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# ALL AT SEA



THE CARIBBEAN'S WATERFRONT MAGAZINE

FREE

JUNE 2009

**BEHIND THE SCENES**  
at the BVI Regatta

**PROFILE:**  
Bernie Evan-Wong

Red-billed  
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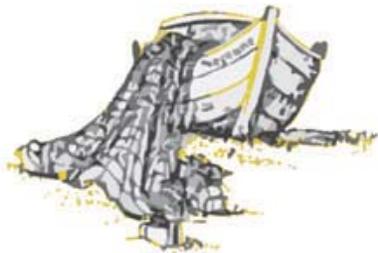


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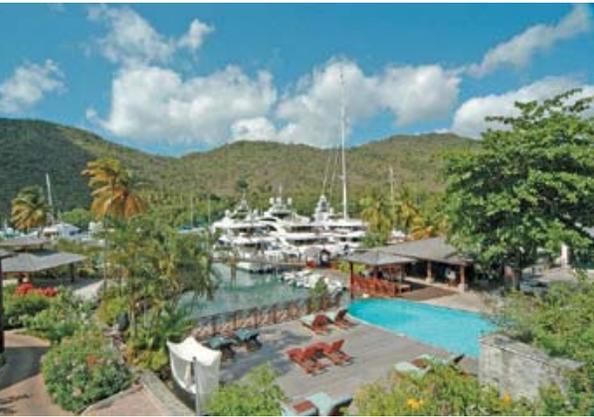
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## Port Louis, Grenada

Nowhere extends a warmer welcome than Port Louis, Grenada. Visitors can expect powder-white beaches, rainforests, spice plantations and a calendar packed with regattas and festivals. Grenada is also the gateway to the Grenadines, one of the world's most beautiful and unspoilt cruising areas.

Now there's another good reason to visit. There are 50 fully serviced berths for yachts of all sizes, including superyachts up to 90m (300ft) in length. With additional pontoons being added during the summer of 2009, capacity will have increased by October this year to 220 berths.

Sitting alongside the marina, the Port Louis Maritime Village will include luxury hotels, villas, restaurants and bars, plus some of the finest boutiques and shops in the region.

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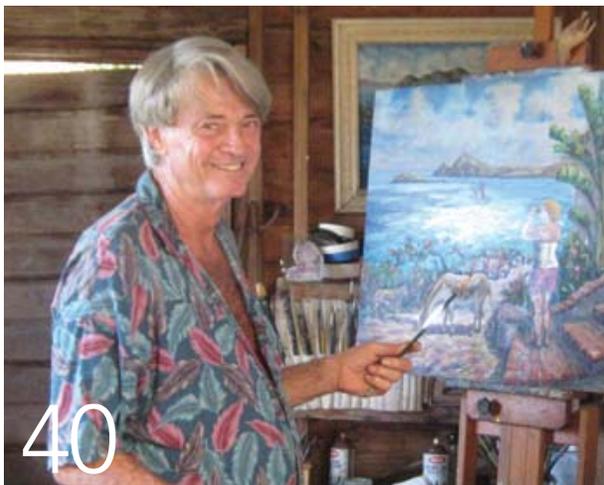
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THE CARIBBEAN'S WATERFRONT MAGAZINE



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### COVER SHOT:

**PHOTO BY ELS KROON**

*Tunnel Vision* takes a break during the 43rd Luhrs International Blue Marlin Release Tournament organized by the Curacao Yacht Club in April. [www.curacaoyachtclub.com](http://www.curacaoyachtclub.com)

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# LETTERS TO THE EDITOR

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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,

While sail fishing, a large (80 to 90" sail fish) was hooked and brought up to the back of the charter after a 30 to 40 minute fight. While trying to bring it on board, the fish got off and got away. The guide claims this is a catch since they are trying to support catch and release and he touched it however this doesn't seem like a catch to me since no pictures, no measurements no nothing. Your opinion would be appreciated on this subject.

Mark Jiskra

*Editor's Response: Carol Bareuther who frequently contributes fishing articles to All at Sea obtained an opinion from St. Thomas tournament organizer Jimmy Loveland:*

"What was the angler's intent? Was the intent to release? If the angler's intent was to release the fish and the leader was touched by the crew member... or the swivel hit the rod tip before the fish got off the hook... it was a legal release. If the angler or the crew had intentions of killing the fish and it got away (under any conditions) it was not a legal IGFA release. And sometimes at the crew's discretion (this usually takes place on a charter boat with proven novices aboard) there is the unspoken "give me" ruling. It is sometimes awarded to anglers (usually a pretty girl, youngster or old person) who did a great job... but whose fish got off near the boat. A "give me" is never to be handed out if the angler or crew intended to kill the fish or if the angler was fishing in a tournament with IGFA rules."

*Editor's follow up: Mark tells us that during their fishing trip (planned as catch and release,) the fishing guide did touch the leader while trying to retrieve the fish his 13-year old son caught for a photo. Sounds like a legal release to us.*



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

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

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

**Art Director:**  
**AMY KLINEDINST**  
[amyk@allatsea.net](mailto:amyk@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)

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**fax (340)715-2827**

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## WHERE IN THE WORLD?

CONGRATULATIONS, TIM & CAROLINE,  
AND THANKS FOR READING ALL AT SEA!

Here we are on board Cape Farewell at Sucuraj on the island of Hvar, Croatia, taking a break from our Antigua Sailing Week and Antigua Classic Yacht Regatta duties. I serve on the ASW Committee and as Timing Officer and my wife, Caroline, does signals; both of us are the Flag Officers for the ACYR.

—Tim deGavre, Melfa, Virginia

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# CARIBBEAN NEWS

A BRIEF LOOK INTO THE HAPPENINGS OF OUR WORLD

## 100 Russians Race 108 Miles Aboard Charter Yachts

Horizon Yacht Charters (Antigua) hosted the first Russian Sailing Centre, Antigua & Barbuda Sailing Regatta in April. Two racing divisions, consisting of Horizon Yacht Charters and Dream Yachts took part, for a total of 16 yachts racing to Barbuda before returning to Jolly Harbour after six days. Horizon Yacht's Bavaria 40 *Mystery*, sailed by skipper Vladimir Noga and his crew, won their division and also picked up the trophy for Overall Regatta Winner. [www.horizonyachtcharters.com](http://www.horizonyachtcharters.com).



The winning Russian crew on Horizon's Bavaria 40, *Mystery*



Russian-chartered boats race back to Antigua

## RORC and UNCL Announce New IRC Rating Website

The Royal Ocean Racing Club and the Union National pour la Course au Large, joint owners of the IRC Rule, have given IRC its own website. The new site has rules, definitions, guidance on measurement, and race management guidelines as well as news feeds, new boat information from builders and news of IRC events, race reports and results. Although the CSA rating system is widely used for Caribbean racing, the IRC system also has been implemented at some regattas in this region. [www.ircrating.org](http://www.ircrating.org).

## Sunscreen for Your Brightwork?

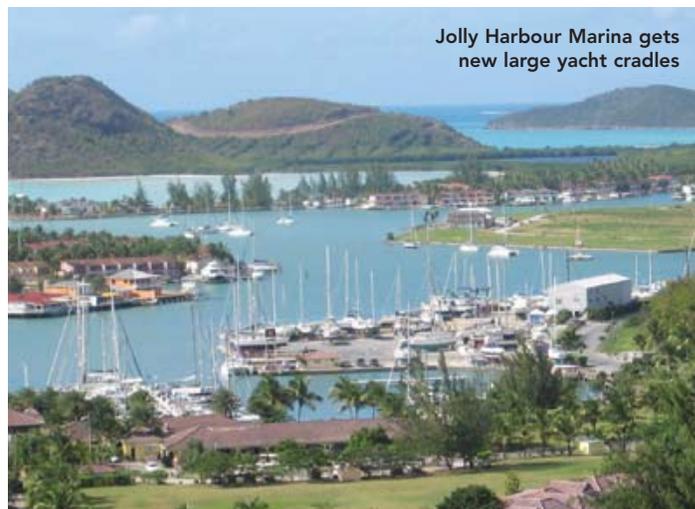
Sikkens Cetol® Marine products now feature Next Wave™ Technology for enhanced UV protection. "Our unique Next Wave Technology acts like a sunscreen to deflect and scatter harmful UV rays. Cetol Marine Natural Teak was the first product to include Next Wave Technology and now we are offering it in all Cetol Marine products," said Brian Waple, Product Manager for International Paint. The technology protects while allowing for the natural expansion and contraction of wood, and allows moisture to escape, to prevent blistering and flaking of the finish. [www.yachtpaint.com](http://www.yachtpaint.com).

## Jolly Harbour Marina Gets Hurricane Proof Cradles

Just in time for H-season, British-based Yacht Leg and Cradle Company delivered 10 new large yacht cradles to Jolly Harbour in Antigua. The galvanised steel cradles are designed for yachts up to 75 feet length overall and 10 ft draft. The use of ground anchors and lashing straps with the cradles assist in the security of the yachts in winds gusting up to 134 mph. Jolly Harbour is a full service marina with 130 berths and a storage capacity for 200 boats. [www.jolly-harbour-marina.com](http://www.jolly-harbour-marina.com) or [www.yachtlegs.co.uk](http://www.yachtlegs.co.uk) for information.



Yacht cradles arrive at Jolly Harbour ahead of hurricane season



Jolly Harbour Marina gets new large yacht cradles

PHOTOS COURTESY OF SALTWATERPR.COM

## Ninth "Summer Sailstice" Launches June 20 - 21

The annual sailing holiday on the summer solstice weekend will again encourage people show support for ocean conservation. Sailstice founder John Arndt said, "We expect record participation...School's out, and nothing's better than grabbing cool drinks, a picnic lunch, and enjoying the water with friends and family on the longest day of the year." The event will be celebrated by over 12,000 sailors from 20 countries and all 50 of the United States. Every sort of sailing craft is invited to participate, from windsurfers and kite boards, to tall ships and multihulls. Register your plans at [www.summersailstice.com](http://www.summersailstice.com).



Camper & Nicholson's Grenada met in March with stakeholders

### Camper & Nicholson's Grenada Meets with Local Stakeholders

Management of Camper & Nicholson's Port Louis Marina had its first meeting with local businesses and stakeholders in the Lagoon area

at the marina on March 25 to outline next steps and encourage discussion of concerns. Project Manager Robin Swaisland explained plans for further development at Port Louis during 2009, and circulated two drawings to show the extent of berthing to be added as well as the location and size of a construction support area required by contractors building the marina.

### New Marine Paint Formulas Leave Reduced "Chemical Footprints"

Pettit Marine Paint has made a long-term commitment to development of environmentally gentle marine paints and coatings. "Pettit has developed additives and formulations that leave greatly reduced chemical footprints, some with nearly zero trace," said Pettit general manager John Ludgate. For example, with

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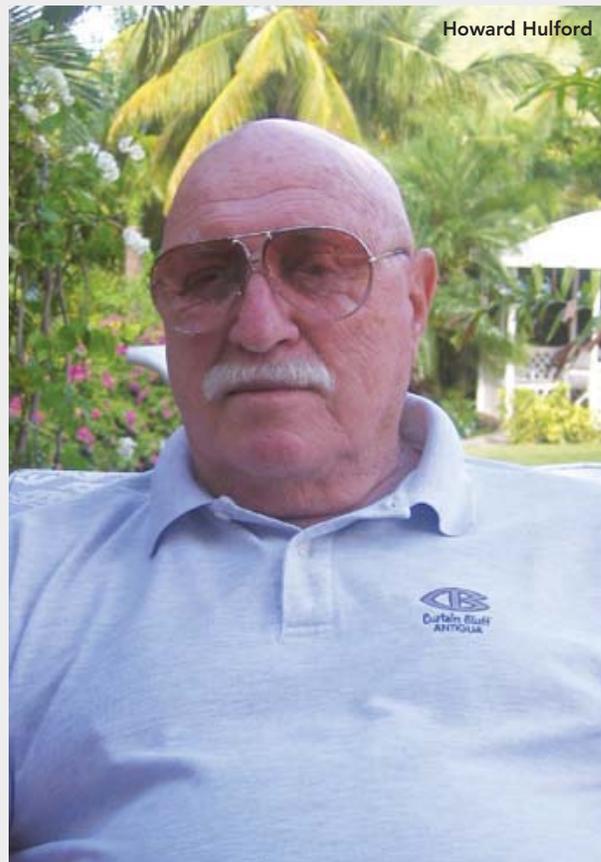
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## PASSAGES

### Kitty Probyn

Kitty Probyn, wife of St. Thomas Yacht Club Vice Commodore Colin Probyn, passed away on April 8 after a long illness. Commodore William Newbold announced her death to members with great sadness: "She will be missed. She was truly a beautiful lady in body and soul."



Howard Hulford

PHOTO COURTESY OF NEIL FORRESTER, ANTIGUA HOTEL ASSOCIATION

### Howard Hulford

Sir Howard Hulford died on March 9 in Antigua at age 86. Hulford, with Desmond Nicholson, developed the idea in 1967 for Antigua Sailing Week, first held in 1968, as a way to extend the winter tourist season. Born in the USA, Hulford was a pilot in World War II and attended Cornell University's hotel school. He was an executive pilot for Phillip Reed, chairman of General Electric, and first came to Antigua in 1957 while flying Reed to the island. He noticed a finger of land jutting into the sea and later developed it, with his wife Michelle, into the Curtain Bluff Hotel, which opened in 1962. Last year, Hulford was named Knight Commander of the Most Distinguished Order of the Nation for his contribution to the building of Antigua and Barbuda and to the welfare of its citizens. As his memorial notice stated: "His out-sized character and enthusiasm for life will be sorely missed." ☺

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# YACHT CLUB NEWS

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## St. Croix Yacht Club

Chris Schreiber reports that over 30 sailors enjoyed a near perfect weekend of racing with winds from 12 to 18 knots in St. Croix's Teague Bay during this year's Cruzan Open One Design regatta (CROOD). Fleets of Optimist prams, Sunfish, 420s and Rhodes 19s completed between 15 and 20 races each on Friday and Saturday, April 10 & 11.

Race officer Ivan Diaz got things rolling on time Friday morning. In the Sunfish class, veteran Tony Sanpere worked hard to give Hector Perez a fight, but Hector's youth and experience in the boat gave him the edge.

Windy conditions were tough for Casey Bergstrom, DJ Lorschbauh, and Eric Perez, each of whom weigh barely 100 lbs. They hung in there, however, completing all races sailed. In the Optimist class, CJ Walker, Eve Watterson, and Conrad Yanez were evenly matched, enjoying tight racing all weekend. Ryan Hunter raced on Saturday as well, showing great promise for future regattas!

Friday night the sailors and friends all gathered at the Yacht Club for a combination Wii and PS/2 tournament, and it was interesting to see the younger set give the older set a run for their money in all the games!

Saturday's racing was officiated by seasoned PRO Nick Castruccio, who kept up Ivan's pace. In the 420 class, Christopher Schreiber and Kyle Foster, and Sam Watterson with Katie Morgan worked hard to push class leaders Jae Tonachel and Lillian Mallory, but couldn't quite hold them. Bethany Tonachel with Jenna Keller and Challis Diaz with Mack Bryan also kept the racing tight in this evenly matched class.

The Rhodes 19s enjoyed great racing, with five boats out! Unfortunately, Carl Beckstedt's *Blue Bell* suffered a broken rudder and had to retire. *Puppy II*, skippered by George "Moose" Silver, Doug Castruccio's *Barb*, Chris Schreiber's *Chrys*, and Rett Boswell's *Rhode Trip* held together and had some great racing throughout the weekend.

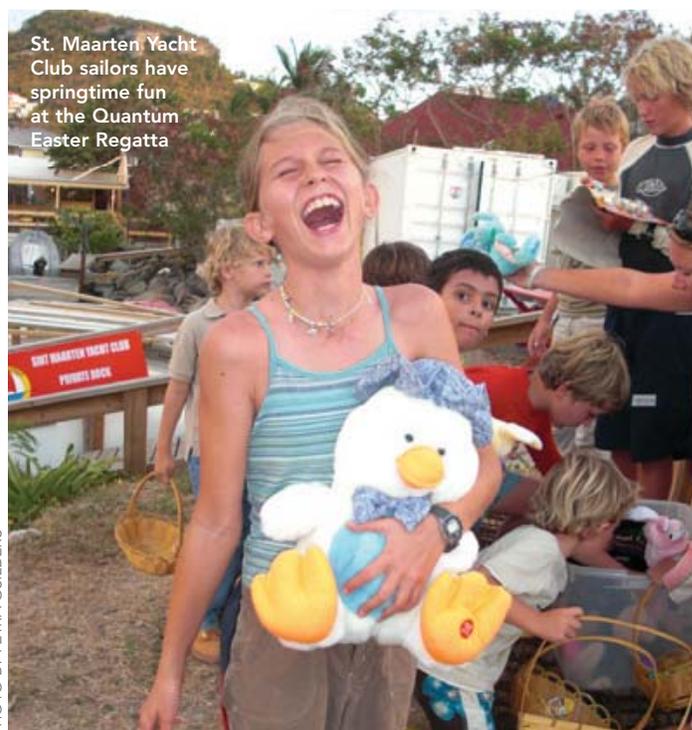
## St. Maarten Yacht Club

This month will see the 20th St. Maarten Laser Championships, June 6 to 7, sponsored by Heineken Premium Light. For information on the Regatta, contact Frits Bus: fritsbus@caribserve.net.

The St. Maarten Yacht Club held its third annual Quantum Easter Regatta on Good Friday and Saturday afternoon, a family-oriented regatta was sailed by some of the club's ace sailors along with their children. Racing was close and spirited as eight teams sailed in the Sunfast 20's of Lagoon Sailboat Rentals as well as four lasers.

Teams were rewarded with tea, cookies, hot chocolate and an Easter egg hunt, which had the little ones scouring the dock and restaurant for chocolate treats, won by Nina Manley.

After battling for two afternoons, Robbie Ferron was the clear winner in the Sunfast 20s fleet. Rob Gilders, the host of the regatta, sail-



St. Maarten Yacht Club sailors have springtime fun at the Quantum Easter Regatta

PHOTO BY PETRA GUILDERS

ing with his daughter Kippy and friend Jan van den Eynde, secured second place. Third place went to Bernard Sillem.

Other participants were Guy Redmile, Garth Steyn sailing with his kids Kirsten and Luc, Ernst Looser with Saskia, Johanna and Rhone, Family Rapley and Stephane Ferron. Andrea Scarabelli won in the Laser fleet, followed by Jolyon Ferron/Stephen Looser and Harry Antrobis and Alec Scarabelli. Tim Roosens and his son Joris came in fourth. Following the prize giving, Quantum treated everyone to a traditional BBQ.

Now the club is celebrating the determination of Peter Stuyvesant (the island's most famous resident, a stubborn Dutchman who lost his leg on the Fort Amsterdam peninsula) with a three race day Stuyvesant Series on Saturdays. The series began May 23 and continues May 30 and June 13, with racing for Optimists, Lasers and LSR boats.

## St. Thomas Yacht Club

This month, the club launches a full slate of Summer Camps including Peewee Camp most of the summer (ages 4 – 7), One Week Sailing Camp (ages 8 – 13) and Yacht Club Summer Camp (ages 8 – 13) for seven weeks. Sailing instruction and plenty of activities are planned for the kids of all age groups. For information: styc@vipowernet.net

Send news and announcements from your yacht club or sailing association to editor@allatsea.net. Deadlines are six weeks prior to publication.

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# SHOWBOATING AT THE BOAT SHOW

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I should never leave my vessel. Every time I do, things go wrong in a major way. Example: my dear mother asked me if I would attend her 90th birthday party in Santa Cruz, California. Since she asks for little and deserves much, I promised I would. However, I was in Southeast Asia at the time. This is far, far from the reality of America. And it is so expensive and time consuming to fly internationally, especially when you are exactly half way around the world. But I'm a faithful son and felt I had no choice. So we immediately started making plans, scheming scams, and dreaming up new dementedness for the coming family debacle.

The first question was: how to afford it. I'm a marine writer who makes his living writing about wild & crazy SAILING adventures, not wholesome, family-oriented, shore-side ones. Oh, well. Nothing ventured, nothing gained. So I dashed off many emails hither-and-yon, in hopes of shot-gunning a solution.

While waiting, my wife and I made love. We enjoy this. We're still thrilled with our good fortune, both of us having married avid heterosexuals. (Isn't it swell how life works out sometimes?)

Where was I?

Soon I got a response from a national stateside publication I work for: Would we be interested in giving a seminar at the 'Strictly Sail' boat show in Oakland? And if so, on what subject?

I was naked and sweaty as I read the email at the nav station of *Wild Card*, the modest 38 foot, \$3,000, globe-trotting, sloop-rigged garbage scow we call home. We both laughed at the silliness of any sane person being interested in our dumb 'dessert-first' advice. I was just about to say we'd speak on "Love and Lust" when Carolyn leaned her lovely... er... body over my shoulder and suggested "Sailing with Love and Laughter" as a more PC title.

...see why I married her?

Let's be brutally honest for a second: I'm not often in the United States and thus am seldom able to help take care of my 90 year old mother. She lives alone and is fiercely independent—but, of course, she occasionally needs a bit of assistance—and then calls my brother or one of my sisters. While they usually are able to drop everything and help—well, not always. This occasionally irritates my mother, who then complains to the only siblings who are available to complain to.

**"It was a pirate costume party, of course, because, even at 90 years of age, my mother openly lusts after Jack Sparrow."**



Fatty with a seminar list at the 2009 "Strictly Sail" boat show in Oakland, California

SEMINAR SCHEDULE TENT "C"			
WEDNESDAY			
TIME	SEMINAR TOPIC	SPEAKER	SPONSOR COMPANY
10:30	Introduction to Boatshow Navigation	Wesley Wright	Wesley's
1:30	Developing Your Business Plan	Lee Goodland	Lee's
3:00	Guests: Jeffery Robinson	Bill Galt	Adaptive Center
4:00	Motor Generator Navigation	Paul Galt	Cherokee
6:00	Advanced Boat Maintenance and Safety	Mark Ross	Mark Ross
THURSDAY			
TIME	SEMINAR TOPIC	SPEAKER	SPONSOR COMPANY
10:30	Motor Power: The Basics	Patty Goodlander	Genway Boat Magazine
1:30	Guest: Jeff Robinson	Lee Galt	Lee's
3:00	Advanced Generator Setup	Wesley Wright	Wesley's
4:00	Developing Your Business Plan	Lee Goodland	Lee's
6:00	Boat Maintenance - Preparation	Dr. Scott Lutz	Adaptive Center / Red Arrow
FRIDAY			
TIME	SEMINAR TOPIC	SPEAKER	SPONSOR COMPANY
10:30	Developing Your Business Plan	Mark & Sharon Ross	Adaptive Center / Red Arrow
1:30	Guest: Jeff Robinson	Lee Galt	Lee's
3:00	Advanced Generator Setup	Wesley Wright	Wesley's
4:00	Developing Your Business Plan	Lee Goodland	Lee's
6:00	Boat Maintenance - Preparation	Dr. Scott Lutz	Adaptive Center / Red Arrow
SATURDAY			
TIME	SEMINAR TOPIC	SPEAKER	SPONSOR COMP
10:30	Boat Maintenance - Preparation	Dr. Scott Lutz	Adaptive Center / Red Arrow
1:30	Guest: Jeff Robinson	Lee Galt	Lee's
3:00	Advanced Generator Setup	Wesley Wright	Wesley's
4:00	Developing Your Business Plan	Lee Goodland	Lee's
6:00	Boat Maintenance - Preparation	Dr. Scott Lutz	Adaptive Center / Red Arrow

Thus, the people who help her most are always listening to her say, "...too bad Fatty isn't here... HE IS A REAL LOVING SON and would be able to solve this situation instantly!"

This is so unfair.

Thus, while I was in America, my family decided that not only would I sort-of 'host' her 90th birthday party—but I'd also have the good fortune to deal with her and her 'tiny' problems the entire time.

I'm not complaining about this. This was fair, MORE than fair. And, normally, this would not have been a problem because my mother is almost totally self-sufficient.

Alas, this is where cruel fate stepped in.

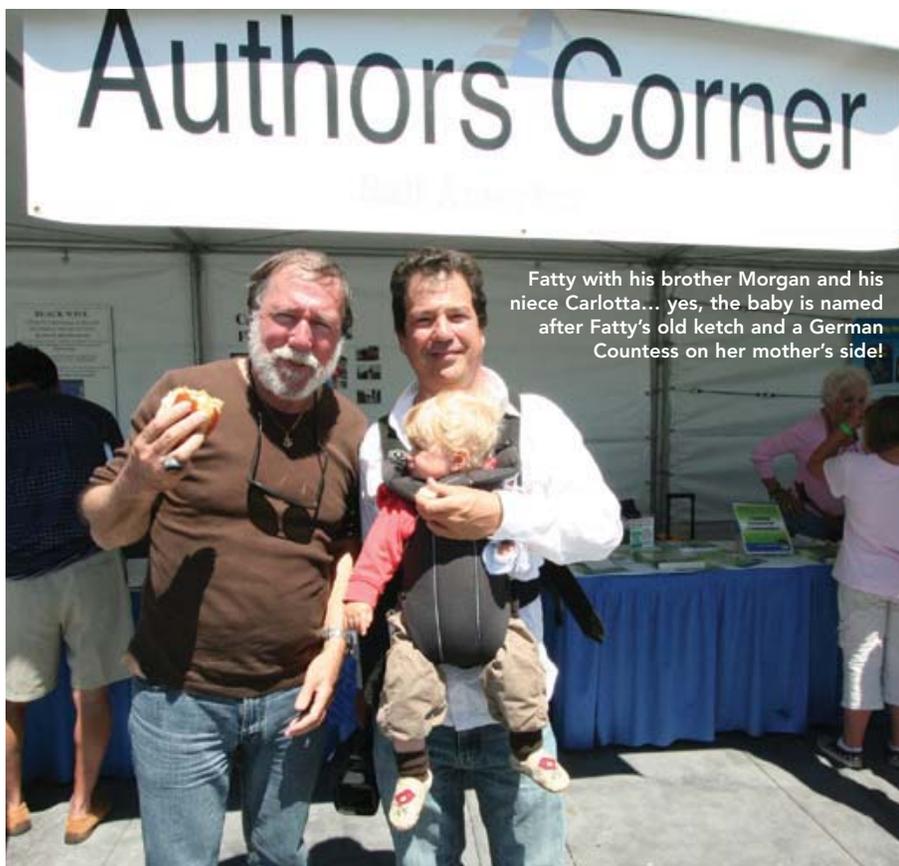
My mother loves to dance. At her 87th birthday party, we could not get her off-stage. For almost an hour, she gyrated sensuously across the dance floor, making the TV hoofers of *Dancing with Stars* seem like young, flat-footed clods. Twice, I tried to hustle her off towards her rocking chair—but she was far too elusive.

Alas, as I was just touching down on US continental soil for the first time in many years—and she was in the middle of her daily dance rehearsal—she got pains in her stomach. Within hours, she was in surgery, with various medical types tying bowlines, carricks, and reef knots with her ancient intestines.

She was not happy about this, to put it mildly. "Stop your foolishness and sew me back up," she ordered them. "I have a party to go to!"

Yes, we Goodlanders are genetically focused on fun.

My mother and I both hate hospitals. Thus we launched a plan—I'd continue to order the party hats and she'd 'get well quick' in rehab. This she did extremely well—so well that the medical establishment was dumbfounded—and soon she was back in her Santa Cruz apartment



Fatty with his brother Morgan and his niece Carlotta... yes, the baby is named after Fatty's old ketch and a German Countess on her mother's side!

with days to spare before the Big Bash (all Goodlanders not in mental institutions or jail would attend, flying in from all over the world.)

Alas, a couple of days before her 90th birthday, she fell and fractured her starboard femur.

"I don't feel any pain and I'm alright," she'd say each time I touched her leg and she'd inadvertently shriek in agony. Then she'd follow up with, "...how's the party-plans coming, Fatty... are we still on track for mega-fun?"

It was a pirate costume party, of course, because, even at 90 years of age, my mother openly lusts after Jack Sparrow. It went extremely well. Over fifty guests attended—many under their own names. We rented a huge house right on the beach.

Of course, I had to give her a present. Since I had little money, I wrote a 125 page book called *Celebrating Marie* and had it published with a private print run of 100 copies.

The book and the party were a giant success. (Andy Turpin, senior editor of *Latitude 38*, played banjo in the sea-gypsy band that kept our toes a' tapping.)

My mother glowed with happiness.

The following day I wheeled her into surgery once again—and they screwed and bolted various titanium bits onto her upper femur in hopes she would eventually walk again.

Obviously, there will have to be a transition period from hospital to home-recovery—and

eventually she'll probably have to fly up to live with or close-by one of my sisters.

Thus, many complicated things had to be swiftly put in place—like a home nurse, for example—and all of them cost vast sums of money.

America is, in case you've forgotten, rather expensive. At first, I was mentally dividing the price of everything by 35 baht, as I do in Thailand... **WRONG!**

Thus I unexpectedly discovered myself homeless and penniless in America—and 15,000 miles away from my vessel.

At this point, I knew I'd have to 'shake the money tree' hard at the 'Strictly Sail' Boat Show in Oakland, California.

Frankly, I had hoped things would go smoothly and make sense. HA!

It turns out 'Strictly Sail' was half powerboats—go figure. The boat show and the people who ran it had One Overriding Objective... to convey to the world that the 'sky wasn't falling' within the marine industry. Alas, everyone I spoke to within the industry that was specifically charged with this Herculean task... would soon burst into tears and sob, "...I've just been fired!" and demand my weary shoulder to cry on.

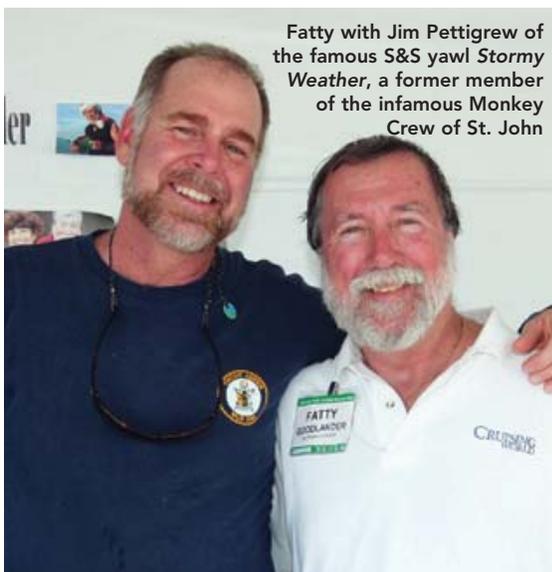
(I was happy

to oblige, but the next boat show I attend—well, I'm gonna wear a terry-cloth shirt.)

The astounding part was that all but one of my seven seminars was standing-room-only. And there were plenty of strange/sick people there, because my books sold like hot-cakes, earning me just enough money to fly back to Southeast Asia... with empty pockets and a rueful smile. (And with my brother Morgoo-the-Magnificent resuming his care-giving role, thank gosh.)

**"Alas, everyone I spoke to...would soon burst into tears and sob, 'I've just been fired!'...I was happy to oblige, but the next boat show I attend—I'm gonna wear a terry-cloth shirt."**

A final note: it will be awhile before I mingle with the dirt-dwellers of America again. ☹️



Fatty with Jim Pettigrew of the famous S&S yawl *Stormy Weather*, a former member of the infamous Monkey Crew of St. John

*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).*

# SAILING WITH CHARLIE

## FREUDIAN SLIPS

BY JULIAN PUTLEY

**C**harlie has been a sailing instructor for years. He is very patient, tireless at repeating easy operations, generous with compliments and never shouts or raises his voice and never embarrasses his students in front of the class—purposely, that is.

A typical course involves a week's tuition on a live-aboard yacht cruising around the islands. Charlie always starts his courses by taking the students below, showing the boat and engaging them in small talk to calm nerves and get everyone acquainted. Recently one of his students was a gorgeous blonde with huge breasts that peered at him through a semi transparent T shirt and, while they all sat chatting around the salon table, quite by accident he said, "How was your trip from Tittsburgh?" There were sniggers and giggles around the table. She looked at him suspiciously but try as he may to apologize, the damage was done.

Charlie then explained the Freudian slip saying that subconscious thoughts sometimes come out in speech quite unexpectedly, and that rather than being an affront it was merely an expression of admiration for her beautiful figure.

The week continued and as time went by, the Freudian slip was forgotten, although any nautical terms with a sexual double entendre were the subject of ribald hilarity. I won't go into detail here but some words were: head, pole, bottom, lay, spanker, stern, golly wobbler, goose neck, head up, spreader, no-go-zone, big dipper...the list goes on.

Back at the bar after the week was over Charlie was relating his story to fellow instructor, Dave, and he was very sympathetic. "I had the same thing happen to me just a few weeks ago," he said. "This guy was hopeless. I tried everything: practice, practice, practice – repeated myself over and over. In the end I told him that he needed more time on the water, more practice, book learning and visual aids. Then came the Freudian slip. It was my intention to say, 'Keep at it; perseverance wins in the end; you'll get it.' But what came out was, 'Some people are more suited to golf!'"

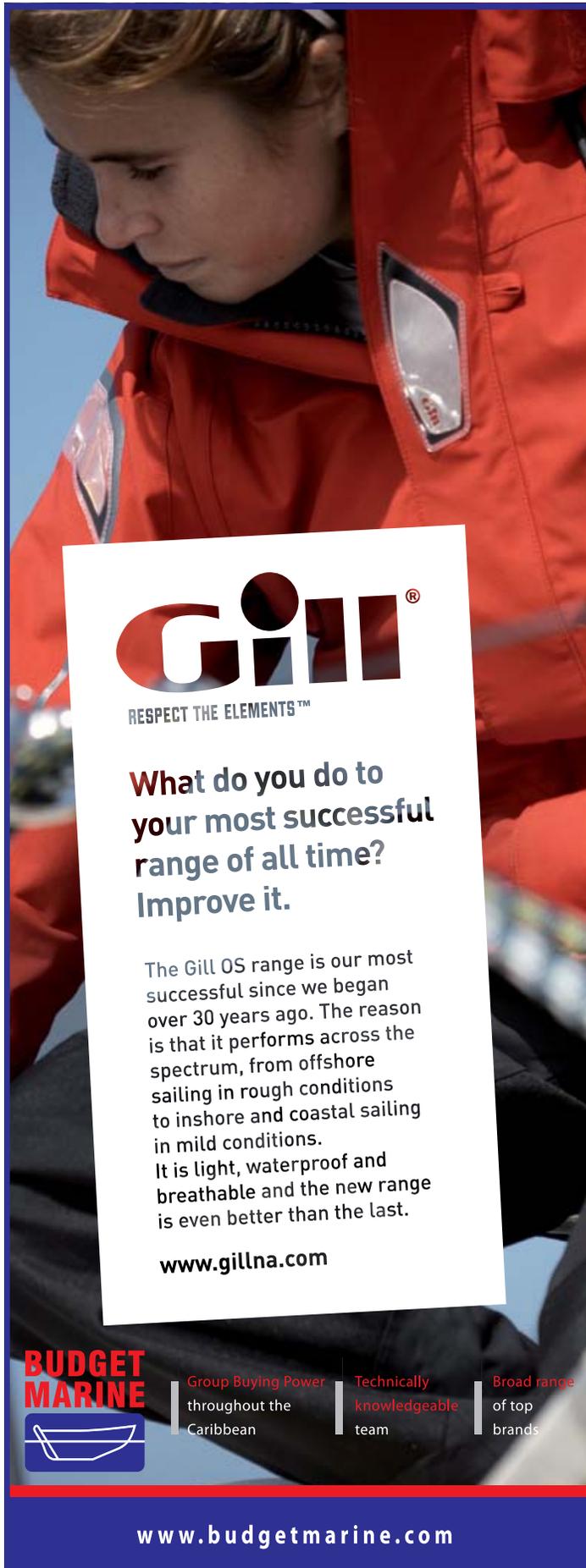
"Well," said Charlie, "that's not so bad; perhaps you were doing the guy a favor."

"Yep, that's what I thought. But then he wrote to the head honcho in the States and applied for 'golf 101' and the whole story came out. Now it looks like I may be fired."

Charlie thought for a moment, "Well, you could have said, 'You're the worst f%\$#ing student I have ever met. You're a danger to yourself and every other person on or near the water. Go to Arizona and take up bird watching...but instead you were very polite.'"

Dave thought this a reasonable response and explained it in a long letter to his boss. It worked, and Dave has even been promised promotion. Charlie, though, received a letter yesterday from a lawyer—the subject was "inappropriate sexual advances toward a female student." 

*Julian Putley is the author of "The Drinking Man's Guide to the BVI," "Sunfun Calypso" and a new sequel, "Sunfun Gospel."*



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# REGATTAS BEHIND THE SCENES

## HERE COMES THE JUDGE: ARTHUR 'TUNA' WULLSCHLEGER

BY CAROL M. BAREUTHER, RD

**H**e's a daunting figure to face across the protest table. No nonsense. Stern. Gruff and grumpy if the complaint you bring has no merit. Yet, there is no one in the Caribbean, likely the entire world of yacht racing, who will say Arthur 'Tuna' Wullschleger isn't fair. This is just one reason why this 92-year-old ISAF Judge commands respect, admiration and a hearty handshake wherever he goes.

Wullschleger's predilection for the sea proved more proximity than genetics. "My father was Swiss. He didn't particularly like the water," says Wullschleger. "In fact, the closest he and my mother got were trips to Europe on the big transatlantic liners."

Born and bred in Larchmont, New York, Tuna lived in a family house that sat right on the water. "I got involved in the sailing program at the yacht club from young," he says.

But, it was power rather than sail where Wullschleger first staked his claim to fame. "I got into outboard powerboat racing in a big way during college," he says.

Wullschleger raced 10-foot outboards in four classes ranging from 12 HP to 65 HP and won the championships in 1938-39, all while attending Cornell University and majoring in petroleum engineering. World War II put an end to the sport and marked the beginning of Wullschleger's five-year career in the Navy. He swiftly rose to the rank of commander and ultimately accepted the surrender of Japanese troops on a small island in the Pacific to the north of where General McArthur simultaneously accepted the same down in Tokyo.



Arthur 'Tuna' Wullschleger

PHOTOS BY DEAN BARNES



Arthur 'Tuna' Wullschleger

"The powerboat scene was dead after the war, so I started sailing in the frostbite dinghy regattas at Larchmont," Wullschleger says. "We'd do five or six races a day for six months, and I did that for four years. That's more than 4000 dinghy races. It was a good place to learn and a lot of the old timers were there—Arthur Knapp, Buzz Morris."

Wullschleger graduated to offshore sailing and racing next. He bought his first yacht, a 50-foot Sparkman Stevens yawl, in Turo, Denmark, where the vessel was built and sailed her across the Atlantic.

Over the years, he sailed 18 Newport to Bermuda races, 25 Southern Ocean Racing Circuits (SORC), a couple of Transpacs, and a fateful Fastnet race where he earned his nickname, Tuna.

"We were coming back and one of the crew aboard insisted we carry the spinnaker and we kept broaching," Wullschleger explains. "I couldn't sleep, kept falling out of the bunk. So, I went out, told him to take the spinnaker down and put a double head sail rig up instead. He moaned and groaned, but he did it."



L to R: Pat Bailey, Robin Tattersall, Tuna, and Don Makowiecki

A few days later at the finish party in Plymouth, the story made the rounds and Wullschleger was dubbed "Captain Tuna"—chicken of the sea.

Wullschleger moved to Florida in 1982 and got into judging. "When you're too old to sail, the way to stay active and not get left out in the cold is to start judging and running races," he says. He traveled the worldwide circuit in his judging duties and ultimately found himself a key player on the most prestigious yacht race in the world—the America's Cup.

"The New York Yacht Club asked me to run the syndicate," Wullschleger says. "The first time it was for Ted Turner in 1980."

When Turner was eliminated, the Australian syndicate signed Wullschleger on. He ultimately participated in four America's Cups with the likes of Dennis Conner and Bill Koch and ultimately helped pioneer on-the-water umpiring at the same time.

The Caribbean has been on Wullschleger's global radar for the last 30 years. "Johnny Nichols (from St. Thomas) brought me down to do Rolex," he says. "I've been going to Antigua since almost the start as well as Fajardo and the BVI. That was back in the days before the racing got serious. It's a lot more fun today."

With a long career behind him and the next race always in front of him, what does Wullschleger like best about his present life of serving as a Chief Judge? "It's all this," he says, sweeping his hand around the table past the likes of fellow judges, Pat Bailey, Tom Rinda, Ruth Miller and Don Makowiecki. "Sitting around, talking, waiting for the protests to come in. This is what it's all about." 

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

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# MANGO BOWL JR. REGATTA HELD IN RODNEY BAY

ST. LUCIA YACHT CLUB SPONSORS JUNIOR RACING APRIL 1 – 6



Winning sailors (L to R) Marcus Sweeny, Rhone Findlay, and Stephanie Lovell

PHOTOS BY RUARGH FINDLAY

Findlay won with a lead of one minute, 55 seconds ahead of Marcus Sweeny and the rest.

The next three races had spectators on the edge of their seats as Rhone and Marcus fought for position at every tack, with Marcus showing his experience and competence by beating Rhone into second place in each of the next two races.

The fourth and final race of the day was a replay of the two previous battles. At the final rounding of the leeward buoy Marcus was in the lead by half a boat length but by the time they reached the finish line for the final time, victory went to Rhone. With two bullets, three seconds and two third places, the St. Maarten sailor made the podium in second place, three points behind victor Marcus Sweeny and nine points ahead of Stephanie Lovell's well-deserved third place.

Senior coach Rob Hemming videoed most aspects of the races and organized a final de-briefing for members of the clinic, ensuring that every child benefited the very maximum from their instructive experience.

Organizing the Mango Bowl Junior Regatta was the idea of the St Lucia Yacht Club as a result of disappointment experienced by the young Opti and Laser members who had trained so hard for the 2009 Schoelcher Week in Martinique, cancelled due to strikes.

Invitations and a NOR were sent to Caribbean youth sailing groups and, due to the presence of a very experienced coach, organizers decided to add a few days of Optimist clinic and race training in advance, open to all participants.

Serious contenders were a young Lucian, Marcus Sweeney, a member of the Red Fleet (13-15 year olds), considered the local champion, and his competitor and top female junior, Stephanie Lovell, another Red fleet member, who both previously participated in the Schoelcher Week. Marcus had proved his ability with two bullets and Stephanie one bullet on the first afternoon. They were closely followed by Thomas Meixner and Marc Spurway (both red fleet sailors) also strong contenders for a podium place, giving tough competition for St. Maarten's Rhone Findlay, racing as a Blue Feet competitor (11-12 year olds).

Sunday dawned clear with a strong wind forecast, courses were particularly long and the up-wind runs challenging. For the first time, the winner was recorded as crossing the finish in less than an hour, and Rhone



Rhone Findlay/St. Maarten (left) took second place on the podium with strong competition from Lucian Marcus Sweeny

Prize-giving followed and the organizers distributed the awards and keepsakes, promising that due to the success and appreciation from all local and other country participants, the Mango Bowl 2010 will be a definite fixture on the Caribbean's Youth Racing program.

*Report and photographs from St. Lucia courtesy of Ruargh Findlay, St. Maarten Yacht Club*



St. Lucia Yacht Club's Mango Bowl was held in Rodney Bay

# BARBADOS WELCOMES INTL ONE METRE WORLDS

RADIO-CONTROLLED BOATS HIT  
CARLISLE BAY JUNE 21 – 27

PHOTO BY PETER MARSHALL



IOM radio-controlled yachts sail in Barbados off the Boatyard

**T**his month, the Barbados Sailing Association expects to see up to 76 skippers from more than 15 countries arrive at the Boatyard Beach, Bay Street, St. Michael to race one metre (3.28 foot) radio-controlled yachts for the world championship. The regatta will bring racing to Carlisle Bay on the island's southwestern coast and is the first time the IOM Class has staged such an event in this part of the world. Organizers hope to complete 25-30 races in the prevailing 12-18 knot winds.

The IOM Class was formulated in the late 1980s to provide a low cost, uncomplicated box rule for radio controlled yachts. The rule was worked out by a group of designers including John Spencer (NZ) and Graham Bantock (UK), who set out to create a class where amateur designer/builders could compete with the professionals. The biggest fleets are presently in the UK, France the US and Australia, where registration numbers are approaching 1200.

Only two-function radios are allowed to control the sail winch and rudder servos, and three rigs are available to handle 0-10 knots, 10-17 knots, and 17-whatever wind blows the boats off the water.

Planned amenities, just as at a bigger boat regatta, include opening ceremonies, goodie bags, temporary memberships at the Barbados Yacht Club, use of Topper and Echo 12 dinghies on lay day and a daily happy hour. Awards will include a daily prize for top sailor and overall prizes for the top 10 competitors.

Participants are expected from Argentina, Australia, Barbados, Brazil, Canada, Croatia, Spain, France, Great Britain, Germany, Ireland, Netherlands, Sweden, the USA and other countries.

"The organizing committee is eager to have those of you that may not be taking part in the competitive sailing to get involved as volunteers in assisting us with the smooth running of this event to help Barbados provide a tremendously successful IOM Worlds," said Senator Peter Gilkes.

Details about the class can be found [www.iomclass.org](http://www.iomclass.org). For info on the event, email [barbadosworlds@gmail.com](mailto:barbadosworlds@gmail.com). 

Report submitted by Senator Peter Gilkes, Barbados



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# A SEA OF GREEN AT APRIL'S VIRGIN ISLANDS DOLPHIN TOURNAMENTS

ALGAE BLOOM DOESN'T STOP THE CATCHING

BY CAROL M. BAREUTHER, RD



PHOTOS COURTESY OF THE GOLDEN HOOK FISHING CLUB

away like they do after getting stung by a J-hook," says Fuller. "Catching dolphin on circle hooks is a good way to practice for marlin fishing."

Use of circle hooks is a conservation measure that prevents 'deep-gutting' a fish and killing it prior to release.

The result? QTR anglers – Tanner Lewis, Dieter Oelschlager, John Watson, Jared Prestipino and Chris Stanton – reeled in 350.1 pounds of dolphin. The second best boat, *Leisure Lady*, caught 101.2 pounds, while *Miss Becky* rounded out third best boat with 71.1 pounds of fish. However, it was Pat Barsotti, fishing aboard *Leisure Lady*, who caught the Largest Dolphin, a 46.9-pounder.

Meanwhile, it was the catch of a 33.40-pound dolphin that earned angler Richard Dasher the Top Angler award

**A** sea of green – green algae, that is – was the big buzz among fishermen competing in St. Croix's 10th Annual Golden Hook Dolphin Tournament on April 11 and St. Thomas' 14th Annual Offshore Marine Dolphin Derby Fishing Tournament, held April 26.

Mike Fuller, team captain aboard the 53' Ocean, *QTR*, Best Boat winner in the St. Croix Golden Hook Fishing Club-hosted tournament, says, "The problem is that the dolphin can't see the baits in such a heavy bloom. That's what plagued everyone. I've subscribed to a service that tells currents and other ocean conditions for about a year and a half and we saw an opening where there was little to no bloom and headed there."



The right spot, arrived at after an hour's ride in four to six-foot seas, coupled with finding a fish-attracting floater, spelled success for QTF.

"We stayed right on that spot and kept catching," says Fuller. The secret to success was the use of circle hooks, he adds.

"Circle hooks allowed us to stay and fish since the dolphin didn't shy

in St. Thomas' Virgin Islands Gamefishing Club (VIGFC)-hosted dolphin tournament.

Fishing aboard the SeaVee 39', *Silver Fox*, Drasher tells how he caught the winning fish: "We started off the back side of St. John and fished down sea looking for birds and floaters."

*Silver Fox* was just past Frenchcap, trolling on the South Drop, when Drasher hooked up his whopper on rigged ballyhoo. "I knew it was a big one the minute I picked up the rod, but since we were running down sea it was a piece of cake to reel in," he says.

Drasher adds, "We had been catching mahi all week, so we knew they were out there. But, with the algae bloom, unless you saw birds or found a floater, it was pretty much a crap shoot."



The biggest fish was a 46.9 pound dolphin caught by Pat Barsotti aboard *Leisure Lady*

The winning fish was some 22 pounds shy of the over 55-pound criteria to win the tournament's ultimate prize – \$25,000 in cash.

St. Croix's Carl Holley, fishing aboard the Calypso 32', *Double Trouble*, earned second best angler with the catch of a 29.87-pound dolphin, while fellow angler Adam Adcock caught a 28.99-pound dolphin to round out third in the angler prize category.

*Double Trouble*, with Capt. Hiram Maldonado and Capt. Carl Holley sharing the helm, won the Best Boat prize with the

catch of 11 dolphin. This number of fish collectively weighed 252.42-pounds.

New this year, the VIGFC's Youth Committee hosted a lure-making activity for juniors during the tournament's sign up night.

"We'd really like to have young anglers and families be a part of our tournament activities," says Ali Slimming.

As a result of his lure-making skills, Jahmal Quandt won a new fishing rod and tackle box compliments of Neptune Fishing Supplies. 

## GOOD LUCK FOR TEAM DRIFTWOOD

### CURAÇAO'S 43RD INTERNATIONAL BLUE MARLIN RELEASE TOURNAMENT

BY ELS KROON

**T**he Prime Minister of the Netherlands Antilles, Emily de Jongh-Elhage, came to the Curaçao Yacht Club on April 6 to honor the winners of the 43rd Luhrs International Blue Marlin Release Tournament organized by the Curaçao Yacht Club's Executive Committee members Charles Heldewier and Billy Jonckheer.

An absolute record of 47 boats participated in the venerable tag & release tournament with participants from the USA, Venezuela, Aruba, Bonaire and Curaçao. All three of the ABC islands had a lucky team on the victory platform—by coincidence, in alphabetical order! Team *Driftwood* from Aruba took the \$10,000 first prize with the catch and release of two Blue Marlin. *Le Grand Blue* from Bonaire released one big blue and *Hey Chama* from Curaçao again was among the winners with a smaller Blue Marlin.

Winners of the prizes for best angler, best captain, first releases, surprise catches and the largest Dorado, Wahoo, White Marlin, Sailfish and Tuna can be viewed on the website, [www.curacaoyachtclub.com](http://www.curacaoyachtclub.com).

New this year was the participation of eight "Junior Anglers" in the big fleet, mostly on their parents' boats. Fatum Insurances,



The NC 67 *Tunnel Vision* takes a break under the lee of the uninhabited island of Klein Curacao

PHOTOS BY ELS KROON



Jens van der Lubbe (right), winner of the first Junior Angler Tournament displays his trophies with his friend and fishing mate Willem Evertsz on *Just Us*

sponsor of the annual kids' fishing tournament on the pier, during which 11 youngsters also tried to catch and release the biggest fish, gave the teens between 14 and 17 the opportunity to move up the fishing ladder. It was a big success—winner Jens van der Lubbe, on the *Just Us* from Curacao, also ended at fourth place in the main event.

Club members of all ages love sport fishing and intensely celebrated this 43rd edition of the tournament from April 3 through 6. Fishing was conducted according to international IGFA "Tag & Release" regulations in the waters around Curaçao and the uninhabited island of Klein (little) Curaçao.

The major prize in the Curaçao Yacht Club 803 Challenge, a brand new Chevrolet Captiva LTZ, is still unclaimed. Next year the challenge will be repeated for the first participant to weigh in a Blue Marlin that beats the then 25-year record of 803 pounds set by fishing legend Robert van Vliet.

The proceeds of the tournament traditionally go to a good cause, this year the youth home "Kinderorden Brakkeput." A cordial thanks to Eddie de Kort, captain of the *Grand Banks Carib Princess* for taking me out to sea in the middle of the action. 

# THE CARIBBEAN CHARTER INDUSTRY & THE ECONOMY

## CHARTER YACHTS COPE WITH LATE BOOKINGS, CONSIDER CREATIVE MARKETING

BY CAROL M. BAREUTHER, RD

**W**hat do global economic woes mean for the Caribbean's yacht charter industry for this summer and for the upcoming winter season? *All At Sea* asked a few of the major players for their perspectives on this issue as well as what their companies are doing proactively to keep the industry floating at high tide.

From October to December, says Dick Schoonover, who manages the clearinghouse CharterPort BVI in Tortola, British Virgin Islands, "Advanced bookings resembled the stock market. Stocks dropped and we were down by just that much. Then, in March, we had 57 bookings compared in 58 in 2008, just about the same. What is clear is that clients aren't booking in advance. Our summer calendar was virtually empty as of the end of March."

Crewed charter yachts that are doing well, says Erik Ackerson, executive director of the Virgin Islands Charteryacht League (VICL) based in St. Thomas, USVI, are those with faithful repeat customers. "New folks to charter are the ones feeling the pinch and are using creative ways to market, like offering added value such as tai chi, yoga, spa and beauty treatments."

Yet, says Narendra 'Seth' Sethia, base manager for Barefoot Yacht Charters, headquartered in Blue Lagoon, St. Vincent & The Grenadines, "I don't think that enhanced amenities or positioning are going to play a role. The problem is to persuade people to come here in the first place. If Dad finds that to take him, his wife and his two kids to the Grenadines will cost him \$US 3,500 in air fares alone, that's where our problem starts because Dad is not going to pursue this vacation idea any further. Thus, it doesn't matter so much what we have at this end, i.e. amenities, facilities, positioning. We need to hook the customer first."

Price discounts aren't the way to go, says Charterport's Schoonover. "I brow beat this into our yachts – no discounts, no specials, no value cutting. What's going on is not a function of rates. Costs aren't going down. In fact, they're going up. One charter couple told me that their food costs were 30 percent higher this year than last."

Nicola Massey, Tortola, BVI-based marketing manager for Horizon Yacht Charters, says, "Although we have not cut our rates, we are offering some limited special offers which have been very attractive to our guests."

In the Grenadines, says Barefoot's Sethia, "Our difficulties here in the lower Caribbean are exacerbated by the very high costs of air access, so we have always had to be extremely price-sensitive, even before the economic down-turn. The summer months are going to be far more difficult. We already offer free sailing days in Mid and Low seasons but will probably end up offering even more – either a percentage discount for a shorter charter, or perhaps something like 'two weeks for the price of one' for those who can afford the time."

Sunsail, based in Clearwater, FL, is offering more affordable charter vacations through choice of yacht. "We've just announced the

introduction of the new Sunsail 384 catamaran for 2009. This is an ideal entry-level cat, which will be affordable as well as comfortable and fast. It will be the first yacht in our fleet to feature solar panels, in line with our focus on green solutions for our yachting products, and arrives in the Caribbean next winter."

Looking ahead, the VICL's Ackerson says, "We've met with the governor who is signing an executive order to establish the VI Marine Economic Development Council. The Council will be federally-funded so we can go after grant money for a stronger marine services infrastructure. In addition, we plan to host next fall's yacht show, now named the St. Thomas Yacht Show, between the Ft. Lauderdale and Antigua shows to encourage more megayachts and open up this market."

The charter industry will survive as the Caribbean is recognized as a first class sailing destination, says Horizon Yacht's Massey. However, "the charter industry needs to continue to work with Tourist Boards, ensure we constantly improve upon our standards, respond to demands in the market and make a lot of noise – exposure is crucial." 

Summer family chartering is sensitive to high air travel costs



PHOTO COURTESY OF BAREFOOT YACHT CHARTERS & MARINE CENTRE, ST. VINCENT



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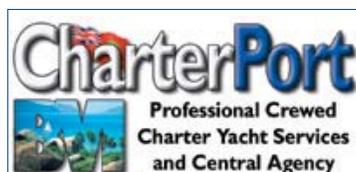
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# A DIRTY DOZEN TROPICAL STORMS FOR HURRICANE SEASON?

EXPERTS LOWER ESTIMATES DUE TO WEAK EL NINO, COOLER WATERS

BY ELS KROON



PHOTO BY ELS KROON

**W**hen June arrives, a new hurricane season tags along. Last December, shortly after the late ending of the 2008 season, American forecasters estimated that the 2009 Atlantic hurricane season would be somewhat more active than the average 1950-2000 season. They announced estimates that 2009 would have about seven hurricanes (average is 5.9) including three weighing in at Category 3, 4 or 5 on the five-step Saffir-Simpson scale of hurricane intensity and 14 named storms (average is 9.6).

On April 7, however, the Colorado State University (CSU) hurricane research team, led by Philip Klotzbach and William Gray, lowered this forecast, predicting that six of 12 tropical storms would become hurricanes. The team based their reduction on the potential for a weak El Nino event in the eastern Pacific and an observed cooling of tropical Atlantic sea surface temperatures over the past few months. Cooler waters are associated with dynamic and thermodynamic factors that are less conducive for an active season.

Looking back: Hurricane season 2008, unlike 2006 and 2007, was one of the most active seasons on record, a shift back to the years of numerous deadly Caribbean and US storms. Last year, 16 named storms formed, resulting in 883 direct deaths and 99 indirect deaths. Eight of the 16 became hurricanes, and five grew to Category 3 or higher, the most destructive type. These numbers are very close to the 1995 to 2008

average of 15 named storms, eight hurricanes and four of Category 3 or higher.

The 2008 hurricane season was an all time record breaker in several respects; five of the six months of the season had a major hurricane, Paloma shattered the Atlantic Basin record when it became a major hurricane in November, and Hurricane Bertha became the longest-lived named storm on record in July (17 days). Bertha also formed farther east than any other on record so early in the season.



PHOTO BY BOB GOODIER

The Caribbean was hit last year with an October surprise when Tropical Depression 15 crept onto the radar screen near Bonaire and barreled north rapidly, becoming a Category 3 storm when it made landfall the night of October 15. Almost 50 St. Croix boats were damaged, sunk or submerged by Hurricane Omar which also caused power outages and flooding on Anguilla, St. Maarten and Antigua.

Ike was among the most destructive storms last year. It developed as a tropical storm, west of the Cape Verde Islands, on September 1. After affecting Haiti and pounding the western end of Cuba, Ike emerged into the southeastern Gulf of Mexico and struck Galveston peninsula on September 13 as a Category 2 hurricane that caused up to \$18 billion damage in Texas. Boats were flung onto a main highway. The combination of surge and additional water rise flooded and destroyed homes and centuries-old oak trees around Galveston Bay.

During my visit there in October, the devastation was obvious and amazing. Galveston is still struggling to recover, but many islanders are determined to rebuild their homes and their lives, just as the residents of Louisiana and Mississippi did after Katrina struck.

Work is still in progress almost four years after Katrina. Dead trees along the Mississippi coast, once bearing majestic branches, are now transformed into beautiful pieces of natural art, silent remembrances of the disaster. Local artists have created sculptures that have become a top tourist attraction on the Coast and a symbol of the comeback of South Mississippi. "Birds" by chainsaw artist Marlin Miller can be seen on US 90, one of the three dozen tree sculptures along the beach road spanning 30 miles from Waveland to Biloxi.

As most Caribbean residents know from experience, new season preparation is crucial. Excellent and extensive information prepared in Florida about a family plan, a business plan, and how to strengthen your home can be found at [www.floridadisaster.org](http://www.floridadisaster.org). And stay tuned for the experts' updates: NOAA (U.S. National Oceanic and Atmospheric Administration) planned to issue a preseason forecast on May 21 and the Klotzbach and Gray team's update is due on June 2.

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

## Names for 2009 Storms that Form in the North Atlantic

Ana	Erika	Ida	Mindy	Sam
Bill	Fred	Joaquin	Nicholas	Teresa
Claudette	Grace	Kate	Odette	Victor
Danny	Henri	Larry	Peter	Wanda
			Rose	

Names not retired from this list will be used again in 2015. The list is the same as the 2003 list except for Fred, Ida, and Joaquin, which replaced Fabian, Isabel and Juan. Storms do not acquire names until they are designated tropical storms with sustained maximum winds of at least 39 mph.

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# GREEN SEA TURTLES' TEMPORARY REPRIEVE

BY BECKY DAYHUFF-BAUER



PHOTO COURTESY OF NOAA

**T**he third species of sea turtle protected by the temporary, six-month ban on longline fishing in the Gulf of Mexico is the Green sea turtle. Found throughout the world's oceans, the Florida and Mexican Pacific Coast populations are endangered while remaining populations are threatened. There were once many millions of Green sea turtles. Scientists studying the decline in sea turtle populations believe less than 200,000 remain.

The shell, carapace, of the Green sea turtle, *Chelonia mydas*, is not green but rather brownish gray so how did it come to be known as the Green sea turtle? The alga they eat gives their fat a green hue. Until reaching maturity, Green sea turtles are omnivorous, feeding upon marine plants and small animals. Once mature, they are strictly herbivorous and feed only upon alga and marine plants.

In addition to this species' decline from bycatch in commercial fisheries, the Green sea turtles have long been food for indigenous peoples and meat in the soup pots of gourmands demanding exotic foods. And as with Hawksbill turtles, when their shells are polished, beautiful patterns are revealed leaving both species prey to souvenir suppliers. The shells become lampshades, ashtrays, jewelry, and ornaments.

Weighing as much as 500 pounds, the Green sea turtle has a rather smallish head making the turtle's body appear disproportional.

These turtles can stay underwater up to two hours because they use oxygen so efficiently and can store carbon dioxide until they reach the surface.

Although little is known about the reproductive cycles of any sea turtle species, it seems that the female Green sea turtle does not reach reproductive maturity until she is between the ages of 10 and 50, averaging 25 years. To date no one has defined the reason for such a wide range; however, it may prove to be yet another amazing adaptation. The age at which they reproduce may depend upon optimal environmental conditions that maximize hatchling survival.

As hunting, commercial fishing, and the souvenir trade kill Green sea turtles, yet another threat is having a devastating effect. GTFP

or Green Turtle Fibropapilloma was virtually unknown until first seen in Hawaii in the late 1950s and early 1960s. By the late 1990s surveys of Green sea turtle populations in Hawaii and Florida

**“And as with Hawksbill turtles, when their shells are polished, beautiful patterns are revealed leaving both species prey to souvenir suppliers. The shells become lampshades, ashtrays, jewelry, and ornaments”**

found very high incidences with up to 90% of locality-specific populations infected by GTFP. And, GTFP is now seen in Green sea turtle populations throughout the world, becoming the only known 'world-wide' animal disease.

GTFP is a debilitating, disfiguring, and often-fatal viral disease that manifests as soft-tissue tumors that

begin as small spots appearing salt and pepper-like. Within a year the spots become multiple tumors, some as large as footballs weighing up to three pounds. The affected turtles have difficulty breathing and eating when the tumors grow in and around their mouths. They have difficulty seeing when the tumors cover their eyes. They cannot turn their heads when the tumors grow on their necks. Internal organs including lungs,

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kidneys, and stomachs cannot function when compromised by GTFP.

Although a definitive catalyst for the GTFP infections is yet to be determined, many believe that the virus is present yet dormant until the turtles become stressed, quite possibly because of pollution and loss of habitat. As happens in humans and other animal species, stress reduces the body's natural ability to fight off infections and, in the case of the Green sea turtles, GTFP results.

If one looks at the circumstantial evidence, the GTFP pollution theory seems quite credible. Even though there were a few very rare sightings of turtles with tumors earlier in the 20th century, one turtle with tumors documented in the 1930s, large numbers of infected turtles were not seen until the late 1950s. It was the early 1960s when scientists first began identifying the toxic effects of insecticides and fertilizers on fish and birds.

**“There were once many millions of Green sea turtles. Scientists studying the decline in sea turtle populations believe less than 200,000 remain.”**

Back in the 1950s and 1960s, much of the garbage and sewage from coastal towns was dumped in the sea. As human populations grew exponentially many followed their dreams to communities along the shores. Existing infrastructures lacked the capacity to handle the increase in waste so into the sea it went, along with nitrate runoff from fertilized lawns and golf courses.

The Indian River Lagoon in Florida, a prime habitat for Green sea turtles and Bottlenose dolphin, is one of many examples of pristine marine environments gone wrong. Researchers studying several mass dolphin die-offs in the lagoon found hepatitis, meningitis, and cancer during necropsies. Additionally, some dolphins were severely emaciated with empty stomachs indicating the fish upon which they fed are no more. Chemical run-off from the land surrounding the IRL enriches the growth of 'bad' alga that, in turn, depletes the oxygen in the lagoon. Without oxygen, little survives.

Is it so farfetched to connect the GTFP infections in the turtles from the lagoon to the dolphins' deaths and, ultimately, to the pollution in the water? Moreover, if one makes that connection, does it not strongly suggest that pollution in other parts of the world is likely connected to Green Turtle Fibropapilloma? Time will tell and, hopefully, there is enough time remaining for all the sea turtles.

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

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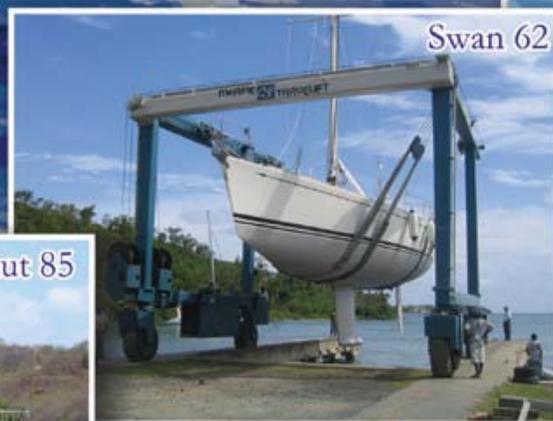
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AN

# Ode

TO

# BOAT BOYS

After sailing all day, your salt-beaten, sunburned body wants nothing more than to get the anchor down and get some rest. But as soon as you enter the harbor you see that familiar sight: a brightly colored skiff speeding toward you – the first boat boy of the day. He may help you tie up to a mooring buoy or just introduce himself, but he'll be there rain or shine.

ARTICLE AND PHOTO BY MERAB-MICHAL FAVORITE



After you anchor and clear the deck you are finally ready to relax. You lie down on the settee and close your eyes, and then there is a knock on the hull.

"You want some bananas, mon?" You say no. You are good on bananas.

Then you get back to your settee, put your cap over your face, close your eyes, and are just about to doze off when there's another knock. It's another boat boy.

"How 'bout some green coconuts?" You stick your head out of the companion way and politely tell this guy that someone has already been there and you are good on green coconuts. Then you go down below and resume your position of comfort and you hear yet another knock. This time, there is a guy there kneeling on a surf board selling jewelry or ganja, which ever you prefer.

"No man, I'm set." You say. Then you go back down below and think to yourself that if you hear one more boat boy you are going to have a conniption fit. You are just about to lie back down when you hear a soft slap on the hull and in a tiny West Indian voice a man says:

"French wine?" It is not just you, but the whole crew and charter guests that miraculously hear this small voice and bound up out of their bunks, cabins and even showers to get to the deck and start buying up this guy's entire inventory. Rose, Bordeaux, Vin Blanc, this guy has got it all. And it is an event like this that lifts your appreciation of boat boys to the uppermost level.

The truth is that boat boys are an infamous part of the Caribbean. They are there to serve and protect, to give you a tour, to look after you and your boat, to show you around town

and even host parties, all for you. There isn't anything they would not do or any object they would not try to find. They are companions, acquaintances and even friends. They have traveled, sailed across the ocean, lived in France or Holland and they still come back to relish the Caribbean lifestyle and be at your beck and call.

So the next time you hear that familiar knock on the hull, don't be rude, be appreciative of the service provided. If you don't want what he's selling, just ask, and nine times out of ten he will come back with exactly what you are looking for and deliver it right to your doorstep. 🔄

---

*Merab-Michael Favorite is a journalism student at the University of South Florida who crewed on a Swan 42 for the winter season.*

Fine black barring is on its back above tail

# Red-billed

BY DEVI SHARP, PHOTOS BY CHUCK SHIPLEY

*Red-Billed Tropicbirds have always reminded me of my great aunt Sue.*

A Red-billed Tropicbird close up

**A** bit heavy handed with bright red lipstick. If the size and color of their bills fails to catch your attention, look at their tails. The adults have two long center tail feathers that double their overall length. From your cockpit, an adult tropicbird will appear as a mostly white bird with a chunky body and very fast wing beats with two very long feathers streaming from their tails.

There are two species of tropicbirds in the Caribbean and a third (Red-tailed Tropicbird) that occurs in the Pacific Islands. The tropicbird we see most often in the Lesser Antilles (the Leeward and Windward Islands) is the Red-billed Tropic bird. The smaller White-tailed Tropicbird is most often seen in the Greater Antilles, Bahamas, and Cayman Islands, but does overlap in range Red-billed Tropicbird. The Red-billed Tropicbird occurs in the tropical Atlantic, eastern Pacific and Indian Oceans.

The adult Red-billed Tropicbird is mostly white with a long horizontal teardrop-shaped eye stripe with fine black barring on its back and black outer primaries on the wing. Males and females have the same plumage and are about the same size. Immature Red-billed Tropicbirds have less distinct barring on the back, lack the long tail feathers and its bill is more orange than red. The adult Red-billed Tropicbird has an 18-20 inch body with a tail equally as long as their bodies.

Their bills are large, powerful and slightly decurved. Their heads are large and their necks are short and thick. Like other members of their order, their feet are totipalmate (that is, all four toes are connected by a web). The legs of a tropicbird are located far back on their

body, making walking impossible, so that they can only move on land by pushing themselves forward with their feet. They come to land only for nesting purposes and may be seen hopping about, as they are so poorly equipped for walking.

It is hard to watch tropicbirds for very long with out asking why they have such long tail feathers. It seems reasonable that they are important for flight or diving, but extensive research on Red-tailed Tropicbirds in Hawaii has shown that the streamers are ornamental rather than an aerodynamic function. The red bills are likely also for courtship and may be an aid for the young chicks to focus on their parents bills for feeding.

Tropicbirds catch their prey by hovering and then plunge-diving from 100 plus feet. They eat mostly fish, especially flying fish. Tropicbirds tend to avoid multi-species feeding flocks with Brown Boobies and

# Tropicbirds

TWO LONG  
STREAMERS  
AND A BAD  
LIPSTICK JOB



One bird hovers  
as the other dives

Magnificent Frigatebirds. Some researchers have proposed that since Red-billed Tropicbirds characteristically plunge from higher altitudes and are less maneuverable, they might face too much interference from a swirling flock of birds beneath them. Tropicbirds are usually seen alone or in pairs away from breeding colonies. As in many diving seabirds, a network of tiny air sacs beneath the skin of the foreparts cushions the impact of the dive.

Tropicbirds generally nest in holes or crevices on the bare ground or rocky cliffs. Near the breeding sites they engage in spectacular courtship displays. For several minutes, groups of 2–20 birds simultaneously and repeatedly fly around one another in large, vertical circles, while swinging the tail streamers from side to side. Occasionally one bird will hover over the other, touching it with the tip of its tail-streamer. If the female likes the presentation, she will mate with the male in his prospective nest-site.

The female will lay one egg which will be incubated for 40–46 days. The incubation is performed by both parents but mostly the female,

and the male will bring her food while she incubates the egg. The chick has grey down and will stay alone in nest while both parents search for food until fledging, about 12–13 weeks after hatching. The young are not able to fly initially; they will float on the ocean for several days to lose weight before flight. Tropic birds have a loud, shrill, piercing whistle, which is the origin of one of the common names of these birds, the bosun bird.

The greatest threat to all of the species of tropicbirds and many other seabirds is non-native mammalian predators such as rats and mongooses that eat the eggs or chicks at the nesting colonies. 

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*Devi Sharp is a retired wildlife biologist and is exploring the birds of the Caribbean with her husband, Hunter on their sailboat, Arctic Tern. Chuck Shipley is a former professor of computer science and an avid amateur photographer. He and his wife Barbara live aboard their trawler, Tusen Takk II, in the Caribbean.*

Long tail feathers  
double their  
overall length



**“From your cockpit, an adult tropicbird will appear as a mostly white bird with a chunky body and very fast wing beats with two very long feathers streaming from their tails.”**

# Bernie

A LIFE COMPETING ON THE OCEAN WAVE

# Evan-Wong

BY GILLY GOBINET



Bernie Evan-Wong  
at the helm

# W

Well known on both the Antigua and International sailing scenes, Bernie has been racing ever since childhood. His successes include overall winner at the Heineken Regatta in 2007 and numerous wins in Antigua Sailing Week and other regattas in the Caribbean on his beloved *Huey Too* and, currently, on *Cafe Americano/High Tension*. His most recent passions include one-design racing events and the Caribbean 600... and he is toying with the idea of a Melges 20.

Bernie's love of sailing was inspired by his father, who represented Guyana at the Pan American games in 1957 sailing Snipe dinghies, a class which exists to this day. Bernie crewed for his Father and continued to sail on dinghies in England where he studied dentistry. He went to Trinidad for Carnival but somehow ended up staying for eight years with an ambition of buying a BMW bike and traveling round Latin America.



PHOTO BY CHRIS GOODIER



Bernie and Huey Too in 2007's Tobago Regatta

He still has the bike but never got further than Trinidad, though he did move up to bigger boats there.

With the oil boom, life was good, especially for a dentist, and bachelor Bernie was able to buy *Huey Too*. In 1984, a married Bernie set sail for Antigua, attracted by its excellent sailing, with his ten-month daughter in a high chair in the cockpit and a washing machine strapped to the deck.

Bernie reckons he has taken part in 27 Sailing Weeks. He has also been a keen and regular participant in nearby St. Maarten's Heineken Regattas and in Guadeloupe's various events, as well as those in the BVI, Grenada and Trinidad. In addition, he raced *Savvy*, Pater de Savary's Carriacou sloop, in the Grenada Sailing Festival in January this year.

Apart from Antigua Sailing Week in April, his most recent memorable event was the RORC Caribbean 600 race in February (originally thought up in a bar in Antigua one night by John Burnie, Stan Pearson and Marc Fitzgerald—and the rest is history). The 600, which began in Antigua, was a huge success expected to attract more and bigger boats next year.

One of the crowning features of this race

was the innovative tracker system, allowing a worldwide audience to follow the movements of every boat.

Sailing on *High Tension* and averaging 7 ½ knots, Bernie recalls catching eight fish during the race: they had caught two and cooked and eaten one before reaching the first marker off Barbuda! With a crew of six, Bernie was determined that a cooked meal should be available at least once a day during this long race and prepared a number of frozen dinners in Ziplock bags.

An unfortunate fall and broken rib confined Bernie to his bunk on the second night. When dinner prepared by the crew was unusually bland, Bernie concluded that he must have packed one of his dog's dinners

by mistake—which he paid for by laughing—not a recommended exercise with a broken rib!

That injury brought to mind a more serious one, when Bernie was returning from a Heineken Regatta in 12 ft. seas and 25 knot winds on *Huey Too*, towing *Melges 24 Huey*. At 3 a.m. when the towline broke, Bernie managed to scramble aboard the bucking *Melges*, but severely gashed his leg on the jagged broken steel pulpit and almost fell overboard. The convoy limped back to Jolly Harbour under power and Bernie limped into his dental surgery where he sutured the wound himself. A great believer in self-help, he still has the scar to prove it!

Ironically, Bernie has trouble in finding regular and committed crew from Antigua and for big events, half his crew are from Guadeloupe, with which he has a great affinity. Notwithstanding language problems, the combination seems to be a winning one. Unfortunately, 2008 strikes in the French Antilles prevented some of the crew and even some of the boats from taking part in the Caribbean 600.

Another of Bernie's more recent passions is one-design racing, with a big advantage that you do not have to take along your own boat. He has sailed in the Dragon regattas in Antigua, the Zoo Regatta in Guadeloupe and the Nations Cup in the BVI. He sees enormous potential in one-design racing and fervently believes that racing skills can only really improve if pitted against those of top class sailors such as Jensen in the very professionally-organised Dragon regattas in Antigua. Bernie feels that world champions like Jensen also benefit, the more competition they get, and that their very friendly and helpful attitudes contribute considerably to the overall enjoyment and success of the regattas.

At present, *Huey Too* is undergoing refurbishment but should be back on the racing scene soon. Bernie is currently considering the possibilities of the new *Melges 20* and finds that sailing and golf, which Bernie also plays, are two active sports for which age is not a problem. Bernie's real obstacle is work, which he admits does get in the way of his sailing at times. We hope that it will not prevent Bernie from continuing with his passion and look forward to observing his performances for years to come.



*Biologist and former Eurocrat Gilly Gobinet took up permanent residence on Antigua in 1984. She has been painting and writing—and sailing—ever since. Her work can be seen at [originalcaribbeanart.com](http://originalcaribbeanart.com).*

PHOTO COURTESY OF BERNIE EVAN-WONG

# Art & Soul



## ST. JOHN ARTIST & SAILOR LES ANDERSON

BY JAN HEIN

**L**es Anderson is known in the Caribbean for several hard-earned reasons. As characters go, he's near the top of any list. The beloved boat he built is believed, some say, to be the prettiest on the planet. Many consider him the face of Foxy's because of the dozens of t-shirt designs and posters he's created for the Tamarind Bar, Foxy's Wooden Boat Regatta, Firewater Rum and Old Years Night blowout. But it is his fine art that gives him the most recognition; soulful paintings and sculptures that leave observers with a lasting impression of the islands; timeless images of tranquility and tropical splendor.

How he came to call the Caribbean home is not such an unusual story but when he did it is. In 1969 he bought a one-way ticket to the USVI. Leaving behind a budding but unfulfilling career in technical drawing, he hooked up with a young woman and together they settled on the beach in St. John's Coral Bay. Their house, literally built from beach-combed wood and treasures, was a work in progress. Each

day they dinghied to town to sell their paintings and, on the way home, scoured the shore for art medium and construction materials; Artco and Home Depot all in one.

Their next home and project was *Banchee*, a forty year old Cape 25, built in Durbin. Like many old boats, *Banchee* had issues. "One trip we took to Martinique," Les explained, "I slept with my hand touching the sole in case the water got too high." It was on that wet trip that he met the king of Cowhorns, Augie Hollen, who not only told him to get a new boat but told him how and where.

Hollen sent Anderson to Avery's boatyard in St. Thomas where an abandoned Cowhorn project sat waiting for a savior. A pile of gommier wood, fifty five gallons of glue, a rudder, sheer clamps and endless determination got the artist started on the project that today he calls, "the greatest sculpture of my life." Like all great art pieces, it didn't come easy. "It took me six months to figure out what to do," he recalled. "I'd never even held a chisel before. I read lots of books. The only help was the loan of Augie's power planer; Manfred helped to tow the wood to Hassel Island and to make the sails. It was all by the seat of my pants and I didn't know if it was going to work."

When *Penelope* hit the water in 1972, one friend described her as an artist's conception of a boat. Certainly she is pretty but also wickedly fast. She won her class at the first St. Bart's Regatta, the second, third and many others. She's still hard to beat. Anderson did confess to using a secret weapon for those early races. He and his crew kept a well-proportioned, naked woman below, inviting her on deck only when the competition got too close. "It worked every time!" he exclaimed.

All during the time of building and sailing, Anderson was painting and working hard, living the life of an artist which, of course, has something to do with starving. "I've gone through many hard times, times of little money; living hand to mouth." Early on he attempted to

sell his creations on the St. Thomas waterfront. "It didn't work with the cruise ship people. When they got off the boat, all they could see was the sign for Norman's Liquor!"

An enduring relationship with Foxy and Tessa Callwood began in the early 70s. Les helped build the first Tamarind Bar on Jost Van Dyke that, back then, had an honor system. "Whenever we got started with t-shirts, Les did the art for them," Tessa recalled. "He did all our early posters for the boat races. His style was perfect back then." She dug deep in a closet to pull out old specimens and in almost every poster I found a fox and a Cowhorn. Last year his art graced the advertisement for the 40th anniversary celebration of the legendary bar on the beach.

There were times when life took precedence over art. For a few years Anderson's creativity went into a partnership building Wet Willie's Bar in St. Thomas. His beloved *Penelope* was nearly lost to fire, requiring a major resurrection, and years later, when Hugo blew his St. John house away, it took substantial time to build anew.

But these days he's doing what he loves, trying his hand at terra cotta sculpture and making oil paintings from composites he creates using photographs, sketches and his rich memory of the old Caribbean. He well remembers when boats and island houses were made of wood, everything built by hand; when fresh produce sailed in on a down-island vessel. Good old days that Anderson keeps alive with a canvas and a brush.

His work is scattered around St. John but for the best show, visit him in his cliffside St. John studio. For appointments, call 340-693-5053. 

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

PHOTOS BY JAN HEIN

Les in his studio



# COOL FOR CATS

BY ANDY SCHELL

## SAIL TRIM TIPS FOR CRUISING CATAMARANS

Last summer I was offered a job skippering a catamaran for Broadreach/Academic Treks, a teen adventure travel outfit based for the summer in St. Martin. Sailing on a cat? Heresy! I'm a purist! We shall heel when sailing to windward, my stove shall be gimbaled and my drink shall spill in the cockpit! This is how sailing was meant to be and shall be forever! I thought I'd never be caught dead at the helm of a multihull. I had no interest in sailing these modern anomalies.

I quietly relented with clenched teeth. I didn't expect the learning curve that a stubborn monohull sailor (me) would encounter upon entering the modern world of catamaran sailing.

Off the wind, catamarans are rocket ships, which I quickly learned when *Beluga*, our 46' F.P. Bahia, surfed down the long swell at 10-12 knots en route from St. Barth to Nevis. In a straight line, downwind sailing is certainly exhilarating, and almost converted me into a multihuller. Just don't try to jibe.

What I learned is that when jibing, timing is everything. In addition to the unbalanced sail plan (a fractional rig with a huge, fully battened mainsail and a tiny jib,) most cats have tiny rudders, which do absolutely no good unless you have your sails trimmed properly. By prematurely centering the mainsail for the jibe, I'd inadvertently added tremendous weather helm, so much so that the tiny rudders simply couldn't overcome it and the boat refused to jibe. The key to a successful jibe is to turn the boat and jibe the main almost simultaneously.

Downwind sail-trim on a cruising cat without a big reaching sail can be challenging. The trouble when broad-reaching comes from the sheeting arrangement on the small jib. The Genoa tracks are often positioned far inboard on the coachroof, and are woefully short. Even with the car positioned far forward on the track, the sheet lead remains way too far aft and way too far inboard. The sail ends up with an enormous belly at the foot and a flapping leech at the top of the sail, thereby reducing its effective area even more.

What is a cruiser to do when trying to sail fast downwind? After all, gentlemen never sail to windward... The answer lies with the leeward midships cleat. On the downwind starboard tack, lead the unused lazy sheet outboard and put one turn round the port midships cleat. Better yet, run it through a snatch block attached to the cleat with a strop. Now, crank down on the starboard (lazy) sheet winch until the sail sets properly. You've effectively barber-hauled the sail and now have two sheets actively trimming the sail using only the standard sheeting arrangement.

Cruising cats aren't billed as witches to windward, though they're not dogs. My teenage crew sailed *Beluga* from Grand Case out the

notoriously rough Anguilla Channel, round Tintemarre and onwards to St. Barth without once cranking the engine, a testament to their perseverance, but also proof that cats can sail to windward.

Again, the trick when tacking is timing. Get it right, and you'll be rocketing off on the new tack doing nine knots in no time. Mess it up, and you'll be stuck in irons, head to wind and the boat will actually start to sail backwards. I've experienced it.



PHOTO BY STEVE STECKLER

When the helmsman puts the wheel down, the crew on the working sheet should be ready to let fly, but must hesitate and back the jib for a count of three to successfully push the bow around. If the crew on the lazy sheet is ready for it, they can successfully sheet the sail in on the new tack without ever cranking a winch.

By the end of the three-week programs, my teenage crew and I were well versed in catamaran sailing. The thirteen kids learned to handle the big cat under sail in all conditions and in all scenarios. We entered and exited most harbors under sail alone, savoring the tranquility of an engineless existence. We even won some fun Broadreach races in Nevis, before sailing back onto the hook. The kids learned, as did I, that with a little practice and imagination, sailing a cat could be pretty rewarding indeed. Call me converted. 

*Andy Schell is a professional captain and freelance writer, based in the Caribbean, Annapolis and Stockholm, depending on the season. He lives aboard his yawl Arcturus with Mia, his fiancée. Contact him at [andy.schell125@gmail.com](mailto:andy.schell125@gmail.com) or [www.fathersonsailing.com](http://www.fathersonsailing.com).*

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# ISLAND EVENTS & INTERESTS

ALL AT SEA'S CARIBBEAN COVERAGE



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Barbuda

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# TRANSCARAIBE RALLY 2009 VISITS CASA DE CAMPO, PORT ANTONIO

SAILORS ADD NEW STOP AT ERROL FLYNN MARINA IN JAMAICA



Transcaraibes  
boaters pose at  
Casa de Campo

PHOTO COURTESY OF CASA DE CAMPO MARINA

For the fourth consecutive year, the Rallie Transcaraibes visited Casa de Campo Marina and Casa de Campo Yacht Club before continuing on for their first visit to the Errol Flynn Marina in Port Antonio.

Over 20 sailboats stopped in the Dominican Republic from Saturday April 11th until Monday April 13th, with perfect weather and excellent sailing conditions in the Dominican Republic.

Participants experienced three days of sailing competitions, fishing and cocktail parties at CCYC. They also took time to visit the complex Casa de Campo, as well as Altos de Chavon, where they learned firsthand about its history.

Gianfranco Fini, Commodore of CCYC, and Rafid Ynirio, Secretary of CCYC, received compliments about the facilities and a special recognition to Casa de Campo Marina for being the host of this rally in its 10th edition. Fini thanked them for always choosing the Marina as a destination and invited them to strengthen bonds with support and assistance in the future.

"We all leave with great memories and gratifying experiences from Casa de Campo Marina," said Stephan Legendre, leader of the Rallie Transcaraibe, moments before continuing their journey.

The rally for Guadeloupe and Martinique sailors, now in its 10th year, began on April 4 from Guadeloupe and included stops in St. Martin, Haiti, Jamaica and Cuba.



In Jamaica, Errol Flynn  
Marina was full on April 22

PHOTO BY DALE WESTIN

After leaving Casa de Campo, the yachts then were hosted by Errol Flynn Marina from Wednesday, April 22 through Saturday, April 25 with a poolside rum punch party and other festivities prior to their departure and the rally's conclusion in Cuba.

Report and photo submitted by Casa de Campo Marina, additional photos submitted by Errol Flynn Marina

# BILL CANFIELD

## TAKING PRIDE IN ST. THOMAS YACHT CLUB'S SAILING PROGRAM

BY LYNN FITZPATRICK



Bill Canfield

- Sponsoring the Antilles High School Sailing Team, which won the US High School National Sailing Championship in its second year as a team.
- Taking second place in the Smythe and the Bemis during the same year.
- Claiming two 1st place and two 2nd place finishes at the US Sailing Youth Champs in recent years.
- Taking a Gold Medal in the Laser at the CAC Games.
- Winning the North American Laser Championship and the North American 420 Championship in the same year.
- Winning the US Laser Championship.
- Having three of its sailors dominate the ranks of US College Sailing with Taylor Canfield a key skipper on the top-ranked college squad in the nation; Thomas Barrows the captain of Yale's team and claiming the 2008 ICSA Singlehanded Championship; and Cy Thompson winning the 2009 ICSA Singlehanded Championship for his alma mater, Roger Williams.
- Qualifying one Laser sailor for the 2008 Olympics.
- Fielding an Optimist team that finished 3rd at the Opti Worlds and 3rd in Team racing at Opti worlds.
- Placing 2nd at the Optimist Worlds and winning the Optimist South American Championship.

Topping the list of the many factors that Canfield cites for the success St. Thomas Yacht Club's junior sailing program are making sure the kids have fun sailing, having a great group of role models and fantastic year-round sailing conditions.

**B**efore Bill Canfield signed on as manager of the St. Thomas Yacht Club he had been involved in every yacht club committee imaginable. A member since 1975 and a past commodore, Bill has been the club's manager for the past three years.

Wearing the hat of member, volunteer, past commodore or manager, Bill's intentions are in the right place. "Sometimes it's hard to take direction, and sometimes a good compromise works best," Canfield says. He wants to improve the club and is very proud of its accomplishments.

Imagine a 350-member club on a 13-mile long by four-mile wide island with a population of approximately 50,000 laying claim to the following:



Antilles Team medal winners at the High School Team Racing Nationals in Martha's Vineyard  
L to R: Standing: Mimi Roller, Taylor Canfield, Sarah Burks, Thomas Barrows, Cy Thompson;  
Kneeling: Nate Rosenberg, Hugo Roller and coach Rob Upson

PHOTOS COURTESY OF CHRISTINE THOMPSON, ST. THOMAS YACHT CLUB



Bill Canfield, watching the racecourse

For a number of years, Christine Thompson, Shep Barrows and Canfield pushed the junior sailing program along with what Canfield refers to as “the Tom Sawyer approach to sailing – you do it because you love it, not because you have to.” Canfield is a bit despondent over the growing “coach-oriented approach to sailing.”

As for the role models, the list is long. “The club is open to all. The kids know all of the good sailors. They are great people to emulate.” Peter Holmberg, the winner of the U.S. Virgin Islands’ only Olympic medal and winning America’s Cup skipper, tops Canfield’s list. The late Carlos Aguilar says Canfield, “pretty much adopted any junior sailor he found at the Yacht Club.”

“From Rudy Thompson, one of the first charter boat captains in the islands; Dick Avery who practically invented the bareboat charter industry to Henry Menin – the kids knew and went sailing with them. They remember sailing with Henry Menin and doing 360s with their spinnakers up.”

One of Canfield’s unsung heroes is Dick Johnson. As president of the Virgin Islands Sailing Association, Johnson was instrumental in getting ISAF (then IYRU) to accept the Laser as an Olympic class. “It was great for small countries who couldn’t afford fleets of expensive boats. Even the smallest countries could have a hope of competing in the Olympics.” Notes Canfield, the US Virgin Islands has had a sailing team at every Olympics since 1968, except 1984.

Canfield sees a great future for St. Thomas Yacht Club’s crop of college sailors and for Ian Barrows, who has sized out of the Opti and is moving on to the 420 and Laser. He also applauds his club for continually developing and hosting internationally-acclaimed events such as the first Sunfish World Championships, Rolex International Regatta and the Carlos Aguilar Memorial Match Race Championship.

The junior sailing program has become Bill Canfield’s pride and joy, as it has for other club members. He beams when he sums it all up. “St. Thomas Yacht Club has produced sailors in the past five years that have accomplished things that no other US yacht club has accomplished. The club has beaten the whole US as a nation on many occasions. The rest of the sailing world has incredibly high respect for these accomplishments.”

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

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# “DO THE ISLANDS MOVE AROUND?”

BY JEANNIE KUICH

A charter guest asked me this peculiar question while we were sailing through the Narrows between Tortola in the British Virgin Islands and St. John in the U.S. Virgins.

“Ahh..no, they’re anchored,” I replied. Later I pondered the truth of that after studying some early charts of the American (USVI) and British Virgin Islands (BVI). If you refer to the modern coordinates of St. Thomas and St. John in the USVI as you study these excerpts from four earlier charts, you’ll understand why.

## TODAY’S COORDINATES ARE:

St. Thomas: 18°21’ N, 54°57’ W.

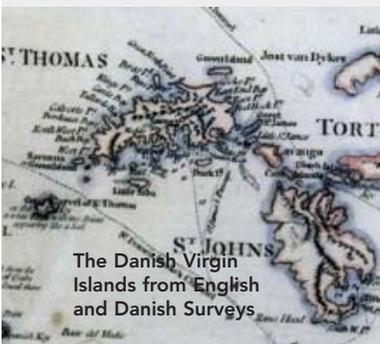
St. John: 18°21’ N, 64°44’ W.

## CHART NO. 1:



St. Thomas: 18°22’ N, 67°54’ W.  
St. John: 18°18’ N, 67°45’ W.  
Chart No. 1, an inset entitled “Carte Particuliers Des Isles Des Vierges” from Carte Reduite Des Isles Antilles dated M.DCC.LVIII or 1758, shows both St. Thomas and St. John almost three degrees further west. It is remarkable that the French survey was that close since the sextant was not developed until 1757 nor was John Harrison’s chronometer until 1764.

## CHART NO. 2:



St. Thomas: 18°20’ N, 63°35’ W.  
St. John: 18°07’ N, 63° 22’ W.  
Compare the coordinates of chart No. 2, “The Virgin Islands From English and Danish Surveys” by Thomas Jeffreys, Geographer to the King, dated 1775. Both islands have moved toward the east and St. John has taken a dive south. Chart

No. 2 includes interesting notes showing why some islands have acquired their names. Under the chart’s section of “Peculiar Names,” just east of Cabo de San Juan or Northeast Point “(Porto Rico)”, Jeffreys tells us about “La Cagada or Beshut Island, so named from the Fowls Dung; The Tropick Keys (west of Culebra), so named from the great number of Tropick Birds breeding there; Bieque or Crab Island, formerly Borequem, so called from the quantity of Crabs that

are found there; The Carvel of St. Thomas (Sail Rock) or the Hoy, a white Rock with two Points appearing like a Sail.”

Jeffrey’s chart shows that Drake’s Channel starts from northeast of Puerto Rico down past Little and Great Passage Islands (the Culebras) and splits off to round St. John and swing past Witch Island (Flanagan Island) to starboard to enter the channel whose original name was “The Virgin’s Gangway of the Freebooters Properly,” but also referred to as “Sir Francis Drake’s Bay.”

## CHART NO. 3:



A Chart of the Antilles, or Charibee, or Caribs Islands, with the Virgin Isles

St. Thomas: 18°23’ N, 54°10’ W  
St. John: 18°10’ N, 64°57’ W

A mere nine years later we find chart No. 3, “A Chart of The Antilles, or Charibee, or Caribs Islands, with The Virgin Isles” by L. S. De La Rochette, dated MDCCLXXXIV and published by Wm.

Fades, Geographer to the King, Charring Cross, March 1st, 1784.

His notes give us a peculiar and little known distinction between the Windward and Leeward Islands: “From the Situation of the Caribs Islands, compared with that of the Westernmost Isles of the Mexican Gulf, they are named (the Windward Charibbees) by the Spaniards, as well as the French, the Dutch and the Danes, whereas the English, who consider the position of those Islands respectively to Barbados, gave them the name of Leeward Charibbee islands.” On this chart both St. Thomas and St. John have moved slightly north with a jaunt toward the west.

## CHART NO. 4:



St. Thomas: 18°22’ N, 64°57’ W  
St. John: 18° 21’ N, 64°47’ W

Finally we skip 37 years to chart No. 4 dated in 1821, “The Virgin Islands, Trigonometrically Surveyed and adjusted by accurate Astronomic Observations with

insets of Road Harbour, Tortola and the Harbour of St. Thomas. Here, the islands of Great and Little Passage sport the modern

names of Culebra and Culebrita. Bieque Island is now Vieque Island and the name of Sail Rock is added to Bergantin or Carvel. But Flanagan Island has switched names from Witch Island to Flanagan or Flemingham Island, while Pelican has become Witch Island. While clearing up the confusion between the names of Flanagan and Pelican, the chart is almost-spot on

with St. Thomas and St. John coordinates.

To add to the confusion, satellite photos show: St. Thomas: 18°18' N, 64°54' W, or slightly south and east of its position on the chart.

Perhaps my guest's question wasn't so dumb after all!



## HIGH SCHOOL CLASS TAKES 'FIELD TRIP' INTO INTERNATIONAL ROLEX REGATTA

BY CAROL BAREUTHER, RD

**H**otshot Caribbean sailors and visitors alike thrill to sail in a major event like the International Rolex Regatta. For a group of high school students, all enrolled in the Introduction to the Maritime Industry course at the Ivanna Eudora Kean High School on St. Thomas, it was the field trip of a lifetime.

Instructor and avid sailor Stan Lorbach tells of the serendipitous entry into Rolex. "We keep our 30-foot training boat, *Winds Glory*, at American Yacht Harbor. When the marina was re-arranging slip space to accommodate boats arriving for Rolex, they couldn't find a slip to move our boat to that had a deep enough draft. Bill Canfield at the St. Thomas Yacht Club offered to let us put the boat on a mooring at the Club."

Each day, morning and afternoon, the students would walk through the yacht club en route to their floating classroom. A group of men who regularly socialize at the club struck up a conversation with Lorbach and the students one day and the talk ended in the men's offer to sponsor the class's entry fee into Rolex. After the club paid for *Winds Glory* to be measured for its required CSA rating certificate, the class was set to sail – almost.

First came some hands on training. "As a group we worked over two weeks to replace all the stanchions and refitted them with new lifelines to make sure the boat was safe to race," says Lorbach. "The students did virtually all of the work themselves. Then, we got in three practices before the regatta began. Most of the students were new to sailing, let alone racing."

One student, Jamal Industrious, whose family owns a boatyard specializing in powerboat repair, did have a bit of boating experience and drove *Winds Glory* upwind, while Lorbach sailed downwind.

"I'd never sailed before, but it was a lot of fun," says Industrious. "There's not as much speed in a sailboat as in powerboats, but what I liked about racing in the Rolex was that we got to watch some really pretty boats and it brought our class closer together because we had to work together."

One of the highlights in many Caribbean regattas is earning a bright red Mount Gay rum cap. These were among the freebies in the "goodie bag" at Rolex.



PHOTO BY DEAN BARNES

Eudora Kean kids at the Rolex International Regatta

"I gave a red hat to each of the seniors and had one left over," says Lorbach. "I told the students the last hat would go to the sailor who showed leadership or perseverance or who demonstrated real determination. In the end, it went to our lone sophomore, Kenrick Brown. He was seasick all the first day, but he was right back out there and ready to go the next."

The Marine Action Group (MAG) and Virgin Islands Department of Education fund the Introduction to the Maritime Industry course. St. Thomas sailor Paul Davis, of *Mag 7* fame, donated *Winds Glory* to the two-year-old program, and Chris Curreri, a fellow islander and owner of the successful IC-24, *Brand New Secondhand*, was the course's first instructor.

"The main goal of the program is to interest local high school students in a marine trade or profession," says Lorbach. "That could be everything from painting and sail making to training to be crew on the charter yachts."

A marine profession is exactly why Industrious joined the class. "I plan to enter the U.S. Coast Guard," he says. The class, which has a pre-requisite of basic swimming, CPR and first-aid, teaches skills from boat handling and navigation to boat repairs.

In the future, Lorbach plans to get a dinghy-building project underway. "By doing this," he says, "I think we can develop whole new skill sets, increase the class size and hopefully expand the program to other schools in the territory."



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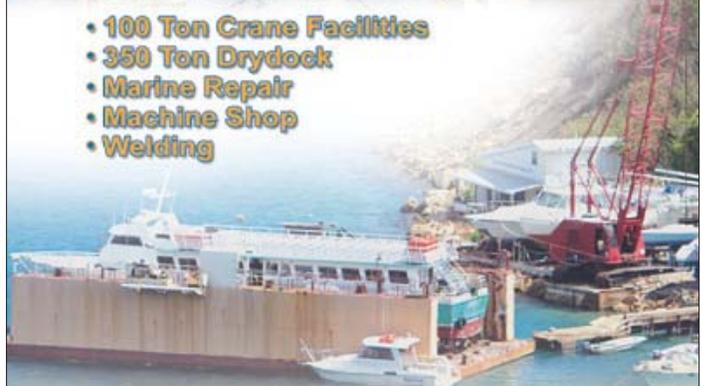
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# BEHIND THE SCENES **STORIES**

## DOUBLE THE FUN AT BVI SPRING REGATTA 2009

BY CAROL M. BAREUTHER, RD

**T**here's more fun to Caribbean regattas than simply who won and why. This year's BVI Spring Regatta, sailed April 3 to 5 out of Tortola's Nanny Cay Marina, highlighted this fact. The behind the scenes stories in many of the classes proved just as exciting as the racing.

### BATTLE OF THE NATIONS & TEAM SPIRIT

The BVI Tourist Board started a tradition a few years back to host teams from the destinations where overseas tourist offices are located to race in the Bareboat Class. Teams represented Puerto Rico, Italy, North America, Europe, the UK, Holland and the BVI for 2009.

"This is a great concept," said Puerto Rico's Pedrin Colon, who skippered Puerto Rico II to a fifth in class. "It would be fun to eventually have an entire class made up of teams from around the world. Talk about international racing."

Team Germany finished third in their class. "We had a great time," said Rouven Dresselhaus, crewmember on Team Germany. "Three of our team members knew how to sail, the rest of us were novices, but we learned quickly."

There were two teams that raced with an extra special mission – Sail Army 1 and Sail Army 2. "We did a tour in Afghanistan last year," said Chris Lait, helmsman for Sail Army 2 and a member of the British Army. "Part of our cycle of training is to get rest and relaxation after being overseas, and do something that strengthens self reliance. Both teams approached the racing differently...everyone had the right spirit."

### TIEBREAKERS RULE

An incredible three classes – Spinnaker Racing D, Jib & Main and Bareboat A – were decided by tiebreakers. BVI veteran sailor, Dr. Robin Tattersall, sailing his classic Modified 30 Square Meter, *Diva*, won his Jib & Main Class, on just such a decider. "It was an amazing display of very different makes of boats," he said. "The top six boats in the class were often seconds apart. What it means is good sailing and that the ratings work."

### WHAT'S HAPPENING IN THE ICS

Competition was fast and furious in the IC-24 class, yet less than a dozen boats were on the line. "Interest has fallen off a bit, but I think it's starting to come back," said the BVI's Alec Anderson, who skippered *Intac* to a fourth place finish.

Fellow islander, Colin Rathbun, who won aboard his *Lime*, agreed. "It was great to get the guys from Puerto Rico and the USVI over here sailing, and attract the likes of a sailor

Chris Thompson (St. Thomas) and his J/27, *J-Walker*, with Jim Jamison on foredeck, class winner by half a point



PHOTO BY DEAN BARNES

Close sailing on the water and on the scoreboard for St. Croix's *Devil 3*



PHOTOS BY DEAN BARNES

from the UK that placed 4th at the J/24 Worlds last year. Locally, we've started racing every Saturday night. There are half a dozen or more boats on the line and we invite everyone to come out and sail."

### BATTLE OF THE MULTIS

The BVI Spring Regatta is the only event in the northern Caribbean to host a Large Multihull Class. This year, five double and triple-hulled vessels signed up to race, but the Race Committee quickly subdivided the class into racing and cruising cats based on speed. The decision to split, said the BVI's Richard Wooldridge, who won aboard his Kelsel 47, *Triple Jack*, "meant we could do two races a day instead of one and that was great."

Wooldridge did have his work cut out for him. *Soma*, a Formula 40 trimaran owned by St. John's Nils Erickson, smoked the class and finished by tying *Triple Jack* on points. "*Soma* is a speed fix, an adrenalin rush, sailing her is the ultimate drug," said first mate, Chris Hansen.

Meanwhile, St. Croix's Joe San Martin, who flew around the course in his Newick Teegull 23, *Team Piglet*, had this to say to his fellow competitors, "Next year, no more Mr. Nice Guy."



### FROM OLYMPICS TO BVI & BACK

Puerto Rico's Julio Reguero won the Racer-Cruiser Class aboard his J/105, *Umakua*, and he didn't even start the first race. That's what Olympic training will do for you. Reguero, who lost his leg in a motorcycle accident in 2001, pursued a Para-Olympic sailing campaign in 2008 in the 2.4 dinghy. He's sights are now set on training for 2012.

For full results, visit: <http://bvisr.result.vg/public/regattaindex>

## CLOSE FINISHES IN 2009 CAPE AIR C.O.R.T. SERIES

Three regattas, seven days of racing, and still it came down to the wire to determine the winners in the 2009 Cape Air C.O.R.T. (Caribbean Ocean Racing Triangle) Series. This was especially true in Spinnaker Racing B. "It all boiled down to the final race on the last day," said St. Thomas' Chris Thompson, who helmed his J/27, *J-Walker*, to the win. "We won by only half a point – it was that close."

The Performance Cruiser Class had some suspense of its own. St. Croix's Tony Sanpere, skippering his J/36, *Cayennita Grande*, explained, "We beat them (third place finisher, *El Presidente*) in St. Croix and they beat us in Culebra. BVI was the decider."

Fifteen boats competed in the Series that included the

St. Croix International Regatta, Culebra Heineken International Regatta and BVI Spring Regatta.

In other classes, St. Croix's Stanton brothers won Spinnaker Racing A aboard their Melges 24, *Devil 3*; BVI veteran sailor, Peter Haycraft, driving his Sirena 38, *Pipedream*, topped the Racer-Cruiser Class; the BVI's Colin Rathbun won the IC-24 Class on *Lime*; and St. John's Steve Schmidt led the Jib & Main Class aboard his Santa Cruz 70, *Hotel California*.

First place winners received two round-trip tickets to anywhere in the Caribbean Cape Air flies. "We invite everyone to come out and go island-hopping with us next year," said Series director, Angel Ayala. For full results, visit: [www.sailcort.com](http://www.sailcort.com)

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# TENDING TOMORROW

JOST VAN DYKE'S PRESERVATION SOCIETY

BY JAN HEIN

Weyson Ali Hatchett (left) and Cecil Chinnery



PHOTOS (LEFT AND BELOW) COURTESY OF SUSAN ZALUSKI AND THE PRESERVATION SOCIETY



The average visitor to Jost Van Dyke sails in, drops a hook from a chartered vessel and heads ashore to one or several of the legendary beach bars; that's why they go there. Little do they know that buried behind those hot spots are the remains of a fort, an 18th century farmhouse, an antiquated turtle kraal pen and the ruins of a sugar works. Hidden in the hills is an unlikely history that, thanks to a small but mighty organization, is now being retrieved and retold.

The Jost Van Dyke Preservation Society, formed in the last decade, is busy bringing to fruition several lofty goals with funds donated by businesses and individuals for a variety of projects. Society members, along with the community they represent, want to hand their island to the next generation with all the historical and ecological pieces intact.

It all began when the host of Jost, Foxy Callwood, was making his wishes known one day to a gathering of customers at his Tamarind Bar, telling them about the island he's known for well



Rolling the boat last spring

over half a century, its problems and potential. One guest took the hat off Foxy's head and passed it around until it returned to him bearing \$50. Foxy matched it and announced, "Now I got public funds, I gotta do something."

From that simple beginning a small group worked informally for several years until forming into a BVI Not-for-Profit Organization in 2003. Two years later they became JVDPS Inc, a 501C-3, in order to help donors receive tax benefits and to open up new funding doors.

The first major undertaking has been the construction of an island boat to rekindle an awareness of traditional boat building and sailing skills, an industry that died in the BVI decades ago. Foxy

spoke of those old vessels, "I wark on de botes, on de sloops, sailin to Sen Thomas. We take dem cows, goats, chickens, what eva we had to sell. De market was dere wid da butcha. Sometimes we haul charcoal dat was made right ere." Trade for the sloops with the US islands ended abruptly when the FDA banned the import of BVI livestock. "Dey say our cows got a dis-ease and we can't take dem dere any more." With a sly smile he added, "But dose people, dey could come ere and eat our beef."

One project will classify flora and fauna on land and in surrounding waters



PHOTO COURTESY OF SUSAN ZALUSKI AND THE PRESERVATION SOCIETY

so far uncovered several resident bats, snakes, frogs, numerous stands of lignum vitae and some rare plants. IRF will document all habitats, ecosystems, historical sites and pollution issues. Project Coordinator Rosemary Delaney-Smith will share the information through newsletters, community meetings and educational presentations.

The knowledge will allow the 200 plus residents to carefully guide their future. "The community can decide what they want to work on, what's the biggest problem," explained Zaluski. "Maybe it's the invasive lionfish or solid waste." There're also issues with too many mongooses, erosion and garbage-fouled mangroves.

To hand it to the next generation, JVDPS is supporting educational projects locally as well as sponsoring teachers and students to attend workshops on other Caribbean islands and in the United States. The Society's office in Great Bay houses a growing library that one day will segue to an Information Center. Zaluski summed it up, "Jost Van dyke is more than a beach bar; there's more here than meets the eye. Even for people who've been coming here for years, there's a lot they don't know about the place."

If you want to learn more, sail in, drop your hook and head ashore to visit the office and the boat project or visit them online at [www.jvdps.org](http://www.jvdps.org)



Foxy's memories of the now extinct boats were the motivating force that got the Preservation Society under way. Initial efforts to build the likes of a 23' Tortola Sloop were scuttled and replaced by plans for a JVD 32, a much grander vessel that, when complete, will sail the waters of the BVI and have the ability to travel internationally as well. In four years, that boat, *Endeavor II*, has emerged through the efforts of its design team, a project manager and a coming and going class of BVI students. Teachers and students lofted, framed, planked and sheathed her, built the mast and rolled her over, each step taken with an ebb and flow of donations.

*Endeavor II*, under construction in the field behind the Tamarind Bar, has a traditional heart and soul but the body and character of a modern vessel. When complete it will be used for sail training, marine sciences education and cultural demonstrations.

The latest undertaking of the Society began in 2008 with a competitive grant from the UK's Overseas Territories Environment Program written by JVDPS's director, Susan Zaluski. Those funds are supporting a project to find and classify all species of flora and fauna on Jost Van Dyke and the surrounding waters. The information will establish what Zaluski calls, "A snapshot of what the environment looks like today."

Island Resources Foundation (IRF) based in Tortola, is conducting the field research that has

Student helper Jevon Reid of Tortola working with a planer to build the mast

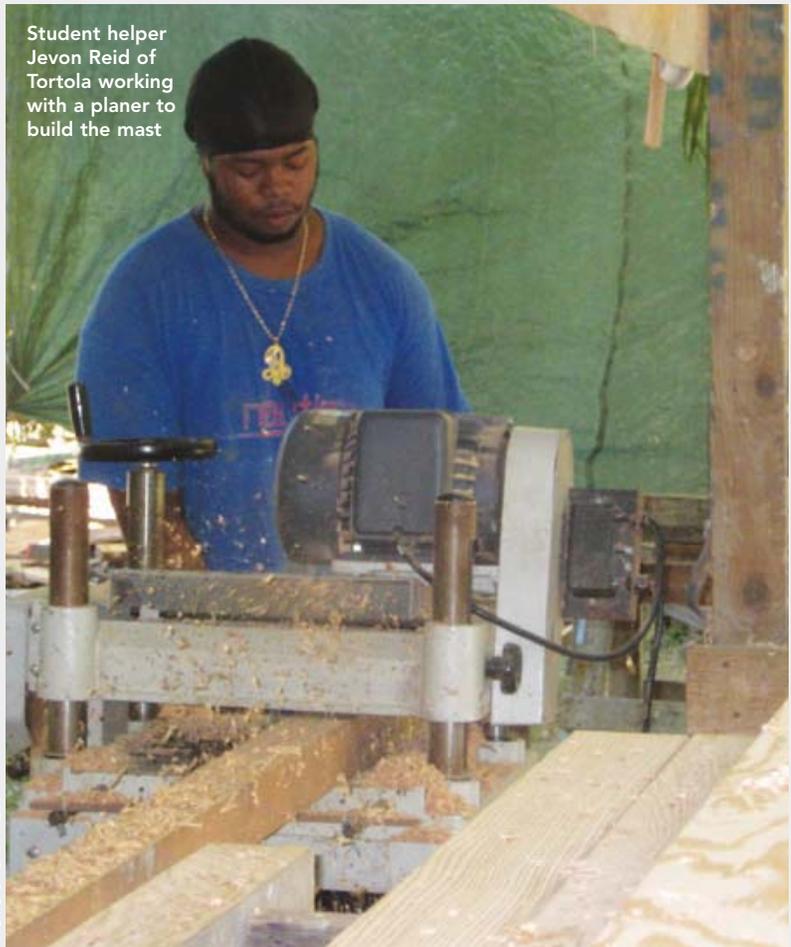


PHOTO BY JAN HEIN

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# DEAR SANTA, BRING ME A WATER MAKER!

BY CHRIS FLETCHER



Chris Fletcher, hauling water, at the helm of dinghy with his brothers

PHOTO COURTESY OF CHRIS FLETCHER

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Unlike most teens today, who dream only about fast cars, lots of money and no homework, I dream of owning a water maker. Over six years of living aboard a boat, not a single year has passed without me writing, "Dear Santa, bring me a water maker!"

The decision of how to get fresh water is a fairly major one in a boater's life. You can choose to buy your water from a local dock, along with bottled drinking water, or you can buy a reverse osmosis (R.O.) water maker. There are three main factors to consider and calculate when making your decision: costs, health and environmental impacts, and convenience associated with each of the two methods.

Wait a minute—what about electricity production? During the course of my interviews, I discovered that through various methods of power production, most boaters already had ample power to run a water maker. The only additional cost was the extra fuel for the generator.

The first, and probably most important, step in selecting whether or not to buy one is calculating the costs and savings. Determine your average weekly water consumption, multiply by the rate you pay, then add in all additional drinking water costs. Multiply this figure by the number of weeks you spend on your boat each year and then multiply it again by five to get your water costs over a five year period, the average life span of a water maker.

Search for water makers which would provide you with the same amount of water per week that you currently require. You should consider how many hours you currently operate a power-supplying device when deciding the size of water maker to purchase. To this cost you must add in upkeep and additional fuel cost, if any. Count on buying eight pre-filters each year and a new membrane every two years; in addition you will need to buy pickling solution for each time you leave your boat for over two weeks.

You can now compare the two prices over the five year period. Below is a quick reference guide to water usage and savings based on interviews with boaters in the BVI. Per this data, all of these users in the BVI would benefit from an individual RO plant, both in the wallet and the back (by not hauling water).

The second factor is to consider the health and environmental effects of bottled and R.O water. Most studies show that all water MAY be harmful to your health, depending on the water source. For example, according to the US National Resource Defence Council, 22% of bottled water contains above limit amounts of toxins and chemicals. In addition, there are growing concerns over chlorination of regional water supplies, as well as possible contamination of water from the plastic containers themselves.

R.O. produced water eliminates any possible biological hazard, leaving only the possibility of metal contamination from a poor water source. In addition, the environmental toll of manufacturing, transporting, and disposing of water bottles through incineration or landfills is high. The NRDC says that together these two factors cause thousands of tons of global warming pollution to be released into the atmosphere. The environmental and health concerns are quite clearly in favour of individual RO systems replacing the purchase of bottled water.

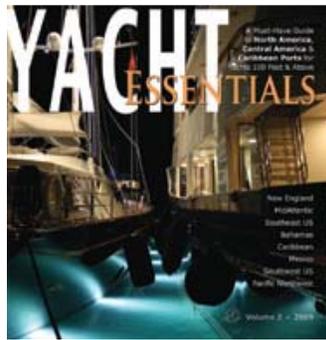
The third and final factor to consider is the convenience provided by each method. This is a no-brainer. Really, who enjoys leaving a beautiful anchorage in order to haul jugs of water in the dinghy or make a side trip to a marina or fuel dock in search of water?

Once you have weighed each of these three factors, you will be able to make a reasonable decision on which method is best for you, your environment, and your wallet. As for me? I'm still waiting on Santa. 

*Christopher Fletcher is a 10th grade student at Cedar International School, Tortola, BVI who lives aboard a boat.*

Boater type	Dock water gal./wk.	Bottled water gal./wk.	Buying water*	Water maker GPH	Water maker†	Savings~
Cruiser	85	5	\$6,793	8 (WSH)	\$4,798	\$1,994
Cruiser	140	10	\$11,050	24 (AM)	\$6,588	\$4,462
Cruiser	155	15	\$13,715	12 (AM)	\$5,333	\$8,382
Cruiser	210	14	\$16,575	24 (AM)	\$6,588	\$9,987
Cruiser	280	19	\$22,100	24 (AM)	\$6,887	\$15,212
Week charter 10 people	400	50	\$39,000	12 (AM)	\$11,054	\$27,946

\*Based on current BVI dock purchase at \$0.25/gallon, and bottled water price of \$1/gallon  
 †Based on purchase, installation, generator fuel costs and maintenance of an appropriately sized systems from Aquamarine, and the Water Supply House  
 ~Net savings over a 5 year period



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# 2009 ANTIGUA CLASSIC YACHT REGATTA

## THE TALL, THE SMALL, THE OLD, THE NEW

ARTICLE & PHOTOS BY JEANNIE KUICH



(Foreground first:)  
Kate, then left to  
right: *When and If*,  
*Eleonora*, *Heron*

**A**re you a boat whacker or a boat caresser? It seems to depend upon your sex and the sex of the boat. If you're a man, you generally tend to whack male boats and caress female boats; if a woman, you generally caress either sex.

At the 2009 Antigua Classic Yacht Regatta conducted off Falmouth Harbour April 16 to 21, there appear to be more female rather than male entries, perhaps because when most of these boats were built in the last century, the emphasis was on beautiful, curvaceous lines. The two J-boats, *Ranger*, a male and *Velsheda*, a female, illustrate the differences in sex according to this author.

*Ranger* appears to have a more hefty hull with a bulldog protruding lip at the bow which suggests more brute power, while *Velsheda* has a long, lean, graceful pointed bow and appears daintier.

Racing against them was the Dijkstra staysail schooner *Windrose* of Amsterdam, a male which exudes power suggested by all her deck gear and her rig, while *Eleonora*, a Hereschoff gaff schooner of similar size, is one of the most stately, graceful and gorgeous queens ever built. Her array of petticoats is beautiful but not as fast as the J-boat sloop rigs.

A new contender in their class was *Rebecca*, a 140-foot German Freers ketch. Her simple, uncomplicated rig on a hull with not much sheer or tumblehome suggests a male. With a ketch rig *Rebecca*

*Continued on page 62*



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Continued from page 60

showed faster upwind speed than the J's but was slower on downwind legs, at least in the first two races.

A unique entry this year was *Veracity*, a 30-foot (male) Penzance Lugger originally built in 1903, sporting a bright lavender coat with her crew adorned in lavender trousers to match. With all red sails she was easy to spot and fun to watch when she was propelled by long oars and rowed into her place at the marina.

This year the 67-foot long, lean Nygren M Class yawl *Galetea*, a female, celebrated her 110th birthday, seemingly as beautiful today as she was when first built.

Another heart-stopper, built in 2006 in St. Kitts, is the feminine *Kate*, a 60-foot gaff 12-meter cutter which always puts photographers in a tizzy.

Two other entries have interesting histories: *Alexander Hamilton*, a (male) 46-foot gaff schooner, originally built by Neil Lewis of St. Thomas, was in the charter trade in the 60s, hit a rock and sunk, raised and sold only to pine away in a boat yard, then resold, resurrected and rebuilt as a hefty workboat today.

*When and If*, a 64-foot Alden schooner and stout old lady built in 1939, was owned by General Patton. Evidently he became exasperated at the yard's slow progress of building her. When asked by them what he would name her, he retorted: "When and if you ever get this blankety-blank boat built, then I'll decide what to name her!"

For more event information [www.antiguaclassics.com](http://www.antiguaclassics.com) and for race results: [www.yachtscoring.com/emenu.cfm?eID=248](http://www.yachtscoring.com/emenu.cfm?eID=248)



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**Classic Class C**  
*Isis of Bosham*, Jim Child

**Classic GRP A**  
*Winsome*, Don Ward  
**Classic GRP B**  
*Calypso*, Reg Murphy

**Spirit of Tradition Class A**  
*Velsheda*, Tarbat Investments

**Spirit of Tradition, Class B**  
*Vortex*, Brooklin Boat Yard

**Traditional Class A**  
*Ocean Nomad*, Eli Fuller  
**Traditional Class B**  
*Sweetheart*, Giorgio Baroneini  
**Traditional Class C**  
*Amanda*, Kevin Gray

**Vintage Class A**  
*Astor*, Richard & Lani Straman  
**Vintage Class B**  
*Mariella*, Carlo Falcone  
**Vintage Class C**  
*Infanta*, Tim & Josephine Blackman

*Veracity*



L to R: *Ranger*, *Rebecca*,  
*Velsheda*, *Windrose*





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# WORLD ARC YACHTS COMPLETE 15 MONTH CIRCUMNAVIGATION

FLEET GREETED ROYALLY IN MARIGOT BAY AND RODNEY BAY



Faraway skipper Luis Ferreira celebrates his circumnavigation

PHOTO BY CHRIS HUXLEY

**T**he inaugural World ARC cruising fleet, comprising 37 yachts from 13 nations that set off from St. Lucia in January 2008, returned to the island at the end of March 2009—15 months and 23,000 nautical miles after the World ARC commenced.

Participants were warmly welcomed to The Marina at Marigot Bay the weekend of March 26 to 28 before the final leg of the World ARC. “We loved it here in Marigot Bay so much when we visited in December 2007 that we had to come back,” said one of the ARC participants.

Activities included a local food tasting on Thursday evening in the Marina Village and a barbecue night at Discovery at Marigot Bay.

The World ARC fleet then gathered together for one last time for the 10 nm journey up from Marigot Bay to Rodney Bay, St. Lucia and the official finish. A Parade of Sail took the yachts to their final destination at Rodney Bay Marina, where their adventure began back in January 2008.

Falling in line-astern, 17 circumnavigators were joined by local yachts from the St. Lucia Yacht Club to shepherd the fleet around Castries Harbour and then across a symbolic finish line laid in Rodney Bay. Each yacht was greeted by loud hoots and cheers from well wishers, signifying the end of their round the world voyage.

The World ARC yachts visited 16 countries and several off-lying dependencies, 33 official stop-over ports and many more islands and anchorages around the globe. Crews benefited from the safety net and camaraderie of the rally on open ocean crossings while being able

Windflower II approaches the symbolic finish line in Rodney Bay



PHOTO BY CHRIS HUXLEY



PHOTO BY CHRIS HUXLEY

As the sun set over Rodney Bay, crews gathered at the beachside Royal St. Lucian Hotel to mark the end of the rally in style. Guests of Honour at the celebration included Laurie Barnard, Chairman of the St. Lucia Tourist Board, and James Hepple, Consultant to the Tourist Board. Dr. Hepple thanked the skippers and crews for helping to make St. Lucia a premier centre for yachting tourism, and congratulated them on their achievements. The skippers and crew were then welcomed on stage by Andrew Bishop, Managing Director of World Cruising Club, who presented each with a commemorative plaque, a trophy and certificate of achievement to mark the voyage around the world. The final prize of the evening was awarded to David Holliday of *Kealoha 8 (Oyster 72)*, for winning the overall competition within the rally.

to independently explore in cruising areas, including remote islands and anchorages in the South Pacific, Indian and Atlantic Oceans. A team from event organizers World Cruising Club (WCC) was with the rally in each stopover to provide assistance.

For the final ocean passage, yachts sailed from South Africa to Brazil via St. Helena. The organizers' choice to route the rally via South Africa proved timely when pirate attacks off the coast of Somalia caused Lloyds of London to withdraw insurance cover in the Red Sea.

On behalf of the participants, Holliday said, "World ARC has been a wonderful experience and I would not have done this voyage without being a part of the rally. I want to thank World Cruising Club for helping me achieve my dream."

*Report compiled from information provided by the World Cruising Club and The Marina at Marigot Bay*

## WORLD ARC 2010

The next World ARC will sail from St. Lucia in January 2010 and already has 33 yachts from 12 nations entered. The rally will follow a similar route to 2008, circumnavigating via Panama, Australia, South Africa and Brazil, avoiding South East Asia and the Red Sea region.

Routing and weather advice is provided for yachts at sea and daily positions are tracked via the rally website. World ARC yachts are also eligible for free entry in World Cruising Club's ARC and ARC Europe transatlantic rallies for those wishing to

start and finish in Europe.

The rally is open to monohulls with a minimum LOA of 40ft (12.19m), and multihulls between 40ft (12.19m) and 60ft (18.29m). Minimum crew requirement is two people onboard each yacht. A range of safety and communications equipment must be carried including, but not limited to: a life raft, EPIRB, offshore flare pack, two lifebuoys, two manual bilge pumps, emergency steering and emergency grab bag.

*Details: [www.worldcruising.com/worldarc2010/itinerary.aspx](http://www.worldcruising.com/worldarc2010/itinerary.aspx)*

# GRENADA ROUND-THE-ISLAND RACE SURPASSES EXPECTATIONS

NEW SAILING RECORD, PARTY ATTENDED BY OVER 1,000 PEOPLE



Eleven boats competed in Saturday's Grenada's circumnavigation



First place and a new record for John Burnie and *Horizon Region Guadeloupe*

PHOTOS BY JOSHUA YETMAN COURTESY OF GRENADA ROUND-THE-ISLAND RACE

The seventh annual Grenada Round-the-Island Race surpassed expectations this year with an expanded line up of activities, and organizers anticipate future growth into a regional and international event not to be missed.

Eleven boats competed in Saturday's around-the-island race. Sailors gathered at Port Louis on Friday evening for a skipper's briefing and cocktail party and were treated to breakfast Saturday morning before hitting the water bright and early at 8 a.m.

The traditional sailing event was energized this year with the entry of the *Horizon Region Guadeloupe*, billed as the fastest boat in the Caribbean. The trimaran did not disappoint – it shattered the old sailing record by almost two hours with an elapsed time of 3 hours, 54 minute and 2 seconds. (Read about a crew member's experiences in *All at Sea's* May issue, [www.allatsea.net](http://www.allatsea.net).)

Though some boats suffered mishaps that forced them to abandon the race, nine boats finished the day-long sail. *Horizon Region Guadeloupe* led the multihull category with *Genesis* coming in second with a corrected time of 451.62 minutes.

Category 5 took the lead in the racing class with a time of 376.38 minutes and *Boxxer* led the cruising class competition with a time of 408.67 minutes.

While sailors were racing around the island, a lively group of youth gathered at Grand Anse beach for fun in the water and on land. Children from the LIMES After School Program and Queen Elizabeth's Home for Children tossed water balloons, played lime and spoon relays and enjoyed face painting on the beach.

The Budget Marine Youth Sailing Exhibition displayed talented and energetic young people sailing. After several races, the overall Optimist winner was Shakeem Collins and the overall Laser winner was Micheal Mc Queen.

On Sunday the beach activities really heated up and a huge crowd gathered by the end of the day to enjoy the festivities. The weather was clear and warm but the water was cool and the food and drinks flowed while the music kept everyone grooving.

The first annual Bathtub Derby was a hit with everyone on the beach. Onlookers gathered along the shoreline and cheered



While sailors raced, kids played on land



1,000 people reportedly enjoyed activities during the race



as the home-made boats frantically paddled around buoys just off shore.

Delicious food was sold all day at A Taste of Grenada. Attendees enjoyed local treats such as oil down, fried jacks, fried bread fruit and macaroni pie from Gouyave and Victoria food vendors.

The Steel Band started off the day's musical entertainment around 3 p.m. with their light and airy Caribbean sound and the Baracuda Band closed out the evening with an energetic two hour set that lasted until after dark.

The Right Honourable Minister of Tourism, Peter David, speaking at the award-giving ceremony on Sunday afternoon said the Grenada Round-the-Island Race weekend was a great event for the people of Grenada and promised his full support for the event in years to come. [www.aroundgrenada.com](http://www.aroundgrenada.com).

Event report and photos submitted by Grenada Round-the-Island Race



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# THE FIRST CURAÇAO CHALLENGE

## A WINDSURF COMPETITION FOR ROOKIES AND DAREDEVILS

ARTICLE & PHOTOS BY ELS KROON

**T**he Curaçao Challenge, held over Easter weekend, put Curaçao back on the map as a windsurf destination! For four days, nearly 100 sails swished along the south coast in front of the Sea Aquarium Beach. Wet & Wild Beach Bar, home base for the event, was cloaked in the striking yellow shirts and hats of participants and supporters. During the closing BBQ and following prize giving ceremony on Monday, the new sailing festival was brought to a climax.

Race director Hans Allaert had a hard nut to crack, calculating and bringing results up after the races came to an end in the early afternoon. Meanwhile, organizer Hilde Tuinbeek thanked the many sponsors and put the 35 volunteers, who achieved the success for the 82 participants, in the spotlight.

Curacao Challenge was set up in record time. The idea found ground after the participation of several members of Windsurfing Curacao in international competitions, where they achieved excellent results. Due to frequent requests, the Windfreaks Association was established and, starting mid-January, organizers Hilde, Mayra and Roelof significantly put



Rounding the buoy

their shoulders to the realization of the well organized, versatile event.

Friday through Monday, ten slalom races were held both out at sea for the experienced windsurfers and in the safe breakwaters for the rookies. On Saturday a long distance race was organized downwind to the beach at the Marriott hotel. In the afternoon, windsurfers as well as the public on the beach could enjoy freestyle demonstrations on an international level by windsurfers from all ABC islands. World

Freestyle world champion Sarah-Quita Offringa poses with Sander van Beusekom, creator of event logo and signs



## ABOUT WINDSURFING CURACAO

The launch in 2006 of Windsurfing Curacao at the Spanish Water side of Caracas Bay Island gave new impetus to the local windsurfing activities, which had been in a sleeping mode following a boom in the eighties and nineties. Windsurfing Curacao, together with the recently established Windfreaks Association, breathed new life into the sport. It has seen a huge influx of both tourists and local youth and veterans since. Organizing the Curacao Challenge, an open ocean slalom windsurfing competition, was the result of the high demand for an international event.



All winners gathered after the ceremony

Insel Air representatives Janine Lee and Jurgen Lippinkhof were present every day. "The next 'Taty Frans' should be a windsurfer from Curaçao," Mulder said, referring to both the success of the Bonairean windsurfers and the potential present in the Curaçao youngsters. Frans, from Bonaire, was the winner of the high Open Class with eighteen highly competitive participants.

With the advent of Windsurfing Curacao, where the local youngsters can make a good start, the chance for global fame certainly exists. There are plans in preparation for participation in the Aruba Hi Winds, in the Pro Kids in Bonaire and the Cabarete Classic in the Dominican Republic, all highly classified competitions with international participants, during the month of July.

Champion Freestyle Sarah-Quita Offringa from Aruba surprisingly participated, having just returned from a Hawaii photo shoot and promised her full participation in the 2010 Curaçao Challenge.

Sponsors included supermarket Albert Heijn, Insel Air, Obsession Watersports, McDonalds and others. AH manager Rens Mulder and

surprised all present on the beach, as well as the passengers in the plane by performing two low flyovers during the prize giving ceremony on Monday. In conclusion, a "teaser" of a film composed by a three-headed camera team was shown. *For the teaser and race results:* [www.curacaochallenge.com](http://www.curacaochallenge.com).



Getting ready for the start out at sea, in front of Wet & Wild



# HEINEKEN REGATTA CURACAO CONTRACT EXTENDED TEN YEARS

SECOND EDITION SCHEDULED FOR NOVEMBER 6 TO 8, 2009

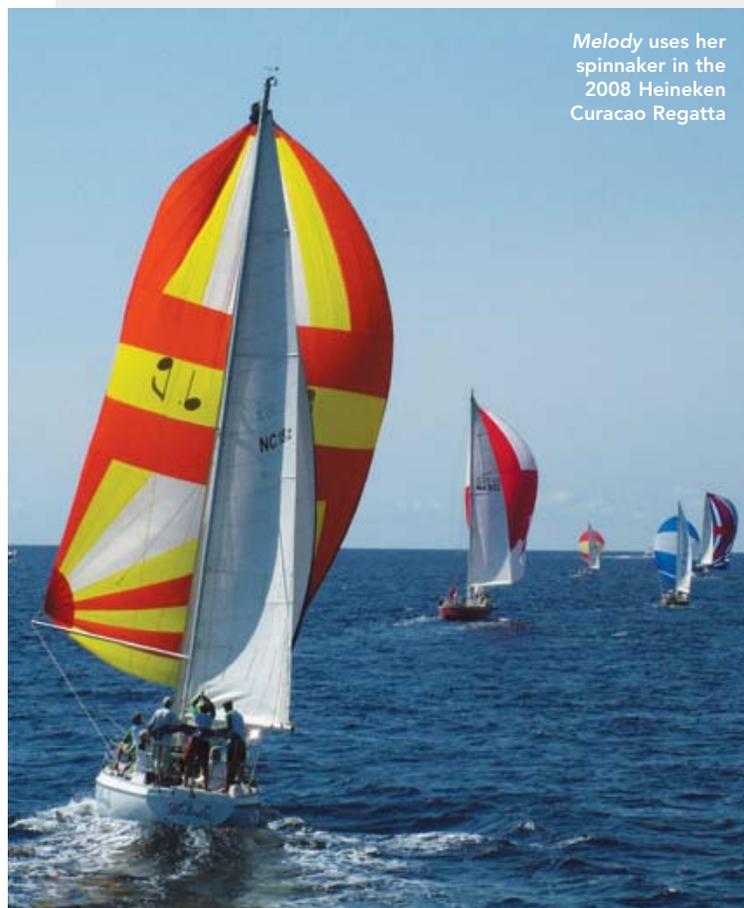
**A**fter a successful first edition of the Heineken Regatta Curacao in November 2008, the contract between the Curacao Sailing Festival and Heineken Curacao has been extended for another 10 years. The Heineken Regatta Curacao, with the slogan "Real Different," is here to stay!

This weekend is a unique experience for both sailors and the people of Curacao. The sailors are challenged with exciting starts and finishes in the Annabaai, located in the heart of the city of Willemstad, and by racing in exciting courses around the beautiful island of Curacao. The spectators can



The scenic Willemstad waterfront is a spectacular backdrop for the start

PHOTOS BY ELS KROON COURTESY OF THE HEINEKEN CURACAO REGATTA



Melody uses her spinnaker in the 2008 Heineken Curacao Regatta

enjoy this great sailing event from the Unesco world heritage site: the Handelskade. Here is also where the Heineken Regatta Village is built. Because of the spectacular starts and finishes of the exciting races in the Annabaai/Handelskade, spectators can closely see and experience all the action.

But the Heineken Curacao regatta is real different in another way. Everything that floats is involved in different classes. Not sailing yachts only, but also sunfishes, fisherman, micro boats, kite surfers and water skiers are part of the event. On Saturday night, people are treated to an amazing lighted boat parade.

During the nights, the Heineken Regatta Village becomes a premium concert area. Last year, people were entertained with performances of Green Synergy winner DJ Tico, Basic One and, as the main act on Sunday, the 'Queen of Soca' Alison Hinds, who made sure that this great weekend ended in style.

We are already preparing for the second edition of the Heineken Regatta Curacao on November 6, 7 and 8, 2009. Curacao Sailing Festival and Heineken would love to welcome you to the beautiful island of Curacao to experience this spectacular weekend. We have already contracted the international artist who will perform on Sunday, November 8th!!

For updates and further information, visit: [www.heinekenregattacuracao.com](http://www.heinekenregattacuracao.com) or e-mail [info@heinekenregattacuracao.com](mailto:info@heinekenregattacuracao.com)



Preview submitted by Heineken Regatta Curacao

# BREAKING A RECORD FOR A GOOD CAUSE

WINDSURFER TATY FRANS SETS THE BAR HIGHER FOR BONAIRE TO CURAÇAO

BY ELS KROON

On March 28, top windsurfer Elton "Taty" Frans from Bonaire sailed from Bonaire to Curaçao in only two hours and fifteen minutes, a new record. The attempt was also a fundraiser for windsurf legend and fellow islander Erwin Muller, who recently suffered a severe stroke.

Many years ago Muller was the first to bridge the 40 miles from Bonaire to Curaçao on a windsurf board in about four hours. Taty, who is considered the fastest windsurfer of the ABC islands, just needed a bit more than half the time to do the same.

The former fisherman and now dive master Muller awaited him on Zanzibar Beach, accompanied by Prime Minister Emily de Jong-Elhage and many supporters and media representatives. Taty didn't even show a sign of weariness after greeting all present on the beach.



Taty Frans in front of the Wet & Wild beach in Curaçao

PHOTO BY ELS KROON

"My first goal was to draw attention to Erwin's rehabilitation. That I broke the record is of minor importance," Frans said. De Jongh-Elhage fully agreed: "This is what sport is all about! Friendship, commitment and showing character is more important than the outcome of the game."

Three weeks before, Taty had to postpone the attempt because of the strong winds—not a problem for the windsurfer, but for the accompanying boats!

On March 28, winds were still strong and unpredictably coming more from the north than usual. "In optimal conditions Taty could have set the record within two hours without the now necessary jibes," windsurf master Elvis Martinus from Bonaire said. "At certain times Taty's speed was close to 35 knots!"

"We'll repeat the record attempt in the future" Frans added. "But for now it's important that Erwin gets well again soon. Thanks to organizers Ivo Stomp and Cedric Jones, we could raise some money to cover costs and give his wife the possibility to stay in Curaçao during his recovery, close to him. It's also a moral support."



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# B.E. ESMERALDA VISITS CURAÇAO

BY ELS KROON

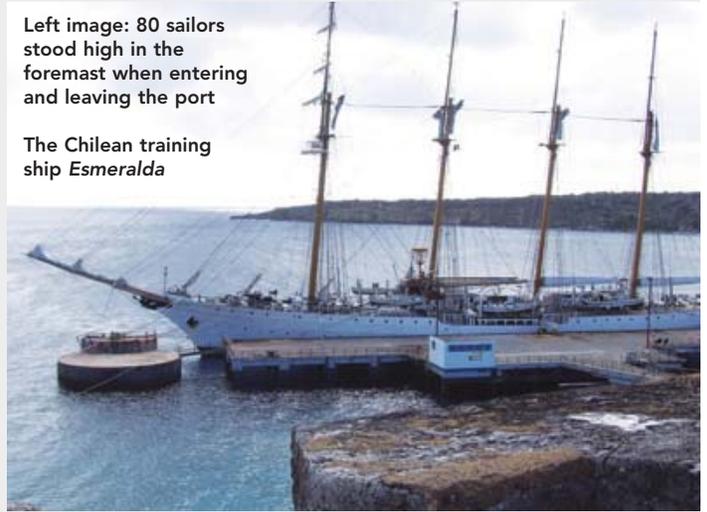
The Curaçao Sail Foundation again succeeded in bringing a tall ship to the port of Curaçao. B. E. *Esmeralda*, the Chilean naval training ship and the second largest four-master in the world, visited over the Easter weekend on her five month 2009 training cruise. It was the second time the *Esmeralda* sailed along the picturesque, colorful houses of Curaçao's Handelskade after she had been mooring in Caracasbay for the first night. It was 44 years after the first visit, as the black-and-white photo in the ships' promotional booklet shows. The *Esmeralda* left her home port of Valparaiso on March 15 with 334 crew. After Balboa (Panama) and Willemstad, she continued the 154-day journey that will take her on April 15th to Puerto Rico, Canada, the USA, Mexico, Jamaica (July 3) and via Colombia and Equador back to her home port on August 16th.



PHOTOS BY ELS KROON

Left image: 80 sailors stood high in the foremast when entering and leaving the port

The Chilean training ship *Esmeralda*

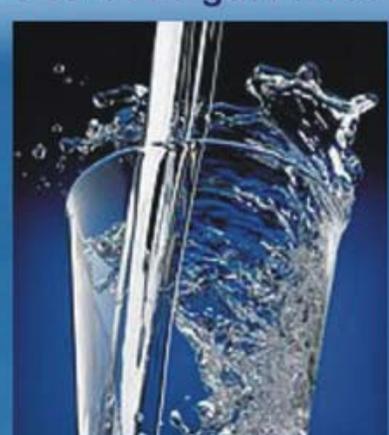


Thousands visited the eye catching vessel in Curaçao as the Sail Foundation took care of social events for the crew and official functions for Captain Pablo Lubascher and his officers.



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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>	599-767-9042	14'	150'	140	•	127/220	•	•	•	•	•	•	•	•	67	•
Dominican Republic	<b>Marina Zar Par</b>	809-523-5858	12'	120'	110	•	110/220 308	•	•	•	•	•	•	•	•	5	FREE
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	14.76'	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> <small>an IGY destination</small>	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> <small>an IGY destination</small>	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> <small>an IGY destination</small>	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> <small>an IGY destination</small>	284-494-2771	12'	200'	106	•	110/220/ 308	Cable	•	•	•	•	•	•	•	16/71	Hard- line 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> <small>an IGY destination</small>	284-495-550	10'	180'	94	•	110/220	•	•	•	•	•	•	•	•	16/11	•

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# EVENT CALENDAR

Please send future events for our calendar to [chris@allatsea.net](mailto:chris@allatsea.net). This month and next month's events are currently published here and at [www.allatsea.net](http://www.allatsea.net). Your specific area may or may not be shown based on identified activities for these months.

**ARUBA**  
7/1-6  
23rd Annual Hi Winds Aruba  
**Windsurfing** | [hiwinds-aruba.com](http://hiwinds-aruba.com)  
[info@hiwinds-aruba.com](mailto:info@hiwinds-aruba.com)

**BONAIRE**  
7/12-18  
IFCA slalom Pro Kids Jr. Worlds & Youth & Masters World Championships | **Windsurfing**  
[bonaireslalomworld.com](http://bonaireslalomworld.com)

**BRITISH VIRGIN ISLANDS**  
6/4-7  
3rd Annual Sea Ray Rendezvous  
**Powerboats** | [beyc.com](http://beyc.com)  
[binfo@beyc.com](mailto:binfo@beyc.com)

6/10-13  
7th Annual Viking Rendezvous  
**Powerboats** | [beyc.com](http://beyc.com)  
[binfo@beyc.com](mailto:binfo@beyc.com)

6/28-7/5  
Highland Spring HIHO 2009  
**Windsurfing** | [go-hiho.com](http://go-hiho.com)  
[racebvi@surfbvi.com](mailto:racebvi@surfbvi.com)

7/3-4  
18th Annual Firecracker 500 Race  
**Sailing** | [weyc.net](http://weyc.net)  
[mcmechanics@surfbvi.com](mailto:mcmechanics@surfbvi.com)

**CARRIACOU**  
7/26-8/3  
43rd Carriacou Regatta Festival  
**Sailing** | [carriacouregatta.com](http://carriacouregatta.com)  
[ccouregatta@spiceisle.com](mailto:ccouregatta@spiceisle.com)

**CURACAO**  
6/14  
Budget Marine Race | **Sailing**

**PORTO CERVO, ITALY**  
6/9-13  
Boat Intl Superyacht Regatta  
**Superyacht**  
[boatinternationalsuperyachtregatta.com](http://boatinternationalsuperyachtregatta.com)  
[victoria.lister@boatinternationalmedia.com](mailto:victoria.lister@boatinternationalmedia.com)

**GUADELOUPE**  
6/6-7  
Régate des Saintes  
**Sailing** | [triskellcup.com](http://triskellcup.com)  
[organisation@triskellcup.com](mailto:organisation@triskellcup.com)

6/20  
Guadeloupe Poker Run  
**Powerboats** | [atmosphere-antilles.com](http://atmosphere-antilles.com)  
[roger@atmosphere-antilles.com](mailto:roger@atmosphere-antilles.com)

**MARTINIQUE**  
6/20  
St. Jean Pursuit Race | **Sailing**

**NEWPORT, RI**  
6/23-26  
27th Annual 2009 Spring Charter Show  
**Boat Show** | [newportchartershow.com](http://newportchartershow.com)  
[info@newportchartershow.com](mailto:info@newportchartershow.com)

7/17-19  
Newport Bucket Regatta  
**Superyacht** | [bucketregattas.com](http://bucketregattas.com)  
[hank@bucketregattas.com](mailto:hank@bucketregattas.com)

**PALMA DE MALLORCA, SPAIN**  
6/24-27  
The Superyacht Cup Palma  
**Superyacht** | [thesuperyachtcup.com](http://thesuperyachtcup.com)  
[info@thesuperyachtcup.com](mailto:info@thesuperyachtcup.com)

**ST. CHRISTOPHER (ST. KITTS)**  
6/25-27  
13th Annual St. Kitts Music Festival  
**Music Festival** | [stkitstourism.kn](http://stkitstourism.kn)  
[info@stkitstourism.kn](mailto:info@stkitstourism.kn)

**ST. LUCIA**  
6/13-20  
SLYC Jr. Championship Series,  
Lasers & Optimists  
**Youth Sailing** | [stluciayachtclub.com](http://stluciayachtclub.com)  
[slycmembers@gmail.com](mailto:slycmembers@gmail.com)

6/14, 6/28  
SLYC Championship Series  
J24 & Big Boats  
**Sailing** | [stluciayachtclub.com](http://stluciayachtclub.com)  
[slycmembers@gmail.com](mailto:slycmembers@gmail.com)

7/12, 7/26  
Hurricane Series J24 & Big Boats  
**Sailing** | [stluciayachtclub.com](http://stluciayachtclub.com)  
[slycmembers@gmail.com](mailto:slycmembers@gmail.com)

**ST. MAARTEN / ST. MARTIN**  
6/6-7  
SMYC Laser Regatta | **Sailing** | [smyc.com](http://smyc.com)  
6/20-21  
North Sails Caribbean One Design  
Keelboat Championships  
**Sailing** | [tropicalsailloft.com/nsregatta.html](http://tropicalsailloft.com/nsregatta.html)

## FISHING TOURNAMENTS

6/1  
59th "Ernest Hemingway"  
Billfish Tournament  
**Cuba** | [yachtclub@cnih.mh.cyt.cu](mailto:yachtclub@cnih.mh.cyt.cu)

6/7-12  
26th Annual Treasure Cay Billfish  
Tournament (TCBT)  
**Bahamas** | [treasurecay.com](http://treasurecay.com)  
[info@treasurecay.com](mailto:info@treasurecay.com)

6/20-21  
The Kingfish Tournament  
**Trinidad** | [ttgfa.com](http://ttgfa.com)  
[info@ttgfa.com](mailto:info@ttgfa.com)

7/4  
Junior Angler Fishing  
Tournament  
**Trinidad** | [ttgfa.com](http://ttgfa.com)  
[info@ttgfa.com](mailto:info@ttgfa.com)

7/4-6  
2009 July Open  
**US Virgin Islands** | [vigfc.com](http://vigfc.com)  
[vigfc@islands.vi](mailto:vigfc@islands.vi)

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12°31'01.50"N | 70°02'15.00"W



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# THE DISH

## FUN IN THE SUMMER SUN

BY CAPTAIN JAN ROBINSON

Here are some great ideas for making the most of the season's plentiful fresh produce: ripe tomatoes, asparagus, and string beans—just a few of the vegetables available—and then there are all the stone fruits: peaches, apricots, nectarines, and plums. A little heat, a little sizzle!

### ASPARAGUS SPEARS WITH CITRUS-GINGER DIP

**Preparation time:** 15 minutes. **Cooking time:** 5 minutes. **Serves:** 4-6.

1 lb. asparagus	1 garlic clove, crushed
1/3 cup mayonnaise	2 tsp. Dijon-style mustard
1/3 sour cream	1 Tbsp. grated fresh ginger root
2 tsp. rice vinegar	1 tsp. soy sauce
2 tsp. orange juice	Salt and pepper to taste
1 tsp. grated orange zest	

Snap tough ends off asparagus. In a large skillet, bring about one inch of water to a boil. Add asparagus and simmer, uncovered, until barely tender, about four minutes. Drain and dunk in ice water until cold; drain, cover, and keep in refrigerator until serving.

In a medium size bowl, combine all remaining ingredients. Transfer to an attractive serving bowl, serve with asparagus spears or cover and chill until ready to serve.

### STUFFED TOMATOES WITH PEACHES, CORN, CUCUMBER, AND BASIL

**Preparation time:** 15 minutes. **Cooking time:** 5 minutes. **Serves:** 4.

4 ripe medium beefsteak tomatoes	1 cup corn kernels
2 ripe peaches, pitted & cut into 1/2-inch pieces	2 Tbsp extra-virgin olive oil
1 cucumber, peeled, seeded, & cut into 1/2-inch pieces	1 Tbsp fresh lime juice
	1/3 cup shredded basil leaves
	Garnish: sprigs of basil leaves

Slice off tops of tomatoes (about 1/2 inch). Scoop out the seeds and ribs and coarsely chop. Stir together chopped tomatoes, peaches, cucumbers, corn, oil, lime juice, salt, and pepper. Let stand for 15 minutes. Taste, add more lime juice if necessary. Stir in basil. Season inside of tomato shells with salt and pepper. Fill tomatoes with tomato mixture and garnish. Serve immediately.

### MEDITERRANEAN TURKEY BURGERS

**Preparation time:** 15 minutes. **Cooking time:** 10-14 minutes. **Serves:** 4-6.

1-1/2 lbs lean ground turkey	2 cloves garlic, very finely minced
1 medium-size firm Bosc pear, peeled, cored, and coarsely grated	1-1/2 tsp fresh sage, finely chopped
1 egg, lightly beaten	1-1/2 tsp rosemary leaves, finely chopped
1 cup panko (Japanese-style bread crumbs)	1/4 tsp ground allspice
	1 tsp coarse sea salt

1/4 cup fresh flat-leaf parsley,  
chopped

1/2 tsp freshly ground  
black pepper

In a large bowl mix together the turkey, pear, egg, panko, parsley, garlic, sage, rosemary, and allspice; until well combined. Add salt and pepper, or more to taste. Divide the mixture into six equal portions and shape them into patties, gently pressing the center of each to create a slight indentation. This will prevent the patty from bulging in the center, so that you end up with a flat, evenly cooked burger. Refrigerate the patties until the grill is ready.

Prepare a charcoal fire or a gas grill to medium-hot. Wipe the rack with canola oil and lay the burgers on it indentation-side up. Let them cook, without pressing down on them, until the bottoms are well seared, about five minutes. Flip the burgers and continue grilling until they are completely cooked through (the juices will run clear), about another six mins.

Prepare your hamburger buns (I like toasted Kaiser rolls or English muffins). Add lettuce, sliced fresh tomatoes and onions, and whatever else you like to add to your burger.

### PARMESAN, CHICKEN AND BROCCOLI PASTA

**Preparation time:** 15 minutes. **Cooking time:** 10 minutes.

**Serves:** 4 (2 1/2 cups each).

8 oz (1/2 of 16 oz pkg) whole wheat spaghetti, uncooked	1 lb. Boneless skinless chicken breasts, cut into strips
1/2 cup Light Zesty Italian Reduced Fat Dressing	4 cups broccoli florets
4 cloves garlic, minced	1 cup chopped tomatoes
1/2 tsp. freshly ground black pepper	1 cup shredded
1/3 cup grated Parmesan cheese	Mozzarella Cheese, divided

Cook spaghetti as directed on package.

Heat dressing and garlic in large skillet over medium heat. Add chicken and broccoli; cook and stir five to seven minutes or until chicken is cooked through. Stir in tomatoes and half of the mozzarella cheese; cook one to two minutes or until heated through, stirring occasionally.

Drain spaghetti; place on serving plate. Top with chicken mixture, remaining mozzarella cheese and the Parmesan cheese.

### SPINACH, RED PEPPER AND MANGO SALAD

**Preparation time:** 20 minutes. **Serves:** 8.

2 red bell peppers	2 cups mango, peeled, pitted and cut into cubes
2 tsp + 2 Tbsp olive oil	1/4 small red onion, thinly sliced
10 oz (6 cups) baby spinach, trimmed	4 Tbsp olive oil
Salt and pepper to taste	

Cut sides from bell pepper and brush with olive oil. Heat a lightly oiled

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well-seasoned ridged grill pan over moderately high heat until hot but not smoking then grill bell pepper, turning once, until just tender, about 4 minutes. Cut bell pepper into strips. Toss together bell pepper, spinach, mango, onion, lime juice and remaining 4 Tbsp oil, salt and pepper.



### NO-BAKE BLUEBERRY CHEESECAKE

**Preparation time:** 20 minutes. **Chilling time:** 40 minutes. **Serves:** 8-12.

- |  |                                  |
|--|----------------------------------|
| 2 cups (1 pkg) crushed graham crackers   | 1 cup sugar                      |
| 1/2 cup butter, melted                   | 1 egg                            |
| 1/2 cup sugar                            | 2 Tbsp cornstarch                |
| 1 cup plus 4 more cups fresh blueberries | 8 oz cream cheese, softened      |
| 1/2 cup water                            | 1 cup confectioner's sugar       |
|  | 1 carton whipped topping, thawed |

Stir together crumbs, butter, and sugar. Press into a 13 x 9 pan (not metal). Chill thoroughly OR bake in 300°F oven for 15 minutes and cool completely. Whip cream cheese and confectioner's sugar together. Spread over cooled crust. Cook one cup blueberries with water, sugar, cornstarch and egg until thickened. Cool. Add four cups fresh berries when completely cool. Pour over crust and cream cheese layers. Cover and chill. Top with whipped topping.

Note: Instead of the first three ingredients, you can use a prepared graham pie crust

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.

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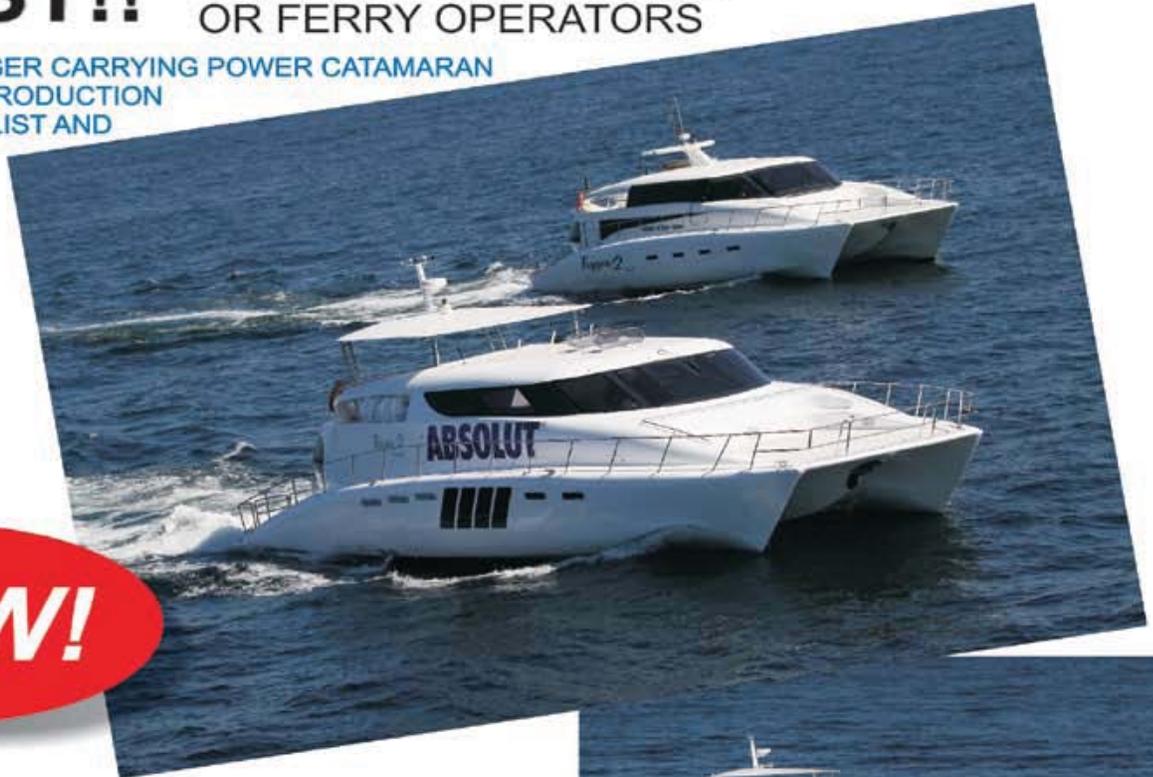
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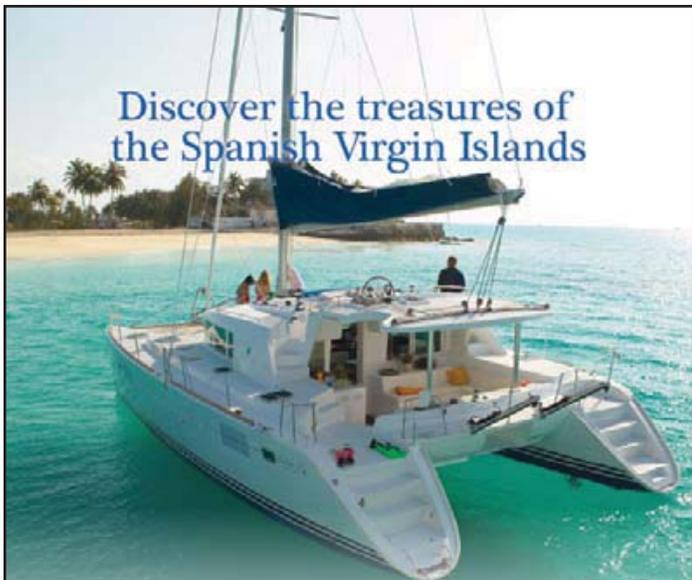
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40' 1981 Divorine Steel .....	US\$50,000	55' 1979 Herreshoff Marco Polo .....	US\$170,000
40' 1986 TaShing Tashiba (excellent condition) .reduced to	US\$179,500	55' 1998 Zerft Motor Sailer (must sell!!!) .....	US\$40,000
41' 1982 Sigma Marine Project .....	US\$60,000	55' 1994 Oyster 55 .....	£376,000
41' 1985 Irwin Ketch .....	US\$85,000	56' 1973 Visch Motor Yacht .....	US\$175,000
42' 1986 Endeavour .....	US\$98,000	75' 1976 Murry Peterson Coaster (Schooner) .....	US\$180,000.00
43' 1999 Wauquiez Pilot Saloon.....	EU247,500		
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45' 1998 Peterson cutter.....	US\$189,999	37' 2002 Fontaine Pajot, located in Guadeloupe .....	US\$325,000
45' 1999 Passport a/c 44.....	US\$449,000.00	41' 1992 Prometa Cat Flotteur.....	under offer
46' 2001 Tayana (Vancouver pilot house) .....	US\$329,000	43' 2001 Lagoon Catamaran.....	US\$334,000
50' 1974 Motor Yacht (locally built) .....	US\$80,000	54' 1980 Norman Cross Trimaran .....	US\$350,000
50' 1991 Celestial Pilothouse .....	US\$268,000	55' 1995 Custom Built Trimaran, located in Grenada.....	US\$350,000
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- 34' '89 Sea Ray Express, diesels.....\$55K
- 35' '00 Tiara, twin Cummins.....\$160K
- 36' '80 Litton Trawler .....\$40K

- 36' '89 Grand Banks Trwl twin Cummins.....\$89K
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*continued on pg 20*



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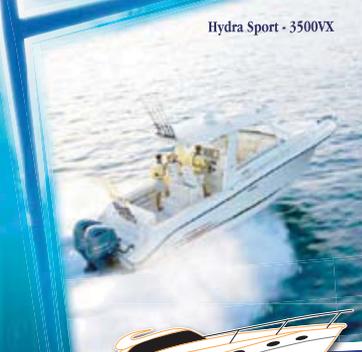
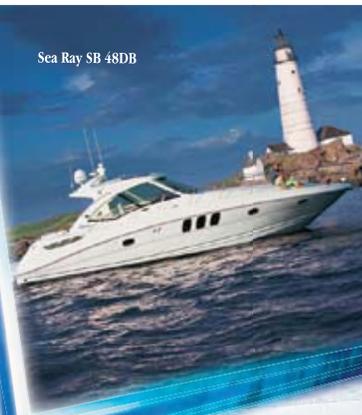
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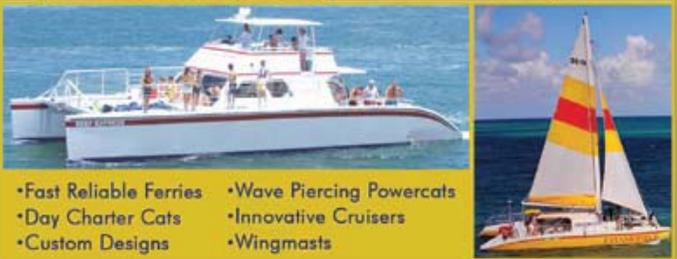
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continued from pg 87

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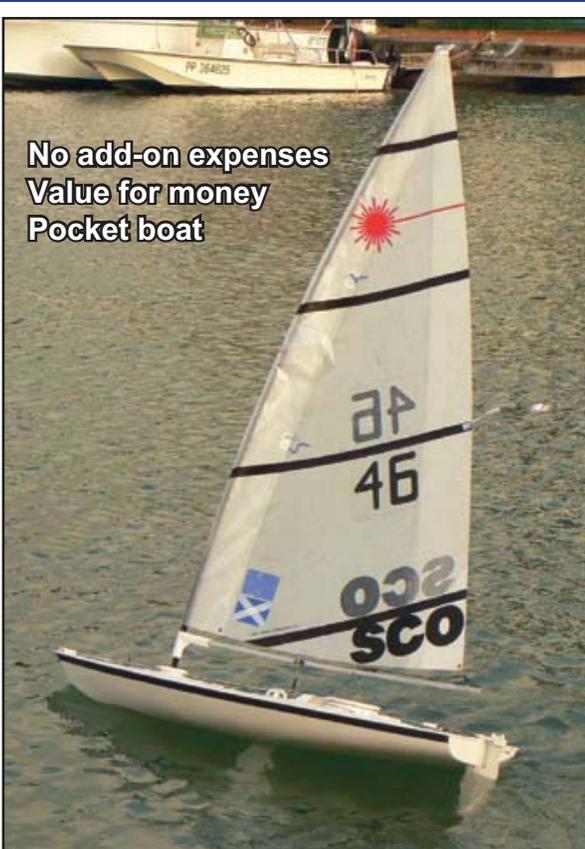
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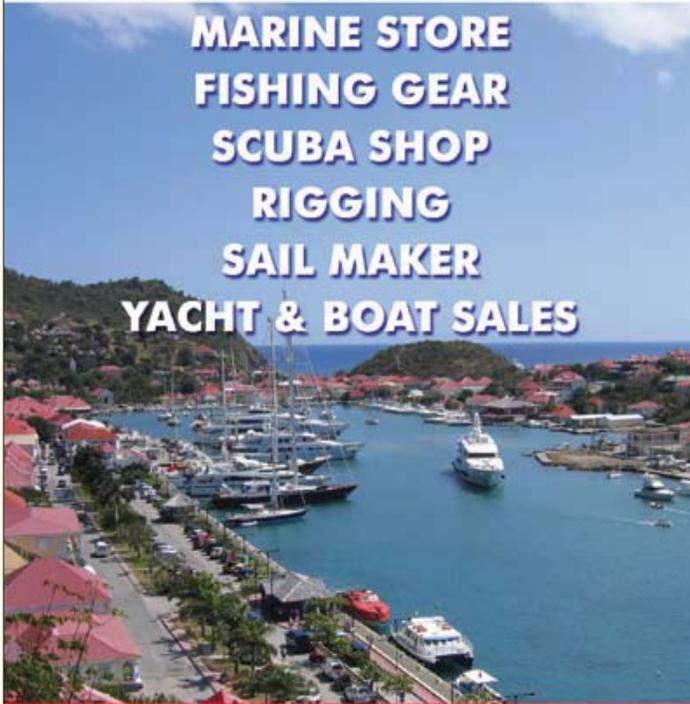
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## A SINKING IN FRANCIS BAY

BY JEANNIE KUICH COPYRIGHT 2009

**W**e were anchored on *Avenir II* in Francis Bay on St. John in the U.S. Virgin Islands on a sleepy Sunday morning. Aboard were second-time charterers and we were loafing in the cockpit when a frantic voice on channel 16 broke into our conversations.

"Coast Guard! Coast Guard!" A slight pause and then again: "U.S. Coast Guard! This is *Intrepid*. Please come back right away."

Our ears perked up. The voice came back again, louder and more desperate. After the second call, Mike responded, telling them that the U.S. Coast Guard was usually not on the air on Sunday. (After all, those guys work hard and they need a day of rest too, right!) He asked them if they needed help.

"Yes, we're sinking." Those two words are probably the most dreaded in a sailor's vocabulary. After determining that they were the sloop in Francis Bay just to windward of us, Mike and George, one of our guests, grabbed a portable pump and jumped into the dinghy.

We recognized the boat. A brand new Nicholson 38, it was owned by an old sailing friend who had proudly told us that he had selected this



really excellent bareboat company to handle it. It was a beautiful boat, much too fine for bareboat service and we told him so. The man standing near him jumped all over us. He was the manager of the bareboat company and emphatically insisted that his company took meticulous care of all their boats. Etc. Now it was sinking in Francis Bay.

When Mike and George arrived at *Intrepid*, there were two very scared women sitting on the cabin top watching their men trying to bail the boat with one bucket and a sauce pan. Mike got the floor boards up by the engine and saw that the bilge pump was useless because the hose connecting it had lain across the shaft. The shaft had worn a nice big hole in it.

After a duct tape repair, the pump was turned on and it immediately clogged. George set to work pumping manually while the bareboat crew continued to bail. The boat's bilges were deep and Mike had to lie on the sole and reach down with his arm to feel around and find the problem.

The bilges were full of garbage! Not only had the boat never been inspected by the bareboat company after charters, but for some idiotic reason, a charterer or two had thrown garbage into it. It was mostly paper towels and such and was a sodden mess to retrieve. The bilge pump was fouled numerous times but finally the water receded and the bilge was cleared out.

Afterwards the bareboat folks thanked Mike and George profusely for all their hard work. Our heroes returned to *Avenir II* for a much needed swim and a good feed.

Sadly the bareboat guests up-anchored and returned to St. Thomas, canceling their charter. The women had been too traumatized and wanted a hotel instead. Could you blame them?

Well, so much for the "fine maintenance" and "meticulous care" claimed. We told our friend who owned the boat and he promptly removed it from the bareboat company.



*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.*

## SKY LIGHTS

BY JEANNIE KUICH

### June Spotlights

- Two bright skylights beam on the evening race course, the star Spica in Virgo in the southwest and Saturn in south-southwest.
- On the 7th the near-full Moon occults the star Antares in Scorpius around four a.m.
- Three meteor showers slit the June sky, culminating on the 9th, 16th and 27th.
- A higher tidal range is expected at least a week before and after June 22nd.

### June Planet Particulars

- From the 19th to 23rd Venus is valiantly dogged by tiny pumpkin-hued Mars below it on the dawn race course while well below them in the northeast bright Mercury sneaks up. Saturn has the evening course to itself until Jupiter rises around midnight.
- The Summer Solstice begins on June 21st.

### The Moon Sails Near

- Wed. 3rd:** the star Spica in Virgo in evening
- Sun 7th:** the star Antares in Scorpius in late evening
- Sat. 13th:** Jupiter before dawn
- Fri. 19th:** Venus and Mars before dawn
- Sat. 20th:** the Pleiades star sisters before dawn
- Sun. 21st:** Mercury just before dawn
- Wed. 24th:** the star Pollux in Gemini in evening
- Fri. 26th:** the star Regulus in Leo in evening
- Sat. 27th:** the star Spica in Virgo in late evening

### Moon Phases

- Sun. 7th:** Full
- Mon. 15th:** Last Quarter
- Mon. 22nd:** New
- Mon. 29th:** First Quarter

### June Brightest Navigation Stars

- Dusk: Arcturus, Vega, Antares, Spica
- Dawn: Sirius, Vega, Capella, Betelgeuse

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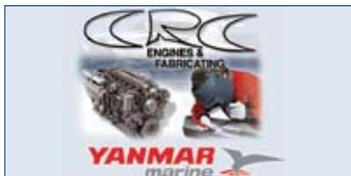


Virgin Gorda Yacht Harbour is a full-service marina & boatyard. Situated in the heart of Spanish Town, this luxury facility offers a pristine setting in which to live the ultimate yachting lifestyle.

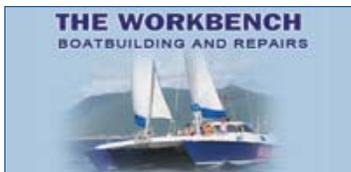
- 111 slips for yachts up to 160' with a 10' draft
- Premier boatyard over 10 acres with 70-ton Marine Travelift
- Dry storage up to 300 vessels
- Signature Dry Sail Program
- Electricity offered in 110 or 220
- Potable water accessible to slips
- WiFi available
- Shops including chandlery, banks, dive shop, boutiques
- Restaurant & pub
- Nearby dining & entertainment
- Provisioning & supermarket

18°27'01.00" N / 64°26'09.00" W

T + 284 495 5500  
F + 284 495 5706  
P.O. Box 1005  
Virgin Gorda, BVI  
vg@igymarinas.com  
www.igy-virgingorda.com



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**The WorkBench**  
Specializing in Wood, West System, Refurbishing & Multihulls  
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Daily dive & snorkel tours, 2 tank AM / 1 tank PM  
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Retail Boutique, Nitrox fills and air fills available at Virgin Gorda Yacht Harbour (284) 495-5513  
www.divebvi.com info@divebvi.com



Conserve

# ENERGY

**LVM**

**AEROGEN 6**  
LVM/AERO624



Designed for live-aboard yachtsmen with high power usage who want smooth and VERY quiet operation. Also has a low cut-in - it starts charging in only 5 knots of breeze. The output is 2 amps at 10 knots and 11 amps at 20 knots. Available in 12V or 24V version.

**ICP**

**ICP SOLAR PANELS**  
ICP/25003



The batteries used for starting engines on power boats and sailboats will self discharge during periods of lay up. This is not only annoying when you want to take out the boat but also permanently damaging to your expensive battery.

A small solar panel can maintain a trickle charge to your battery so that it is instantly ready when you want to go out on your boat.

**xantrex**

**XANTREX XPOWER PORTABLE BATTERY CHARGERS**  
XAN/804-0150



Microprocessor controlled chargers for 12 volt systems. The small 2 amp charger is ideal for float charging of batteries which are used infrequently, such as standby generator batteries. They will not overcharge the battery but will keep it at peak performance and ready for immediate use.

The 15 amp charger is perfect for emergency recharging of boat or vehicle batteries.

- 3 step charging for all types.
- Short circuit & overload protection

**vetus**

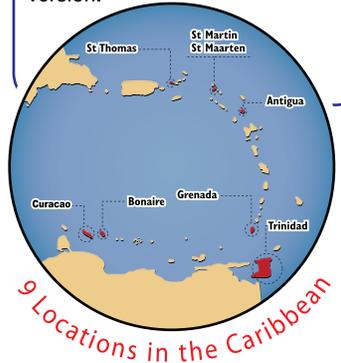
**VETUS MAINTENANCE FREE BATTERIES**  
VET/BAT



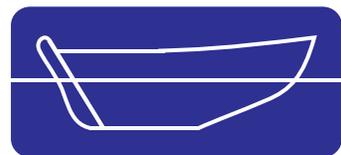
Designed especially for the rigors of marine use.

The VETUS battery has sufficient electrolyte to last the whole of its life. A special construction with lead/calcium grids instead of lead/antimony plates reduces the water consumption considerably. The latter in conjunction with the large reserve of electrolyte means that "topping-up" is no longer required.

*See our complete range of Vetus Batteries.*



**CARIBBEAN CHANDLERIES**  
**BUDGET MARINE**



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