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MARCH 2009

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Virgin Islands Race Week

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Sailing DOWNWIND

PROFILE: Guy Harvey

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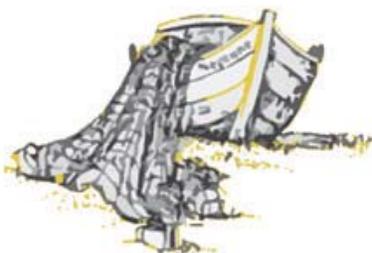


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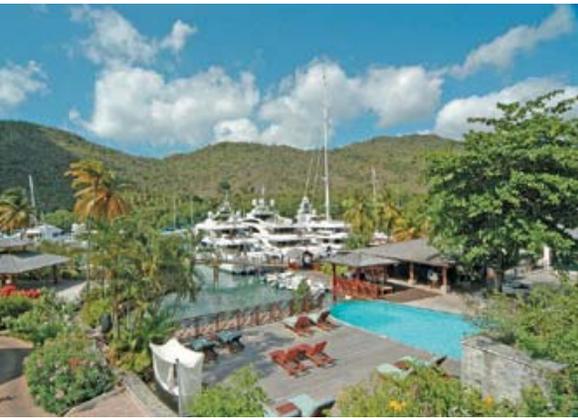
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# LETTERS TO THE EDITOR

ALL AT SEA WANTS TO HEAR FROM YOU.

Send your correspondence by email to [editor@allatsea.net](mailto:editor@allatsea.net), or mail letters to: All At Sea, PO Box 7277, St. Thomas, VI 00801



Dear Editor,

I applaud your series of articles on Digital Selective Calling (DSC) beginning with your October 2008 issue. They were extremely informative and helped me with my DSC installation in my BVI-registered sailing vessel *Autumn Passage*.

It would seem that the BVI does not issue updates to the ITU, and in fact there seems to be great confusion about this within the BVI agencies. My MMSI number was issued here in May of 2008, but there has been no update to the ITU data base. At one point I was even told this was the responsibility of a local electronics company which of course is absurd. Both the electronics company and I have written letters but it would seem this issue is not very important.

I am concerned that many private yacht owners, and perhaps even commercial vessels that have registered MMSI numbers, are assuming that the information is in the ITU data base when, in fact, it is not. When searching the ITU data base I find that the information of the two previous owners of *Autumn Passage* when registered in the U.S. is in the data base, making the issue even more troubling.

Perhaps you might want to alert your readers of this issue so that they can be forewarned. Thanks to you and David Cooper for these excellent articles.

Ron Rowe  
British Virgin Islands

*Editor's note: Readers will find Dave Cooper's series about DSC on our website, [www.allatsea.net](http://www.allatsea.net) in archive pages for October, November and December 2008.*



Dear Editor,

I recently ran across your article (I believe it was the February 2006 Issue) by Jeannie Kuich on the trip we took, or attempted to take, with Mike and her to Bermuda. It is always interesting to hear other people's accounts of long past events. I remember most of the story the way Jeannie told it, but don't remember the pod of whales stopping our engines, but rather a coast guard plane flying with one engine feathered that caused us to try and start the port engine, the other being inoperable, due to a failed attempt to repair the starboard engine water pump in Newport.

I was never able to convince anyone that I was not really going to precipitously abandon ship but was merely clowning. Her version makes for a better story. I do remember thinking that it would make a hell of a story to tell my grandchildren if I survived the trip. My wife and I made three or four more trips with Mike and Jeannie, all fun and exciting, but none could measure up to the first.

Warren A. Giss



**Publisher**  
**CHRIS KENNAN**  
[publisher@allatsea.net](mailto:publisher@allatsea.net)

**Editorial Director**  
**CHRIS GOODIER**  
[chrisgoodier@allatsea.net](mailto:chrisgoodier@allatsea.net)

**Creative Director**  
**NICOLE KENNAN**  
[nicole@allatsea.net](mailto:nicole@allatsea.net)

**Graphic Designer**  
**NEVA HURLEY**

**Advertising**  
International  
**CHRIS KENNAN**  
[chris@allatsea.net](mailto:chris@allatsea.net)

Virgin Islands (US/BVI)  
**CAPT. JAN ROBINSON**  
[jan@allatsea.net](mailto:jan@allatsea.net)

St. Maarten/Antigua/St. Kitts  
**GILLY GOBINET**  
[gilly@allatsea.net](mailto:gilly@allatsea.net)

**Accounting, Subscriptions**  
[publisher@allatsea.net](mailto:publisher@allatsea.net)

Owned and Published by  
Kennan Holdings, LLC  
P.O. Box 7277,  
St. Thomas, USVI 00801  
**phone (443) 321-3797**  
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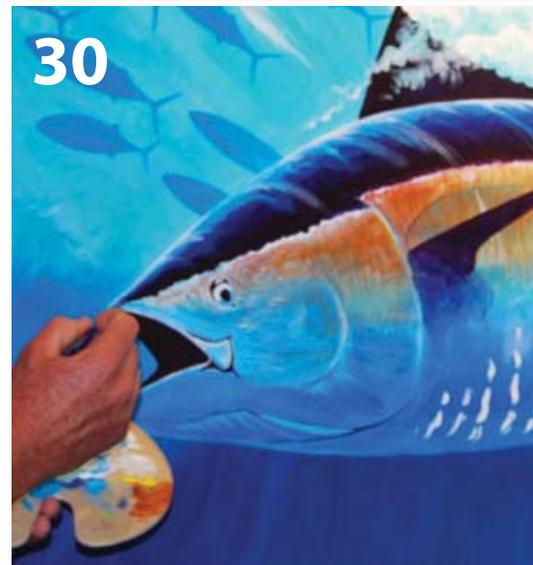
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PHOTO BY TIM WRIGHT/WWW.PHOTOACTION.COM

Experience "serious fun" on the water this month at the 29th St. Maarten Heineken Regatta [www.heinekenregatta.com](http://www.heinekenregatta.com)

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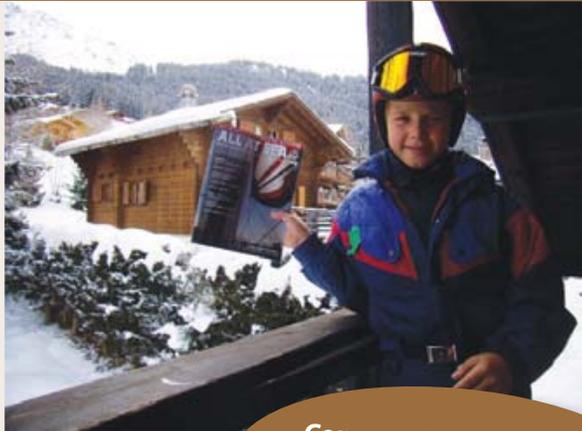
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*St. Maarten Optimist sailor Rhone Findlay reads All at Sea on the slopes at verbier in Switzerland, within close proximity of the Matterhorn and Mont Blanc, enjoying an annual ski vacation with his family.*

*Submitted by Ruargh and Laurey-Ann Findlay  
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# ISLAND EVENTS & INTERESTS

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Carriacou

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Venezuela

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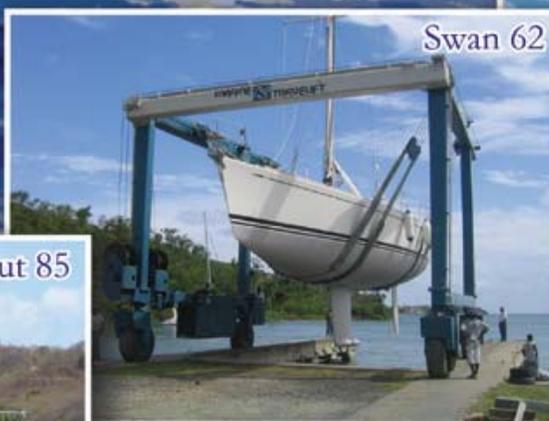
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## Abandoned Boat Found

Bill Bailey from Caribbean Marine Surveyors on Tortola, BVI reports that *Alegria*, a 44' sloop abandoned 120 miles off Martinique on the 22nd December, was found and towed to safety Aruba on the 10th of January. The boat was first spotted by the Curacao Coast Guard about 50 miles north of Curacao, dismantled but afloat, then found again by Aruba's Coast Guard Air patrol. The owner, who is safe, reportedly had been sailing alone and was struck during the night by an unlit cargo vessel which did not stop. The boat is now secure on land, Bailey reports. "There is some topside damage to the starboard side from the mast and rigging, and the top 15' of the bow is broken off and still attached to the forestay! It will probably be shipped back to the UK for repair."



Abandoned boat *Alegria*



Megayachts arrive at the Marina at Marigot Bay

PHOTO COURTESY OF MARINA AT MARIGOT BAY

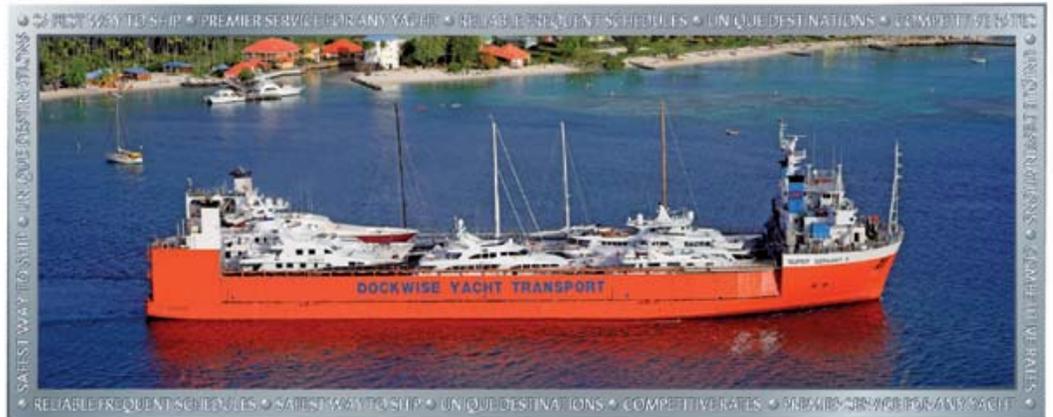
## Marina at Marigot Bay Welcomes Largest Mega to Date

In January, St. Lucia visitors and locals watched as a 241 ft private yacht entered to top the list of luxury liners that have berthed in Marigot Bay. The second largest to date is *Sherakhan*, at 229 ft. The name of the yacht was not disclosed. "We not only handle the big cruisers," said marina manager, Bob Hathaway, "but we handle their need for privacy and the ability to maintain a low profile." [www.marigotbay.com](http://www.marigotbay.com)

(Caribbean News continued on page 20)



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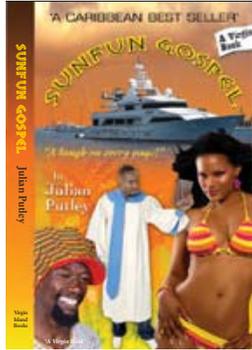
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(Caribbean News continued from page 18)

### NARC's on the House for 10th Anniversary

This year's North American Rally to the Caribbean from Newport, Virginia to St. Maarten is scheduled to depart on November 1, depending on weather. "For the 10th Anniversary I am going to make the rally free for anyone to join," reports organizer Hank Schmitt of Offshore Passage Opportunities. "There will be a per-head fee for the socials but everything else will be included and there will be no rally fee." [www.sailopo.com](http://www.sailopo.com)



### New Book by Julian Putley

All at Sea humor columnist Julian Putley has a new book, available at island shops, called "Sunfun Gospel," which chronicles the adventures of residents of fictional Eastern Caribbean island of Dominada.

### St. Maarten Welcomes Big Boys to MYBA Charter Show

Forty large Charter yachts, at an average size of 40 meters (131 feet), gathered in December 2008 to meet charter agents, and outdid themselves in throwing theme parties on board that varied from a circus to a nightclub to an undersea adventure. Voted by the attending charter agents at the show, the trophy for "Best in Show over 140'" was awarded to Captain Keith Moore and his crew from *Lady Sheradin* and "Best in Show under 140'" was awarded to Captain Mark Delstanche and his crew from *Ilona*. This year's dates: December 6 to 9, 2009. [www.mybacaribbeanshow.com](http://www.mybacaribbeanshow.com)

Sunfun Gospel by Julian Putley

Looking for a new location? Dale Westin reports that excellent opportunities exist within the Port Antonio, Jamaica marina complex, including a deli-

provision shop, pool bar and formal restaurant and other marine related activities. For details and specifics, contact Dale B. Westin, marina general manager, [dwestin@portjam.com](mailto:dwestin@portjam.com).

### BVI to Bermuda Rally Departs May 3

All good things must come to an end, and the Cruising Rally Association's Atlantic Cup Rally will take cruisers north at the end of winter season, departing from Tortola's Nanny Cay Marina and finishing in Bermuda four to five days later. The Atlantic Cup is the companion rally to November's Caribbean 1500 (slated this year to start November 2) and is open to sailors with well founded offshore boats at least 38 feet long and crews of two or more. [www.carib1500.com](http://www.carib1500.com)

### Moorings Adds Second Location in Turkey

Thinking of a summer season getaway overseas? The Moorings announced in January the opening of a new base in Orhaniye, Turkey for the 2009 sailing season with a range of monohulls and catamarans from 40 to 44 ft. Orhaniye is on the west coast of the Hisanoru peninsula which stretches for 30 miles into the Aegean Sea between the Greek Islands of Kos and Rhodes. Expect late morning winds building to 25 knots and deep blue seas with secluded coves, rugged mountains as a backdrop, tranquil villages and historic ruins. [www.moorings.com](http://www.moorings.com)

### Boat Shows will Continue at Annapolis City Dock

United States Yacht Shows, Inc. announced in January that the City of Annapolis has approved use, by the company, of the City Dock and adjacent Susan Campbell Park to conduct the annual fall in-water United States Sailboat Show and United States Powerboat Show through 2014. Members of the *All at Sea* team attended the sailboat show again this year and distributed thousands of copies of the October issue to some of the 50,000+ people who attended.

(Caribbean News continued on page 22)

### Business Opportunities at Errol Flynn Marina & Boatyard

Looking for a new location? Dale Westin reports that excellent opportunities exist within the Port Antonio, Jamaica marina complex, including a deli-

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## TORTOLA, BVI

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## VIRGIN GORDA, BVI

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Grenada's Port Louis

PHOTO COURTESY OF PORT LOUIS, GRENADA

(Caribbean News continued from page 20)

### Megas Arrive at Port Louis Grenada

As of early January, 20 yachts of one hundred feet or over had visited and another fifteen were expected to visit by the end of month at Port Louis Grenada, now owned by Camper & Nicholsons. "We are delighted that the season is going so well," said General Manager Clyde Rawls. Marina representatives have been promoting internationally, and the company sponsored both the Grenada Sailing Festival and the Spice Isle Billfish Tournament this year.

### Yacht Moorings in Prince Rupert Bay, Dominica

Portsmouth Association of Yacht Security (P.A.Y.S) reminds boaters that moorings are available in the Prince Rupert Bay Harbour. The cost is US\$10 per night, \$50 per week, and \$170 per month. Fees should only be paid to collection agents Eddison Tours or Providence (Martin), and each collector will be carrying ID and will provide you with a receipt. All fees will go to both maintenance of the moorings and supporting the night security provided by P.A.Y.S. Those not wishing to use the moorings are asked to moor your boat to either side of the mooring designated area. P.A.Y.S. is a registered non-profit association established in 2007 to run security patrols every night from November through May in the main yacht anchorage of Portsmouth. The organization currently includes 18 members from the yacht tourism sector in Portsmouth. Donations are welcome.

### THIS MONTH: International La Guaira Billfish Shootout

Tournament activities begin on Monday March 9th and conclude on Saturday March 14th with the Awards Banquet. "Because it is our 15th Anniversary Edition we are making every effort to make this an even better event than the fourteen previous ones," said tournament director Rick Alvarez. For team registration: [www.intlbillfishshootouts.com](http://www.intlbillfishshootouts.com)

### Regatta Gear Now in Stock

Heineken Regatta fever is building in St. Maarten and Shipwreck Shops have the full TEAM GEAR collection in their stores. The 29th St. Maarten Heineken Regatta is code named HR-09 and Shipwreck Shops are offering high quality apparel for sailors (and would-be sailors). Look for ladies' strappy tops, quick-dry men's sail shorts and full coverage hats. The shops will embroider your boat's logo embroidered onto the gear, too. Drop into Shipwreck Shops island-wide, or see [www.heinekenregattagear.com](http://www.heinekenregattagear.com) for a preview.

### Save the Date

APRIL 1 - 5, 2009

Don't miss a new Nautical Festival at Marina Zar-Par located just 12 miles from Santo Domingo in the Dominican Republic. The event will include a boat show, seminars, regatta, power boat racing, marine art exhibit and music festival. For more information, contact Tony Torres, [ttorres@regata.com.do](mailto:ttorres@regata.com.do), [www.marinazarpar.com](http://www.marinazarpar.com)

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# What's New at Island Water World

March

## BIO-SOLVE Acetone replacement



PH35333

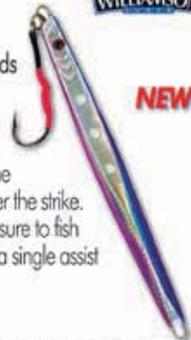
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## BENTHOS SPEED JIG Glow in the Dark



NEW

This diamond shape design drops vertically at high speeds and gets you right on top of the fish even with a heavy drift. Then the glow in the dark pointed details will get the predator's attention and trigger the strike. A series of jigs that are a pleasure to fish with. Comes pre-rigged with a single assist hook.

Shown in Blue/Purple. More colors available.

## LED 12 VOLT INTERIOR LIGHTS



Kirk - Utility Fixture  
48 LED 5 mm  
QK90343



Elisabeth - Downlight  
Recess 1 19/64 in.  
with swivel QK90432



Zelig BE LED  
High Luminosity  
Day Light  
QK90191



Lucrezia - Downlight  
Recess 1 3/8 in.  
QK90422



Alex - Downlight  
Recess 55/64 in.  
QK90122

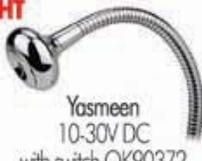


Zelig SE LED  
27 LED  
Replacement bulb  
Side entry QK90171



NEW

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with switch QK90372

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\*Discounts valid for March 2009 while stocks last.

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### OTHER NAVIGATION CHARTS

#### Atlantic Crossing Charts

North Atlantic, Southern Sheet - DM00120  
North Atlantic, Northern Sheet - DM00121  
North Atlantic, Southwestern Sheet - DM00124  
North Atlantic, America - DM00012  
North Atlantic Passage Chart - II00100

Archipelago Azores Plans E1 - II05100

Bermuda E5 - II05500

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Fax: 599.542.2675

St. Lucia, W.I.  
Rodney Bay Marina  
Tel: 758.452.1222  
Fax: 758.452.4333

Grenada, W.I.  
St. George's  
Tel: 473.435.2150  
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's Jolly Harbour Yacht Club

JHYC held its annual meeting at the Dogwatch in early January and elected Paul Jackson as Commodore. Others serving this year are David Milner, Vice Commodore; Brian Turton, Rear Commodore; Colin Jones, Fleet Captain; Lynda Stacey-Lowe, Membership Secretary/Treasurer; Yvonne Payne, Youth Development Director; and Angie Dickson, Event Coordinator.

Club members are planning a Classic Rum Cruise from Antigua to St Lucia with distillery and island-exploring stops in Guadeloupe, Les Saintes, Marie Galant, Dominica, Martinique and St Lucia. The cruise will leave Jolly Harbour on Monday, May 4 and conclude in Marigot Bay on Monday May 18. Contact Paul Jackson at [Jackson.17.61@gmail.com](mailto:Jackson.17.61@gmail.com). [Jhycantigua.com](http://Jhycantigua.com)

## St. Thomas Yacht Club

Manager Bill Canfield is looking for volunteers to help out with the International Rolex regatta in all areas – contact him at [styc@vipowernet.net](mailto:styc@vipowernet.net). The club held a Virgin Islands Sailing Association (VISA) Silent Auction in January with proceeds going to the USVI's international sailing team. During the winter season, the club has held Junior Sailing Classes for beginners and those with limited experience, taught by Jessie Murphy, Verian Aguilar, and Emmy Newbold.

## St. Lucia Yacht Club

The St. Lucia Yacht Club hosted its Second annual SLYC Fun Day at Reduit Beach on Sunday December 14th. This year there was a morning session and an afternoon session of beach games, like "pass the plantain," and dinghy races including a paddling race in an Opti filled with six team members of all sizes and a (really) short laser course for able seamen/women/children.

ARC sailors and families were invited to participate in the day's event as well as the St. Lucia Yacht Club dinghy sailors. The morning session was enjoyed by four teams of junior sailors as well as the one-and-only early rising ARC crew who called themselves the "Wesley Team", four young boys and one girl. The Wesley Team were awarded the Fun Day ARC Crew prize, compliments of Island Water World, while the team to accumulate the most points in the morning was the "Billions and Billions of Blue Biliious Blistering Barnacles" winning a hamper compliments of Renwick & Co.

The afternoon session saw a few more ARC sailors including a crew from "Uhuru" and "Margratha." Uhuru was the overall winner of the afternoon games. Many thanks must go to the organizer of the Fun Day, Danielle DeRouk, who is the SLYC Membership Secretary, and her volunteers as well as the two junior sailing instructors, Rob Hemming and Chris Lowe.

Event sponsors were Digicel, Island Water World, Renwick & Co., Royal Bank of Canada (who sponsored 12 new safety jackets for the Kids Sailing Programme), Johnson's Marine Hardware, J. E. Bergasse & Co, Sunset Heights, Delirius, Chris Doyle Guides, and the St. Lucia Tourist Board. [www.stluciyachtclub.com](http://www.stluciyachtclub.com)



St. Lucia's Fun Day

PHOTOS COURTESY OF ST. LUCIA YACHT CLUB



# EVENT CALENDAR

Please send future events for our calendar to [chris@yourislands.com](mailto: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.



## ABU DHABI, UAE

**3/12-14**  
Abu Dhabi Yacht Show  
**Boat Show** | [abudhabiyahtshow.com](http://abudhabiyahtshow.com)  
[franck.dailles@iirme.com](mailto:franck.dailles@iirme.com)



## ANNAPOLIS, MARYLAND

**3/14-15**  
Cruising Rally Association  
Ocean Sailing Seminar  
**Industry Conference** | [carib1500.com](http://carib1500.com)  
[steve@carib1500.com](mailto:steve@carib1500.com)



## ANTIGUA

**SATURDAYS**  
All Comers Race  
Jolly Harbour Yacht Club  
[www.jollyharbouryachtclub.com](http://www.jollyharbouryachtclub.com)

**3/7**  
24th Abras Anniversary  
**Crew Parties** | [theabracadabra.com](http://theabracadabra.com)  
[abra@candw.ag](mailto:abra@candw.ag)

**3/28**  
Animal Farm  
**Crew Parties** | [theabracadabra.com](http://theabracadabra.com)  
[abra@candw.ag](mailto:abra@candw.ag)

**4/11**  
Pirates of the Antilles  
**Crew Parties** | [theabracadabra.com](http://theabracadabra.com)  
[abra@candw.ag](mailto:abra@candw.ag)

**4/16-21**  
Antigua Classic Yacht Regatta  
**Sailing** | [antiguaclassics.com](http://antiguaclassics.com)  
[info@antiguaclassics.com](mailto:info@antiguaclassics.com)

**4/23**  
Soul II Soul pres Back II Life 6th Edition  
**Crew Parties** | [theabracadabra.com](http://theabracadabra.com)  
[abra@candw.ag](mailto:abra@candw.ag)

**4/26-5/2**  
Stanford Antigua Sailing Week  
**Sailing** | [sailingweek.com](http://sailingweek.com)  
[santosailingweek@candw.ag](mailto:santosailingweek@candw.ag)



## BEQUIA

**4/9-13**  
Bequia Easter Regatta  
**Sailing** | [begos.com/easterregatta](http://begos.com/easterregatta)  
[bsc@caribsurf.com](mailto:bsc@caribsurf.com)



## BRITISH VIRGIN ISLANDS

**3/6-9**  
12th Annual Dark and Stormy Regatta  
**Sailing** | [weyc.net](http://weyc.net)  
[mcmechanics@surfbvi.com](mailto:mcmechanics@surfbvi.com)

**3/30-4/5**  
BVI Spring Regatta & Sailing Festival  
**Sailing** | [bvispringregatta.org](http://bvispringregatta.org)  
[info@bvispringregatta.org](mailto:info@bvispringregatta.org)



## CULEBRA

**3/20-22**  
5th Annual Culebra Heineken Intl Regatta  
**Sailing** | [culebrainternationalregatta.com](http://culebrainternationalregatta.com)  
[info@culebrainternationalregatta.com](mailto:info@culebrainternationalregatta.com)

Visit our website  
for more events  
[allatsea.net](http://allatsea.net)



## DOMINICAN REPUBLIC

**4/1-5**  
Nautical Festival at Marina Zar-Par  
**Festival** | [marinazarpar.com](http://marinazarpar.com)  
[torres@regatta.com.do](mailto:torres@regatta.com.do)



## GRENADA

**3/13-15**  
Grenada Round-the-Island Race  
**Sailing** | [aroundgrenada.com](http://aroundgrenada.com)  
[info@aroundgrenada.com](mailto:info@aroundgrenada.com)



## GADELOUPE

**3/21-22**  
Trophee Gardel  
**Sailing** | [triskellcup.com](http://triskellcup.com)  
[organisation@triskellcup.com](mailto:organisation@triskellcup.com)

**4/4-28**  
10th Transcaribes  
Guadeloupe to Cuba Race  
**Sailing** | [transcaribes.com](http://transcaribes.com)  
[contact@transcaribes.com](mailto:contact@transcaribes.com)

**4/18-19**  
Triskell Trophy  
**Sailing** | [triskellcup.com](http://triskellcup.com)

**4/24**  
Guadeloupe to Antigua Race  
**Sailing** | [sailingweek.com](http://sailingweek.com)



## MARTINIQUE

**3/14-15**  
Bananas Cup Regatta | **Sailing**



## NEWPORT, RHODE ISLAND

**3/7-8**  
Cruising Rally Association  
Ocean Sailing Seminar  
**Industry Conference** | [carib1500.com](http://carib1500.com)  
[steve@carib1500.com](mailto:steve@carib1500.com)



## ST. BARTH

**3/26-29**  
St. Barth Bucket Race  
**Superyacht** | [bucketregattas.com](http://bucketregattas.com)



## ST. LUCIA

**3/8, 3/22**  
Winter Series J24 & big boats  
**Sailing** | [stluciayachtclub.com](http://stluciayachtclub.com)  
[slycmembers@gmail.com](mailto:slycmembers@gmail.com)

**3/14-15**  
Round the Island Race  
**Sailing** | [stluciayachtclub.com](http://stluciayachtclub.com)  
[slycmembers@gmail.com](mailto:slycmembers@gmail.com)



## ST. MAARTEN/ ST. MARTIN

**3/5-8**  
29th St. Maarten Heineken Regatta  
**Sailing** | [heinekenregatta.com](http://heinekenregatta.com)  
[regatta@heinekenregatta.com](mailto:regatta@heinekenregatta.com)



## U.S. VIRGIN ISLANDS

**3/27-29**  
36th Annual St. Thomas Intl Regatta  
**Sailing** | [rolexcupregatta.com](http://rolexcupregatta.com)  
[styc@vipowernet.net](mailto:styc@vipowernet.net)

# GRENADA ROUND-THE-ISLAND RACE AT GARFIELD'S BAR ON GRAND ANSE BEACH 13-15 MARCH 2009

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Antigua	<b>Jolly Harbour Marina</b>	268-462-6042	10'	250'	158	•	110/220	Cable	•	•	•	•	•	•	68	•
Aruba	<b>Renaissance Marina Aruba</b>	297-588-0260	13'	200'	50	•	110/220	•	•	•	•	•	•	•	16/69	•
Curacao	<b>Seru Boca</b>	(599 9)767-9042	14'	150'	140	•	127/220	•			•	•	•	•	67	
Dominican Republic	<b>Marina Zar Par</b>	809-523-5858	12'	120'	110	•	110/220 308	•	•	•	•	•	•	•	16/5	•
Dominican Republic	<b>Ocean World Marina</b>	809-970-3373	12'+	250'	104	•	110/220	•	•	•	•	•	•	•	16/68	•
Grenada	<b>Clarkes Court Bay Marina</b>	473-439-2593	13'	60'	52	•	110/220				•	•	•	•	16/74	USB access
Grenada	<b>Grenada Marine</b>	473-443-1667	15'	70'	4	•	110/220		•		•			•	16	FREE
Grenada	<b>Le Phare Bleu Marina</b>	473-444-2400	15'	120'	60	•	110/220/480		•	•	•			•	16	•
Grenada	<b>Port Louis Marina</b>	473-435-7431	7'	90m	49	•	110/220	•			•	•	•	•	14	•
Grenada	<b>Prickly Bay Marina</b>	473-439-5265	17'	200'	10	•	110/220/ 308		•	•	•	•	•	•	16	
Jamaica	<b>Errol Flynn Marina &amp; Shipyard</b>	876-715-6044	32'	600'	33	•	110/220/480 1&3PH 50/60HZ	Cable	•	•	•	•	•	•	16/9	FREE
Puerto Rico	<b>Puerto del Rey Marina</b>	787-860-1000	15'	260'	1,000	•	120/208	Cable	•	•	•	•	•	•	16/71	•
Puerto Rico	<b>Sunbay Marina</b>	787-863-0313	12'	75'	287	•	110/220	Cable	•	•	•	•	•	•	16/12	•
St. Croix	<b>St. Croix Marine</b>	340-773-0289	11'	150'	44	•	110/220	•	•	•	•	•	•	•	16/18	
St. Lucia	<b>Rodney Bay Marina</b> an IGY destination™	758-452-0324	15'	220'	232	•	110/220	•	•	•	•	•	•	•	16/17	•
St. Lucia	<b>The Marina at Marigot Bay</b>	758-451-4275	16'	250'	40	•	110/220/380 50/60 Hz	Cable	•	•	•	•	•	•	16/12	•
St. Maarten	<b>Island Water World Marina</b>	599-544-5310	8'	90'	54	•	Available	Cable	•	•	•				74	
St. Maarten	<b>Lagoon Marina Cole Bay Wtrft</b>	599-544-2611	9'	100'	45	•	110/220	•			•	•	•	•	16	FREE
St. Maarten	<b>Simpson Bay Marina</b> an IGY destination™	599-544-2309	14'	200'	126	•	110/220/ 480	•	•	•	•	•	•	•	16/79	
St. Martin	<b>Captain Oliver's</b>	590-590-87-33-47	10'	150'	160	•	110/240		•	•	•	•	•	•	16/67	
St. Thomas	<b>American Yacht Harbor</b> an IGY destination™	340-775-6454	9.5'	110'	106	•	110/240		•	•	•	•	•	•	16/11	•
Tortola, BVI	<b>Nanny Cay Marina</b>	284-494-2512	12'	125'	200	•	110/220		•	•	•	•	•	•	16	•
Tortola, BVI	<b>Soper's Hole</b>	284-495-4589	25'	170'	50	•	110/240	Cable	•	•	•	•	•	•	16	Cafe
Tortola, BVI	<b>Village Cay Marina</b> an IGY destination™	284-494-2771	12'	200'	106	•	110/220/ 308	Cable	•		•	•	•	•	16/71	Hardline at Slip
Trinidad	<b>Power Boats Ltd</b>	868-634-4346	13'	65'	40	•	115/220		•	•	•	•	•	•	72	•
Virgin Gorda	<b>Virgin Gorda Yacht Harbour</b> an IGY destination™	284-495-550	10'	180'	94	•	110/220	•	•	•	•	•	•	•	16/11	•



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With a Bimini start, anglers head out for this year's SIBT

# 45 Boats Turn Out for 40th Spice Island Billfish Tournament

## T&T ANGLERS TAKE TOP HONORS



PHOTOS COURTESY OF GARY CLIFFORD, SIBT COMMITTEE

**G**renada's premier angling event celebrated its 40th Anniversary January 20 to 23, 2009 with 45 boats participating. Trinidad & Tobago's *Hard Play II* took the number one spot with 3000 points. Ryan Agar, fishing on *Why Worry* from Trinidad & Tobago, and Andrew Llanos, on *Hard Play II*, tied for top angler honors at 1200 points each.

Top woman angler  
Jeanne Aleong



One of the longest running billfish tournaments in the Caribbean, the event attracts boats from most neighboring islands as well as anglers from all over the world. This year, T&T had the strongest showing with 27 boats, followed by 10 from Grenada, and additional participants from Martinique, Barbados, St. Lucia, Jamaica, and the UK.

With a donation of EC \$10,000, Camper & Nicholson's Marinas continued to sponsor and support Grenadian sporting events, as new sponsors this year of the tournament. "We were pleased to be part of this event which over the years contributed towards tourism and the marine industry of Grenada," said Danny Donelan, marketing manager at Camper & Nicholson's Port Louis Grenada.

Final tournament figures were: 69 Sailfish, 14 White Marlin and 21 Blue Marlin released plus one Blue Marlin landed for a total of 105 billfish caught this year.

Donelan presented Spice Island Billfish Tournament president Richard McIntyre with the sponsorship check. "We are delighted to welcome Camper & Nicholson's as an official sponsor of the tournament. The success of the Spice Island Billfish Tournament is highly dependent on our sponsors; hence we are extremely happy to have C&N Port Louis Marina onboard," said McIntyre.

For more details on this year's fishing, see [www.sibtgrenada.com](http://www.sibtgrenada.com)

*Report compiled from information courtesy of Captain Gary Clifford, SIBT committee, and Camper & Nicholson's.*



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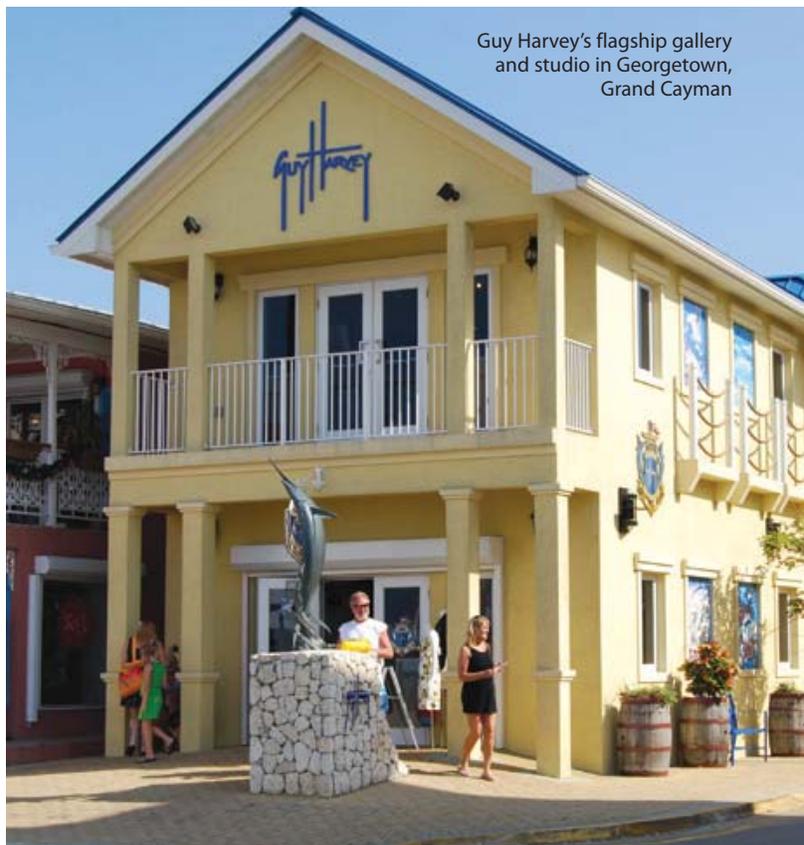
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# FISHING'S RENAISSANCE MAN:



Artist Guy Harvey  
paints in his studio



Guy Harvey's flagship gallery  
and studio in Georgetown,  
Grand Cayman

## GUY HARVEY

BY CHRIS GOODIER

PHOTOS BY ROBERT GOODIER

YOU'VE PROBABLY SEEN GUY HARVEY'S MARINE ARTWORK AND PERHAPS EVEN WORN ONE OF HIS SHIRTS. BUT HARVEY'S PASSIONS AND SKILL-SET EXTEND FAR BEYOND HIS OBVIOUS TALENTS AS AN ILLUSTRATOR. HARVEY COULD HAVE SUCCEEDED BRILLIANTLY IN ANY ONE CHOSEN FIELD BUT HAS MANAGED TO EXCEL AT AN IMPRESSIVE LIST OF PURSUITS. HE'S AN ANGLER, SCIENTIST, DIVER, PHOTOGRAPHER, VIDEOGRAPHER, EXPLORER, CONSERVATIONIST, PHILANTHROPIST, TELEVISION HOST, AUTHOR, STOREKEEPER, RESTAURATEUR, MERCHANDISER AND FISHERMAN.

"I love to fish," says Harvey, who points out that he is a conservationist but not a preservationist and enjoys a tasty serving of yellow fin tuna or mahi mahi as much as the next person. "I'm a very keen angler but a responsible fisherman," he says. The French/Caribbean menu in his waterfront Grand Cayman Island Grill does not feature threatened or overexploited species, and Harvey is a consistent supporter of "catch and release" fishing.

"Guy is a unique individual who has the capacity to use both sides of his brain: science and art," says Michael Myatt, Chief Operating Officer of the International Game Fish Association ([www.igfa.com](http://www.igfa.com)), an organization that supports catch and release ethics.

Guy Harvey lives with his wife Gillian and their two children, Jessica, age 18 and Alex, 16, on Grand Cayman about two miles from his Georgetown studio and next-door restaurant. He was born in Germany in 1955 when his father was assigned there with the British Army, but his roots are clearly Caribbean and date back to 1664—he's a tenth-generation Jamaican of English heritage.

Growing up in Jamaica and fishing the southern coast with his father, Harvey began to draw sea creatures. He achieved high honors in marine biology at Aberdeen University in Scotland and, in 1982, earned a doctorate in fisheries management from the University of the West Indies. Today he educates other people about the sea through a television series and other projects. One is his collaboration with Florida's oceanographic center at Nova Southeastern University that created the nonprofit Guy Harvey Research Institute in 1999 and the other is his own foundation.

"Guy has established the Guy Harvey Ocean Foundation bringing much-needed funding to fuel research that has a real impact to our aquatic environment," says IGFA's Myatt. "As a member of IGFA Board of Trustees, Guy has been a driving force behind our conservation efforts."

Dr. Harvey launched his professional art career in 1985 in Jamaica when he displayed his series of 44 ink drawings depicting Ernest Hemingway's "The Old Man and the Sea." He began painting full time soon after that. The demand for his captivating images of undersea creatures has led to his creation of products in every price range from original oils at many thousands of dollars down to affordable clothing, house wares and prints. He has gallery/gift shops in Key West and Marco Island, Florida and Orange Beach, Alabama, and travels to his U.S. office every ten days.

Harvey's working studio is on the second floor of his flagship gallery in Cayman, and visitors line up on cruise ship days to ask the genial artist to autograph prints and copies of his book, "Portraits of the Deep." The strong colors and high-energy action of his artwork have almost universal appeal even for non-anglers.

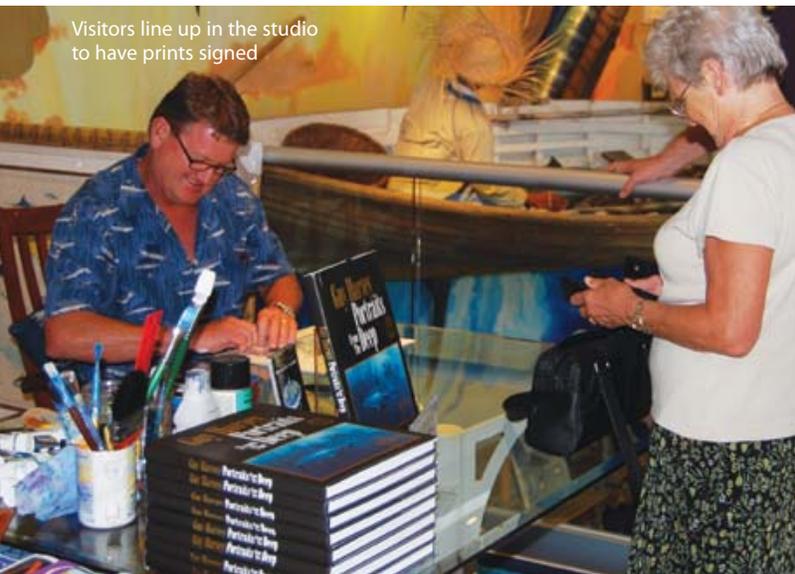
"As an artist, Guy has shared images that capture the beauty and raw power in a medium that has no peers," says Myatt. The painter some refer to as "the John Audubon of marine art" is generous with his talent and often donates original paintings to events such as this year's IGFA fundraising Auction in January.

Harvey has fished in Cuba's Hemingway tournament five times, helped restart the Port Antonio, Jamaica tournament and believes that "Sport fishing is a barometer for well-being in a country." Since his children became old enough to fish with him, he has done more "fun fishing with them than tournaments." But he still manages to participate significantly. "We donate hundreds of thousands every year in paintings as prizes to tournaments and fundraising events," Harvey acknowledges.

To say Dr. Guy Harvey keeps busy is an understatement—he always has a next project on the drawing board, currently a new book and another retail outlet in Florida. But his priority is always the health of the world's oceans.

"We are all fortunate that we have Guy championing stewardship of our marine resources," says IGFA's Mike Myatt. "With such like-minded individuals, our marine environment has a chance." 🐟

*Chris Goodier is the editorial director of All at Sea and a freelance writer/photographer whose work has appeared in numerous publications including Caribbean Travel & Life and Caribbean Meetings & Events.*



Visitors line up in the studio to have prints signed



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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."

# Mega Yacht



The 'season' is here and this year the Virgin Islands have been the destination of choice for many mega yachts of the rich and famous. And I don't just mean your average 200' stink pot but rather the ultimate in floating luxury.

Charlie is often out on the water with sailing students and when they pass by one of these monoliths in the 'A' class of absolute luxury, they reach for their cameras to record the fact that they are rubbing shoulders with the super rich.

One 415' yacht boasts two helicopters and a ten-man submarine. A crew of sixty is needed to run the ship, man the toys and pamper the guests. Some are reportedly ex Navy Seals. The sub, that sleeps eight, can stay underwater for two weeks. It has a full size basket-ball court, gym, cinema and numerous other facilities.

The whole package cost a meager 200 million dollars and running costs are an annual 20 million. What perhaps is most astonishing is that the owner could afford at least another ten of these fully loaded toys without batting an eyelid – he's reportedly worth 16 billion dollars.

The most relevant fact, though, is that your average person with a thirty-something foot sailboat can have just as much fun, more sense of achievement and a closer commune with nature than a pampered guest on a super yacht. Sailing through the tropics, wind in your sails, compass and chart at the ready, and a zillion anchorages to choose from make for unparalleled pleasure. And snorkeling alongside a coral reef beats watching it from a submarine, any day. And don't forget – on a hot, tropical afternoon your ice cold beer tastes just as good as his does. ☺



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# Downwind Sailing: **RUN WITH IT**

ARTICLE & PHOTOS  
BY MIKE SHAW



Occasionally while spending time with friends and fellow cruisers, the topic of running often comes up. Not so much running for fitness, but rather running before the wind on a sailboat. Often cruisers dread this point of sail, commenting on cork screwing and a wicked rolling motion that is intolerable. Well, if you rig your boat properly it can be a wonderful point of sail, fast, safe and relatively comfortable.

Another bonus is that broad reaching and running present the least amount of resistance and stress to your boat. My wife Kylie and I, aboard *Meggie*, our Cheoy Lee B30, have some simple methods that we use when running that work well for us.

First off, you need to look at the distribution of weight on board your vessel, such as water and fuel tanks. Making sure the weight is relatively equal on both sides of the boat will help with the rolling. Also weight aloft matters, heavy items such as radar domes and mast mounted wind generators add weight in the worst possible place.

Next is to decide on a sail plan. On *Meggie* we have perhaps the ultimate sail plan; being a cutter ketch rig we are able to fly four sails in total, so in light to moderate winds we carry full sail but as the wind strengthens we can reef or drop a sail as necessary. With the wind deep on the aft quarter, we set mizzen, main and staysail accordingly and then pole the yankee out to windward with the pole set square to the wind which works like a dream.

However, on a dead run we either sheet in the mizzen to deflect wind into the mainsail or drop it all together if it interferes with our wind vane steering. The staysail now blanketed by the main will also come down.

There is nothing more exciting and dangerous than an accidental jibe, thus making a preventer vang our first and foremost important part of our downwind system. Other important components of our system are the spinnaker/whisker pole, fore guy and topping lift which can be a spare halyard. A preventer vang and fore guy essentially serve the same purpose, holding the sail down and forward, resisting the tendency to chafe on any standing rigging or spreaders.

We bought some spare blocks at a parts swap and I hand-stitched a strong nylon webbing loop on them for instant fair leads. This can be put around an anchor roller or windlass cathead while in use.

Perhaps the easiest way to set the pole is to run with the wind on the quarter with your jib to leeward; it will be flogging around useless behind the main. Then set the pole with the lazy jib sheet, topping lift and fore guy to windward, now jibe the headsail over and square the pole to the wind.

It is important to try and balance the amount of sail area on either side of the boat, which will reduce the roll. On boats with furling systems you can simply roll away a little sail when necessary.

Above, I have described a typical wing on wing set up. Another running method is to douse the main sail and add a block to the end of the main boom. Lead the sheet from a second headsail, (preferably free flying) through the block and guy the boom out using the preventer vang and main sheet; use your main halyard as a topping lift. Essentially you will have two poled out head sails flying, but beware of all this power forward, especially as the wind increases and waves overtake the boat.

Watch your speed. Look astern from time to time and check the faces of the following seas; when running, an increase in the wind can go unnoticed. Also, too much speed can cause the boat to track off its desired course and this extra power can overwhelm an autopilot.

We have learned to really enjoy running on our boat, feeling safe and comfortable. Both Kylie and I would choose to work on the foredeck or prepare a meal in the galley while running in 20 knots and a good sea running, verses going to weather in any velocity, any day. So get yourself a pole, make up some blocks, make your systems safe, experiment and enjoy. You may discover a whole new ocean. 🌊

*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 have sailed their boat from the Great Lakes in Canada and are currently enjoying the western Caribbean.*



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# Making Connections

BY ROGER MARSHALL

You're working on your boat and find that some wiring has chafed through in a couple of places. When you go to repair it, you discover that several connectors have broken off behind the fuse panel. So you get out your trusty soldering iron and splice several wires, solder new connectors on the ends of broken wires, and put the whole thing back together again. Good job done, you think.



But wait! There's a problem, a really big problem. It's in the use of a soldering iron. Boat wires are subject to a lot of vibration and should not be soldered. If they are, the soldered part is usually fine where it is held rigid by the solder. But the wires tend to break directly behind the soldered joint where the wire can flex, but it is held rigid by the joint. That's why most authorities do not recommend soldering wires for boat projects or even keeping a soldering iron on your boat.

The correct way to make a joint on your boat is to use a crimping tool like the one shown here. This one by Ancor Marine is very different from those that you buy in a hardware store. First, it ratchets, so you have constant pressure on the crimp connector. Second, it will not let go until you have crimped the connector at exactly the right pressure. You can't "overcrimp" simply because the tool won't go any tighter. You can also change to anvils to allow you to crimp other items such as co-axial cable.

When you use a crimping tool you'll always need to strip the wires to the correct length. Like most electrical engineers (I spend six years pretending I was an electrical engineering before I got into boats), I have used a knife, clippers, strippers, and other tools to strip wires. But recently I've come across a couple of tools that make it so much easier to strip exactly the right length of wire. The stripper pliers ensure you can only strip just enough cable to give the right length to crimp. Again these pliers are made by Ancor who designed them to suit their crimping tool.

First strip your cable then crimp it. When crimping, place the wire into the terminal until it comes right to the end of the portion of the terminal to be crimped. If you shorten the length of wire in the terminal, it may not hold properly. Here we're talking about making the perfect crimp that will last the life of the boat with a little care.

When the joint or terminal is crimped properly, it will never let go unless the cable corrodes. But the selection of the right terminal is essential. I prefer



to use a washer-like terminal because the wire is completely captured, but many production builders prefer to use a U-shaped terminal that can be inserted faster. When using the washer-like terminal, you need to remove the entire screw from the fitting in order to install the wire. Often you'll drop and lose the screw, so to save time boatbuilders rarely use this type of fitting. If you put a tiny drop of Tanglefoot (It's a glue-like substance used by gardeners) on your screwdriver, you'll find that it will hold the screw on the driver until you've got it aligned and screwed in properly.

When making a joint, simply insert the wires into a joint terminal and use the crimping tool to ensure that the wires are tightly fastened. I like to give the wires a good tug to make sure they're tight. If you don't tug them or the wires are loose, you may have to repeat the job later, and if it is buried behind a panel somewhere, you'll wish you'd done it properly the first time.

Once you've crimped your terminal on the end of the wire, you will probably have a small length of bare wire showing. The best way to protect this wire is to use heat-shrink tubing to cover it. You can shrink the tubing by using Ancor's butane powered soldering iron or by using several matches or a cigarette lighter.

Of course, if you don't have any heat-shrink tubing you can wrap the joint with electrical tape. I've seen this done many times. But I prefer the neater look of heat-shrink tubing, especially as it can be color-coded on either end of the wire to suit the job.

Making the right connection, then, isn't hard if you have the right tools and products for the job. 

---

*Roger Marshall has written 14 boating related books and his latest book, **Fiberglass Repair Illustrated**, will be available from International Marine in July 2008.*

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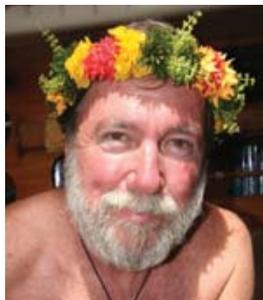
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# Another Sunrise in PARADISE

BY CAP'N FATTY GOODLANDER COPYRIGHT 2009



**I AWAKE AT FIRST LIGHT.** Next to me is another human being. She breathes in and she breathes out. I watch. And watch some more. Her head is a tangled storm of dark Italian hair. There is a curve of ass, a swoop of narrow waist, a mound of gentle breast. I look at her 56 year-old face, and smile. I know every line, each scar, every blemish. It is funny. We both grow old. But we also grow more... intertwined. Every wrinkle makes her more beautiful.



Carolyn today

We lean on each other—now more than ever. We have aged at different rates. And, thus, as our physical real estate deteriorates, we both—literally and mentally—lean on each other to ever greater degrees. Our flesh is weak but our commitment is strong. Whenever one falters, the other is there.

Thought of one way, this inevitable aging process could make a person sad—or even drive one into the arms of greedy plastic surgeon. But I prefer to think of it the other way: that as my steps falter and my physical abilities diminish, my appreciation of my life-partner grows.

I love life. Dying is a part of it. Aging is a prelude. I embrace it all.

Sure, we occasionally snarl. I am often a jerk. She is no more perfect. But we're happy with our velvet chains of family. She gave me her youth. She only had one youth and will never have another other... and yet she shared hers with mine.

She still laughs at my jokes. Yesterday I told her, "As my memory dims, my conscience clears," and was rewarded with one of her sexy growl-laugh.

Our daughter Roma Orion now lives in Amsterdam... and NOT because of the drugs! What could be nicer?

Thus I kiss my wife Carolyn as light as a butterfly's wing on her sleeping forehead.

I am careful to not make a sound as I roll out of our tiny, toe-kissing vee berth.

*Wild Card's* interior is not large nor plush. It is dim inside our cabin. The weak light favors our aging varnish, our tarnished bronze, our faded photographs.

I have found it is much faster to dust without my reading glasses.

If I woke her up right now and we both ran to opposite ends of the boat—we'd still be within 38 feet of each other. Most of the time—the vast majority of my life—I've spent within ten feet of her. There is nowhere in our little watery world where she can't hear or smell me—and I her. Still, she is my Mystery Woman. She has secrets. Hidden places. Private scents. Sweet secretions.

I love the smell of her hair. The way she grunts. How her toes curl.

I really can't tell where my wife and my life begin or end. Nor where the world and my vessel intersect. I live within a wonderful fairy-tale movie. It is an adventure movie. It is a movie of a love story. It is a travelogue. It is a porno flick, a family flick, a chick flick.

As I move aft in the cabin, I stop at the nav station. It is silent. Most of my instruments are asleep as my wife. But a GPS winks in anchor-alarm mode. My depth meter reads 15 feet, over a soft mud bottom. My wind speed reports 12 knots.

And my Danforth compass indicates the breeze is from the nor'east.

I check the Link 10. My batteries are down 37 amps, not bad. The solar cells will soon recharge them. If, for any reason, the sun hides—then I'll turn on the wind gen.

I feel in balance.

I take but I give.

I gently lift the companionway screen and move aft into the cockpit. I can tell it is going to be another beautiful day.

Once I had a friend who knew he was going to die soon. I asked him what he wanted. He told me he wanted another perfect day. I asked him what a perfect day was. He told me a perfect day is... any day you're alive.

We're currently anchored off the lovely island of Langkawi in Malaysia. The harbor is huge. Giant fish hawks wheel overhead. Puffy white clouds. The sun sparkles on the water like liquid diamonds dancing.

I force myself to take small, quick breathes—I don't want to hyperventilate with the beauty of it all.

I recently was asked by a questing friend how to find the Now. I told him, "Find the beauty."

"Where is the beauty?" he asked.

I thought about telling him to look for God's footprints or to find Mother Nature or to look at any tree or ocean wave...

...but instead I said, "It is all around you. If there is ever a time you can't see beauty—it is because you are not looking hard enough... because awe-inspiring beauty is always there if you but look."

Even in the midst of atrocity is beauty.

A muezzin starts up singing from one of the nearby shore-side Mosques. I listen. At first he sings all alone. But our harbor is crescent-shaped. We're within hearing distance of five different Muslim houses of worship. Soon the other muezzins join in for what I call their 'calliope of constipation.'



Young Carolyn

I find all religion ugly but God beautiful. However, I try to cut 'em some slack. It took me awhile but now I find the singing muezzins inspiring.

I've cancelled the shipload of Ex Lax I ordered.

And I pat Buddha on the back (No, not on his sacred head for gosh's sakes!) for saying, "Don't believe in any of them, dude... me included!"

I find the world both enchanting and Enchanted. There are more miracles per second than I can count: snowflakes, clouds, waves and rainbows abound. I recently heard a lecture on string theory—and it made me giggle.

...could it be that art and science—and Las Vegas, even—is God playing peek-a-boo with himself?

My wife Carolyn and I recently spent a couple of weeks making a beautiful cockpit table. It gleams at me. It is still new-enough that I marvel at it. We made in out of local hardwood. We used mostly hand tools: planes, rasps, chisels and saws. We took turns on the long cuts. I'd saw for awhile, then she would. We're close to the equator. Sweat dripped off her nose. Sawdust rivuleted between her breasts. One strand of hair kept falling down—and she'd blow it back away with exasperation.

I find it all erotic.

She came aboard to sew up some curtains at 15 years of age, and has been sewing happiness into my life ever since. People are amazed and distressed at America's divorce rate. I am not. Why should couples stay together? She is her own person. People are individual units. She can stand alone. She has everything she needs. Yet still she wants me and I want her.

We've lived together aboard now for 39 years—and been lovers for longer than that. We've traveled the world together. We've mopped up each other's vomit, feces and blood. And yet she still sparkles to me.

Recently we had little argument and she said in exasperation, "...I just want to grow old with you, Fatty!"

It is the nicest thing anyone has ever said to me.

When I was a young child and growing up aboard the schooner *Elizabeth* we had a conch shell. It was THE conch, our family's conch shell. Whenever lunch was ready, my mother would blow it—and I would come running from where ever I was in the harbor. Ditto, dinner. If there was an emergency, the person aboard would blow it—and the rest of our crew/family would immediately drop what they doing and come a'running.

I still have that conch shell. It is now aboard *Wild Card*, via *Corina* and *Carlotta*.

Some sons inherit the family farm, I, a true son-of-a-sailor, inherited a conch shell.

And I am honored to be so honored. It is precious to me. It is my history. It is a lifeline to my distant past. It links me to my dead.

Once, many years ago, I thought I'd lost Carolyn. I didn't know what to do. I was in a panic. So I hoisted myself to the very top of my mast and then laboriously hauled up the deck bucket with the conch shell. And I blew that conch shell for as long and as loud as I could. Again. And again.

...as my fellow boaters anchored nearby stared up at me with a combination of sorrow and pity.

She heard it.

She came back.

My reverie fades. I hear her moving below—the sound of the head door, the clank of her tea kettle, the smell of our coffee.

"How is it?" she asks me. I don't know if she's talking about the weather or the boat or the harbor or life in general... or us. But it doesn't matter. My answer is the same.

"Fine," I say. ☺

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*Cap'n Fatty Goodlander lives aboard Wild Card with his wife Carolyn and cruises throughout the world. He is the author of "Chasing the Horizon" by American Paradise Publishing, "Seadogs, Clowns and Gypsies" and "The Collected Fat." For more Fat-flashes, see [fattygoodlander.com](http://fattygoodlander.com).*

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# BEHIND THE SCENES: REGATTA VOLUNTEERS

BY CAROL M. BAREUTHER, RD

**It takes a corps of talented and dedicated volunteers for small islands to put on big international regattas – and to do it well.**



Titia Reijntjes and her boyfriend Goran volunteer at the St. Maarten Heineken Regatta

"If you live in St. Maarten, you're automatically a volunteer," says Titia Reijntjes, who has intermittently lived on the island and now travels from Holland each year to assist at the St. Maarten Heineken Regatta.

For Shep Barrows, who coordinates the mark boats at the International Rolex Regatta in St. Thomas, a chance to give back got him volunteering.

"The St. Thomas Yacht Club (STYC) has always been good about promoting junior sailing," says Barrows, who has two sailor sons. "When I stopped sailing myself in 1998, I started running the mark boats."

Josephine 'Jo' Bowker, has worked the Committee Desk at Antigua Sailing Week for more than 20 years. She started volunteering when her husband would race as a way that she could feel a part of the event.

"When the lady who ran the desk moved away, I was invited to take over," says Bowker. "The rest, as they say, is history."

There are many ways to volunteer at a regatta. Barrows and Bowker have stuck with the same jobs, however Reijntjes has lent her skills in a couple of different capacities.

"I started doing steering committee work," Reijntjes says. "Then, my brother started running the water taxi service. I worked with him for a couple of years as one of the drivers. When he moved to Curacao I took it over, organizing everything and coordinating all the volunteers. It took about 45 volunteers between the drivers and helpers. It's a tough job. You get maybe two to three hours sleep each night from Wednesday to Sunday afternoon. And, you don't see any of the racing at all."

Last year, drawing on her experience working in television in Holland, Reijntjes coordinated the media, from press accreditations to getting all the correspondents out on boats.

This year, she says, "I'll be coordinating the start boat and my boyfriend, Goran, will volunteer as the captain."

Like Reijntjes' water taxi experience, Barrows find he needs to put together a small army of volunteers – some 50 he estimates.

In addition to just the mark boats, Barrows job has expanded to coordinating all but the racing boats. "That includes the VIP boats, the medical boat staffed

Antigua Sailing Week volunteer Jo Bowker holds the Jan Santos Trophy for volunteer services, awarded to her in 2007



PHOTO BY JUDY BYERLY, COURTESY OF JO BOWKER

by a nurse, two photography boats and judges' boats in addition to the mark boats," he explains. One challenge is getting the boats themselves.

"Owners are reluctant to let someone else drive their boat," says Barrows. "But, we have several very capable repeat volunteers each year, both to donate boats and run them." Barrows provides a training session for those new volunteers who want to help crew on the mark boats.

"We spend a day before the regatta going out and practicing setting marks," he says.

Bowker's job is shore-based, but no less strategic in its coordination. She explains, "I have two or three core volunteers who help set up the desk starting two weeks before the regatta. This means liaising with the main ASW office in St Johns, ensuring that phone lines and internet are set up, that we have radios and cell phones, and that the computers, printers, photocopiers and stationery are all in place. Our committee desk is a container (like St Maarten), that's laid up from year to year so there's always a lot of cleaning and checking of wiring systems to make sure the electricity works."

Bowker's job also entails organizing registration and, during the event, making sure the results and official boards are loaded, moved to the race end locations and picked up the following morning to be brought to the next race end location.

"Our core team also drives to each race end location with computers, printers, etc. to set up for the finish," Bowker says.

This is a lot of work. So, why do volunteers volunteer?

"What I like," says Reijntjes, "is the thrill of working on a big team. Of everybody working together. It's nice to be a part of it. And, I get a kick out of how we all come together and it works so well."

For Barrows, it's been both fun and instructive working with some great PROs (Principal Race Officers) over the years. "I've learned a lot about race management," he says.

Friends and a feeling of homecoming keep Bowker volunteering. "A joy that many volunteers experience at all regattas is meeting old friends who come back from year to year to race. Many of the competitors in Antigua have been coming for years from Europe, the States and other far flung parts of the world," she says.

For those thinking about volunteering at a Caribbean regatta, Reijntjes has three words of great advice: "Just do it!" 🏆

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

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# 2009 PREVIEW: CARIBBEAN SPRING REGATTAS – PART TWO

BY CAROL M. BAREUTHER, RD

**W**inter racing gives way to spring and summer regattas that lead right up to hurricane season. What's nice is that these events are spread throughout the Caribbean island chain, offer a wide range of opportunities from hard core racing to cruise or rally-style racing, incorporate production as well as native-built boats and basically offer something for everyone. Of course, the common theme is a love of being on the water by day and great parties at night!



Rambler and ICAP Leopard at 2008 Antigua Sailing Week

PHOTO BY TIM WRIGHT, PHOTOACTION.COM

HERE'S A SAMPLING OF WHAT'S HAPPENING FROM APRIL THROUGH AUGUST:

## APRIL 3-5: **BVI Spring Regatta.**

'Warm water – hot racing', is the tag line of this northern Caribbean regatta that sees over 100 entries each year and hosts the finale of both VI Race Week and the Caribbean Ocean Racing Triangle (C.O.R.T.) Series. New this year, regatta organizers are hiring all night security for beach cats, hoping to strengthen this class's participation. Registration information, the NOR, and 'Crew Wanted' listing is available online. Tel: 284-494-3286; Email: info@bvispringregatta.org; Web: www.bvispringregatta.org

## APRIL 4-28: **10th Transcraibes Guadeloupe to Cuba Race.**

This three-week cruising rally takes sailors from Guadeloupe to Cuba with stops in St. Martin, the Dominican Republic, Haiti and Jamaica along the way. Cuba's Marina Cienfuegos, located about 160 miles SE of Havana, is the ultimate destination. This destination hosts several international regattas, fishing tournaments and speedboat races each year. Cost per person is \$500 US. Tel: +590 (0) 690-494-590; Email: contact@transcraibes.com; Web: www.transcraibes.com

## APRIL 9-13: **Bequia Easter Regatta.**

The sailing is intense here in everything from native-built double-enders to fast production boats such as J/24s and Hobie 33s. There's loads of fun off the water as well – a sandcastle-building competition and crazy craft race – as well as nightly parties. Email: bsc@caribsurf.com; Web: www.begos.com/easterregatta

## APRIL 16-21: **Antigua Classic Yacht Regatta.**

Some 50 to 60 yachts – traditional island crafts, classic ketches, sloops, schooners, and yawls – along with the stunningly beautiful Spirit of Tradition

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Photo by Ted Martin www.photofantasyantigua.com

yachts, J Class yachts, and Tall Ships, will compete in this 22nd annual regatta. This year, registration is only \$5 US per foot on deck up until April 1, 2009. Email: [info@antiguaclassics.com](mailto:info@antiguaclassics.com); Web: [www.antiguaclassics.com](http://www.antiguaclassics.com)

#### APRIL 26-MAY 2:

##### **Stanford Antigua Sailing Week.**

A new schedule, new race management and a new 'official clothing supplier' are the latest changes for the 2009 event that's hailed as the 'Granddaddy of Caribbean Regattas'. Racing will get underway a day earlier for the racing and cruising fleets, starting on April 25. There will then follow five full days of racing. GWM Racing Ltd. has been brought onboard to advise and assist in all aspects of race management.

Neil Forrester, chairman of the 42nd Stanford Antigua Sailing Week, says, "GWM Racing brings a wealth of experience to help us ensure that Stanford Antigua Sailing Week continues to be the most prestigious regatta in the Caribbean". Finally, Ondeck will be the sole provider of officially branded merchandise for the Stanford Antigua Sailing Week 2009, 2010 and 2011 events, producing the traditional souvenir t-shirts as well as offering performance race gear, in the form of technical sailing kit including bags, gloves and quick dry tops and other accessories. Tel: 268-462-8872; Email: [santossailingweek@candw.ag](mailto:santossailingweek@candw.ag); Web: [www.sailingweek.com](http://www.sailingweek.com)

#### MAY 8-10: Anguilla Sailing Festival.

This is a three-day party, but with seven serious races in between, including the "Battle of the Banks" featuring St. Maarten's 12-Metre yachts, and Sunday's annual Sir Bobby Velasquez Anguilla Boat Race in which yacht crews are invited to join the crews of Anguilla's unique sailing racers. There is no other event like this in the world. Email: [regatta\\_at\\_sailanguilla.com](mailto:regatta_at_sailanguilla.com); Web: [www.anguillaregatta.com](http://www.anguillaregatta.com)

#### MAY 10-15: Mount Gay Boatyard Regatta.

Racing, cruising and multihull yachts are invited to this Southern Caribbean favorite regatta that this year should boast a big starting line of one-design J/24s. There are nightly festivities brimming with sponsor's Mount Gay Rum and a lay day fun day featuring beach games and parties at the Barbados Yacht Club and Boatyard. Email: [byc@sunbeach.net](mailto:byc@sunbeach.net); Web: [info@sailbarbados.com](mailto:info@sailbarbados.com)

#### MAY 20-24:

##### **Round Guadeloupe Race.**

A mix of more than 50 yachts – sleek Swans, sport catamarans, racing monohulls and bareboats – compete in this race around the archipelago of Guadeloupe. More than a race, this sailing event combines sport with festivities that enable sailors to discover and enjoy the customs, folklore and

traditional music of this French West Indies island. Email: [organization@triskellcup.com](mailto:organization@triskellcup.com); Web: [www.triskellcup.com](http://www.triskellcup.com)

#### MAY 22-24: Puerto Rico Vela Cup.

This 2nd annual regatta is held out of the Yacht Club Palmas del Mar, on Puerto Rico's eastern coast, over the U.S. Memorial Day Weekend holiday. Classes include: Hobie 16, Jib & Main, Racing, Cruising, IC-24, J-24 and J-80. Tel: 787-960-3902, 787-790-1515; Web: [www.puertoricovelacup.com](http://www.puertoricovelacup.com)

#### JULY 26-AUGUST 8:

##### **44th Annual Carriacou Regatta.**

Held over the island's Emancipation weekend each year, the event has grown into a huge sporting and cultural activity. Locally-built workboats in some twelve different classes are the star of the racing, while on land there is donkey racing, greasy pole climbs, and even a Miss Wet T-shirt contest. Tel: 473-443-7930; Email: [ccouregatta@spiceisle.com](mailto:ccouregatta@spiceisle.com); Web: [www.carriacouregatta.com](http://www.carriacouregatta.com) 



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Ian Barrows

SUE CILLIERS

## 57 CARIBBEAN SAILORS ATTEND

### 38th Annual Orange Bowl Youth Regatta

BY CAROL M. BAREUTHER, RD

**W**ind conditions ranging from 6 to 15 knots offered something for every one of the 675 sailors competing in the 38th annual Orange Bowl Youth Regatta sailed out of the Coral Reef Yacht Club in Coral Gables, Florida, from December 26 to 30. Hailed as the largest junior sailing regatta in the U.S., this event has long been the first 'big' regatta for Caribbean sailors outside of the islands. This fact held true this year too as an astonishing 57 islanders – representing the Cayman Islands, Puerto Rico, the U.S. Virgin Islands, British

Virgin Islands, St. Maarten, Guadeloupe, Barbados and Curacao – competed in the Optimist, Laser and 420 fleets.

Arthur Fortune, of Guadeloupe, was the top-scoring Caribbean sailor, placing 2nd overall in the 219 fleet of Optimist sailors and 1st in the 11- and 12-year-old Blue Fleet.

Other top placing Optimist sailors included Juanky Perdomo of Puerto Rico, in 7th, and Eugene and Louis Hendriks of Youth Sailing Curacao who finished 15th and 28th, respectively. The Curacao delegation of sailors was double last year, no doubt from the wave of racing enthusiasm that hit last summer when the Netherlands Antillean island hosted the Optimist North American Championships.

Curacao scored again when Ard van Aanholt placed first out of the Caribbean sailors in the highly competitive Laser Radial, finishing 20th in the 110 boat fleet. The U.S. Virgin Islands' Max Nickbarg followed van Aanholt in 23rd.

In the Club 420 Class, it was the U.S. Virgin Islands' Ian Barrows, with crew Olin Davis, which finished first for the islanders and 7th overall out of 113 boats. Barrows, who placed 2nd overall at the Optimist World Championships in Cesme, Turkey, in 2008, is still age eligible to sail Optis and has skippered a Club 420 in competition for less than six months.

The British Virgin Islands' Alec Anderson, with USVI crew Rian Bareuther, rounded out the top ten in the Club 420 class.

Anderson recaps the competition: "We won the first race which was very cool, but then the wind died and we had to work really hard to stay consistently in the top 10. A couple of bad races dropped us down a little but we managed to hang on to 10th place overall!"

It was a fun four days of racing in Miami's Biscayne Bay. Sailing by day was met with fun at night. There were parties, the pool, tag football, College Sailing Night (with 26 coaches), and last but not least, the traditional silver bowl filled with Oranges.

For complete results: [www.coralreefyachtclub.org](http://www.coralreefyachtclub.org)

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**T**here's one big question when kids "age out" of the Optimist dinghy: What's next? For a handful of teenage sailors from the U.S. Virgin Islands and Puerto Rico, the answer is the International or I-420.

There are two kinds of sailors, recreational and competitive sailors, explains Agustin 'Argy' Resano, I-420 coach. "If you fit in the first category, there aren't many decision points other than to sail in any boat that is available to you. If you fit in the competitive category, you want to find the next competitive class, in terms of size and level, which is closest to you."

Trends for 'next' boats around the world are those that are faster and simpler in terms of rigging, like new Laser 3000 or the 29er, says Resano. "But older designs like Lasers, I-420, 470, Splash and Snipes will remain competitive."

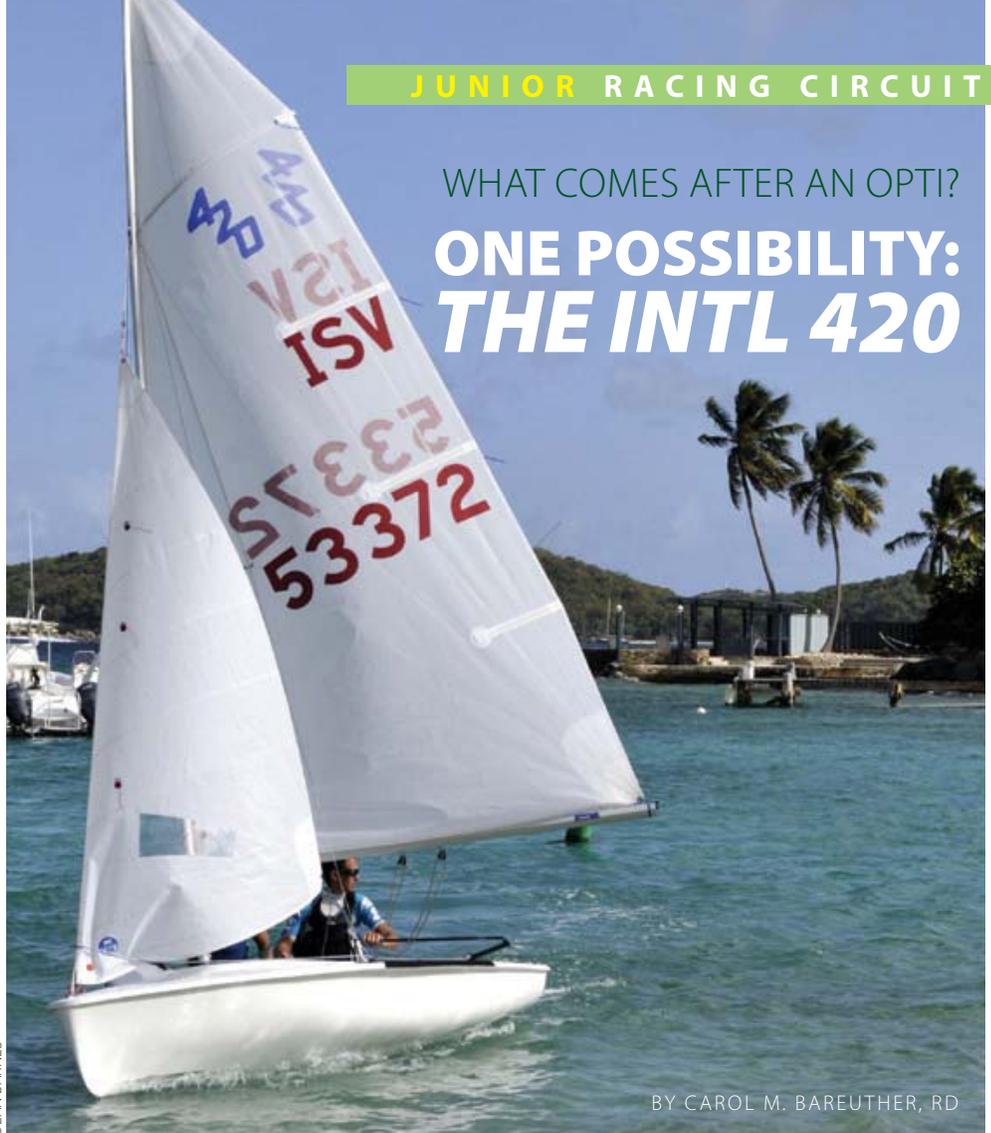
Puerto Rico's Mercedes Rios, mother of 2008 Optimist World Champion, Raul Rios, describes her thoughts about a 'next' boat. "When Raul was training for 2008 Opti events, we were taking into consideration different choices. He wants to do an Olympic campaign. Knowing that he probably will not be a tall adult, taking into account physical constitution, we knew that the Laser was not an option. The I-420 is a step towards the Olympic I-470."

Rios continues, "The I-420 is sailed in most countries in Europe and South America and most of the top Opti sailors from prior years are doing I-420. In fact, Julian Autenrieth from Germany and Benjamin Grez from Chile are among those in the top at the 2006 and 2007 Opti Worlds and they are now sailing I-420s. They keep in contact with Raúl and talk about future sailing events. Our goal this year is to attend the ISAF Youth Championships in Brazil and the I-420 Worlds in Italy."

The I-420 is the two-crew learning boat around the world for kids. It differs from a Club 420, which is the boat of choice for High School and College sailing in the U.S.

The differences between an I-420 and Club 420 are enormous, says Resano. "The Club 420 is a modification on an I-420, which eliminates much of the thought process of rigging and tuning. The Club 420 is made to be easy and simple to sail. Also, the haul is 80 pounds heavier and the mast looks like a telephone pole. This completely changes the performance of the boat, making it very difficult to get 'into a plane' and less challenging."

It's the planing that the USVI's Nikki Barnes likes best about sailing an I-420. "The boat planes all the time and I love going fast," she says.



DEAN BARNES

## WHAT COMES AFTER AN OPTI? **ONE POSSIBILITY: THE INTL 420**

BY CAROL M. BAREUTHER, RD

Also, adds Resano, "the Club 420 is really heavy, with less adjustments, and this means that the over all crew weight makes a bigger deal in the performance of the boat compared to the over all skills. This means that in a light air venue a lightweight crew would have a much greater advantage in the Club 420 compare to the I-420."

What many sailors and their parents like about the I-420 is the greater sailing skills that can be learned.

First, says Resano, "is the rigging and sail tuning aspect. This starts with setting up the mast for the conditions combined with your crew weight to maximize sail performance. They can adjust the step mast, spreaders (length and deflection), pre bend, rake, and tension. The sailors learn to set up the mast in a specific place in the boat for weather or leeward helm and then understand to use the other adjustments to bend the mast so it would change the sail shape for the conditions they need. In the club boat the mast would not bend and they cannot use all these adjustments other than tension and rake."

There are different shapes and cuts of sails in the I-420 so sailors have to choose the perfect set

up for them. In the Club 420, says Resano, "you can not play the mast bend to maximize the sail you have, so it makes it less skill challenge than the I-420."

Finally, because of the difference in planing conditions in the I-420 compared to the Club 420, the way of sailing the boat down wind completely changes.

"You really have to understand your down wind angles to maximize your VMG ('velocity made good' or the measurement of the time to cover a distance between two points and is a combination of speed, angle and distance) in the I-420 much more than in the Club boat," says Resano.

In the future, Resano says, "I think the Optimist class is getting stronger and more competitive in the Caribbean. Top sailors with Olympic dreams will move towards a class, like the I-420, that pushes in that direction." 🌊

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

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Race Director Angel Ayala flies the regatta spinnaker

PUERTO RICO

## 5th Annual Culebra Heineken Intl Regatta & Culebra Intl Dinghy Regatta SET SAIL MARCH 20-22, 2009

BY CAROL M. BAREUTHER, RD

J/24s, IC24s, and new this year for J/80s. There will also be a large beach cat fleet and our native Chalanas."

The first day of competition will see windward-leeward courses for the racing classes south of Punto Soldado and round-the-cays courses for cruisers. The second day, the course will be an island circumnavigation for all but the one-design IC24 and J/24 classes.

"We'll start the round-the-island race once again from inside Ensenada Honda bay so spectators can see the spectacular start from shore," says Ayala.

This year, the circumnavigation will be a bit longer as the fleet will round both Culebra and Culebrita, a small offshore island to the east. The channel between Culebrita and Culebra has become too shallow for safe navigation.

The CIDR offers Optimist, Laser and Laser Radial racing for kids in Ensenada Honda while the big boats sail offshore.

Classes of entry to the CHIR will include CSA Spinnaker Racing, CSA Spinnaker Racer-Cruiser, CSA J24, IC24, CSA Performance Cruiser, CSA Jib & Main, IC24s, Beach Cat and native-built Chalanas.

"We would be happy to dual score IRC-rated yachts that request it, but they must also have a CSA rating," Ayala says.

There is an entry fee of US \$200 for all classes except Beach Cats and Chalanas; the Beach Cats fee is US \$100 and the Chalanas fee is US \$150. Entries received after February 20, 2009 will be charged \$250 for all the classes except Beach Cats and Chalanas. Entry fee for Optimist and Laser Classes is US \$50.

An Awards Ceremony will take place on the last day of racing. For more information, call: Tel: 787-413-7702, 787-785-2026, 787-948-2835, or visit [www.culebrainternationalregatta.com](http://www.culebrainternationalregatta.com) or [culebrainternationalregatta.com/dinghy/home.html](http://culebrainternationalregatta.com/dinghy/home.html); or for accommodations, Costa Bonita Villas; Reservation Tel. (787) 463-0013, (787) 377-0770, Mr. William Bush. ☎



DEAN BARNES

**New host destination. New classes. New round-the-island course. These are just some of what sailors can look forward to at the 5th annual Culebra Heineken International Regatta (CHIR) and Culebra International Dinghy Regatta (CIDR), both set for March 20 to 22.**

"This year, Costa Bonita Villas is again onboard as the regatta's host resort," says regatta director Angel Ayala. "This is where we'll host registration and Customs & Immigration officials on Friday. Rooms will be available for those who want to stay ashore for the weekend. We'll also have three bars and food service available here. Of course, everyone loves to gather around the pool in the afternoon and discuss the day's racing."

The expected 70-plus fleet's mother ships can anchor a dinghy-hop away in Ensenada Honda, Daiquiri Bay or Fulladosa Bay, all beautifully sheltered spots.

Entries are swiftly coming in and include a mix of boats from throughout the islands, U.S. mainland and even Germany. Last year, 62 boats with crews from as near as the Puerto Rican mainland to as far away as the Southern Caribbean, United States and Europe competed, with 27 junior sailors racing in the dinghy event.

In addition to the assorted makes of boats in the racing and cruising classes, Ayala says, "We expect to have one-design classes for Melges 24s,

### C.O.R.T. ACT TWO

The CHIR marks the second leg of the Caribbean Ocean Racing Triangle, or C.O.R.T. Series, which began February 20, 2009 with the St. Croix International Regatta and concludes April 3 to 5, 2009 with the BVI Spring Regatta in Tortola.



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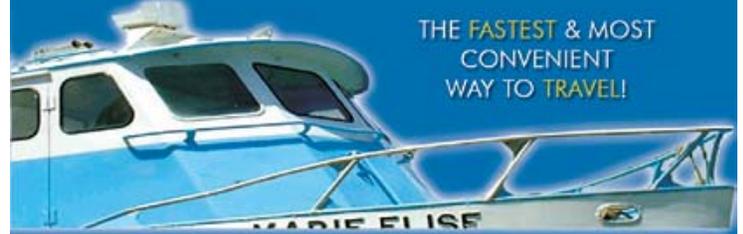
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# Spirited New Reasons to Compete in the 36th International Rolex Regatta

ROLEX/DANIEL FORSTER



**T**he 2009 International Rolex Regatta at the St. Thomas Yacht Club, with racing starting on Friday, March 27, will see the return of cheap and plentiful rum this year—Mt. Gay is back as a sponsor. A.H. Riise, Official Retailer of Rolex watches in the U.S. Virgin Islands, is, as always, an active sponsor.

The event, one of the Caribbean's major regattas, offers a nod to this year's international economic woes by offering competitors free dockage at two island marinas through a partnership with Island Global Yachting, American Yacht Harbor ([www.igy-americanyachtharbor.com](http://www.igy-americanyachtharbor.com)) and Yacht Haven Grande ([www.yachthavengrande.com](http://www.yachthavengrande.com)). Both marinas are offering free dockage and space for containers on a first-come, first-serve basis.

From either marina, allow 20 minutes in motoring time for the boat to get to the racing areas; both are a short cab ride to the St. Thomas Yacht club when it's party time. Interested sailors need to register and make a request to regatta directors fast—availability is limited. Event Co-Director John Sweeney points out that there are also plenty of moorings near the club and an anchorage at nearby Christmas Cove with free launch service, once the marina slots are filled.

Sweeney said in late January that early registrations were healthy.

"Our visiting list of entries (US & Europe) is looking very good—assuming that the Caribbean boats return, we expect to see numbers similar to 2008."

Fitting the International Rolex Regatta into busy schedules are Roger Sturgeon's (Ft. Lauderdale, Fla./Hyannis, Mass.) STP65 *Rosebud* and Jim Mitchell's (Zurich, Switzerland) R/P 52 *Vincitore*, while returning to defend his 2008 title is Sam Fleet's Team Aquarius (East Greenwich, R.I.)

Fleet won the inaugural IRC 1 class with his Swan 601. For the victory, he was awarded lodging at the Marriott Frenchman's Reef hotel for the 2009 event.

"We will definitely be returning; however it may be in a different boat," said Fleet. "Continuing to build on the success of the Aquarius program, we want to charter a grand prix boat for the 2009 Florida and Caribbean season and race in IRC and CSA regattas throughout the region. The winter season will serve as an excellent training ground for the 2010 Audi MedCup."

Fleet added that the International Rolex Regatta is "the best run regatta and the most professional race committee in the Caribbean."

Another attraction for 2009 competitors is that entry fees have been lowered by 25%, which means a \$100 discount for boats sailing IRC, CSA and One-Design, and \$50 off for beach cats.

The International Rolex Regatta is followed by the BVI Spring Regatta and Sailing Festival in the nearby British Virgin Islands, which links the two events to make Virgin Islands Race Week (VIRW), now in its second year.

For more information on the St. Thomas race, contact Bill Canfield at [styc@vipowernet.net](mailto:styc@vipowernet.net) or 340-775-6320. The Notice of Race and online registration are available at [www.rolexcupregatta.com](http://www.rolexcupregatta.com). 

*Preview information submitted by the St. Thomas Yacht Club*

## Foundation for a BRIGHT FUTURE

Regatta organizers from St. Thomas Yacht Club are constantly striving to attract a broader cross-section of boats including those from outside the Caribbean – and getting them to come back every year. "The Rolex Regatta has a good reputation but it also has limited turn out from U.S. and European-based grand prix boats – and that hurts our ability to build a better event," said Regatta Co-Director John Sweeney. "We want to see a nice mix from cruisers and multi-hulls to purpose built racers."

Last year, the Rolex Regatta offered IRC for the first time, along with the CSA classes. The results were promising with an increased number of entries

from outside of the Caribbean. "By offering more options – we gained boats that we simply would not have seen," said Sweeney. "We knew that if we were going to continue to build a better event, we had to offer both classes while aggressively recruiting cruisers, beach cats and big multi-hulls."

"As strong supporters of CSA, we aren't moving to replace CSA or asking local boats to change their rating system," added Sweeney. "We want to build on our success while working with our CSA friends to promote the rule to a place where offering other rating systems may not be necessary in future years."



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# Perseverance and Preservation: FOXY CALLWOOD, MBE

ARTICLE AND PHOTO BY JAN HEIN



Members of the Order of the British Empire (MBE) are high ranking officials and do-gooders serving their country at home and afield. The 2009 list of recipients includes professors, policy makers, scientific researchers, Olympic athletes, doctors, embassy officials and one barefoot, balladeer barkeep from the BVI. Auspiciously announced on New Year's Eve, Queen Elizabeth II's appointments included none other than Mr. Philicianno Callwood of Jost Van Dyke, known to the world as Foxy.

Early in December Foxy received a call from BVI Governor David Pearey, telling him of the appointment. "He told me not to say anything," Foxy said. "I didn't even tell Tessa." Hours before the notorious Olde Year's Night celebration was getting under way at the Callwoods' Tamarind Bar, he ran into the Governor's secretary who informed him that the BBC had spilled the beans and he could, too.

Foxy went first to tell his wife. "Tessa didn't believe it. She thought I was joking," which is no surprise since one of his talents is stretching a good tale. That night, for the final hours of 2008, Foxy floated through the crowd of thousands, dressed head to toe in white and accessorized with a panama hat, battery powered 2009 glasses and a mile-wide smile.

The next day we chatted about why he'd been given the prestigious honor. In his unassuming way he replied, "I don't know why dey give it to me. De Governor didn't say." Officially, Foxy was honored for ambassadorship at home and around the world, for countless contributions to tourism and because of undaunted efforts to preserve the heritage of his homeland. "I tink dis will be good for de future, for de next generation," he said. "Hopefully dis news would help people see dat preserving what you got is real; dat getting rid of it for someting new, dat is not real." The mile wide grin returned. "I told Tessa, all dose years of working on de Preservation Society, when nothing looked like it was going anywhere; we just kept going and believing; now it's paid off."

Foxy will have the opportunity to travel at a later date to one of twenty-two investiture ceremonies held at Buckingham Palace, Windsor Castle or another royal venue. He's pondering the trip but emphatically declared, "I'm not going in de winter. I'm not going in de winter, no place."

Meanwhile, the Caribbean legend is a happy man, heading to sea for fish and lobster, playing his guitar and making people happy. 🎸

*Editor's note: All at Sea writers Nancy Terrell and Dave Cooper emailed in late January to say that that Foxy and Tessa planned to join them aboard Swan Song for five days to transit the Panama Canal. "It seems that going through the canal is on Foxy's 'Bucket List,'" Terrell reported. We look forward to canal tales in a future issue. Congratulation from all of us at All at Sea, Foxy!*

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Luxury Girl crew  
with first prize

## CHANGES IN LATITUDE: *Luxury Girl* Wins Halyard Challenge

The Christmas winds died down, the New Year's Eve hangovers receded and the Territory's sailors came out in early January for the first races of the year organised by the Royal BVI Yacht Club, the Halyard Challenge sponsored by Latitude 18. Dave West's hi tech Melges 32 *Jurakan*, flying an enormous red spinnaker, crossed the finish line of both races comfortably ahead to take line honours. She completed the first race from Road Harbour around Cooper Island to Dead Man's Bay on Peter Island in less than two hours and took only just over an hour on the return leg to the harbour via Dead Chest and a mark off Nanny Cay.

However, once handicaps were applied it came down to a close duel between the Haycraft family's Sirena 38 *Pipe Dream* and the First 10R *Luxury Girl* skippered by Guy Eldridge. In the first race the fleet was too eager and all eight boats were called back by Ron Gurney, Race Committee Chairman, for being over early. The race started cleanly at the second attempt and the fleet beat out of the harbour with *Jurakan* and *Luxury Girl* playing shifts up the shoreline to pull ahead. Both chose a conservative central line to cross the current of the Sir Francis Drake channel and round Cooper Island.

This was the first time many of the racers had seen the backside of Cooper, but as Bob Phillips, *Luxury Girl's* tactician and Chairman of the BVI Spring Regatta Committee put it, "You'd better get used to seeing the outside of the islands, we have several courses planned for out there this spring..." On the run down between Dead Chest and Peter Island *Pipe Dream* made a late charge and closed up to third on corrected time, followed in by Kevin Rowlette's skull & crossbones-liveried Olson 30 *Willy T*.

The fleet enjoyed a short lunch break at anchor in Dead Man's Bay, with *Luxury Girl's* crew trying to distract the traditionally dry and serious *Jurakan* team with chilled Heineken donations, and some hardy souls braving the frigid (well, to longterm residents) water for a swim. Ron and his faithful assistant Diane Lewis entertained the moored

bareboaters setting a start line right in the Bay, with competitors manoeuvring around anchored Moorings cats. *Pipe Dream* judged it perfectly and hammered off to an excellent midline start while *Luxury Girl* approached the line early and had to run off to the pin end starting well down the fleet.

After a short beat to Dead Chest the fleet set off on a long run down to Nanny Cay which jumbled the positions. The lightweight sportboats *Jurakan* and Andrew Thompson's Melges 24 *Crewclothing.co.uk* struggled in the dying breeze, while *Luxury Girl* overtook the *Willy T*. The best gain was made by Colin Rathbun at the helm of *Team Lime*, one of three IC 24's, the smallest boats in the fleet, who persisted in staying close enough to win the race on corrected time.

On the final beat to the finish, *Team Lime* and *Pipe Dream* hung on to finish first and second. *Luxury Girl* took advantage of a poorly timed "slam dunk" tack from *Willy T* to sail through her lee and take third, giving her four points after two races and a one point lead over *Pipe Dream*.

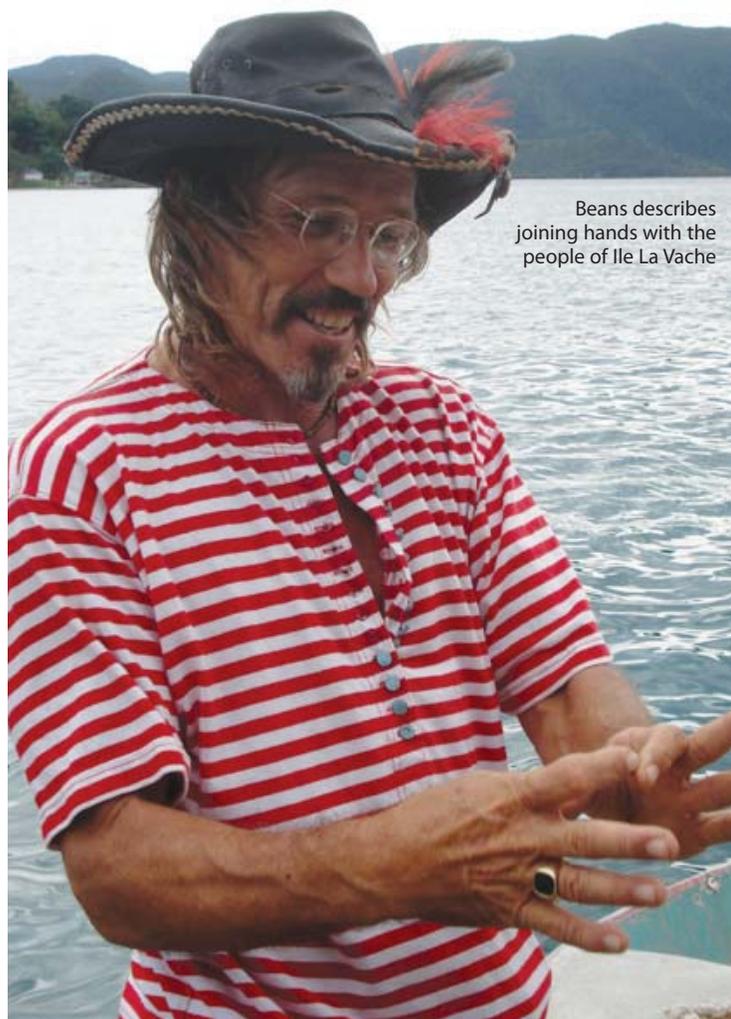
"I have to thank my crew" said *Luxury Girl's* skipper, Guy Eldridge. "My time and distance judgment on the start of the second race was awful and I put us in a bad position, but they kept working and pulled us out." *Team Lime's* second race win was enough to lift Colin Rathbun to third overall. Richard Wooldridge's IC 24 *Racing in Paradise* was awarded a special prize for having the youngest crew members, Ryan Wooldridge and Sam Morrell. 🏆



*Pipe Dream*,  
Second overall

# HAITIAN INSPIRATION

BY MIKE KIRK



Beans describes joining hands with the people of Ile La Vache

MIKE KIRK

## THE GOOD SAMARITAN FOUNDATION

Mike Gardner's foundation is under the aegis of the Three Sail Church of St John and has 401(c)(3) status. John Phelix Joseph heads up the Haitian HQ. Donations to the Good Samaritan Foundation can be made by contacting Mike through his web page at [www.beansmusic.com](http://www.beansmusic.com) where you can find the full story of Mike's mission and the "glowing" people of Ile La Vache.



Pastor and school children waiting to give thanks

**M**ichael "Beans" Gardner thinks that the spirit of giving will motivate many yachtsmen when they hear of the efforts of the people of Ile La Vache, in their quest self sufficiency.

Michael's challenge has its origins in 1975. While working for a company that recovered old ships for furniture manufacture and fascinated by old wooden ships, he signed on to an expedition to find the beautiful Canadian schooner *Bluenose*, known to be wrecked off Haiti. From this treasure hunt his employer planned to hire local Haitian craftsmen to make the furniture and get rich from sales in Canada.

Things went well at first and the wreck was found along with many others. But the funds from private backers ceased, forcing the organizers to make a hasty return to Halifax. Mike became the sole caretaker of the camp at a remote location called Point Est, Ile La Vache. Meanwhile, the project stalled, as the funds had been embezzled, and backers evaporated. Unaware of this, Michael patiently husbanded his food and water while sharing what he could with the local natives. He was stranded but didn't know it.

Here the story gets understandably cloudy, with memories of diseased water, voodoo worshipping natives and zombification. But his kindness to the people (who he says "glow" with friendship) was repaid. Near death, Mike was nursed to health by a local priest. He vowed never to forget the people of that remote island off the Haitian coast.

Fast forward 20 years... we find Mike a successful troubadour and piratical cabaret performer in the United States and British Virgin Islands. But another near-death experience reminds Mike of his vow to the Haitians of Ile La Vache. In 1997 he plans his return to revitalize the *Bluenose* project for the benefit of the people of Ile La Vache.

What he finds is a desperately self sufficient island forgotten since the revolution where soil has eroded due to generations of deforesting and with deteriorating fishing due to climate change. Bonding with his new found friend and interpreter, John Phelix Joseph, a pact is made with a focus on education for the Vachois children. Mike commits the income from his music CDs to the cause, a small tin-roofed school is erected, teachers are found and Mike continues to play his guitar—a man with a mission.

In 2006 Mike and Phelix create the "Good Samaritan Foundation" with goals of health, welfare and education of the Vachois people. Fundraising becomes a part of Mike's cabaret act.

Hearing of his appeal in 2008, members of the Rotary Club of Tortola invite Mike to tell his story and he describes projects that desperately need funding. The challenge is taken up the Rotarians.

There is no end to this story...only more promise of self sufficiency for the Vachois people. Mike plans to sail art materials to the island and, together with local artists, stimulate art training for the people. The products of this industry, when shipped back to appreciative markets, will provide a steady source of income for the people.

And what of the treasures of *Bluenose*? Mike says the real treasure is found in the hearts of the people he is helping. 🌀

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

# Tortola's Christmas Presents to Haiti

Through their international network, the Rotary Club of Tortola established a partnership with the local Haitian Rotary in Les Cayes to ensure funds and materials reached the intended beneficiaries. With six teachers, Mike's CD sales have long since been exhausted, so Rotary has authorized funds for teacher's salaries for 2008/9 and for the purchase of six water tanks to store rain water, replacing dependency on brackish ground water.

After visits to the tin roofed school/shelter by Les Cayes senior Rotarians, the two Rotary organizations have formally adopted the project of building a new school with a goal of raising \$60,000. But a third project presented a challenge. The downwind fishing grounds of Ile La Vache had moved out to sea. Thus when fish were caught it could be days before the island sloops could reach land, and much of the catch was spoiled. The solution was to provide outboard engines to overcome the upwind trip home. And so a Christmas present was conceived.

Ten engines were sourced by member "elves" of the BVI Marine Association, and other Tortola "gnomes" refurbished them. But to avoid the likely "loss" of this cargo using commercial shipping, a Christmas delivery direct from Santa was needed. "Beans" was asked to organize nautical reindeer and sailing sleighs to deliver the gifts direct to the Island.

A boat and crew were found and the Gulfstar 55 *Fairwind* left Tortola on Dec 15th bound for Haiti with 10 engines. Despite a failed engine, *Fairwind* arrived in Ile La Vache under sail on Dec 24 and delivered her precious cargo on Christmas day. She sailed on to Jamaica for a much-needed and forced engine refit.

During December, word of the trip was spreading and the Captain of a Jenneau 50 *Sophisticated Lady*, offered to create a DVD record of the

*Fairwind*, discharging outboard motors to fishing sloops



PHOTO BY KAREN TROY, FAIRWIND

events for possible fund raising. With another sailing sleigh available, Mike's partner in Haiti asked if it could bring food and clothing. Word went out and the gifts continued to pour in. Food, clothing, school supplies and tools were donated by the businesses of Tortola.

*Sophisticated Lady* left Tortola on December 19th with over 1,000 lbs of gifts. But leaving Ile La Vache on 21 December, *Sophisticated Lady* suffered serious storm damage and was forced to return, reaching safety on December 24th. *Sophisticated Lady's* story maybe found in the dramatic blogs of the subsequent two weeks at: <http://www.traveltalkonline.com/forums/showflat.php?Cat=0&Number=937021&an=0&page=0#Post937021>.

The energies and resources of Tortola Rotarians became a lifeline of support and materials connecting marine donors (of sails and spare parts) to the stranded benefactors. Donations to aid the two stricken boat owners in this drama may be made through [www.paypal.com](http://www.paypal.com). Select "send money." In the top right hand box insert [charter@windinmysails.com](mailto:charter@windinmysails.com) and enter your donation.

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# PIRATES AHOY!

ARTICLE AND PHOTOS BY PENNY LEGG

ANYONE WALKING ALONG ANGUILLA'S SANDY GROUND BEACH DURING THE VARIOUS SCHOOL HOLIDAYS MAY HAVE A BIT OF A SURPRISE IN THE SHAPE OF SMALL PIRATES YELLING, 'AHOY, SHIPMATES!' WITH HIGH PITCHED GUSTO WHILST BRANDISHING PLASTIC CUTLASSES. LOOKING OUT INTO THE BAY SPECTATORS CAN WATCH OLDER CHILDREN BEING PUT THROUGH THEIR PACES IN SMALL SAILING CRAFT.

Last year, these activities were all part of week-long day camps run by the Anguilla Youth Sailing Club (AYSC), under the auspices of the resident Instructor, William Ferguson. "For the first time, in addition to the regular camps offered for older children, we are offering the Starfish programme for children aged four to seven. It is a marine introduction with swimming lessons, a chance to get out in a boat with an instructor and a lot of constructive play. The idea is to get them on the water, get them used to it and get them comfortable with how the boat works without terrifying anyone."

The first Starfish, following a programme pioneered by Alex Himmelman at the Royal Vancouver Yacht Club, were Isaac Fleming and twins, Riley and Dylan Tanner, all aged four. They were a little wide eyed but very excited by the fun and action packed adventures they enjoyed.

Sam Peabody explained a little of what excited the children so much. "They have learnt basic

knot tying, boat safety, the rules of being in a boat and observing the bigger kids, because they are not old enough to sail yet. Hopefully it will spark an interest in them and as soon as they are six or seven years old they will want to come out here and sail."

Meanwhile, amongst the more than 50 children taking part in Sailing 1 and 2 during the year were Alessandro Piazzi aged seven, Helena and Alex Clayhills-Henderson aged 11 and 13 respectively, and 11 year old Cody Coburn. Cody has sailed before, in a short summer programme, but the others were new to the sport. "We went out sailing quite near the shore," says Helena. "It was quite hard at first, but really fun."

Regardless of age, all the children were excited by talk of pirates! Most turn up dressed in pirate outfits on Pirates Day. William put it all into perspective. Grinning he explained, "There is a legend at the Anguilla Youth Sailing Club which tells of the pirates who landed in Road Bay. Their ships got wrecked over there," he pointed with a wink to the hurricane wrecks lining the coastline under the cliffs.

"We have hidden bits of map and they get a piece of the legend each day and then the hunt starts. Somewhere on Sandy Ground beach there's a treasure chest full of chocolate gold coins that they have got to find. On the way they have to do things; they spotted the reef in a dinghy but they had to put the dinghy through a boat safety class first, making sure there were paddles, a bailer, a whistle, a flash light in case something should happen, everybody wearing their life jackets and so on. They learn knots and will do some competitions with knot tying, and then find pieces of the map that way and so, at the end of each week the participating kids get



rewarded. We are also working really hard on sandcastle building!"

The experienced sailors enjoy the challenge of the Summer Camp Programmes, which seek to reinforce and practice skills the youngsters have gained in their regular sessions with the AYSC. Kenny Richardson, aged 13, loves windy conditions, "It is pretty fun with heavy swells," he says gleefully.

Looking back over last summer's programmes, William observed, "We had just over 70 different kids through our programmes, with the majority around age 10 to 13. In Starfish we have had 18 registrations. The AYSC will be running these programmes again. I would say they have been very successful!"

Of the new Starfish programme, William says, "I think this is a very good programme, offering an activity for children who are often considered too small for anything but babysitting. This is great for the kids as it instils a confidence and familiarity with the sea that is often very hard to accomplish when kids are older.

"My favourite part of the Starfish programmes are the cards and hugs the instructor receives on the last day! The kids always have a great time and are really sad to leave. The kids can't wait to come back and start Sailing Camp when they are older." 



Pirates Day

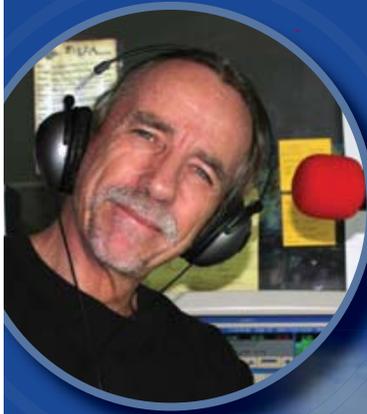
British-born Penny Legg writes for magazines and newspapers in the Caribbean, US and UK and takes photographs to accompany her work.

The Anguilla Youth Sailing Club is committed to teaching children to sail and has a strong scholarship programme enabling all children to learn regardless of income. For more information contact [aysc@sailanguilla.com](mailto:aysc@sailanguilla.com)

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ELS KROON

## 29th St. Maarten Heineken Organizers Adapt to Economic Reality, Still Pledge "Serious Fun" This Month

In January, the St Maarten Yacht Club announced a change to the event schedule for the 2009 edition of the St. Maarten Heineken Regatta. According to a press release, upon a review of the financial costs for the regatta organization and in consideration of the world wide recession, projections strongly predicted a loss for the St. Maarten Heineken Regatta Organization.

In order to avoid any threat to the long-term continuity of the event, the

organizers decided to consolidate more of the sailing control centers and regatta parties on the Simpson Bay Beach. While the party on the Marigot waterfront will remain, the normal party on the Great Bay Promenade will be moved to Simpson Bay for the 2009 edition. Race courses will remain the same.

The Sint Maarten Heineken Regatta is operated by the nonprofit organization, the Sint Maarten Yacht Club, and as a nonprofit organization they cannot project nor absorb losses. "The high chance of a reduction in the number of participating boats and entry fees, as well as heavy expenses already made in the purchasing of promotional media, all in connection with the enormous recession that is taking place worldwide and here on our Island of St. Maarten, makes it essential that the club reduce its expenses," a press release noted. Although they anticipate a healthy event, the club has already observed a drop in the number of smaller vessels visiting the island this season, as a result of the recession and the increased costs on the island.

Heather Tackling, the Director of the St Maarten Heineken Regatta adds, "This move is necessary in light of the many uncertainties we face, and hope everyone understands that this move, although perhaps temporary, can help protect the long-term health of our island's Regatta."

On a brighter note, as the countdown to the 2009 edition of the St. Maarten Heineken Regatta began, organizers have added plenty of new wrinkles this year to the event known for its "Serious Fun."

The new Budget Marine Match Racing series will commence on March 3rd, and a new sponsor, Island Global Yachting, will host the IGY Commodores Cup for the flat-out racing fleet on March 5th. The traditional three-day St. Maarten Heineken Regatta will then take place from March 6-8.

Filmmaker Anton van de Koppel of Quest Media ([www.questmedia.nl](http://www.questmedia.nl)), who produces the critically acclaimed video footage of the event, foresees more opportunities to capture sailing action on the Internet and TV with his 10-person crew.

"The St. Maarten Heineken Regatta is very special to me and my company," he said. "It's one of the oldest venues we do, along with the America's Cup. It's one of the world's best-organized regattas, very condensed, three days of very serious fun. We're really looking forward to it."

As in the past, Quest's video clips will be showcased on [youtube.com](http://youtube.com), [vimeo.com](http://vimeo.com) and the regatta's website. Quest is planning expanded coverage with morning and evening pre-race and post-race productions, as well as distribution to the island's bars and restaurants.

"A lot of people we met in the early years still come to the venue," van de Koppel said. "It becomes this big group of friends that you meet everywhere in the world, because sailors who do the Heineken Regatta also compete in lots of other regattas. And everywhere we go, we talk about the next St. Maarten Heineken Regatta."

"It's just this vast group of friends who cross paths in Antigua, Norway, South Africa, the U.S., Holland, everywhere," he added. "When you meet someone in, say, Cowes, the first thing they ask is, 'Are you going to St. Maarten for the Heineken Regatta?'"

For full information, entry lists, entry forms and event clips: [www.heinekenregatta.com](http://www.heinekenregatta.com).

### BRIDGE OPENING TIMES

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**Outbound & Inbound  
(Outbound Traffic precedes  
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0815 hours
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1730 hours

With just four boats on the start line for the Fourth St Maarten Classic Yacht Regatta January 23 to 25, the mood could so easily have been gloomy, but there was little melancholy on show throughout the weekend, culminating in a prize giving on Sunday night that was positively exuberant. Classic Yachts 1, Credit Crunch 0.

As organizer Jan Roosens pointed out, "As long as you have two boats, you can organize a regatta." It helped that the racing quartet included Ira Epstein's 1957 Robert Clark ketch *Lone Fox*, Philip Walwyn's 78ft *Kate*, Tim Blackman's 1947 Bermudan Yawl *Infanta* and John Whitsett's 76ft schooner *Raindancer*. These would be joined on the third day by *Spirited Lady* from Fowey, which added some spice to an already seasoned field. Captain Pascal's press boat *Playtime Too* followed the action from a matter of feet, close enough even to deliver pre-start beers to settle the nerves of the crew on *Kate*.

Friday involved a race round the south coast from Great Bay to Marigot, during which *Lone Fox* showed her class to edge out *Infanta* by just 30 seconds on corrected time. On Saturday, the race returned to Great Bay, which *Lone Fox* again appeared to be dominating until pulling up barely 100 yards from the finish line with a jammed steering line, leaving him unable to turn to starboard. "I turned to windward," he explains, "and felt something break loose. People might say we made all the right choices over the weekend, but some of those things are just luck."

*Spirited Lady's* arrival on Sunday put the cat among the pigeons as the quickly assembled crew took the boat over the line first and fought hard with *Lone Fox* all the way round to the mark off Pointe Blanche and back to Simpson Bay. It took a spinnaker sail and Mizzen staysail combination on the final downwind leg to enable to *Lone Fox* to wear the smaller boat down, while *Infanta* was forced to retire when a sudden gust threw a crewmember overboard as the spinnaker halyard surged out of his hand.

Overall, *Lone Fox* recorded a second consecutive victory in three years of competition. "To me it means a lot," said owner Ira Epstein, "because there's so much energy put into a regatta regardless of how many boats take place. I live on that boat, but it's very serious because we're out there pushing a 52-year-old boat to its limits." Asked whether the weekend had been worth it, Epstein was emphatic: "I really applaud what they do here and want to be part of trying to help this become a viable regatta."

British Classic Yacht Club Commodore Tim Blackman, skipper of *Infanta*, was similarly delighted. "In the UK, we started the British Classic Yacht Club Regatta with a small number of boats and we're trying to keep it small, where you get to know everybody. On the water perhaps, if we'd had another three or four yachts it would have been even better, but the boats were quite well matched. The starts were fantastic," he said.

Organizer Jan Roosens was already looking forward to 2010, when he hopes to have the boats on the new dock at Bobby's Marina. "We would love to have the boats here for the public," he said. Otherwise, he pointed to the fact that, until a short while before the regatta, entry numbers were set to surpass last year's ten boats, had it not been for the late withdrawal of four yachts in the Virgins who took charters, and another seven who returned to Europe on a transporter. "That's a fact of the economic situation," he observed.

Full details and photos on [www.classicyachtregatta.com](http://www.classicyachtregatta.com)

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



## Fourth St. Maarten Classic Yacht Regatta

BY NICK MARSHALL

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141 foot *Rebecca*  
in the 2008 St. Barth Bucket



# 2009 ST. BARTH BUCKET: Preview of the 2009 Regatta

BY ELLEN LAMPERT-GRÉAUX, PHOTOS BY ROSEMOND GRÉAUX

**The highlight of the nautical calendar on the French Caribbean island of St. Barthélemy is the annual St. Barth Bucket, an invitational regatta for sailboats over 100' in length. The 14th edition of the Bucket takes place March 27-29, 2009 with a captains' briefing the night before the racing begins. An incredible fleet of sailboats—including the 289' *Maltese Falcon*—has signed up for this unusual regatta.**

Organized by a committee chaired by Hank Halsted, the Bucket is the sister race to the Newport Bucket, which takes place in Rhode Island every summer in July. The fleet for the Bucket will be the largest this year, with the Port of Gustavia allowing a total of 33 boats, an increase of three boats over past years.

"We have room at the docks for 33 boats, including the dock by the Wall House," says Bruno Gréaux, director of the Port of Gustavia. "But some of the biggest ones with large draughts must remain at anchor in the harbor." Bruno clears the docks for the Bucket fleet, allowing for the Friday night yacht hop, in which crewmembers and guests get the chance to visit many of the participating sailboats.

According to Halsted, the Bucket really came into its own last year, with a series of partners from within the yachting world, such as Holland Jachtbouw, Perini Navi, Royal Husiman, Vitters Shipyards, and Alloy Yachts among the principal partners. Their representatives add to the mix of 600+ people who attend the Bucket, making it a great social event as well as a stellar race for these big sailboats.

But Halsted takes safety on the water very seriously: "This is an opportunity to sail your yacht to peak potential in a fleet of the most magnificent sailing yachts on the planet, with full focus on performance as well as safe seamanship," he advises the skippers and owners. The goal is to avoid collisions at all costs!

The three-day race includes two around-the-island courses (one clockwise) and what is known as the "wiggly course," which leaves Gustavia and goes around the small outlying islands around Saint Barth. Activities on the main dock help give the population of the island a chance to join in the fun, including such events as a Jimmy Buffet concert on the dock! 🎵

## FLEET FOR THE 2009 ST BARTH BUCKET MARCH 27 - 29

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*Antara*, 154; Perini Navi  
*Avalon*, 108; Southern Pacific Yachts  
*Axia*, 124; Palmer Johnson  
*Barracuda*, 186; Perini Navi  
*Destination Fox Harb'r*, 134; Alloy Yachts  
*Ganesh*, 128; Fitzroy Yachts  
*Freedom*, 124; Picciotti  
*Kalikobass II*, 104; Trehard  
*Leopard 3*, 100; Farr Design  
*Maltese Falcon*, 289; Perini Navi  
*Moonbird*, 126; Fitzroy  
*P2*, 125; Perini Navi  
*Paraiso*, 108; Alloy Yachts  
*Parsifal III*, 177; Perini Navi  
*Perseus*, 163; Perini Navi  
*Ranger*, 137; J Boat  
*Rebecca*, 141; Pendennis  
*Salute*, 184; Perini Navi  
*Sapphire*, 100; Holland Jachtbouw  
*Saudade*, 148; Wally  
*Sea Quell*, 112; Alloy Yachts  
*Shamoun*, 108; Klaasen  
*Sojana*, 115; Custom Farr Ketch  
*Symmetry*, 96; Yachting Development  
*Timoneer*, 147; Vitters  
*Unfurled*, 112; Royal Huisman  
*Varsovie*, 100; Swan  
*Virago*, 100; Swan  
*Whisper*, 116; Holland Jachtbouw  
*Windcrest*, 98; Hodgdon Yachts  
*Windrose*, 152; Holland Jachtbouw

Smooth sailing aboard the J-Class  
*Ranger* in the 2008 St Barth Bucket





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# Letter from Antigua



FROM JOLYON BYERLEY

BELOW:  
Winners of Nelson's  
Pursuit Race



Beautiful sailing: *Springtide*



PHOTOS COURTESY OF JUDY BYERLEY



A half model of *Springtide* made by Abordage with her winning scrimshaw plaque

English Harbour, Antigua, and despite being out gunned by the French and Spanish battle fleet, the Brits pulled off a convincing victory. Sadly, a French sniper on one of the huge French warships took careful aim at the still young English Admiral and gunned him down! It is said that with his last breath Admiral Nelson gasped out, "Kiss me Hardy" to his faithful second in command, whereupon Admiral Nelson passed away. When *H.M.S. Victory* eventually reached home, the body of Nelson was given a royal funeral in Westminster Abbey and the great British Admiral is honoured to this day!

Anyway, as Admiral Nelson was the senior naval officer in the Royal Naval Dockyard in Antigua, the yachtsmen of the charter fleet during the time of Tommy Paterson's management of the Antigua Yacht Club thought it appropriate to inaugurate the race in Nelson's name. Imagine my delight, then, when on this occasion my Piper 24 won the race overall...originally designed by Scotsman David Boyd in 1965 and rebuilt here in Antigua by a young Brit, Oliver Greensmith of Antigua Boat Builders, and now belonging to my wife Judy, Peter Mullins and myself.

However, in the Nelson Pursuit Race she was sailed by Marc Fitzgerald, skipper of *Sojanna*, Peter Harrison's 115' Farr-designed fast cruiser; Andrew Dove, general manager of North Sails Caribbean; and Robbie Ferron, owner of Budget Marine, my

son-in-law. She is now called *Springtide* after a long line of racing boats which started out with the *S & S Morningtide*, the *Contention 33 Encore*, the *Olson 30 Riptide*, the *Dehler 34 Hightide* ... and ended up with *Springtide*.

That *Springtide* is far and away the prettiest and won this recent Nelson Pursuit Race brought a huge smile to my face and made up for the fact that, owing to a mystery illness, I simply couldn't take the helm. Anyway, being a pursuit race she stayed at the head of the fleet, and on the final beat home, unbelievably, actually increased her lead at the very end.

Race Officer Englishman John Burnie and the rest of the Committee were a little surprised to find out that she was originally built at Sandbanks in Scotland in 1968. But perhaps the best thing about little *Springtide* is that she is really pretty in the way that a 6 Metre is generally the belle of the ball. It should be said here that Marc Fitzgerald hit the line with the starting gun and, not only winning overall, claimed prize for best start! 🏆

---

*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.*

**T**he annual Nelson Pursuit Race off the south coast of Antigua was held on New Years Eve and something like 41 vessels ranging from 17 to 100 feet took part to commemorate Admiral Nelson's chase of the French fleet back across the Atlantic to Europe. This of course ended with the Battle of Trafalgar where the British Admiral's famous flag signal was hoisted, "This day England expects every man to do his duty" and, by gad, every man did!

The combined French and Spanish were overhauled close to the French coast by the lighter and clean-hulled British Fleet, having been careened in



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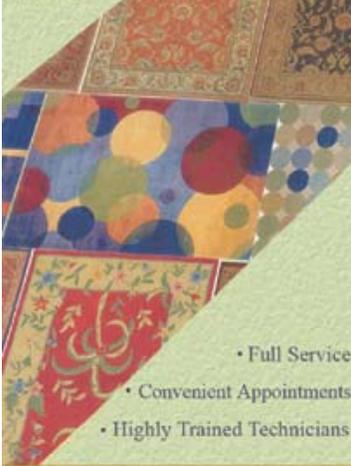
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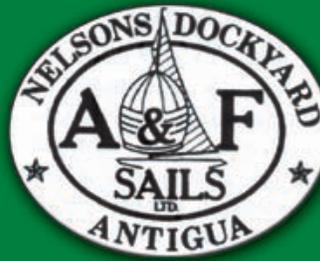
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# Rhythm of Blue:

## A VISIT TO NANCY NICHOLSON'S STUDIO

ARTICLE & PHOTOS BY JAN HEIN

There, she scoured the island for the best quality clay that to this day, she digs and hauls herself. In the beginning, there were no other options; now, she could ship it in or delegate the chore, but she doesn't choose that path. "I can't give that up because I still get cracking. The clay has to be just right."

To help me understand the many steps required to ready the clay for the wheel, she grabbed a hunk from a recently dug bucket. From that rough state it has to be wet, soaked and put through several screens before placed in a fabric-lined hammock that allows it to dry evenly. After aging, it's then put through a pug mill.

Standing in her studio that overlooks the entrance to Falmouth Harbor, there was little more than water before us. "I love the ocean," she said. "It's all around me." Reverence for the sea along with years of experimentation to create her own glazes brought about an attachment to all colors blue. One of her favorites, an intense shade of turquoise, was inspired by an ancient Chinese urn. "I use copper to get this blue," she explained, holding up a bowl. "Copper normally is green but barium makes it blue. I started out

Gazing into one of Nancy Nicholson's hand-crafted bowls is like having a good day at sea when fish fly, turtles lounge and boats breeze by. Each piece of her pottery is layered with hues of the sea; turquoise on indigo, foamy white on cerulean. Those striking colors and lively characters, anything but ordinary, became her signature style but only after years of trial, tribulation and endless tests with clay, minerals and hot, hot heat.



Fish flying and turtles lounging

It's no surprise that Nicholson's art mimics nature; her ties to the sea were formed several generations before by adventurous, seafaring grandfathers and parents. It was inevitable that boats and oceans would play a role in her life that began in Antigua. But how, I wondered, does someone born and raised on a tropical island find inspiration from a shovel full of earth?

Antigua was a wondrous setting for Nancy's energetic childhood. The dockyard, an extraordinary place to climb and crawl, provided the perfect playground; the surrounding hillsides held archeological treasures to find and unearth. English Harbor protected her as she learned to sail small boats and the Caribbean Sea tested those growing skills. Back then, in the 1970s, educational opportunities on the island were limited, so she went to America for schooling, and there she discovered the joy of art. She painted, sculpted, dabbled in different crafts. "It was in high school," she explained, "that I realized I loved doing things with my hands. That's when I started working with clay."

Once school was checked off the list, she returned to Antigua to work on boats and in the family business, Carib Marine. It was a job that presented plenty of opportunity, but for Nancy, it just wasn't enough. Something was missing so she set off to find an apprenticeship; in what, she did not know. Fate-filled winds or luck introduced her to David Mischke, and from him she learned the actual physical techniques of working with clay. In 1984, after two summertime apprenticeships in the states, Nicholson purchased and loaded kiln bricks onto a boat in Newport and sailed with them home to Antigua.

with seven glazes but narrowed it down to two."

"Would you like to see how a bowl is completed?" she asked. My enthusiastic nod prompted her to pick up an earthy bowl and place it on the wheel for a few final turns and adjustments. She grabbed a brush loaded with glaze, flipping the bowl repeatedly and placed the drab substance in just the right spots. Before my eyes, two fish emerged in a pool of wiggly waves from deft pulls on a Scraffito blade. Finished, she held it up for inspection.

"Wow, you make it look so easy!" I observed.

"It is, but after doing it for so long," she replied, "I'm still made humble by the fact that there's so many elements of change in the medium. It still surprises me." We walked to a table holding seconds, pieces with small cracks, each imperfect for a different reason. "The results of my pottery reflect what's happening in my life. It shows up in my work. When things go wrong in my work, I can sort of connect it with things in my head."

Her passion as an artist, a potter, is evident in everything she does, at home, in the studio and especially in her gallery, Rhythm of Blue. Located in Falmouth, it's like a gift box from a jewelry store, small but full of gems. Shelves and hand-made fish traps display her pieces complimented by scrimshaw from Michael "Scrim" Stralkowski, Aragorn's metal sculptures, paintings by Bruce Smith and more. To learn more, call Nancy at 268-460-1614. 

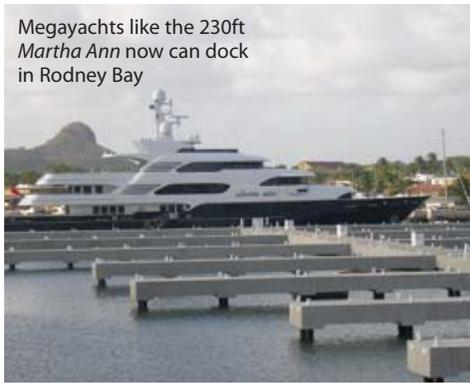
*Jan Hein divides her time between Washington State in the United States and a small wooden boat in the Caribbean. She records her adventures on the Bahama Breeze Restaurants-sponsored website at [www.brucesmithsvoyage.com](http://www.brucesmithsvoyage.com)*

# Atlantic Rally for Cruisers & Megayachts POUR CASH INTO ST. LUCIA

Yachtsmen and visitors to St. Lucia for December's Atlantic Rally for Cruisers (ARC) pumped an estimated \$6 million directly into the local economy, according to Rodney Bay Marina General Manager Cuthbert Didier.

The Marina now looks forward to the return last this month of the 32-boat World ARC fleet which started from Rodney Bay in January 2008. World ARC, also operated by the World Cruising Club, is open to monohulls with a minimum LOA of 38ft and multihulls between 38ft and 60ft, with a minimum crew requirement of two people onboard each yacht. The route circumnavigates via Panama, Australia and South Africa before returning to the Caribbean.

Megayachts like the 230ft *Martha Ann* now can dock in Rodney Bay



Didier reports that planning is already underway for the first 2009 ARC committee meeting. Several yachtsmen and their families are still spending time in St. Lucia following the ARC, the first to be held since the improvement in facilities at Rodney Bay Marina undertaken by owners Island Global Yachting.

Didier advised that December also heralded the advent of megayachts into St. Lucia, with 13 berthed at Rodney Bay marina from mid-December into January, including the 230-foot *Martha Ann*, the largest.

"All the captains I have spoken to are impressed with the new look marina and I think mega yachts are going to be a huge market for us and for St. Lucia," Didier said. "Had the expansion not taken place, about 80 percent of the megayachts would

have had to anchor out in Rodney Bay by Pigeon Point, rather than berthing inside the marina. By berthing alongside, they had purchased a number of services from St. Lucia including electricity, water, cable television and provisions."

"The benefits are definitely much more when these mega yachts are in port and berthed at a dock," Didier said. "These vessels are like small floating hotels. They need flowers, fuel, provisions, utilities, liquor, in fact everything that a hotel needs. Some of them have 20 to 30 crew members plus guests. So the benefits are enormous. Based on the reaction from the captains and crews, I think we're going to have a very good season."

Speaking about the marina's prospects for the rest of the year, Didier forecast a reduction in the number of yachts coming into the facility in the light of the international financial crisis. "It is difficult to be precise because it's the first time we're having a mega yacht facility here so there is nothing to compare it with, but I do think that the persons with disposable income are being very, very cautious. They're waiting for things to rebound and those who have money may not be chartering as far south as St. Lucia, so I think it (the crisis) will have an impact. It is still early to tell how much of an impact but I think we will see less vessels cruising the Caribbean waters than normal."

Report courtesy of Ernie Seon



## GRENADA MARINE

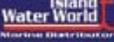



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**T**he Grenada South Coast Yacht Club is pleased to announce the exciting weekend line up for this year's Grenada Round-the-Island Race to be held 13-15 March at Garfield's Beach Bar on Grand Anse Beach.

This year's event will continue a time-honored tradition of sailing competition and bring new family fun and entertainment to Grenada residents, sailors and tourists. Highlights of the weekend 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 gather at 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**

Sure to be a crowd pleaser, creative and ingenious participants can float their own version of a sailboat and compete for a grand prize.

**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 and music as well as the anticipated ceremony where race winners are declared and prizes are awarded.

Today's modern Grenada Round-the-Island Race, as organized by the Grenada South Coast Yacht Club, is a combination of three traditional



JAMES JOHNSTON

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. For the past few years, these old sailing traditions, with a new twist, have challenged and entertained local, regional and international yachtsmen, who have visited our shores.

The 2009 race is shaping up to be one of the best events yet with a full two days of fun planned for the entire community. To learn more and register to compete, visit [www.aroundgrenada.com](http://www.aroundgrenada.com). 

*Preview submitted by Grenada Round-the-Island Race Committee*

# 2008 WRAPS UP, 2009 ARRIVES ON CURACAO

## THEN AND NOW: Curacao's 25th End of the Year Race, A Tradition Kept Alive Through the Years by Ivo van Dooren

BY ELS KROON

### THEN

Racing in 1987



Organizer Ivo van Dooren (white shirt, center) in 1985



PHOTO COURTESY OF IVO VAN DOOREN

### NOW



The 25th edition in a beautiful setting

ELS KROON

A high spirited windsurfer



ELS KROON

Like the preceding 24 years, Curaçao sailors in all kinds of sailing craft from windsurfing boards and sunfishes to 50-foot yachts gathered the last weekend of 2008 for a special edition of the most enjoyable race of the year, logically called the "End-of-the-Year" race.

Organizer Ivo van Dooren again was at the head of a group of enthusiastic volunteers for this remarkable 25th anniversary edition. Traditionally, the 17.7 nm course from Spanish Water via Fuik Bay to Anna Bay in the heart of Willemstad and back is an overtaking race, so almost all boats start at different times.

If everybody sails a perfect race, all participants should finish at the same moment so, in the end, skill, determination, hard work and luck decide who finishes first and is then automatically declared the overall winner. Venezuelan yacht *Ludovic* that took top honors in the anniversary race.

At the prize giving ceremony, Van Dooren looked back on 25 years of fun, tension and camaraderie. His speech was larded with remarkable facts and figures. For the statisticians among us: 25 times an End-of-the-Year Race means:

- 25x average of 40 participants = 1000 participants
- 25x average of 4 = 100 sponsors
- 25 x 4 x average of 1,000 Antillean guilders = 100,000 guilders
- 25 x average of 10 employees involved = 250 volunteers
- 25 x average of 40 liters = 1000 liters of soup
- 25 x average of 1,000 donuts = 25,000 "oliebollen"
- 25 x 40 participants, each about 20 miles sailed = a total of 20,000 miles (and that's 1x around the globe.)

But what's most important: 25 years of fun and togetherness in the holiday season.

The End-of-the-Year Race is synonymous with Sea Scouts, Dutch donuts, soup and Christmas ham. The local Sea Scouts Group Mgr. Verriet hosted the event – as always – and took care of all the food and drinks. All participants were happily surprised by more sponsored prizes than ever, one for each and every one, drawn as lots.

Photos from 25 years of racing were shown on a big screen. It was an event never to forget! 📷

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

### "FUIK DAY"

An informal get-together at Fuik Bay is a tradition for the first Sunday of the new year on Curacao. Hundreds of boat owners, families and friends gather for fun, watched over by the volunteers of the Rescue Organization CITRO.



ELS KROON

### 7TH CANOA CLASSIC SURF COMPETITION

An ideal spot for surfing is Curacao's north coast where end of the year competitions were held in ideal weather circumstances with high waves. Thirty surfers from Curacao and Aruba participated. The event was organized by the Curacao Surfing Association and won by Marijn Bouwmeester.



ELS KROON

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# Bahia de Tres on Colombia's Northern Coast

ARTICLE & PHOTO BY NANCY TERRELL



Hut along the coastline

One of the most enjoyable aspects of cruising is the discovery of just how much beauty exists on our planet. I have spent the last several years cruising the northern coastline of South America, bordering the Caribbean Sea, and delight in the beauty and non commercialism of our travels. When we arrived on the Colombian coastline, having just visited the outer islands of Venezuela, Bonaire and Curacao, we expected great beauty but nothing prepared us for the spectacular mountain ridges that line Bahia de Tres, one of five consecutive bays that make up the northern coastline of Colombia, at the northern tip of the Andes, just before you reach the resort town of Santa Maria.

With hurricane season over, we were itchy to begin cruising again, discovering new anchorages, vistas and towns. Our good friend, Peter Ratcliff, joined us for several months to assist in watches and give us the great benefit of his amiable company. Having captained charters in the Caribbean for over a decade, he equally enjoyed exploring this new territory.

Approaching Colombia from the east the first thing we noticed was the continuation of what I call "feminine" mountain ranges as, although high in height, they are soft and roly with no sharp juts like you find in the Rockies or Alps. Mountains cover a vast amount of terrain in the countries that comprise South America and, although we think of the Andes as being on the western side of the continent, they actually extend some 4,700 miles, thus constituting the longest mountain chain in the world—across to the east, as one can see in Venezuela, and then north so that they are a highly visible part of the northern Colombian coastline.

Bahia de Tres is just one area of the excellent system of national parks that belong to Colombia, the only country in South America to border on both the Atlantic and Pacific Oceans and one of the most biologically and culturally diverse areas in the world. This diversity is well represented by the 54 natural areas belonging to the Natural Parks System that comprise Colombia with ten more areas being added to the list by 2012. Bahia de Tres (Bay of Three) and the other four bays that make up this gorgeous coastline are all a part of the system. We were met by the courteous and official National Park Guardia who patrols the area for added safety and security.

Locals enjoy the bays and beaches on Colombia's coastline. On weekends entire families gather at the beach with umbrellas, BBQ grills, chairs, tables and lots of children to spend an entire day, or they bring tents and spend the weekend. Add this to the large number of international cruisers now covering the area and you have quite a group.

During our stay in Bahia de Tres, we were joined by 20 other vessels from all corners of the earth. As is usual for cruisers, we got to know most of them before we left and even formed a tandem sail to Cartagena, which was fun and added to our overall feeling of safety.

Because so many of Colombia's parks contain water and are well maintained, visiting yachtsmen and numerous fishermen and fishing villages

are a common sight. As more cruisers circle the Caribbean, many will discover the beauty of these bays and parks left in their natural state.

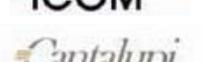
In addition to national parks, Colombia has developed wildlife sanctuaries such as the Sanctuary of Flora & Fauna and the Flamingo Wildlife Sanctuary, where pink flamingos wade in shallow waters dotting the coastal areas.

Nearby Cartagena is a lovely city with good facilities for cruisers, and all of these are things to remember when planning for hurricane destinations in 2009. 

*Nancy Terrell is a freelance writer who has lived in the Caribbean for 22 years. She holds a Master's Degree in Literature and is currently cruising on her trawler, Swan Song, headed for the Panama Canal.*

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# Pudley Dope

BY DAVID R. FERNEDING ©2008

Dudley  
Pope aboard  
*Ramage*

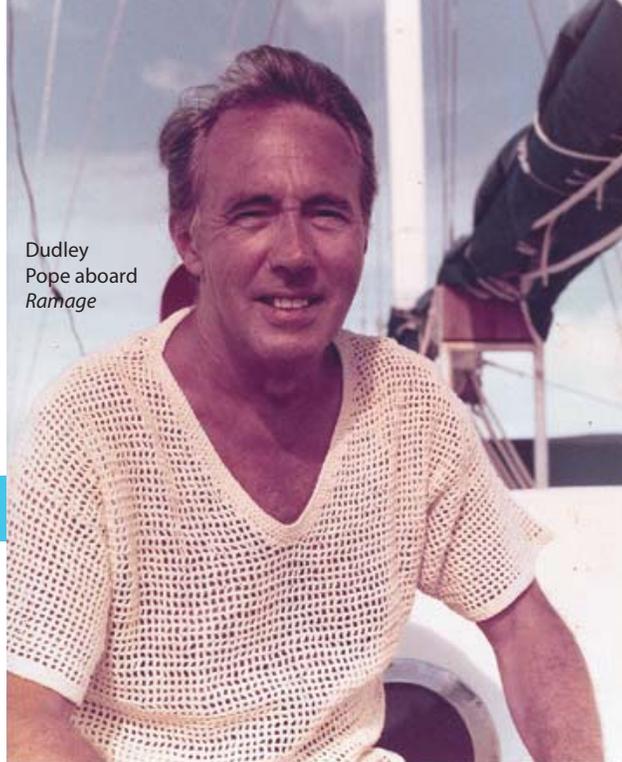
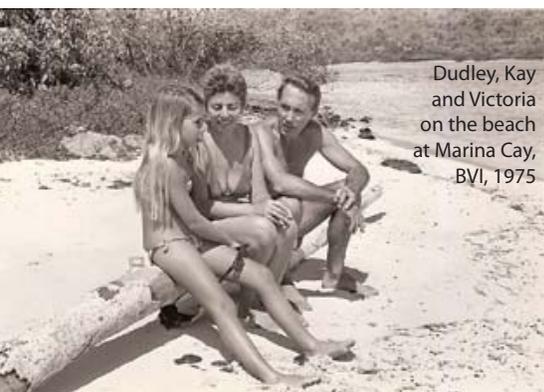


PHOTO COURTESY OF VICTORIA POPE



Dudley, Kay  
and Victoria  
on the beach  
at Marina Cay,  
BVI, 1975

**// Our shipwreck expert was in real fact a **RENOWNED HISTORIAN AND NOVEL WRITER...** born **DUDLEY BERNARD EGERTON POPE**, he inherited his Caribbean pseudonym one evening at Fearless Freddie's bar."**

**W**e had swashbuckling characters back then—real people from life's cubby holes who formed the newly-created crewed charter boat business. The time was shortly after the last great 'labeled' war. Us new golliwogs began buoying up a livelihood by floating people around on little yachts that had been designed for New England yacht club socials.

Old blue haired ladies in North America scalped a commission from our charter money to send affluent sailing folks to the Caribbean when the snow began to fly. We complained, but back then those 'Ladies' were our food supply. Our off-time pleasure was to meet at the local dockside bars, exchange sailing adventures...and maybe be entertained by one of the Caribbean characters that drifted between watering holes.

In those days, character handles were assigned by our peers, be they friend or foe. Champagne Nick, Dave Dingaling, or Bar Breath Sowden, they were Caribbean tags worn with humiliation, disgust or distinction. "Pudley Dope" was a proper English gentleman who sailed aboard his private yacht with his beautiful wife and young daughter.

My first encounter with Pudley was during my charter for a group of self-proclaimed treasure hunters from Minnesota who had come up with the location of an undiscovered wreck on a reef off an island near Antigua. I was surprised when they actually located a shipwreck on a reef where I had been spear fishing for the past three years.

Sure enough, lying cemented under dead, broken coral was a pile of debris. It looked more

like a Carib Indian midden pile than a shipwreck. We stumbled ahead, extracting brass and copper jetsam along with a ship's bell and three small swivel guns, with the hope of discovering the name and origin of the discovery (long before anyone ever had a thought that maybe global ecology should be practiced before we depleted our planet of fish and historical shipwrecks.)

When we returned to harbor, Pudley was anchored in the bay. Recalling his happy hour stories, I reckoned he would be the man to have a look at our salvage. He was delighted to come across with hammer and chisel in hand and we all watched in anticipation as he expertly removed encrusted coral from the small cannons. He took paper etchings of the markings and noted the name on the bell, and left to confer with his research notes compiled over the years.

Pudley returned the next morning at sunrise, his English 'spot of tea' in hand, excited about his findings. Seems our shipwreck was English. The swivel guns, however, were Spanish. Not unusual, we were told. What *did* seem unusual was Pudley's fact that our shipwreck was not where we found it. It was lost on a reef off the island of Bermuda some 800 miles to the north!

"Not unusual either," was Pudley's answer. "Ship Captains were not noted for their clerical expertise. At the time of your shipwreck, the island had a different name that could be confused with Bermuda. The bean counters just assumed the captain made a spelling error and logged the lost vessel as being another of the many on the reefs off Bermuda."

"But how do you know this as a fact?" was my question. Pudley's eyes were blazing with

excitement. It was like he had just unlocked the secret of the Holy Grail. He savored his words so that we waited in anticipation for his response.

"Quite elementary, my dear fellows," he responded with the swashbuckling air of a pirate standing over a buried treasure in the sand. "Look for yourselves." He fluttered a musty sheet of xerox paper in front of us, pointing to the center of the page with one excited finger, "See there." We couldn't see.

He explained again. "Old sea captains never won spelling bees, but they were superb navigators. Copy scribes of the day had command of the written language, but knew little about the sea. They assumed the name of the island, then copied the captain's latitude and longitude. In this case, it was 800 miles south of Bermuda; exactly the spot you, my fine gentlemen of the coast, found your shipwreck!"

"TREASURE!" someone shouted.

Pudley's eyes widened. He let his rendition of Sherlock Holmes slide to that of a not-yet-conceived Captain Jack Sparrow . . . "Treasure, ye say, lads," cocking his head and trying to divert his left eye to look in a different direction. "Treasure, ye say? ...Why you've picked the wrong vessel. The bell you salvaged is inscribed. The name of your wreck was the *HMS Griffin*, ship of the line departing Antigua at the time they were constructing forts above English Harbour. Its homeward cargo was sugar for the colonies. After departing Antigua the *Griffin* was never heard of again...until now. The only treasure, me old cocks, is the adventure you will remember."

Our shipwreck expert was in real fact a renowned historian and novel writer, though no one had ever read a book written by "Pudley Dope." Born Dudley Bernard Egerton Pope, he inherited his Caribbean pseudonym one evening at Fearless Freddie's bar when Captain John "Bar Breath" Sowden's Tortola wife Gloria couldn't pronounce a name like Dudley Pope. Between two Cuba-libres, everyone toasted Pudley into Caribbean immortality.

We discovered that Dudley was a midshipman wounded in the last Great War. He became the protégé of C. S. Forrester, famous for his Hornblower maritime fiction series and "The African Queen," which became a classic movie. Dudley's historical fictions, the Lieutenant Ramage series, are still selected reading to 17th century buffs.

The polished gentleman sailor from England would write a number of great nautical adventure novels while cruising with his family aboard their 54ft ketch, *Ramage*. Their home was where the anchor dropped.

One afternoon we had dropped off a charter in Antigua. We anchored in Falmouth Harbor and hailed *Ramage*. Dudley and his wife (and life-long editor) Kay rowed across for charter leftovers. Victoria swam over and in a minute was skimming across the bay on our windsurfer. Dudley rambled on about the novel writing business, Kay related their shell collecting adventures, and we all kept an eye on the windsurfer chasing the sunset.

At the end of that evening, as Dudley pulled his dingy alongside, he had a plastic bag in his hand. "This is the newest one," he said, "fresh off the press." It was a copy of his latest book, "The Ramage Touch." I was delighted! He knew I collected his Lieutenant Ramage series.

It wasn't until a few weeks later, while sailing our schooner *Antares* to Bermuda, that I had a chance to begin the read. It was my wife that noticed first. I had missed the dedication page. She held it out in front of me: To Dave and Roz.

We had swashbuckling characters back then. The Pope family were the treasure keepers. 🍷

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*David R. Ferneding is a retired charter boat captain who spends summers in Penobscot Bay, Maine and winters aboard his Alberg35, CIELO, with First Mate, Martha in the San Blas Islands, Panama. He has written three fiction novels and collections of short stories available on Amazon.com and is presently working on his fourth book, "Plundering the Caribbean with a smile."*

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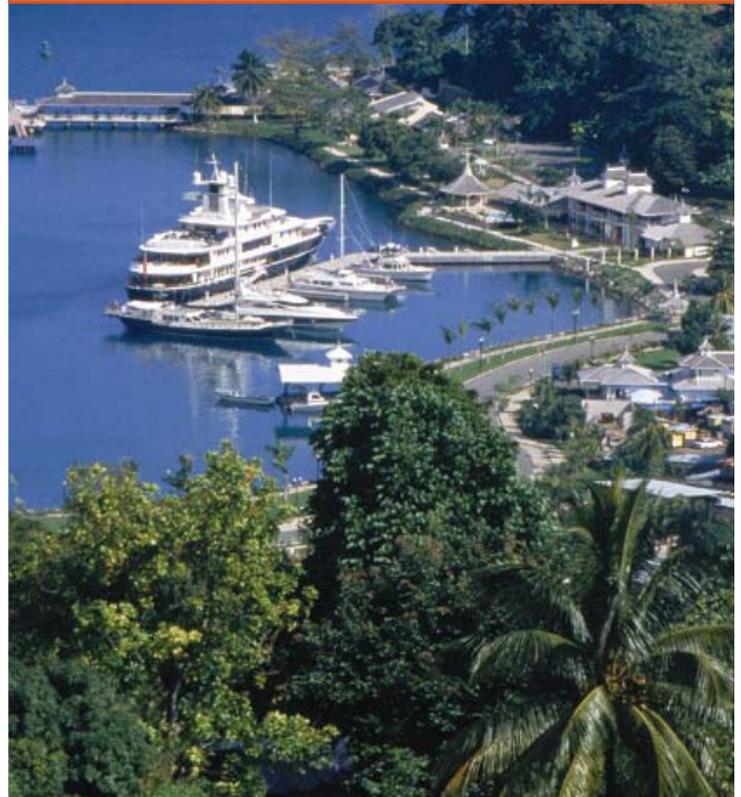


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# LIVING OUTSIDE THE LIMITS – THE CRUISING LIFESTYLE

BY NANCY TERRELL

Sunsets at the marina

What it's all about



I have been living on boats in the Caribbean for the greater part of the past 23 years; thinking back, I recall that most of the other cruisers I have met enjoy this lifestyle. For, once adjusted to the differences from living on land and the changing of mental attitudes from “wants” (the consumer society) to “needs” (what is actually needed to live aboard,) living aboard seems a sensible way to reside—outside the limits, that is.

Most cruisers are skilled yachts-people who have spent years dabbling in life on the water and additional time contemplating how to actually accomplish and pay for a life outside of their country—without a normal job, where one lives basically in isolation without the support of family, friends, community or your educational, spiritual, and political backgrounds. Living aboard is like growing older—it is most definitely not for sissies. As well, living aboard is definitely not for those who cannot abide their partners 24/7—this immediately cuts down on the numbers.

One of the most difficult issues women cruisers face is that of leaving the comfortable and safe confines of urban society. I have met very few women farmers who enjoy boating so we could assume that most women who are cruising have left the delights of urban living— theatre, museums, community events, libraries, cultural centers, music and such—along with their families and jobs. They have chosen, as have male boaters, to live on the water, in almost constant movement, dealing with foreign counties that embrace varied cultures, lifestyles and economic backgrounds.

Cruising requires great self discipline. There are very few things to socially enjoy while yachting other than eating and drinking; we all have lists of boaters who did not adjust well to these

preferences. Visit any beach bar in the Caribbean and take in the “rummies” as well as cruisers and charterers who think that drinking is just something one habitually does while on the water. We all know that few countries have actually passed laws concerning drunk driving while at the helm. MADD would have a field day with the fatal accidents that have occurred within the Caribbean caused by drinking skippers.

Another change in lifestyle is that boaters tend to be more politically liberal, although more

fiscally and environmentally conservative, than mainlanders. A great many of them want to live “outside of the limits” that bind/blind our current world. They view what is happening politically within their countries and dislike what they see. Although most responsible boaters vote in absentia, there are many who don’t. If you are one of these please do not complain to me about the political situation in your country. By not voting you have denied your option to help change the world.

Cruisers are frequently retired from high risk jobs and pastimes. I know many cruisers who were pilots, motorcyclists, auto ralliers or racers, stockbrokers, firemen, etc. Many company executives just want to get away from the rat-race when they retire. They sell their homes, their cars, put their furniture and belongings in storage and run, not walk, to the nearest yacht brokerage to purchase their dream of the sea. Most of them have had enough of commercial life to totally enjoy life on a boat, spending their spare time in reading, working on projects, provisioning for the next passage and figuring out the cheapest place to purchase diesel/gas.

I totally enjoy living aboard and cannot imagine giving up this freedom to live on land. If we don’t like our neighbors or our surroundings, all we have to do is start the engine or raise a sail. Life on the water has far more adventures than normal living; but I will be the first to admit that this life is not for everyone. As cruisers we create our own limits – most of us totally live outside of the limits set for us by society. I guess cruising is one of the last great lifestyles where one can be called a nonconforming individual—and lets just hope that with all of the new laws and regulations we can keep it that way. ☺

*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.*



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](http://www.sailBreath.com)

# Boat Building in the Boondocks, Part Two

BY PETER MUILENBURG

*Editor's note: Part One of Peter's story about the Coral Bay, U.S. Virgin Islands Cowhorns appeared in the February issue of All at Sea. To read it and other stories by Peter Muilenburg, visit [www.allatsea.net](http://www.allatsea.net)*

Two hundred years ago, Coral Bay was a busy port that could shelter a couple hundred boats...but by 1975 it had long been a backwater, snoozing in the sun. Then an explosion of boatbuilding energy put Coral Bay on the map. Suddenly six Cowhorn schooners sprung up behind Fred's Bar; two bigger boats, 45 footers, were also under construction just a five minute drive to the east...eight boats going at it hammer and tongs. Fred's Bar became project HQ... Formerly a concrete bunker, dim and dank, the influx of new people made it brighter. The clack of billiards was a constant backdrop as was the clink of glasses and passionate conversation.

**“There’s NOTHING like shared hardships to BUILD CAMARADERIE. When it was all over they found they had built their FRIENDSHIPS AS STRONG as the hulls of their boats.”**

The cause of this remarkable industry was Augie Hollen, even though for a time he tried to deny it. He was minding his own business, trying to build himself a boat, when all of a sudden he had a following. When the dust cleared, he had agreed to build a reusable mold for would-be boat builders.

The boats were built one by one. Since they needed to lay up a layer a day, one man couldn't do it fast enough; it needed a group. Thus they worked for each other. When the outer hull was sufficiently cured, it had to be separated from the mold. The first one was the hardest, requiring the services of a backhoe; but each successive hull parted more easily as the guys learned tricks and techniques. When it was separated, to the accompaniment of great cheering and copious drinking, the hull was set upright and chocked in place. They sat at the water's edge like so many ducklings ready to take to the sea. It seemed at the time that they were almost done. There they would stay for two long, hard years.

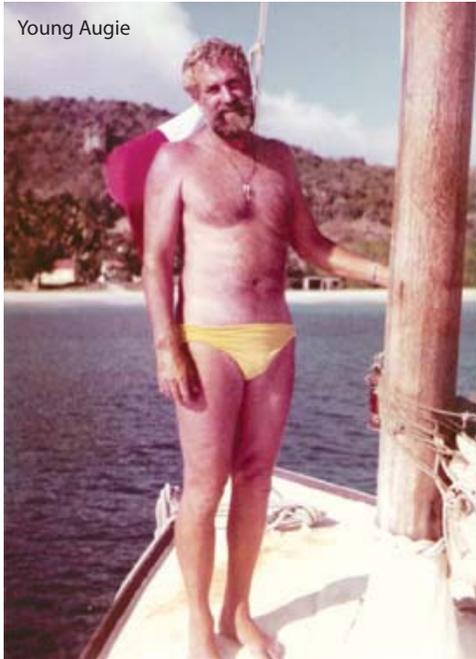
The names of the builders: Alan Johnson, Larry and Patty Flewelling, Julian Putley, Danny Linkey, Paul Hellings. Larry and Patty whipped together a tiny houseboat called *Big Bertha*; Danny lived with his wife and child in a tent on an East End beach; Alan Johnson lived on 20 ft *Driftwood*

with his little dog Pippin. The Cowhorn builders were a joyous example of how the sum of the parts can exceed the whole. All of the guys and their ladies really bonded over their years of toil in Fred's boatyard.

When rainy season came, the land all about the boats turned to thick ooze that seized at one's sandals. The guys resorted to laying down pieces of lumber to cross the sea of mud. Worse yet were the whining clouds of mosquitoes. The tiniest patch of exposed skin was a dinner bell to the vicious vermin which would congregate in such numbers as to blacken the skin. In dry weather, the mud turned into baked flats, giving off clouds of dust when a car went by.

Nature could be cruel but the boat builders sucked it up and made more misery for themselves—grinding up a cloud of the itchy white fiberglass dust. There's nothing like shared hardships to build camaraderie. When it was all over they found they had built their friendships as strong as the hulls of their boats.

All the activity attracted curious onlookers, especially West Indian men, most of whom had a boat builder or two in their ancestry. The Cowhorns reminded them of their own sailing heritage when, not so long ago, anyone who



Young Augie



&lt;&lt; Not long ago, Cowhorn owners and builders gathered at Augie's place

came to or left the island had to do it under sail—and when fishing, cargo-hauling and boatbuilding were important occupations.

Of course, the biggest celebrations accompanied the launch of each vessel. Hundreds of people would show up to help or just watch the show. Here must be mentioned Georgie Krigger, the government bulldozer driver in Coral Bay, who donated his time and the government dozer to maneuver the boats into position and then slide them into the deep water.

Georgie was a master at his work; and was present at each of the launchings. It was a sight to see, the freshly-launched boat, loaded way down on her marks with people as they took a ride around the harbor. There'd be bouts of champagne spouting, drenching the clothes of the skipper, conch horns blowing, women hooting, men bellowing. It was a real catharsis at the end of a wearying ordeal.

One valuable life lesson they brought from the experience: beware free advice. There were always people walking around the work, who could not resist prescribing what must be done next. You could tell easily the tire kickers who didn't really have a clue. Those were the people who volunteered advice without anybody asking them for it. The less the kibitzer knew, the more

eager was he (always a he, never a she) to impart it and the less he should be heeded. The ones who really knew had to be sought out and plied with rum, beer or wheatgrass tea.

When it was Augie, it would be two Heineken beers or the equivalent in rum. As he explained to me once when we were at the Bitter End salvaging lead from a wreck nearby, "It's simple! I was just born two drinks under par!" Augie was our ace in the hole. He had a natural physical/mechanical intelligence, besides whatever it was that got him recruited for the CIA (see February *All at Sea*). He seldom got through Fred's boatyard without being asked his opinion on some boatbuilding problem; and rare was it that he didn't have a good answer. He taught all of us the fine points and short cuts to fiberglassing and he was the master of the quick, cheap, effective fix. He could build or jury-rig just about anything.

Once, Augie took the remains of three chainsaws that had crapped out after I had used them to salvage lead lying just above the surf line. He added a hydraulic motor and a set of hydraulic hoses and, Presto! We had an underwater chain saw!

It was only natural that when the boats got sailing that the boat builders would race them against each other. It followed that if they were to race, why not have a regatta to celebrate their

boats? Gathering in Paul Helling's tiny shed with Meagan Elliott as secretary, they hatched a plan. Looking over the schedule of long weekends, they found only Thanksgiving still unspoken for. They claimed it—and the Coral Bay Thanksgiving Regatta came into being. Along with it, the Coral Bay Yacht club was organized to put on the regatta. The Cowhorns symbolized Coral Bay for a good while. In fact, every year for the regatta the official t-shirt was required to have a Cowhorn and the Moravian church prominently in the design.

The farthest-sailing Cowhorn belongs to the well known artist Dave Wegman, who bought the hull from Julian Putley. Dave has single-handed the *AFriggin' Queen* around the globe in an eight-year voyage. Larry Flewelling took *Running Bare* down island and then to Florida where he hauled her out and stored her behind his house. Augie and Sylvia took *Violet L* to the Bahamas for a year's cruising. The others have stuck pretty much close to home. None of them have been wrecked except for *Delphinus* which stands at the waters edge in Coral Bay, driven there by a Hurricane, Marilyn.

Not long ago most of the Cowhorn builders and owners got together at Augie's place to pay respect to the old "admiral." Surrounded by those whose lives he has touched with his white hair and beard, he looked like a benevolent Neptune. ☺

**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](http://www.shiptoshoreINC.com) or email [CapJan@aol.com](mailto:CapJan@aol.com) or call 1-800-338-6072. Mention All At Sea to receive your special discount.

# Toasting St. Patrick's Day & Celebrating the Green!



17th March is fast approaching and along with that date is St. Patrick's Day and a time to celebrate in true Irish fashion. Here are a few phrases to remember (found on the History website) when raising your glass for a toast:

As you slide down the banisters of life, may the splinters never point the wrong way.

There are many good reasons for drinking,  
One has just entered my head,  
If a man doesn't drink when he's living,  
How the hell can he drink when he's dead?

May you get all your wishes but one,  
So you always have something to strive for.

May your neighbors respect you,  
Troubles neglect you,  
The angels protect you,  
And Heaven accept you.

An old Irish recipe for longevity:  
Leave the table hungry.  
Leave the bed sleepy.  
Leave the bar thirsty.

May you never forget what is worth remembering,  
Or remember what is best forgotten.

## IRISH SODA BREAD WITH RAISINS

**Preparation time: 15 minutes**

**Cooking time: 40 minutes**

**Cooling time: 10 minutes**

**Makes: 1 loaf**

- Vegetable oil spray
- 2 cups all purpose flour
- 5 Tbsp sugar, divided
- 1-1/2 tsp baking powder
- 1 tsp salt
- 3/4 tsp baking soda
- 3 Tbsp butter, chilled, cut into cubes
- 1 cup buttermilk
- 2/3 cup raisins

Preheat oven to 375°F. Spray 8-inch-diameter cake pan with vegetable spray. In a large bowl blend together flour, 4 tablespoons sugar, baking powder, salt, and baking soda. Add butter. Rub in (using your fingers) until coarse meal forms. Make well in center of flour mixture. Add buttermilk. Gradually stir dry ingredients into milk to blend. Mix in raisins. Using floured hands, shape dough into ball. Transfer to prepared pan and flatten slightly (dough will not come to edges of pan). Sprinkle dough with remaining 1 tablespoon sugar.

Bake bread until brown and tester inserted into center comes out clean, about 40 minutes. Cool bread in pan 10 minutes. Transfer to rack. Serve warm or at room temperature.

## CORNERD BEEF AND CABBAGE

**Preparation time: 30 minutes**

**Cooking time: 4 hours**

**Serves: 8**

- 5 pounds corned brisket of beef
- 6 peppercorns, or packaged pickling spices

- 4 cloves
- 1 bay leaf
- 1 cup Irish Stout Beer or 2 Tbsp vinegar
- 3 carrots, peeled and quartered
- 3 onions, peeled and quartered
- 1 medium-sized green cabbage, quartered or cut in wedges
- Melted butter (about 4 tablespoons)

Place the corned beef, peppercorns, cloves, bay leaf, and Irish Stout Beer in a large heavy duty pot. Add water to cover beef. Place a lid on the pot. Bring to a boil, reduce heat and simmer 4 hours or until tender, skimming occasionally. During the last hour, add the carrots and onions and cover again. During the last 15 minutes, add the cabbage. Transfer meat and vegetables to a platter and brush the vegetables with the melted butter. Serve with boiled parsley potatoes, cooked separately.

To serve: Cut corned beef against the grain into thin slices and accompany with the cooked vegetables. Dijon mustard and/or coarse-grained mustard complement the corned beef as optional condiments.

## CHAMP

**Preparation time: 10 minutes**

**Cooking time: 20 minutes**

**Serves: 4**

- 8 medium potatoes, peeled and chopped
- Bunch of scallions (spring onions)
- 1/2 cup whipping cream
- Salt and pepper
- 1/4 cup butter (1/2 stick)

Cook potatoes in pot of boiling salted water until very tender, about 15 minutes. Meanwhile, bring cream and butter to simmer in small saucepan over

medium heat, stirring often. Finely chop the scallions, both green and white parts. Mix in to cream and butter. Remove from heat; cover and let steep while potatoes finish cooking.

Drain potatoes thoroughly, then mash. Add cream mixture and stir until blended. Season to taste with salt and pepper.

Note: Can be prepared a few hours before serving. Cover; let stand at room temperature. Re-warm over low heat, stirring often.

## CHOCOLATE-MINT LEPRECHAUN PIE

**Preparation time: 10 minutes**

**Chilling time: 2 hours**

**Serves: 6 to 8**

- 1-1/2 cups cold milk
- 1 pkg. (4-serving size) JELL-O Pistachio Flavor Instant Pudding
- 2 cups thawed whipped topping (Cool Whip), divided
- 6 Double Stuf Oreo Cool Mint Creme Chocolate Sandwich Cookies, chopped
- 1 Oreo Pie Crust (6 oz.)
- 1 square Baker's Semi-Sweet Chocolate

Pour milk into large bowl. Add dry pudding mix. Beat with wire whisk until well blended, about 2 minutes. Gently stir in 1-1/2 cups of the whipped topping and the chopped cookies. Spoon into crust. Spread with remaining 1/2 cup whipped topping. Melt chocolate as directed on package; drizzle over pie.

Note: Refrigerate 2 hours or freeze until firm. If frozen, remove pie from freezer about 15 minutes. Before serving; let stand at room temperature to soften slightly. Store leftovers in refrigerator or freezer.

## GUACAMOLE IRISH FIESTA

**Preparation time: 15 minutes**

**Serves: 6 - 8**

- 1 large ripe avocado
- 2 tsp. lemon juice
- 1/2 tsp. chili powder
- 1 crushed garlic clove
- 2 Tbsp. mayonnaise
- Salt and pepper

Peel and mash avocado. Add lemon juice, chili powder, garlic, mayonnaise, salt and pepper. This may be prepared ahead and refrigerated with the seed in the mixture.

**Topping:**

- 8 oz sour cream
- 1 jar hot taco sauce
- 4 oz grated cheddar or Jack cheese
- 1/2 lb Tostitos or Doritos chips

To serve: Use an attractive dish like a fluted quiche pan and flatten the avocado mound in the center leaving edges clean. Layer sour cream, then taco sauce and top with mounds of cheese. Surround the edges with chips. Run the chips toward the center and enjoy!

## COLD MINTED PEA SOUP

**Preparation time: 20 minutes**

**Cooking time:**

**Chilling time: 1- 2 hours**

**Serves: 8**

- 6 cups chicken stock (bouillon)
- 1 small onion stuck with 2 cloves
- 1 clove garlic
- 1 tsp. tarragon
- 3 lbs frozen peas
- Salt and pepper
- 3 cups heavy cream or plain yogurt
- Garnish: finely chopped mint

Cook the onion, garlic, tarragon and peas in the stock until peas are just tender. Remove onion and discard. Purée in blender and season to taste. Add yogurt or cream. Chill and garnish when serving.

# WHERE TO EAT



\$\$\$\$	ENTRÉE > \$20	BW	BEER & WINE
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\$\$	ENTRÉE \$10-\$15		CREDIT CARDS
\$	ENTRÉE < \$10	MV	MASTERCARD/VISA
RR	RESERVATIONS	N	NO CREDIT CARD
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## WHAT ARE THEY WAITING FOR?

BY BECKY A. BAUER

**S**ADLY, IT IS HAPPENING AGAIN...environmentalists demanding action to protect threatened and endangered species, a government bureaucracy insisting that further study is required while the species continue to spiral toward extinction. But, what happens when the evidence to support regulation is “there,” right there in the bureaucracy’s own publications? What happens is what happened on January 13, 2009, when a group of environmental groups delivered a 60-day intent to sue notice, required under the Endangered Species Act, to the U.S. National Marine Fisheries Service.

What prompted the Center for Biological Diversity, the Caribbean Conservation Corporation, Defenders of Wildlife, Earthjustice, the Gulf Restoration Network, and the Turtle Island Restoration Network to deliver the intent to sue notice? Longline grouper and tilefish fisheries’ bycatch of almost 1,000 threatened and endangered sea turtles in the Gulf of Mexico, as documented by government observers over an 18-month period from July 2006 through the end of 2007. 80% of those turtles were Loggerheads, listed as threatened, whose nesting populations in Florida have shown a 40% decline in the past 10 years. The remaining 20% were critically-endangered Kemp’s Ridley and endangered Green sea turtles. The Gulf coast of Florida is vital nesting habitat for all three species.

The following paragraphs can be found in a December 2008 document written and published by the NMFS, “Recovery Plan for the Northwest Atlantic Population of the Loggerhead Sea Turtle (*Caretta caretta*) Second Revision.” The original of this document was written and published by the NMFS in 1984; the 1st revision in 1991...24 years from original issue to the 2nd revision, and 30 years from the date the Loggerhead sea turtles were officially listed under the Endangered Species Act.

“Mortality resulting from commercial fisheries operations, both domestically and in international waters, ranks among the most significant threats to the species. A variety of gears is used in commercial fisheries, including gillnets, trawls, hook and line (e.g., longlines), seines, dredges, and various types of pots/traps. Among these, gillnets, longlines, and trawl gear collectively result in tens of thousands of loggerhead deaths annually throughout their range in the Atlantic Ocean and Gulf of Mexico (see for example, Lewison et al. 2004; NMFS 2002a, 2004b).

Considerable effort has been expended since the 1980s to document and address these serious mortality factors. NMFS has implemented observer programs in many federally managed and some state managed fisheries to collect turtle bycatch data. The most effective observer programs have been implemented in the longline fishery...

Efforts to reduce bycatch and mortality of loggerheads in fishing operations have focused on several areas. NMFS, working with industry and other partners, has reduced bycatch by developing technological solutions to prevent capture or to allow turtles to escape without harm (e.g., TEDs), by implementing time and area closures to prevent interactions from occurring...and/or by modifying gear... circle hooks in the pelagic longline fishery.

Longline Fisheries: Observer programs have documented significant bycatch of loggerheads in the U.S. longline fishery operating in the Atlantic Ocean and Gulf of Mexico. In recent years, NMFS has dedicated significant funding and effort to address this bycatch issue. In partnership with academia and industry, NMFS has funded and conducted field experiments in the northwest Atlantic Ocean to develop gear modifications that eliminate or significantly reduce loggerhead bycatch. The experiments found that using large circle hooks in combination with finfish bait, as opposed to using “J” hooks and squid bait, significantly reduce loggerhead bycatch.”

By the NMFS’s own study of Atlantic fisheries, “using large circle hooks in combination with finfish bait significantly reduce loggerhead bycatch” yet the hooks and bait are not mandated in the Gulf. In fact, the NMFS issues exceptions to the sea turtle protections set forth under the Endangered Species Act; permitting the incidental take of approximately 250 Loggerheads by longline fisheries in 2005. A year and a half later, almost 1,000 sea turtles were taken in the Gulf while the NMFS continued to study the problem of bycatch.

If the NMFS does not institute immediate measures to close the Gulf longline fishery while it continues to study the sea turtle bycatch issue, the coalition of environmental groups intends to pursue the lawsuit designed to force the NMFS to take the protective actions set forth under the Endangered Species Act including closure of fisheries.

“Allowing this fishery to continue to kill threatened and endangered turtles while the government studies the problem is irresponsible and illegal. It’s like refusing to turn off a leaking gas valve when you’re trying to put out a house fire. The law and the science are clear: These animals have to be protected right now,” said Andrea Treece, an attorney with the Center for Biological Diversity.

One has to wonder...30 years of writing and revising a recovery plan, a proven method of reducing Loggerhead bycatch documented by the agency charged with protecting them, thousands of turtles taken annually... yet the agency continues to study the problem; what are they waiting for? It will be interesting to learn what defense the agency offers when this suit goes to court. ☹

---

*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.*

# YACHTS OF THE MONTH



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**LEOPARD 47 2004**

**"Blue Chip"**  
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**OCEANIS 473 2003**

**"Ormeau"**  
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**LEOPARD 45 2001**

**"Liseron"**  
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**E-LEOPARD 43 2006**

**"Electric Leopard"**  
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**GIB'SEA 43 2001**

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50'	2006 Beneteau Cyclades 50	located in Tortola, BVI	\$285,000
50'	2001 Dufour Classic	located in Tortola, BVI	\$155,000
49'	2005 Jeanneau Sun Odyssey 49	in Tortola, BVI	\$225,000
47'	2002 Beneteau Oceanis 473	located in Tortola, BVI	\$175,000
45'	2001 Jeanneau Sun Odyssey 45.2	located in Guadeloupe, FWI	\$145,000
43'	2002 Jeanneau Sun Odyssey 43DS	located in St. Martin	\$120,000
42'	2005 Beneteau Oceanis 42CC	located in Tortola, BVI	\$180,000
42'	1999 Jeanneau Sun Odyssey 42.2	located in Tortola, BVI	\$ 80,000
41'	2001 Beneteau Oceanis 411	located in Tortola, BVI	\$ 90,000
40'	2001 Jeanneau Sun Odyssey 40	in St. Martin FWI	\$ 90,000
39'	2005 Beneteau Oceanis 393	located in St. Martin, FWI	\$115,000
37'	2005 Beneteau Oceanis 373	located in St. Vincent	\$129,000
37'	2002 Jeanneau Sun Odyssey 37.2	located in St. Vincent	\$ 70,000
36'	2002 Beneteau Oceanis 361	located in St. Martin, FWI	\$ 70,000
35'	2003 Jeanneau Sun Odyssey 35	located in St. Vincent	\$ 74,000
34'	2005 Beneteau Oceanis 343	located in Tortola, BVI	\$ 75,000
33'	2002 Beneteau Oceanis 331	located in Tortola, BVI	\$ 56,000

### Catamarans

62'	2003 Robertson and Caine Leopard 62	located Tortola, BVI	\$1,490,000
50'	2007 Admiral 50	located in Ft. Lauderdale, FL	\$650,000
50'	2004 Nautitech 47	located in Venezuela	\$425,000
47'	2001 Robertson and Caine Leopard 47	located Tortola, BVI	\$295,000
46'	2001 Fountain Pajot Bahia 46	located in St. Vincent	\$295,000
43'	2003 Fountain Pajot Belize 43	Tortola, BVI	\$310,000
43'	2007 Robertson and Cain Leopard 43	cruising S. Pacific enroute US	\$485,000
42'	2002 Robertson and Cain Leopard 42	located in Lake Ontario, NY	\$315,000
41'	2006 Lagoon 410	located in Tortola, BVI	\$330,000
40'	2006 Robertson and Cain Leopard 40	located in La Paz, Mexico	\$310,000
38'	2003 Lagoon 380	located in Tortola, BVI	\$ 220,000
38'	2000 Robertson and Caine Leopard 38	located Tortola, BVI	\$165,000

### Power Catamarans

47'	New 2009 Robertson and Caine Leopard 47PC	\$569,000	
46'	2003 Robertson and Caine Lion 46	located Tortola, BVI	\$299,000
37'	2003 Fountaine Pajot Maryland 37	located in Tortola, BVI	\$229,000
37'	New 2009 Robertson and Caine Leopard 37PC	\$349,000	
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**46' Bertram Sport Cruiser 1981**  
 2 cab/2 hd Spacious Interior Asking \$129K



**46' Beneteau 461 2001**  
 2 cab/2 hd Never chartered Asking \$199K



**46' Fountaine Pajot Bahia Cat 2003**  
 4 cab/4 hd Great price Asking \$330K



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**45' 1983 Beneteau First**  
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- 27' '88 Luhrs Alura, cabin, 1B gas cabin.. \$20K
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**1980 Marine Trader 34**



Great value!! Perfect for liveaboard or for island hopping. Hull awlgripped 2007; new cutless bearing and shaft seal; 10' dinghy; 5 HP o/b; new cushions throughout; Wind generator; solar panel; air conditioner, rebuilt diesel 600 hours 120 H/P Lehmann. Vessel will need some interior cosmetics, Located St Maarten. **Best offer nearest asking price of \$59,900.**

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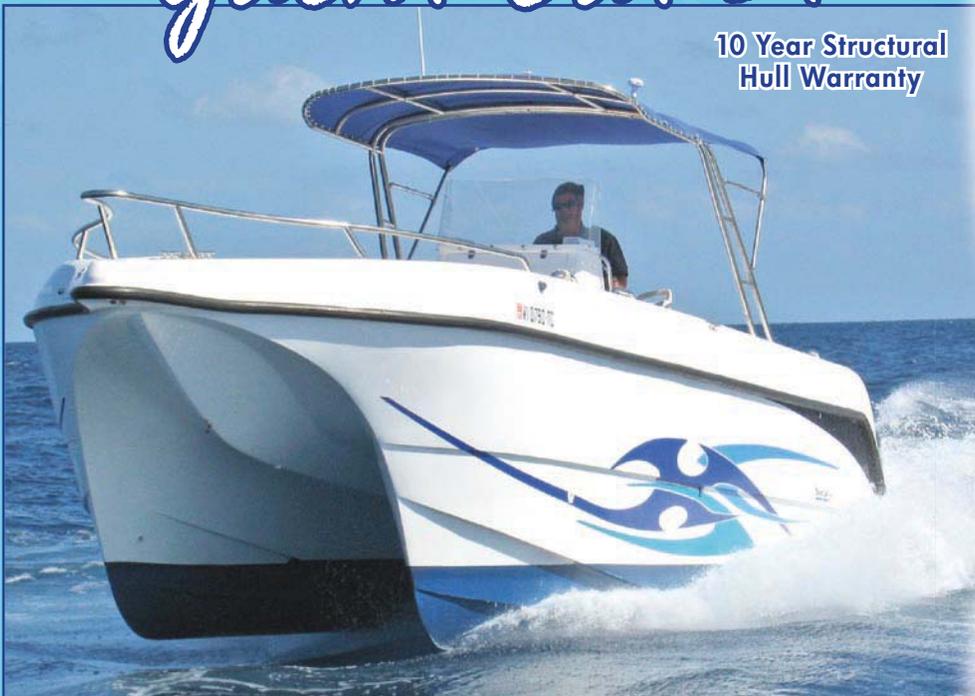
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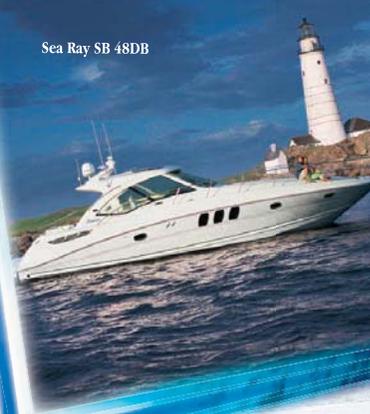
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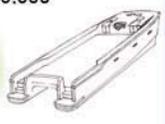
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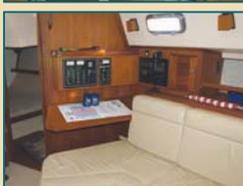
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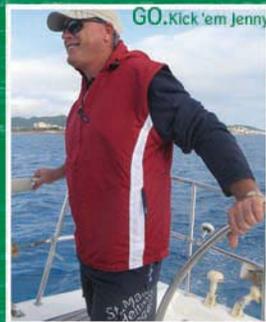
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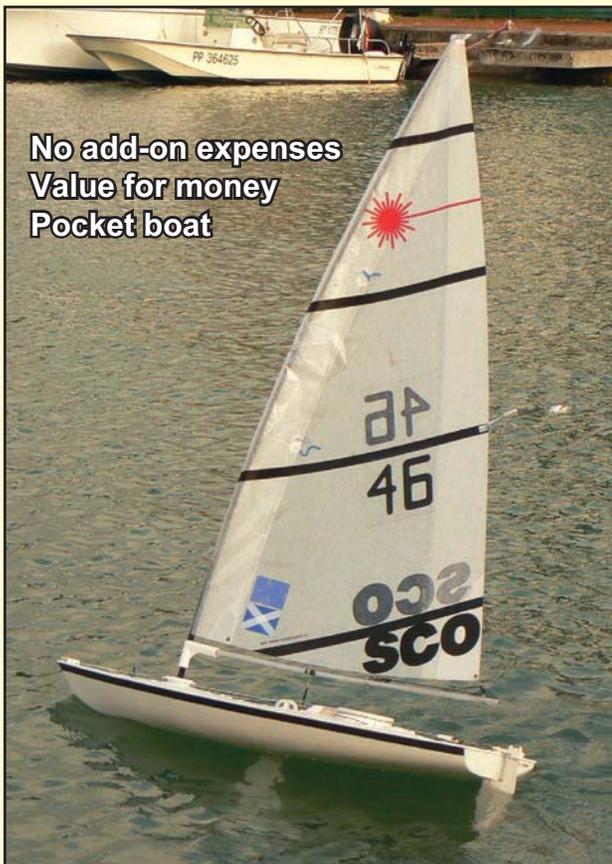


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**DEALERSHIPS AVAILABLE IN USVI AND PUERTO RICO.** Promote Green Boating. The Nature's Head Composting Marine Head, designed for boats, is completely self-contained waterless toilet. No clogging. No holding tank. No pump-outs. No odors. No thru-hulls. Low investment. Info: DealerInfo@BelowtheDeck.com

**WATERSPORTS COMPANY FOR SALE IN ARUBA: A N.V. company** for sale (Pty Ltd). Has all the correct licenses for watersports operation in Aruba. No more licenses available on the island - have to purchase an existing license, which makes this an attractive opportunity. Email nixroche@hotmail.com for more info.

**FISHING CHARTER FOR SALE - USVI.** Active & Successful charter based in St. Thomas/ St. John. 2003 boat fully rigged, trailer, booking contacts, 2007 Dodge Ram truck. Featured on ESPN. \$215,000. US. Combo home & business also available \$950,000 US. 340-693-5823 www.bitemecharters@msn.com

**36 FT PDQ (1990) LIVE-ABOARD CATERAMARAN AND ESTABLISHED/PROFITABLE DAYSAIL BUSINESS** in St. John, USVI. Website, Customer lists, Operational systems, Mooring, 5 years documented exponential growth, High end customer base with high retention. Contact Capt. Josh Dohring @ 340-344-9947 or Josh@BestDayCharters.com.

**FOR SALE - DAYSAIL CHARTER BIZ, RETAIL SHOP & BOOKING CENTER ON ST. THOMAS.** 40' Cheoy Lee sailboat, 2 shops & storage, 5 yr. lease with renewal option, very profitable for 20 years, owners retiring, will train, \$195K plus inventory. Call 340-774-3175 or 340-513-3147

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**MOVE YOUR BOAT SOMEWHERE SAFER FOR HURRICANE SEASON!** Compass Point Marina St Thomas has deep and shallow slips available for long or short term rental. Also large lockers, Artist Studios and Office space available. Call (340) 775-6144 or email Kevin@compasspointmarina.com

**Employment Opportunity**

**WOODSTOCK BOATBUILDERS IN ANTIGUA** has the following openings for the 2008-2009 season: • Metal Fabricator/ Tig Welder • Engineer/diesel mechanic • Carbonfibre/ Composites fabricator • Boatbuilder/Joiner • Project Manager For more information send covering letter and C.V. To: ar@woodstockboats.com or call: (268) 463-6359

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

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

**CAPTAIN / MATE NEEDED:** 65' Hatteras Sportfish, North Carolina summers Florida / Bahamas / Exumas in the winter. Captain's License helpful but not a must, owners can / do operate vessel. A strong knowledge of marine systems, mechanical skills, basic navigation supported by routine maintenance desired. Please email resumes to sgriffin@atlanticclaims.com

**Personals**

**ST. MAARTEN: LOOKING FOR A CONDO TO RENT DURING RACE WEEK?** We have a lockout unit available in the Pelican Bay Marina Residences. Two double beds, large bathroom with dressing area, with private balcony overlooking Simpson Bay. (Coffee maker/ microwave included.) \$150/night or \$800/week. Call Madeline (508)839-7084 or send email to MadelineFlynn@aol.com.

**Personals**

**RYA CERTIFIED CAPTAIN,** with STCW (95) and B1/B2 Visa, based in Saint Maarten available for sail yacht charters, delivery's and yacht services/boat management. edd.seymour@gmail.com or 00 599 5268233/5238044

**Real Estate**

**GRENADINES:** Land for sale in Union Island. Local Land Owner has several lots of land across Union Island at extremely good rates. Serious inquiries only please Contact: dukuna@hotmail.com

**Services**

**GO GREEN WITH TRANS MARINE** - Renewable Energy Specialists from our boat to yours. Raft up services, Wind Generators, Solar Panel installations, maximize your battery life. Free consultation and system design. 954-683-7368 - www.transmarinepro.com

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**YACHT DELIVERY TO FROM AND AROUND THE CARIBBEAN.** Captain Tony RYA Yachtmaster Ocean excepted by insurance companys all over the world. Yachts/Boats delivered to or from anywhere in the world. Please Contact: 00599 5267134 Email: tonycaribdel@yahoo.com. Www.yachtdelivery-caribbean.com

**TEAMWORK MARINE.** Air conditioning, Diesel service, Yacht cleaning interior / exterior, Watermakers, servicing coil cleaning... Diesel engine, sea water, heat exchangers/lines cleaning, oil changes, Certified technicians, Simpson Bay Marina, St. Maarten, teamwork\_marine@yahoo.com, 011 599 555 4555 / 011 5269888 / 011 599 555 5096

**Services**

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**LOVE HEARING DIALECT BUT CONFUSED? CHECK OUT "SAY IT IN CRUCIAN!"** A Complete Guide to Today's Crucian for Speakers of Standard English," available in St. Croix bookstores and on eBay. See companion website www.cruciandictionary.com for details.

**YACHT DELIVERY.** If you need any help or guidance organising yacht transport, YachtMate are specialists in transatlantic, trans pacific and other long distance deliveries, for a quotation please visit www.YachtMate.co.uk

**NEED A HOUSE SITTER?** Caribbean based, well educated, non-smoking family with excellent credentials. Any Caribbean island considered as we can work from any location. Internet access required. Email housesitter@yourislands.com

**NEED A HOUSESITTER OR PETSITTER?** Island born, well educated, non-smoking 31 year old female, with excellent references. Will do light house cleaning and window washing; preferably in either St. Thomas or St. John USVI. Email at ashbayard@yahoo.com

**INDEPENDENT REFIT SPECIALIST** available !!! 30years in yachting. Licensed electrician-mechanic, electronic engineer. Fit in electrics, mechanics, hydrolics, engines, generators rigging, woodwork E-mail vriseis@hotmail.com Tel. 001-340-244-3080

**Wanted**

**BRITISH VIRGIN ISLANDS. LOOKING TO RENT MOORED BOAT TO LIVE IN FOR A YEAR+.** This arrangement would suit owner who uses boat infrequently but needs it maintained when moored but prepared when you need it. Please email final.demand@gmail.com

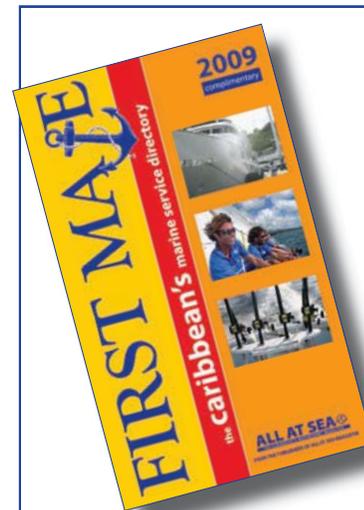
**INTERESTED IN TRADING MY CLASSIC 31'** converted navy launch/party boat for a damaged but repairable 35-38 foot sailing catamaran. The launch is valued at \$65,000. Will trade for comparable value. US 207-772-4048.

**HELP THE CARRIACOUC CHILDREN'S EDUCATION FUND** go over \$100,000EC in nine years of providing school uniforms, supplies, free lunches, and scholarships to TA Marryshow Community College. Leave unneeded boat gear, clean used clothing for children and adults, school supplies and cash with Trevor Stanislaus at the Carriacou Yacht Club. Major fundraising activities July 28-31, 2009, directly preceding Carriacou Regatta Festival. For more info, contact boatmilie@aol.com.

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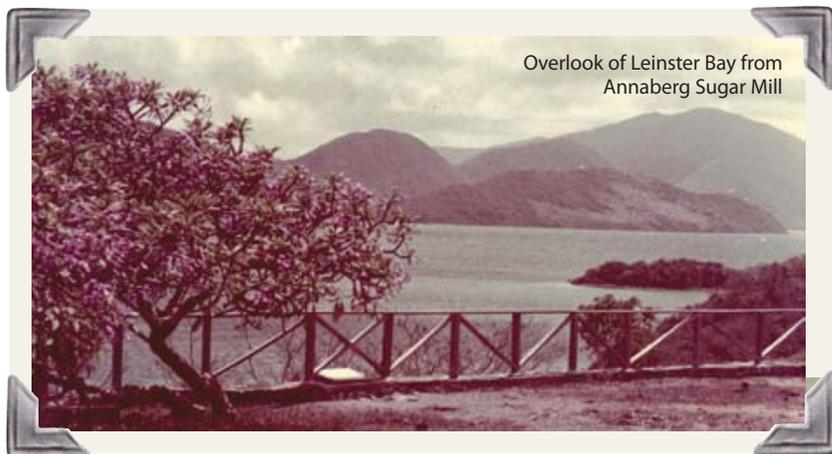
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TALES FROM THE CHARTER COCKPIT BY JEANNIE KUICH COPYRIGHT 2009

THE HARD WAY TO CATCH A FISH AND OTHER ADVENTURES



Overlook of Leinster Bay from Annaberg Sugar Mill

During another down time between charters when we took *Avenir II* to Leinster Bay on the north side of St. John in the U.S. Virgin Islands, we had several more unplanned adventures.

One of our jobs there was to paint the bottom of the Whaler on the beach. That done, I was swimming to the boat while Mike rowed back. We heard noise above us and saw a frigate bird struggling with a large fish. It appeared that it had bitten off more than it could chew.

The fish squirmed wildly and the bird hung on gamely but the fish won. The frigate released it near the dinghy. Unfortunately the fish was too wounded and its bladder had inflated. It could not dive down although it

struggled mightily. Seeing an opportunity for a free fish dinner, Mike rowed the boat close to the thrashing fish, stood up and whacked at it with one of the oars. He missed and the fish jerkily swam away. Mike had to pole the boat near it and smack at it again and again.

Picture a large, rotund man in his swimsuit standing in a Whaler, smacking away at a fish which, although badly handicapped, moved quickly away before the oar could hit it. Whack! Mike missed. He maneuvered the dinghy closer. Smack! Missed again! This went on for a while until both whacker and whackee were getting exhausted.

Finally through a stroke of luck (although Mike insisted it was his fine aim) the oar connected with the fish. Mike hit it so hard that it went straight to the bottom. He positioned the dinghy over the fish which he could see on the bottom while I grabbed some fins and a mask, dove down and retrieved the now dead fish. It was a Pompano and although rather battered, made one of our finest meals ever.



Dead Man Bay

Another adventure occurred while on charter in Leinster Bay. It was cocktail time on a lovely, golden evening and we and the guests were in the cockpit. Someone noticed a pretty creamy-colored jenny cantering along the path coming from the Annaberg Sugar Mill area. Right behind her was a larger, older jack.

Apparently the jack wanted to have his way with the jenny and she wanted no part of it. She ran to the rocks where the beach ended, ducked into the bushes, changed course and with the jack right behind her, ran back in the direction from which they had come. By now the pace was quicker and our guests were getting excited. Soon they divided into two camps – the men rooting for the jack, the ladies for the jenny. Meanwhile, the two donkeys disappeared around the bend.

A lively discussion ensued as to whether the jack would be successful when someone spotted the two galloping fast toward the head of the beach again. This time the jack was angrily braying with his big teeth bared. The jenny ran faster but he kept right up with her.

The spectators all got caught up in the spectacle, the males encouraging the pursuer, the females, the pursuee. Everyone was laughing and waving their arms and you could hear hoots from all the other boats. Again the jenny approached the end of the beach and swerved into the bushes with the jack practically touching her tail. They disappeared and nobody could see anything. The bay got quiet. Everyone stopped talking and listened.

Several minutes later we heard loud, triumphant HEE HAWS! The jack had been successful. The whole bay erupted into roars and laughter, the men whacking each other on the back and hugging the women.

What a fine ending to a splendid day! 🍷

SKY LIGHTS BY JEANNIE KUICH

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

MARCH SPOTLIGHTS:

- The spring or vernal equinox occurs on the 20th. Venus, after commanding the evening race course, exits around the 26th and makes its start on the predawn race course on the 27th. The Mercury and Mars pair with Jupiter below them is hard to spot in the early light on the morning race course.

MARCH PLANET PARTICULARS:

- Venus may be seen on either side of the same night in good binoculars or a telescope as it passes from the evening course to the morning. By the third week Mercury, Mars and Jupiter have separated and Mercury reaches the morning finish line first. Saturn enjoys its solo sail on the evening course after Venus heads for the morning course.

THE MOON SAILS NEAR:

- TUE. 3RD:** the Pleiades star sisters in evening
- FRI. 6TH:** Pollux in Gemini in evening
- MON. 9TH:** Regulus in Leo in evening
- TUE. 10TH:** Saturn in evening
- FRI. 13TH:** Spica in Virgo in evening
- TUE. 17TH:** Antares in Scorpius in late evening
- SUN. 22ND:** Jupiter before dawn
- TUE. 24TH:** Mars before dawn
- THU. 26TH:** Mercury before dawn
- MON. 30TH:** the Pleiades star sisters in evening

MOON PHASES:

- WED. 4TH:** First Quarter
- WED. 11TH:** Full
- WED. 18TH:** Last Quarter
- TUE. 26TH:** New

MARCH BRIGHTEST NAVIGATION STARS  
 DUSK: SIRIUS, CANOPUS, ARCTURUS SPICA  
 DAWN: ARCTURUS, VEGA, FOMALHAUT, ANTARES

# ARRIVE

VIRGIN GORDA  
YACHT HARBOUR  
VIRGIN GORDA, BVI

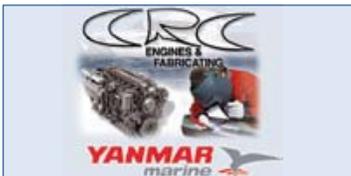


Virgin Gorda Yacht Harbour is a full-service marina & boatyard. Situated in the heart of Spanish Town, this luxury facility offers a pristine setting in which to live the ultimate yachting lifestyle.

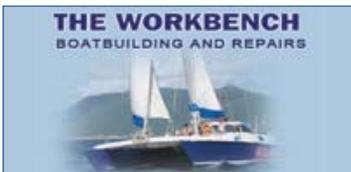
- 111 slips for yachts up to 160' with a 10' draft
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- Signature Dry Sail Program
- Electricity offered in 110 or 220
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- Nearby dining & entertainment
- Provisioning & supermarket

18°27'01.00" N / 64°26'09.00" W

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F + 284 495 5706  
P.O. Box 1005  
Virgin Gorda, BVI  
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# GEAR UP

for the race

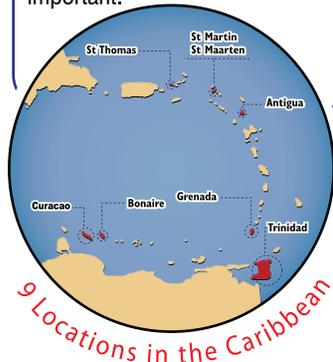
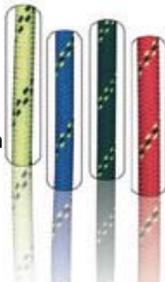


## Marlow

### DYNEEMA RACING SPECTRA

MRL/DR

This rope is designed to give excellent abrasion resistance and combine lightweight, high strength and very low stretch. By replacing wire a 70% weight saving may be obtained. Ideal for halyards, sheets, guys, runners, control lines, kicking straps and anywhere else where weight and strength are important.



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### RONSTAN CLEARSTART SAILING WATCH

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The Must for every tactician from Ronstan.

This watch is great. Not only is it easy to see but has some great functions. It can be set for almost any starting sequence you have ever heard of, including the new ISAF sequences.

- Large, clear digital display
- Water resistant



## McLube

### MCLUBE SAILKOTE

MGE/SAILKOTE-SP

High Performance Dry Lubricant for everything that slides.

- Coat full battens for easier installation and faster flipping from side to side during tacks and jibes.
- Apply to sail slides for quicker hoisting and dropping of sails.
- Use on your fishing reel for longer smoother casts.



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Handle insertion or removal is achieved in one quick, single-handed operation.

Enables quick engagement of the handle, paramount when racing.

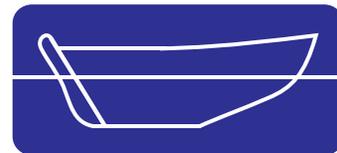
Secure lock prevents handle from being inadvertently knocked out of winch.



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