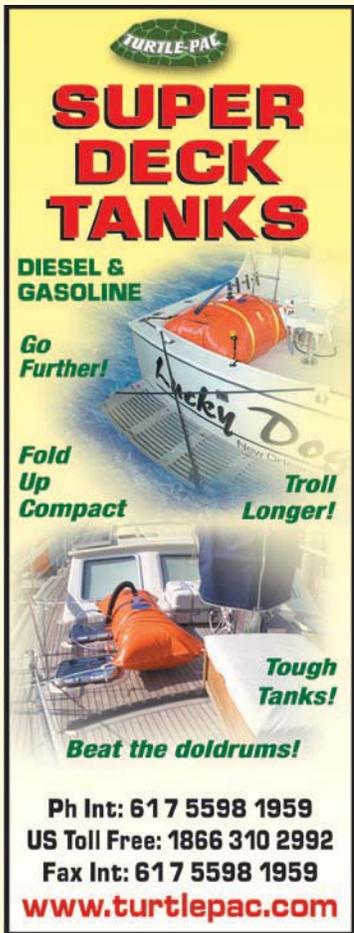
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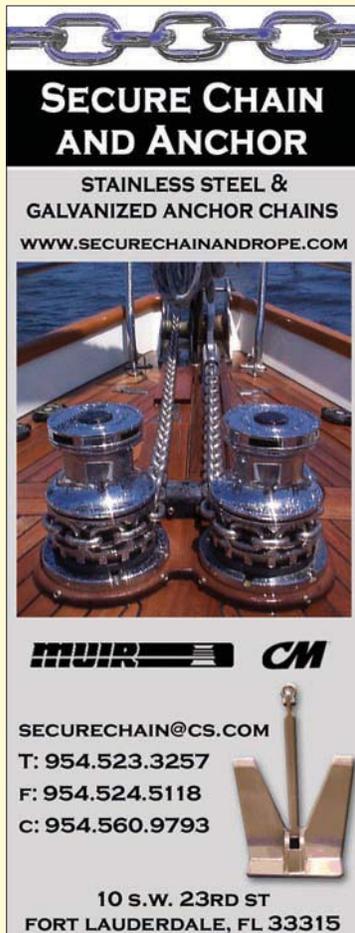


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TALES FROM THE CHARTER COCKPIT DOWN TIME BETWEEN CHARTERS

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Mike & Jeannie
and the Honda
on St. John

Your charter is over and now you have a long break before the next one. What to do? Watch that porn movie? Have sex? Eat a big meal out? Sure, all of the above, but don't forget to make time for "an adventure."

The usual plan is to work but also have fun between projects. Yeah? That NEVER EVER pans out unless you go to an island where there are no marine stores at all. If you forget a vital part, then that project can't be done, leaving more time for an adventure!

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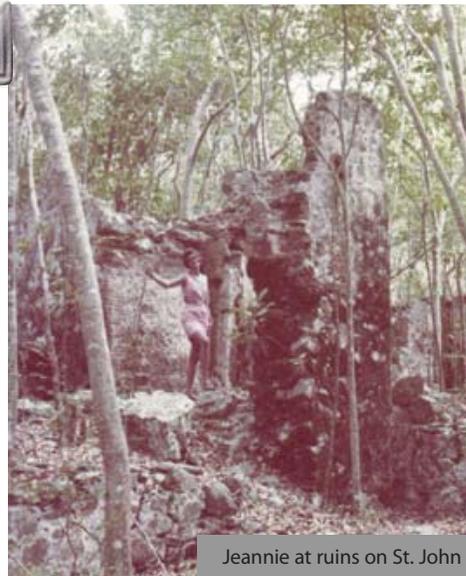
Have you ever ended up in a pig sty? Or at the edge of a precipitous cliff? Or at a mangrove swamp? All these interesting "adventures" await you but you must follow strict rules: no planning, no road map and no asking for directions. Just go where your whim guides you.

First, we had to get the Honda aboard in St. Thomas. We laid it into the dinghy and hoisted it aboard with the main halyard. At the National Park dock at Cruz Bay, St. John, we rolled it off the deck onto the dock. Mike rode the bike to Leinster Bay while I took *Avenir II* there, anchored it

and picked him up with the dinghy at the beach near the Annaberg Sugar Mill.

The plan to work a little and play a lot went well. We discovered ruins crouching in tight little forests of St. John, braved the horrendous unpaved boulder-strewn road out to East End, gave right of way to the donkeys and made new friends.

As always, there are those hitches that turn well-laid plans into chaos. When we had to return to St. Thomas, I



Jeannie at ruins on St. John

took Mike in the dinghy to the place where we had parked the Honda. There we discovered several park rangers who were about to hoist our Honda into a truck. They had noticed the bike parked there every evening, assumed that it had been abandoned and were taking it to the Visitor's Center.

After being assured that we were the owners, they left and Mike took the Honda to the Park Service dock. Meanwhile, I returned to the boat to meet him. Simple, yes? Uh-uh. During an adventure something often goes wrong when you least expect it. It did.

After leaving Leinster Bay and going through the Narrows and past Johnson Reef, I was about to enter the narrow, rocky passage between the Durloe Cays and Hawksnest Point on St. John. The engine overheated and quit abruptly. I was in a tough position. If I anchored, the boat's stern would probably swing into the rocks off Durloe. The jib was not a roller-furling one so there was not enough time to unbag it, hank it on, hoist it and fly it.

Luckily a small motorboat took my bow line, towed me through the passage and let me loose. There was enough way on to drift into Scott Bay next to Caneel Bay where I anchored and retrieved Mike in Cruz Bay. After the engine cooled we found the impeller shot due to overheating from a clogged heat exchanger.

See? Adventures happen when you least expect them! ☺



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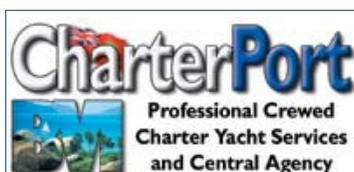
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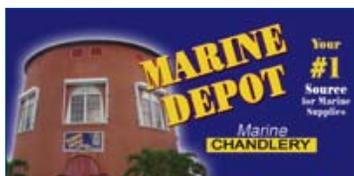
18°25'23.00" N / 64°37'02.00" W
T + 284 494 2771
F + 284 494 2773
Road Town, Tortola
British Virgin Islands
vc@igymarinas.com
www.igy-villagecay.com



Southern Trades
Yacht Sales, Charters & Management
southerntrades@surfbvi.com
www.southerntrades.com
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Get ready!

TIME TO RACE

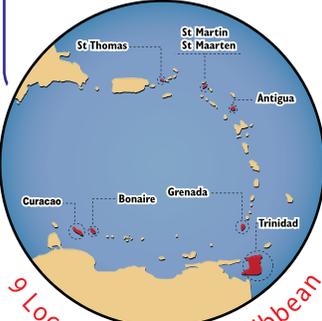


blue
performance
ROPE CLIP
BLP/BP340



Stow your line neatly and out of the way with Blue Performance's rope clips. Each package comes with two pieces that mount directly to the bulkhead.

See our extensive line of Blue Performance winch handles, sheet, documents, bulkhead sheet bags, hammocks & shades.



9 Locations in the Caribbean

GARMIN
GARMIN RINO 120
GPS/FRS/GMRS COMBOS
GAR/GPSMAPRI120



The Rino 110 is a GPS-enabled handheld that integrates radio functionality to provide two-way communications.

It's waterproof, can send communications up to five miles (using GMRS channels), and can "beam" your exact location to another Rino user within a two mile range using "position reporting". And because the Rino 110 has standard FRS capabilities, you can talk to friends or family who own conventional FRS radios.

Gill
UV RASH GUARD
GILL/4400



- 6oz. lycra
- 4 way stretch for comfort and fit
- Flatlocked seams for reduced chafing
- Excellent UV Protection (OPF 50+).

GILL/TECHNICAL SAILING CAP
ONE SIZE SILVER/GREY

This low-profile sailing cap has been specifically designed for sailing use.

- Water resistant finish
- Fast wicking & Quick drying
- Excellent Sun Protection UPF 50+
- Retainer cord included

PSP
MYLAR REPAIR TAPE
PSP/P0499803000



Remove the white release liner to expose a high clarity transparent repair tape for semi-permanent repairs to sail windows and Mylar sails. UV and salt water resistant.

- Size 50mm x 3m (25 mu)
- 150mm x 3m (50 mu) rolls

SPEEDY STITCHER
POR/491621



This handy tool sews and repairs Awings, Tents, Shoes, Belts, Sails, Tarpaulins etc. Contains the following: Sewing Awl, Straight Needles, 2 Curved Needles, 180 yards of waxed polyester.

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ANTIGUA · BONAIRE · CURACAO · GRENADA · ST. MAARTEN · ST. MARTIN · ST. THOMAS · TRINIDAD

