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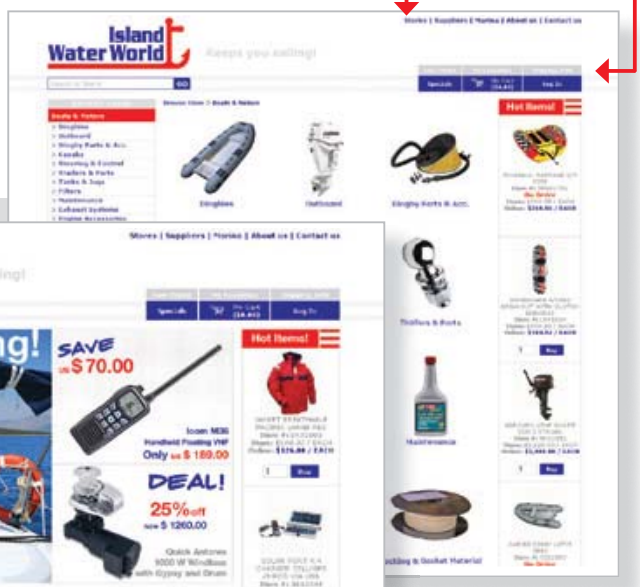

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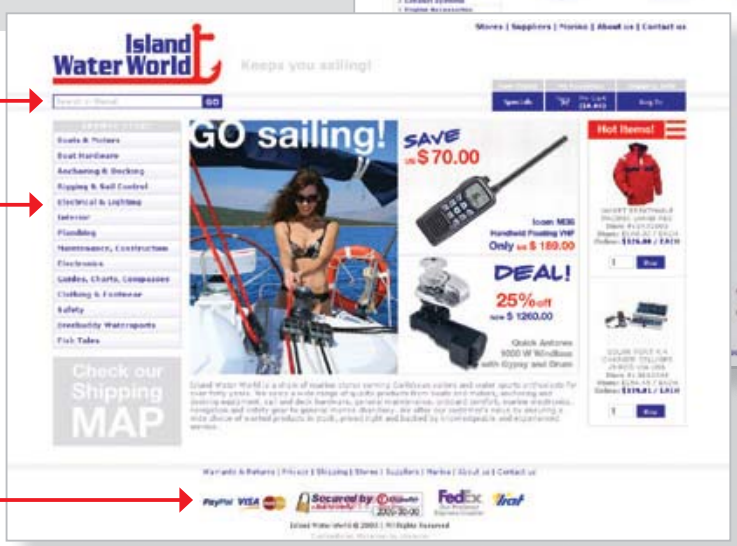

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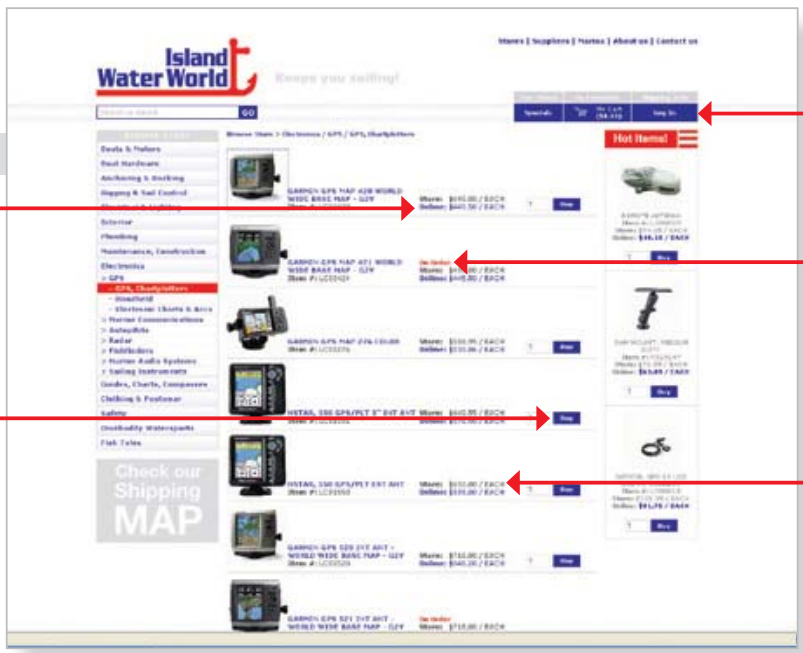

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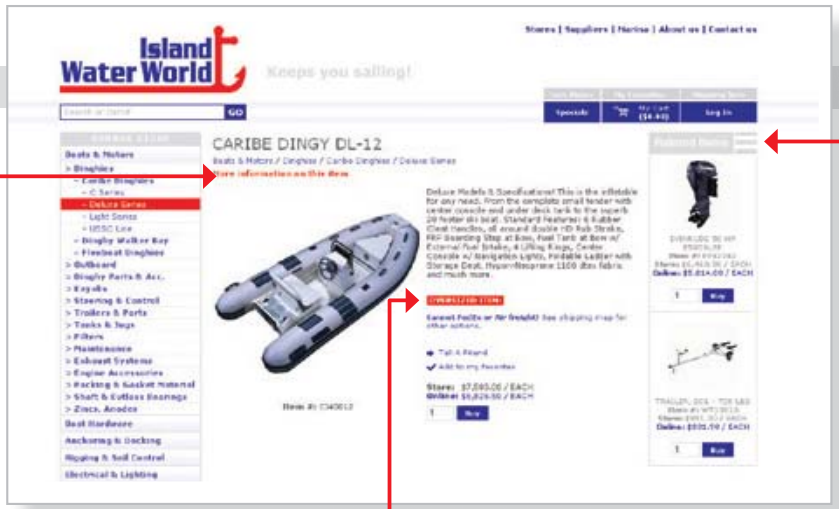

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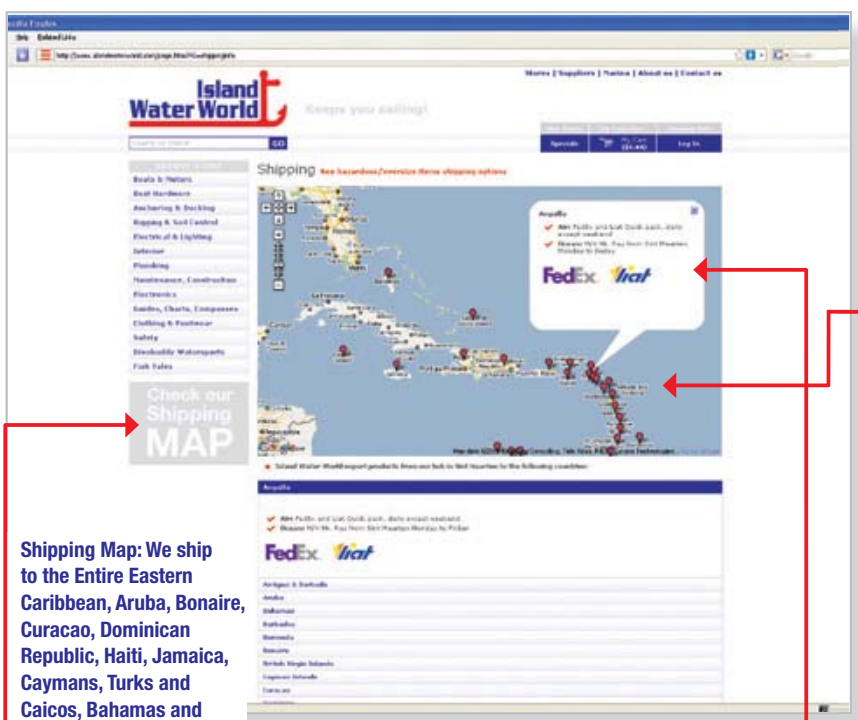

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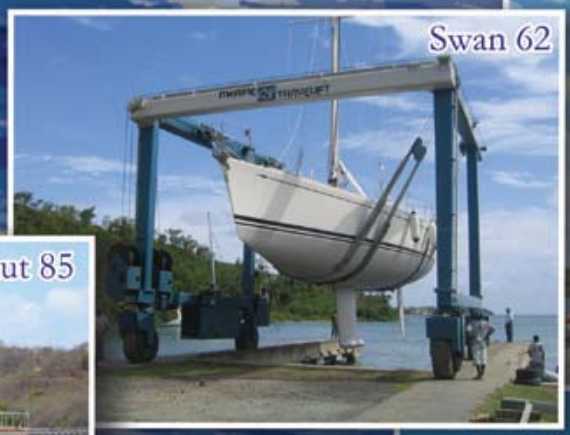
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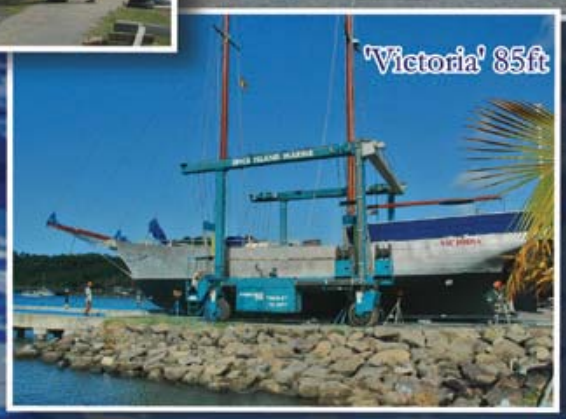
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PHOTO BY YACHT SHOTS BVI
WWW.YACHTSHOTSBVI.COM

Yacht charterers and crew celebrate the Caribbean way of life in Sir Francis Drake Channel, BVI

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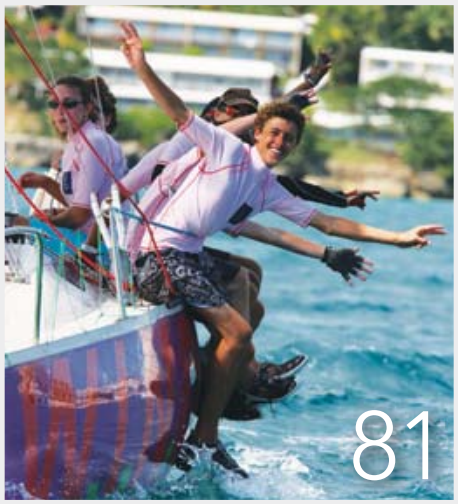

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The 2008 Annapolis Sailboat Show

In October, we're gearing up all over the Caribbean for "the season." Yes, we still keep a weather eye out for autumn storms, but our attention has turned to the busy winter ahead. This month, the *All at Sea* team is packing to attend the Annapolis Sailboat Show, now in its 40th year as one of America's key boating events. We'll hand out thousands of copies of the issue you are holding to some of the 50,000+ people who attend—and help them decide to head our way as the weather gets cold.

Meanwhile, preparations are underway for a series of charter yacht shows in November and December designed to introduce international brokers to this winter's crop of fantastic vessels—large and small, sail and power, brand new and classic—available for charter. Those brokers will go home and entice their clients to visit with glowing descriptions of all they have seen.

Old friends—and hundreds of sailors we haven't met yet—are readying their boats, buying gear and provisioning in anticipation of passages from Europe, the United States or elsewhere to the Caribbean. Some will set out on their own, but many will arrive with rallies that depart in November. And get this: the two largest, the Atlantic Rally for Cruisers from Europe and the Caribbean 1500 from the U.S., filled up in early summer with far more participants than organizers expected.

They're coming. Are you ready?

ALL AT SEA
THE CARIBBEAN'S WATERFRONT MAGAZINE

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WHERE IN THE WORLD?

CONGRATULATIONS, ROBERTO, AND THANKS FOR READING *ALL AT SEA*!

Through *All at Sea*, we keep track of all the marine activities around Puerto Rico and the rest of the Caribbean, even during my 50th birthday celebration trip to Venice, Italy last March. Thank you for your complete coverage of the sailing news.

— Roberto and Maria Fortuno

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Port Louis Marina – another great reason to visit Grenada

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CARIBBEAN NEWS

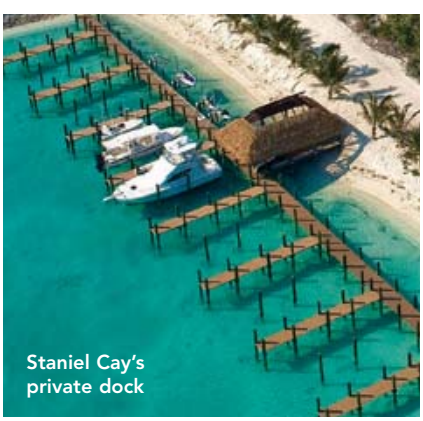
A BRIEF LOOK INTO THE HAPPENINGS OF OUR WORLD

The 138-ft (42 m) Trumpy sailing yacht

Trumpy/Classic Yacht Partners to Build Two Yachts

On August 5, 2009 a contract was signed between Alex Suarez, Managing Partner of Classic Yacht Partners, and Trumpy® Yachts, LLC, to build two new dramatic Trumpy Yachts, inspired by John Trumpy's classic pre-war designs, to be sold through fractional ownership. The group will offer each partner 25 days per year (plus five conditional bonus days) at a cost of approximately $1 million. Retro designs will showcase Trumpy's history during the golden era of the 1920s and 30s, according to designer/developer Jim Ewing. *For more information on Classic Yacht Partners, contact Jock West, (401) 640-3416 or jockwest@cox.net; for Trumpy Yachts, visit www.trumpyyachts.net.*

Resort Lots with Boat Slips Still Selling in Any Economy



Staniel Cay's private dock

Recession? What recession? On quiet Staniel Cay in the Exumas 75 miles south of Nassau, a dock-front cottage is going up while on the neighboring lot, land is being cleared. Prices of five remaining lots at Ocean Ridge range from $1.75 million to $2 million. Included in the purchase price of s lot is a dock slip at the private marina.

"Despite the downturn in the economy, I'm happy to report that we're still attracting qualified prospective buyers," said Jim Ellis, President of Florida-based Ellis Diversified, Inc.

St. Thomas Welcomes Major Drydock

Subbase Drydock, Inc. on St. Thomas, USVI, has a new drydock designed by Sterling Marine of Florida; engineering and capacities were calculated by Hager Drydock of Massachusetts. The physical dimensions are 125 feet long with two aprons, 12 feet long each, making the dock able to haul vessels 150 feet long. The drydock can lift approximately 1100 long tons, but a vessel on the drydock with a safety factor would be around 750 long tons. *For more information, contact Gene Kral, Sr., Tel: (340) 776-2078 ext. 1, or Fax: (340) 779-8426. www.subbasedrydock.vi*

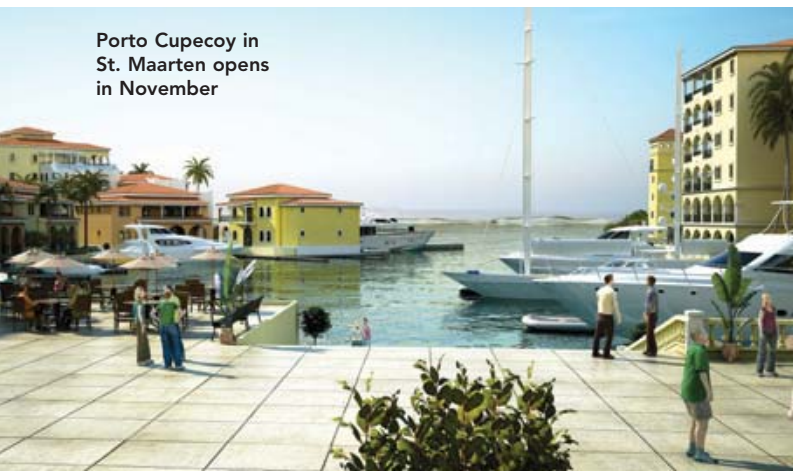
Movie star Yacht Club Palmas del Mar

Megayacht Marina Makes Movie Magic

Twice recently, the new Yacht Club Palmas Del Mar was used as a backdrop for film crews capturing Puerto Rico. The club hosted and staged a Lifetime Network production titled, "One Hot Summer," planned to air in the fall. The second was a series, "Angels and Diamonds," described as an Italian version of "Charlie's Angels." "I would say that the 'Angels and Diamonds' production attracted the most amount of attention from the Palmas Del Mar community," said Tim Keogh, the club's general manager. *www.palmasdelmaryachtclub.com*

New St. Maarten Marina Scheduled to Open Next Month

Developers will celebrate the completion of the new Porto Cupecoy marina on the west end of Simpson Bay Lagoon in November 2009, they announced in August. The marina will accommodate yachts from 30 to 300 feet in length in 54 slips, 11 of which can accommodate mega yachts. Pleasure craft slips are priced from USD $100,000 to $160,000, with mega yacht slip pricing available upon request. The 181-residence village will feature restaurants designer boutiques, an onsite grocery store, pharmacy, and banking services as well as a pool, fitness center and tennis courts. Model homes are available for preview and are listed from US $450,000 to $2.5 million. *www.portocupecoy.com*



Porto Cupecoy in St. Maarten opens in November

New Web Site for Antigua Barbuda Marine Association

The ABMA announced in August that their website has now been upgraded; Immigration Forms 1 and 2 can be completed on screen at www.abma.ag and printed off for presentation to Immigration upon arrival. The new development will save time and stress for visiting yachts and their crew/passengers. John Duffy, President of the ABMA, said "The Government of Antigua and Barbuda, together with the Immigration Service, have been steadily improving the entry and exit procedures for visiting yachts, and this latest development brings us closer to the day when everything will be available on line. Yachts without access to online facilities will still be able to complete the forms at the island's Immigration Offices, who will now have more time to deal with arriving yachtsmen due to this improved facility."

Hunter Sailors Wanted

Puerto Rico's Capt Tony Miro, with the support of Capt Jim Veiga from Atlas Yacht Sales & Charters, has just started HunterSailors.com to encourage Hunter Marine sailboat owners and fans from throughout the Caribbean to join, and sail more often while making new friends and discovering new anchorages. "We are planning our first long distance cruise/flotilla from Fajardo to Salinas, then Ponce in southern Puerto Rico as part of the 2009 Discover the Caribbean Series," said Miro. The cruise begins on November 7, 2009. *Email via a link on www.hunterSailors.com or join HunterSailors.com in Facebook.*

Ask the Experts...

Best practices when selecting a High Gloss Finish

Jay Smida
Technical Service

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First of all, a key rule to remember is that the finished result will only ever be as good as what it is going over! Typically 80% of the time spent on any paint job is the time spent preparing the surface to be ableto apply the finish. You will truly be rewarded for that effort when you gaze into a super glossy reflection of your own image a few days later.

For the refinishing project, or indeed the first application on gelcoat, ensure you choose a product that will provide ease of application, with long wet - edge time for maximum flow and ability to correct any accidental sag. A workable finish is the most forgiving for any applicator.

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Interlux recommends that you do not use anything but marine quality finish. These are finishes that have been developed especially for the yachting environment hence they go through far stringent testing criteria to ensure color stability and durability in the harsh, marine environment. After all, most people seek a return on that investment of both time and money invested and that return should yield several years' worth of service life without significant down- glossing or any other issues. Perfection, developed for passionate boaters and perfectionists is certainly one of the top performing products out there.

For instructions on surface preparation, product guide and a video presentation on how to get the perfect paint job using Perfection; the answers are only a click away……

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Find more answers at yachtpaint.com

Cuban Commodore Appointed to Marina Group

José Miguel Díaz Escrich, Commodore of the Hemingway International Yacht Club of Cuba since 1992, was recently appointed President of the Business Group Marinas y Náuticas MARLIN S.A., better known as Marlin Marinas Business Group, the biggest marina company in Cuba. The company owns entry ports Marina Santiago de Cuba, Marina Cienfuegos and Marina Cayo Largo, and no-entry port Marina Trinidad, all on the south coast of Cuba. On the north coast, the group also owns entry ports Marina Hemingway, Marina Dársena Varadero and Marina Cayo Guillermo and no-entry port Marina Tarará. Marina Hemingway and Marina Tarara are located in Havana city. Escrich will continue working as Commodore of the Hemingway International Yacht Club of Cuba as well.

Nanny Cay Expands Chandlery by Almost 60%

Nanny Cay, the largest full-service marina and boatyard in the British Virgin Islands, is expanding its chandlery operation. The 1800 square foot shop is going to be enlarged to 2800 square feet. The expansion will enable Nanny Cay to stock and display more products including inflatable dinghies and outboard engines; Nanny Cay is the BVI dealer for AB Inflatables and Tohatsu outboards. *www.nannycay.com*

New Internet Site for Cruising the DR

Marina ZarPar in Boca Chica has funded an internet site for the Cruising Guide to the Dominican Republic written by Frank Virgintino, which will soon be interactive, allowing users to post pictures and blogs: *www.dominicanrepubliccruisingguide.com*

PASSAGES

Ron Wahl

Ron Wahl, who founded Sea School in 1977, died on August 30. Born in 1934 in New York, Wahl is survived by his wife of 54 years, Jean Wahl, sons Ken and Len, three grandchildren and two great-grandchildren. Jean, Ken and Len Wahl, all of St. Petersburg, Florida, will assume additional roles at Sea School along other senior staff already in key positions.

SAVE THE DATE

NOVEMBER 7, 2009:
Feeder Race Fajardo to Salinas
This year the Ponce Yacht and Fishing Club celebrates the 20th anniversary of the Discover the Caribbean Series with increased activities and events starting in early November. *For details: www.ponceyachtandfishingclub.com*

EVENT CALENDAR

Please send future events for our calendar to editor@allatsea.net.
This month and next month's events are currently published here and at www.allatsea.net.
Your specific area may or may not be shown based on identified activities for these months.

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ANTIGUA

SATURDAYS
Free Antiguan Youth Sailing Program
"All Comers" Competitive
Keelboat Sailing
Dinghy Sailing, Pleasure & Practice
JHYC | jollyharbouryachtclub.com

SUNDAYS
Dinghy Sailing Instruction for Adults & Jrs.
Dinghy Racing with Beach BBQ
JHYC | jollyharbouryachtclub.com

11/28-29
JHR Caribbean Annual Regatta
Sailing | jollyharbouryachtclub.com

ANNAPOLIS, MARYLAND

10/8-12
40th Annual United States Sailboat Show
Boat Show | usboat.com

10/15-18
38th Annual United States Powerboat Show
Boat Show | usboat.com

BONAIRE

10/3
"Aanbrengrace" Bonaire Regatta
Sailing

10/5-9
Bonaire Regatta | Sailing
bonaireregatta.org

BRITISH VIRGIN ISLANDS

10/30-31
12th Annual Foxy's Cat Fight | Sailing
weyc.net | mcmechanics@surfbvi.com

10/31-11/7
2009 Pro Am Regatta | Sailing
beyc.com | binfo@beyc.com

11/5-8
28th Annual BVI Charter Yacht Show | Boat Show
beyc.com | binfo@beyc.com

CURACAO

11/5
"Aanbrengrace" Heineken Regatta Curacao
(Pre regatta race) | Sailing

11/7-9
Heineken Curacao Regatta | Sailing
heinekenregattacuracao.com

FORT LAUDERDALE, FLORIDA

10/29-11/2
49th Fort Lauderdale Intl Boat Show | Boat Show
showmanagement.com | info@showmanagement.com

GUADELOUPE

10/30-11/1
9th Triskell Cup | Sailing | triskellcup.com
organisation@triskellcup.com

PUERTO RICO

10/29-11/29
Discover the Caribbean Series
Sailing | ponceyachtandfishingclub.com

ST. MAARTEN / ST. MARTIN

11/14
St. Maarten Optimist Championship
Youth Sailing | smyc.com

11/27-29
Course de L'Alliance
Sailing | coursedelalliance.com
hdorvil.mfl@wanadoo.fr

UNITED STATES VIRGIN ISLANDS

10/9-10
St Thomas/St John Day Sail Show
Boat Show | vicl.org | erik@vicl.org

11/10-12
St Thomas Fall Yacht Show
Boat Show | vicl.org | erik@vicl.org

FISHING TOURNAMENTS

10/2-5
Lecheria International Billfish Tournament
Puerto La Cruz, Venezuela
intlbillfishtourns.com
rick@intlbillfishtourns.com

11/1
VIGFC Wahoo Windup
St. Thomas, U.S.V.I.
vigfc.com | vigfc@islands.vi

11/21
Funfish Tournament
Trinidad | ttgfa.com | info@ttgfa.com

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Fx: 268-460-1767
info@seagullyachtservices.com

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Caribbean Diesel
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Grenada Marine
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Fx: 473-443-1668
info@grenadamarine.com

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Inboard Diesel Service
Port of Case Pilote
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Fx: 596-596-788-075
info@inboarddiesel.com

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St. Croix Marine
Christiansted
Ph: 340-773-0289
Fx: 340-778-8974

St. John
Coral Bay Marine
Coral Bay
Ph: 340-776-6665
Fx: 340-776-6859
cbmarine@islands.vi

St Lucia
The Sail Loft
Rodney Bay Marina
Ph: 758-452-1222
Fx: 758-452-4333
iwwsl.ltd@candw.lc

St Maarten
Electec
Cole Bay
Ph: 599-544-2051
Fx: 599-544-3641
sales@electec.info

St Thomas
All Points Marine
Compass Point Marina
Ph: 340-775-9912
Fx: 340-779-2457

Trinidad
Diesel Technology Services
Siparta
Ph: 868-649-2487
Fx: 868-649-9091
dieseltec@hotmail.com

Dockyard Electrics
Chaguaramas
Ph: 868-634-4272
Fx: 868-634-4933
Richard@dockyardelectrics.com

Tortola
Cay Electronics
Road Town, Tortola
Ph: 284-494-2400
Fx: 284-494-5389
caybvi@candwbvi.net

Marine Maintenance Services
Road Town, Tortola
Ph: 284-494-3494
Fx: 284-494-8491
timdabbs@surfbvi.com

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Road Town, Tortola
Ph: 284-494-2830
Fx: 284-494-1584
partspwr@surfbvi.com

NORTHERN LIGHTS

YACHT CLUB NEWS

SHARE YOUR HAPPENINGS WITH THE CARIBBEAN COMMUNITY

Antigua's Jolly Harbour Yacht Club

Jolly Harbour Yacht Club's annual regatta set for Nov 28 & 29

PHOTO BY JODY SALLONS-DAY, WWW.LEADINGIMAGE.ORG

Carol Smith sent details on the club's regatta, scheduled for November 28 & 29 this year. Parties, BBQs, a live band, dancing and amusing prize giving celebrations are all promised by the club. Sailing will be outside Jolly Harbour and in Five Islands Harbour. There will be four classes, and all boats with a draft of 10 feet or less are eligible to enter. Fees are EC$150 per boat, when registering online (www.jhycantigua.com/jhyc_form) or EC$175 per boat when registering at Skipper's Briefing.

Prizes will be awarded to at least the first three boats in each class. Berths will be available free of charge on the days of racing excluding water, electricity, etc. Notify the Marina Office on arrival in Jolly Harbour (VHF Ch 68). The website, www.jhycantigua.com, has a schedule of events or contact Tanner Jones 268-764-5910, email tannerdjones@hotmail.com. Everyone is welcome to the festivities, Carol reports, even if you are not sailing.

St. Lucia's youth team captured the silver on Tortola

PHOTO COURTESY OF DANIELLE DEROUCK, ST. LUCIA YACHT CLUB

St Lucia Yacht Club

Danielle De Rouck, SLYC's Social Secretary, forwarded a report by Coach Fredric Sweeney on the Premier's Cup International Youth Regatta held July 10 to 12: A youth team from the St. Lucia Yacht Club, representing the St. Lucia Sailing Association, traveled to Tortola to compete.

"The competition was tough but our young team managed to capture the silver medal, our best-ever result there. The Premiers' Cup is an annual fund raising event held by Kids and the Sea (KATS) for sailors age 17 and under. It is hosted by the Nanny Cay marina in Tortola and sponsored, as always, by the Rotary Clubs of the BVI. Each year the cup is sailed in IC24 sail boats, modified J24s with a more open cockpit initially designed for cruising. The number of entries in this years' regatta was about average at eleven though, disappointingly, only four teams attended—from St. Lucia, the United States, Anguilla and the BVI.

"Our young team performed exceptionally well compared to previous years and considering their experience level. They have shown that there is some true potential for youth keelboat sailing in St. Lucia. Thanks go out to the St. Lucia Yacht Club and all the parents who supported the team and to the owners of *Unbridled*, the J24 used for training, and Danielle, Social Secretary SLYC for chaperoning. *www.stluciayachtclub.com*

St. Thomas Yacht Club

Manager Bill Canfield reports on strong summer performances from the club's young sailors. Taylor Canfield and Cy Thompson won the match race hosted by Chicago Match Race Center in July; they competed against a strong international field and lost only one match, winning 10.

Taylor Canfield also won his third straight Garde 3 match race sailing with Bret Clark and going undefeated in 11 races, qualified for the US Sailing National Match Racing Championship this November with just nine other sailors. Taylor Canfield is now ranked 57th in the ISAF World rankings. Canfield also won the 420 North Americans in August and congratulations also went out from the club to Olin Davis and Alec Taylor for their 10th place finish.

William Bailey finished third at the US Laser Radial National Championship with another club member, Max Nickbarg, finishing 20th; Tyler Rice finished third at Buzzards Bay Regatta, third at Hyannis Regatta and second at the National Team Racing Championship in the 420. Ian Barrows and Olin Davis finished 20th in 420 at Buzzards Bay.

Thomas Barrows finished second at Laser National Championship in full rig and was preparing along with Cy Thompson for the Laser Worlds in Nova Scotia. In Europe sailing at the I420 Worlds, Alec Coyle made the Gold Fleet and Nikki Barnes, one of only four female skippers, had a solid performance in the Silver Fleet. Thomas Walden had a strong summer in Optimist with many top 10 finishes and a 12th in Blue fleet at the New Englands with over 300 sailors. Congratulations on an outstanding summer to all!

Virgin Islands Sailing Association

VISA has issued a document on the association's qualifier system for the upcoming Caribbean and Central American Games (August 2010, Mayaguez, PR), the 2011 Pan Am Games (October 2011, Puerto Vallarta, Mexico, and the 2012 Olympics (Summer 2012, Weymouth, England UK.) Get information or send questions via email to visailing@gmail.com

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

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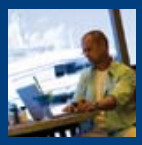

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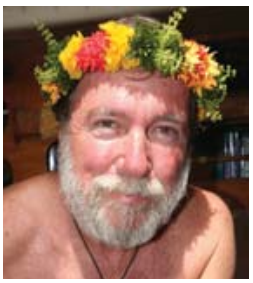


THE HARD TRUTH ABOUT MY STIFF POLE

COPYRIGHT 2009 BY CAP'N FATTY GOODLANDER

The sad truth—I've been traumatized by my spinnaker poles. Part of the problem is, of course, that I'm too cheap. I sail around the world on the pocket change that Scotsmen throw away. That's right, I squeeze my pennies so hard, Abe Lincoln cries. My wife Carolyn puts it another way: "I've learned to count my blessings because I sure can't count our cash!" That's true. I'd call myself a miser—if it didn't sound so extravagant. Let's put it in simple terms a frugal cruising sailor can understand: once I walked into a public bathroom, noticed the pay toilets, and threw up in the sink. Now that's cheap!

I mean, I could BUY the correct size spinnaker pole for *Wild Card*—but what fun would that be?

I started out on my first circumnavigation with two HUGE poles. They were free but I had to (almost) hire a crane to life them aboard—which should have told me something. They were 17.5 feet long and four inches in diameter with a wall thickness, say, oh—about the same as Fort Knox. (On a 13,000 pound boat with a J measurement of 14 feet!)

They came off a 60+ South African racing boat. And you know what they say about those Africans … always swinging around oversized members. Anyway, we dubbed the poles the Big Bamboo. I could pick up an end and fondle it—but only for a few seconds and if it was flat calm. So we had to keep the twin downwind poles attached to the mast—actually, you could barely see the rest of the rig hiding behind 'em.

Needless to say, their combined weight made *Wild Card* a tad nose-heavy … so heavy, in fact, that we had to move our anchor chain to the transom … or our prop would just spin in the thin air … yeah, she was a "bit off her lines," as my wife noted dryly.

But they were impressive, I'll tell ya. Small, nervous Caucasian men were in awe of their girth, rigidity and all-around prowess.

Okay, okay … I'll admit it: I like being macho. Example: I went into a computer store to buy a new drive for my computer. "Hard or floppy?" asked the salesmen. Now, what would any red-blooded American male say to such a question? I said, "Hard," and, just so he'd know I was miffed at the question, "What do I look like … a heteroflexible?"

The point I'm attempting to make is that I would have kept my twin downwind Big Bamboos just to honor the much-maligned Caribbean Male—but the poles wanted to kill me.

I know that sounds harsh—but it is the truth.

Every time I'd get-it-up and have one pole flying, I'd have to eventually take my wary eyes off it to set the other one. The moment my back was turned, the former would attempt to bash me senseless. This isn't difficult—I'm fairly close to senseless anyway—but it isn't enjoyable either. But I hung in there almost half-way across the Pacific by explaining to my wife, "It's no problem, dear! I have my safety harness on. So every time the pole knocks me unconscious, I land on deck! See—I've thought of everything!"

… but one day while attempting to use my twin downwind jibs in heavy weather off Moorea, I could not take it any more. Both poles somehow got away from me—and started raking the entire foredeck, smashing into the forestay, and twang-twanging my forward lowers.

I didn't know what to do—the bow rail suddenly turned into a ball of bent, broken tubing. Our forward lifeline stanchions were bent down, up, down, up—and then sheared off completely.

I yelled aft to Carolyn (as captain, that's a major part of my job description—yelling at my wife) something completely useless like, "Git the gun, honey!"

But suddenly there was a moment where one pole was stationary—and I boldly grabbed it, blew off the outboard clew end & detached it from the mast bell—and threw it overboard like a giant spear while yelling the old traditional Caribbean sailor's saying of "… mothers-a-runt!"

Oh, that felt sweet, me son!

That still left me with one giant, far-too-heavy pole attempting to kill me—but, hey, I can handle that. And I did—for another five years and 30,000 ocean miles or so.

While in New Zealand I was lucky enough to find a small pole in Opua which was adequate for booming out the staysail—and traded some of my recent dumpster pickings for it. (I practically lived in the dumpster at IBY during my STT dazes.)

But I still needed the correct-sized pole in order to get rid of Mister Death, which is what I'd taken to calling my remaining huge-mongus one.

What to do? Stealing one from an unoccupied vessel seemed unartful. And every time Carolyn and I would leave a late-night boat party and ask someone to hand us down the spin pole after we got into our dinghy … well, some too-sober person would always say, "… I don't remember you bringing that, Fatty … hey, what's going on?"

I thought for sure that sabotage would work—but super-gluing the piston-pins in place, putting broken glass inside the tube, and coating 'em with itchy fiberglass dust just didn't do it. Sure, it made me a lot of enemies but, alas, it also got me no poles.

Everywhere I went I put notices up at the marinas, "Cap'n Fatty has Pole Envy" read one. Another said, "Flaccid Writer Desires Stout Pole for Adult Watersports." Yes, they were clever, and no, they didn't work.

Finally I sailed into Langkawi and anchored next to *Solid Gold*, a Peterson 44 which had been sitting on its mooring since … well, before the Flood and the tsunami. (We'd previously noticed her "hard aground on her coffee grounds" during our first circumnavigation.) In the cockpit was the same pie-eyed fellow drinking beer. I rowed over and asked if he wanted to trade a cold six-pack for his spin pole. When he asked, "… what kind of beer?" I knew I was in luck.

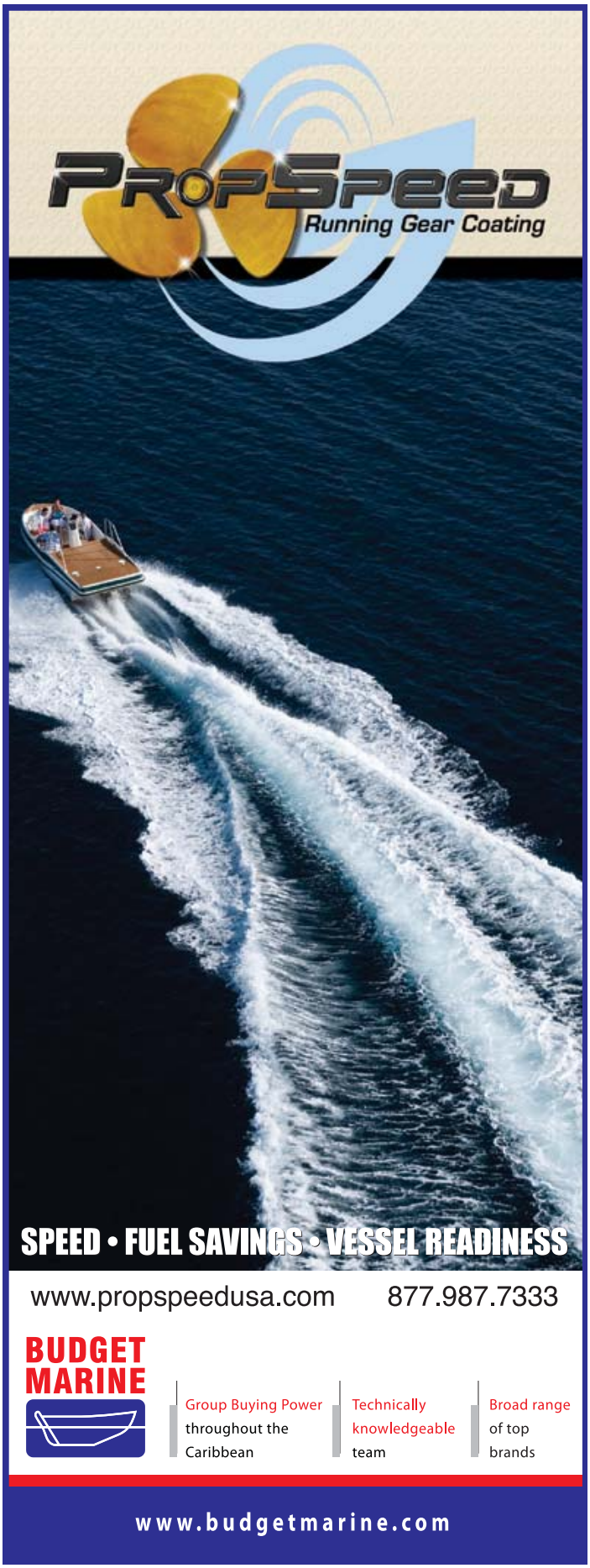
Now *Wild Card* has three spin poles—the old huge-mongus one, the New Zealand skinny one—and the new perfectly-sized "Magnificent Malaysian" one. Whew! This process only took … well, twenty years in total. And I barely spent a penny.

Even Carolyn sees the wisdom of my step-by-stupid-step frugal approach now. "I didn't worry so much after I realized that the big poles kept hitting you in the head, Fatty," she mused. (I'm never quite sure if she's complimenting me or ...?)

In any event, that's the story. We're bristling with erect poles aboard *Wild Card*!

Editor's note: Right now the $3,000 Wild Card *has cost Fatty about four cents an ocean mile. He reckons if he circumnavigates just twice more, he can get that down to a more reasonable two cents per mile. "I'm goal-oriented," he says, "because, well, goals don't cost money!"*

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.*



SHOP 'TIL YOU DROP

ARTICLE & PHOTOS BY JAN HEIN

Years ago, when we sailed a small Antigua sloop, we frequented the island of Dominica where bananas ruled the country and the Geest Company was king. Occasionally a ship would encounter a delay and the bananas, stacked sky high on shore, couldn't wait because refrigeration wasn't part of their journey. The workers, wanting to avoid rodents and insects, solved the problem by launching the cases into the sea. Those of us anchored in the bay had our pick of boxes, as literally hundreds floated by, providing the most convenient provisioning we've ever encountered.

Provisions, however, don't always come to you.

If you're making a passage, perhaps hooking up this fall with the Caribbean 1500 (from the U.S.) or Atlantic Rally for Cruisers (from Europe), you've probably purchased a ton of gear, backed it up with a supply of spares and filled lockers with beach gear, bikinis and books. The last layer to tank down your crisp waterline will be food (fresh and preserved), beer (expensive and cheap) and everything you know you just can't live without.

Cruisers take provisioning so seriously that they've turned it into a science. Many believe they'll never again find European cheese or American peanut butter, not to mention rice without weevils. They've heard that canned beer is currency for lobster and a bottle of scotch makes an indispensable bribe. How much is too much has yet to be determined.

We have canned goods in the Caribbean

A small island's grocery store

As cruising sailors, we're not immune to this overzealous shopping frenzy. On a recent stop in San Diego we rowed around swapping discoveries with new best friends who in turn reported news flashes of do-not-miss stores. On the final day we boarded six buses to hit seven stores in an effort to place the last stratum of food on a boat already laden low.

Some may view it as gluttony, but we call it safety insurance because, no doubt, tinned lychees swimming in heavy syrup would come in handy on a westward drift. When we finally hoisted anchor and waddled away we easily had over two hundred cans on board. After a month at sea, we'd opened maybe ten. Apparently during the provisioning runs, it looked appealing, but after years of high seas adventuring, we've burned almost every bridge that leads to a can of food.

Finding tinned meat has always been the greatest challenge. Man cannot live on Spam alone … and if he can, he shouldn't. We've tried it all: beef, poultry and an ocean of protein selections from the sea. Once we bought a large can labeled, "Whole Chicken in Natural Juices." My husband opened it on the 18th day of a miserable west to east crossing of the Caribbean Sea. Our young son and I watched as a scrawny, white, naked bird plopped out along with the liquid it'd been swimming in. I couldn't stand to look at it, let alone eat it, but Bruce reported, "It's not too bad."

Another time, we purchased two cans of a British meat substitute with a delectable description. Ceremoniously it was opened mid ocean but we didn't get beyond the first bite. It was a bad combination of green dish scrubbers and mildewed

cardboard. Oddly enough, no one remembers what happened to the second can.

Then there was the tedious trip from Panama to Washington State when Bruce, who loves a bit of surprise, purchased numerous cans of pulpo, aka octopus. Still intact after the voyage, they doubled as souvenirs when he snuck them into friend's pantries. Those joke cans were around for years until they began to grow dangerously large.

Along with the losers, we've actually tasted some decent canned fare: British pudding, French crab bisque, Cougar Gold cheese and Central American tamales. I swear, if someone could figure out a way to get Caribbean barbequed ribs in a can, more people would sail off shore.

A reoccurring food issue happened recently on our seventh day south of the US border when almost every fresh item was ready to be eaten yesterday. Most noticeably ripe were the bananas, which we smashed into faux milkshakes, pancake sauce and sandwich glue. It wasn't a problem, however … we go way back with ripe bananas.

Whether you find yourself frenetically shopping for many days at sea or you're simply trying to decide whether to buy a provisioning package for a seven-day charter, remember the wonderful surprises ahead. No, you might not find marinara sauce everywhere, but you can buy football-sized avocados, papayas that will serve eight and fish "caught today." And if you hanker for a can … well, you can find them in the Caribbean, too.

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.

Plenty of canned goods, including tinned meat

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VIRGIN ISLANDS STILL A GLOBAL HOT SPOT FOR BLUE MARLIN

BY CAROL M. BAREUTHER, RD

Ask long-time sports fishermen about the "good old days" in St. Thomas. They'll regale you with stories about the thirteen world-record blue marlin catches—including the long standing all-tackle catch of a 1282-pounder by Larry Martin on August 6, 1977—that put the Virgin Islands on the map as one of the best billfishing destinations in the world.

Now, turn around and ask today's titans of industry, self-made entrepreneurs and those born with a few extra dollars why they continue to put the Virgin Islands on their annual international fishing calendar.

"It's the number of marlin, sheer size of the fish and aggressiveness of the bite," says Florida angler Robert Baker who, aboard the *Reel Pushy*, was one of nearly 100 anglers that fished the 37th Annual USVI Open/Atlantic Blue Marlin (ABMT) or "Boy Scout" tournament, August 3 to 7.

The anglers and crew on *Mr. B II* (Robbie Browning in center with white cap)

PHOTOS BY DEAN BARNES

Miami, Florida angler Rob Ruwitch, owner of *Sharky's Revenge*, fishes the sailfish circuit in south Florida, for billfish in other Caribbean islands such as Puerto Rico and the Dominican Republic, and has been traveling to the Virgin Islands to fish for a long time.

Crowds down on the dock for the ABMT, including some of the best anglers in the world

"One of my best fishing days was the lay day of the 1999 Boy Scout Tournament," Ruwitch says. "We left the dock about 11 a.m. and ultimately saw 11 and released six for nine. It was the best day of the tournament for us."

This year, *Sharky's Revenge* angler Albert Castro kicked off the ABMT by catching the first of what were ultimately 159 blue marlin releases for the tournament.

Don Schmidt, from Houston, Texas, had never fished the Virgin Islands' waters until this year.

"What I look for in a destination is: where are the most fish closest to the shore to really make it worth the effort," he says, adding that this run is some 160 miles for him off Texas.

Schmidt adds, "When I had the boat (*Omi Gosh*) built, we started a three year plan. That is, while the kids are still young enough to travel with us, to fish the Pacific, in Costa Rica and Panama, then over to the Atlantic, and see what ocean we like best and where we'll ultimately stay. We heard the Virgin Islands had the best blue marlin bite in the Atlantic. It's good, but it's been slower than we expected. We're seeing five or six fish a day and catching two or three of them."

Robbie Browning, from Winter Park, Florida, is another angler who brought his boat, *Mr. B II*, to the Virgin Islands for the first time.

"We spent a year and a half in Panama and the last six months in Venezuela. Before that I've fished all the hot spots like Costa Rica and Panama," says Browning. "I'd read about the bite in the Virgin Islands and our captain, Rick Ogle, had been here before and suggested we come. I'll tell you, eight fish in four days of tournament fishing isn't bad –

and we saw two more the last day of the tournament we didn't catch."

Mr. B II took runner up honors to Sam Jennings' *Revenge* in the Best Boat category at this year's ABMT.

Jennings, from Juno Beach, Florida, and his son Jon, with veteran crew, Capt. Mike Lemon, Dean Dunham, Ryan Mertens and Tommy Lynskey, released 12 blue marlin to win the tournament. Jon Jennings captured Top Angler and pocketed a $10,000 cash prize by releasing seven of these marlin.

"Virgin Islands' waters have one of the most predictable blue marlin bites," says Lemon, "especially ten days before the full moon. The August moon is usually really good."

Lemon should know. He was at the helm while the father-and-son team released over 1000 blue marlin—90 percent of these in Virgin Islands' waters—over the last dozen years since owning the 58' *Revenge*.

Perhaps the best way to sum up where the Virgin Islands currently ranks on the global sports fishing scene is to quote veteran photographer, and former *Revenge* crew member, Scott Kerrigan. "It's the best spot to find the largest concentration of serious tournament anglers chasing glamorous blue marlin. And, as a photographer, it's a numbers game to me. Dawn till disk, for every hour of effort, the numbers of blue marlin in the Virgin Islands are great and consistent. If I miss a shot, all I have to do is standby and another opportunity will come along."

For more information about this tournament, contact Jimmy Loveland, tournament director by phone at 1-888-2-FISHVI (1-888-234-7484) or 340-775-9500; or by email: loveto@islands.vi; Results: www.abmt.vi.

L to R: Sam and Jon Jennings, on *Revenge*

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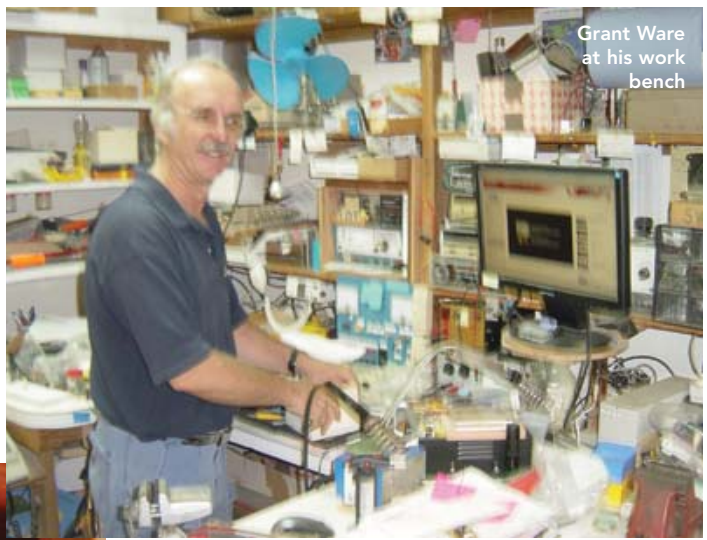
ELECTRONICS FOR THE HEARING-IMPAIRED SINGLE-HANDED SAILOR

BVI TECHNICIAN'S MODIFICATIONS MAKE PASSAGES POSSIBLE

BY RON ROWE

I was alone in the cockpit on a fairly calm night, sleep-deprived and fatigued, when nature called. I was fulfilling my goal of sailing singlehanded to Bermuda and, because the sea was calm with a light wind and a perfect moon in the sky, I mistakenly released the snap shackle on my harness from the jack line and leaned over the lee rail to relieve myself. I didn't hear the alarm from the radar guard zone picking up a squall off the starboard bow. The autopilot held its course as a stiff puff of wind heeled the boat well beyond 30 degrees. I lost my grip on the bimini top, stumbled and fell into the sea. As I inflated my life vest, I watched my boat continue to sail on her course at six and a half knots. I was 500 miles from land in any direction and far from the shipping lanes, halfway from Tortola to Bermuda.



Grant Ware at his work bench

Analog-amplified speaker alarm

Then I awoke from my "overboard" nightmare.

The improvements in electronic sailing equipment over the last few decades have made it possible for people who would never have considered a lengthy singlehanded voyage to embrace the challenge. Autopilot, radar, chart plotters combined with GPS navigation, single sideband and VHF radios with DSC, and satellite telephone interfacing with the Internet have transformed what was once an arduous, dangerous adventure into a relatively tame experience.

Waking up every 20 minutes to check the horizon has given way to alarm systems for depth, radar guard zones, and DSC alerts. These advances have made it relatively safe for the single handler to get some adequate sleep, confident they will be alerted in the case of impending threats.

That is, of course, if you can hear high-pitched digital sounds.

Somewhere along the way to my present age (70), I lost just about all my ability to hear any sounds above mid-range. Perhaps it was hunting pheasant in Michigan or listening to loud music with earphones, but suffice it to say I can place either ear in direct contact with any digital alarm and hear absolutely nothing. While this kind of hearing condition is not widespread, various degrees of hearing impairment are common.

My boat, *Autumn Passage*, a 1982 Mason 43 Sloop, has a complete installation of Raymarine® equipment including depth, wind, speed, radar chart plotter, Autohelm®, and LifeTag™, all connected with the Raymarine SeaTalk crossover system. The entire array was installed by a top notch company located in the British Virgin Islands, where I have lived since retiring in 1999. Grant Ware from Cay Electronics installed the original system and has since made numerous modifications based on my individual requirements

Whenever I sailed down island from the BVI or up to Bermuda with crew members who had good hearing, digital alarm systems were a great

LifeTag interface to Autohelm alarm and control

addition. But relying on alarm systems with a crew on board is a lot different than when sailing alone.

In early 2008, as I dealt with a rather complicated illness, I dreamed about getting well and sailing singlehanded. I thought, "If I ever get out of this, I want to sail my little boat by myself." I thought about my hearing problem … I had made my share of offshore passages with crews and understood the issue of sleep deprivation and fatigue.

But for me it was not just a matter of making the digital alarms louder, since no matter what the volume, I could not hear them. We had to find a way to make the alarms "analog," say from a "tweet tweet" to a "whoop whoop," if you will, or from a high frequency to a low frequency. I went to Grant with my problem.

Grant came up with the solution. He built conversion boxes for the various alarm systems. These boxes take the digital signals and convert them to analog, with different patterns for the different alarms. For example, the depth alarm produces a fast pattern, while the radar zone alarm produces a slower pattern. These signals are then sent to an amplified speaker which hangs above the aft cabin bunk, adjacent to the cockpit porthole. Even without this porthole open, when turned to high volume this speaker alarm will wake anyone anywhere on the boat.

On a recent singlehanded sail from the BVI to Bermuda, it worked flawlessly and using the chart plotter's countdown feature I set the alarm for every two hours, even if nothing else happened, which allowed me a confident, secure two hours' sleep at a time. On my next trip I'll set it for three to four hours, based on the experience of this trip. The radar guard zone alarm also alerted me (from my sleep) to three freighters crossing nearby and numerous rain squalls.

For those not familiar with it, the LifeTag system consists of a small tag that attaches to your life vest (or wrist or arm) with a Velcro strap. Should the tag become separated from the boat, an alarm goes off in the boat, alerting the crew that a person has fallen overboard. The Raymarine system's SeaTalk device marks the boat's position as an MOB on the chart plotter when the alarm goes off and calculates a return course based on speed and drift. Pretty slick, actually, except it is of no real use for the singlehanded sailor. A couple of years ago I sent a suggestion to Raymarine that future software upgrades might somehow allow the system to send a signal to the Autopilot to disengage and go to "standby," forcing the boat to come into the wind. There was no response, but Grant came to the rescue again.

The new interface box that Grant built is perfect. When armed, it forces the Autopilot to immediately switch to standby should the alarm be triggered. While it certainly would be a struggle to get back aboard a boat bobbing in the waves at sea, at least with a line over the side the single handler might have a fighting chance—as opposed to watching the vessel sail away on her pre-set course.

Thanks to Grant, this is one hearing impaired sailor who, having completed his first single handed sail, is looking forward to many more trips. Perhaps my next "overboard" dream will have a much better ending.

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LESSONS FOR BOATERS IN SELF-SUFFICIENCY

A TEENAGE CREW SOLVES PROBLEMS AT SEA

BY ANDY SCHELL

It was about Day 22 of the sail-training program I was running this past summer, and the boatload full of eager high-schoolers from around the world all were anticipating our next landfall in the Grenadines. Then the boat started falling apart.

I should have known this was going to happen. Only a few days prior, my first mate/fiancée boasted about how well the boat was holding up. The gods of the sea do not take kindly to this sort of gloating.

The kids by now had learned to sail the boat independently, which resulted in the captain and his mate becoming rather redundant—we enjoyed playing the part of passengers. They were sailing a course from the back of Union Island, at Chatham Bay, over to Mayreau.

About three miles downwind of Mayreau, coming through a tack, an explosive 'BANG!' erupted from the helm. I knew what had happened immediately, but it took the young helmsman several turns of the wheel before he realized it was no longer attached to anything—our steering was gone.

The 'ARC 12' crew of Broad-reach's 'Arc of the Caribbean' expedition, sailing *Arwen*

I waited, a curious passenger, to see how the kids would react. They all knew that Mia and I would not interfere, so long as they weren't going to damage the boat or themselves. Someone remembered where the emergency tiller was stowed—I had shown them this in passing, over three weeks before the incident, way back in St. Martin—and they dropped the sails, rigged the tiller and steered us, slowly, toward the anchorage at Mayreau.

Once safely anchored the kids dove headfirst, literally, into the troubleshooting stage of the repair. I remained a silent witness, as spare lines, lifejackets, harnesses, dive lights and a life raft came piling out of the cockpit locker in an effort to discover what, exactly, had made that gunshot sound and left us disabled.

Once empowered to make decisions and solve problems on their own, it's incredible how quickly and efficiently a group will get things done. The kids impressed me more with each passing minute and ultimately discovered that the master link connecting the wheel chain to the steering cables had sheared. Armed with new knowledge of a not-so-scary-anymore problem, they set to work devising a plan for the following day. They were faced with their biggest challenge yet: getting to Grenada under jury-rig where we'd more easily be able to make a permanent repair.

For the previous three weeks, we'd been hand steering during the short 15-mile hops between the Leewards, right through to the 80+ mile night sails we enjoyed further south. I mentioned in passing that the boat had an autopilot, but lied to the kids and said it was broken, just to keep them practicing at the helm. In Mayreau, I finally 'fessed up, and gave them a hint that would lead them toward success—I told them our autopilot did, in fact work, and since it was connected directly to the quadrant, it could safely steer us to Grenada. The catch was they had to figure out how to make that happen.

That evening was perhaps the most productive of the 32-day program. The kids gathered round the saloon table, rifling through the Raymarine manuals looking for the solution that

Captain Andy at the helm with the emergency tiller, just west of Mayreau in the Grenadines

Mike Brew successfully helming *Arwen* with the emergency tiller

would get them safely south, all the while learning something new, and the best way possible—they were teaching themselves and each other.

We did make it to Grenada, using the autohelm the whole way, only resorting to the emergency tiller to anchor again in St. Georges Lagoon, where Budget Marine lay only a few miles down the road. Fixing the steering was child's play for my newly salty crew, especially after what they'd endured just to get there. We were back in action with a working steering system within a few hours of our arrival to the "Spice Island."

We encountered a myriad other problems along the way as well: a blown mainsail, parting jib-sheets in the middle of the night, an adrift dinghy. Our encounters all ended the same way, successfully, but only after a well-thought out plan was put into action.

Being self-sufficient is one of the laws of being a real sailor. An entire industry exists around sailing and the water, which is very convenient when you really need it. But next time something goes wrong on your boat, take a minute and try to solve the problem on your own. A little patience and ingenuity goes a long way, even in the direst situations. It may save your life at sea some day—but it will definitely leave you with a sense of satisfaction and accomplishment that only the true seaman can enjoy.

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 or www.fathersonsailing.com.*

Tanner Linder, in the cockpit of *Arwen* during the steering repair

LAUGHING TATTLETALES IN THE ANCHORAGE

BY DEVI SHARP, PHOTOGRAPHY BY CHUCK SHIPLEY

Patiently waiting

It is dinner time and I am preparing the beautiful tuna that we caught today. I notice a bit of skin and fin that I don't want for the grill and certainly would rather not deposit in our trash, so I quietly slip it overboard. It is just fish going back to sea, right? And then, BUSTED! Three gulls are cackling and fighting over the tidbit and announcing to the anchorage that I tossed something overboard. Who are these noisy tattletales in the anchorage?

Laughing Gulls are native to North and South America. They breed on the Atlantic coast of North America, the Caribbean, and northern South America. The northernmost populations migrate further south in winter. The populations of Laughing Gull in the West Indies, Central America and Florida are largely resident. They are the most common gulls in the Caribbean and the only breeding gulls in the Lesser Antilles.

Adult Laughing Gulls don a dapper suit in the breeding season. They have black heads and snow white necks and it appears that their heads have been dipped in dark chocolate. Their dark bills are tipped with red and they have lightly applied white eyeliner above and below their dark eyes. The breeding adult's back and wings are dark gray; trailing edge of wing is white, and wing tip is black, without white spots. In winter they loose their dark hood and red beak.

Laughing Gulls take three years to reach adult plumage. Immature birds are dark brown with contrasting rump and broad black tail band.

An agile flyer

The other medium sized, black headed gull that might be confused with a Laughing Gull is a Franklin's Gull and they are very uncommon in the Caribbean. Laughing gulls have earned their name from their call which sounds a bit like a high pitched human laugh - ha ha ha ha.

Laughing gulls are not picky eaters—they feed on fish, shrimp, crabs and scraps from fishing boats and all manner of food trash. They do forage for themselves, but can often seen following fishing boats, as the fisherman toss out the fish offal, or scavenging at garbage dumps and dumpsters. They are very agile flyers and easily catch bits of food tossed into the air. They also steal fish from other seabirds. Unlike many larger gulls, Laughing Gulls seldom steal the eggs or chicks of other birds.

Laughing Gulls breed in coastal marshes and ponds in large colonies. The nest is made largely from grasses and is constructed on the ground. The three or four greenish eggs are incubated for about three weeks. This gull is susceptible to human disturbance and predation throughout its breeding cycle. They avoid mammalian predators by selecting small islands exposed to winter washovers which prevent establishment of permanent mammal populations. Colony and nest-site selection is a compromise between

Dipping for small fish and scraps

nesting on islands high enough to avoid tidal flooding and small and low enough to avoid predation and competition with larger gulls. Herring Gulls prey on the eggs and young of Laughing Gulls.

Laughing Gulls present interesting conservation concerns. These gulls were extirpated (locally extinct) from many coastal colonies in the late 1800s and early 1900s by egg collectors and the millinery (hat) trade. They, like many other seabirds, gulls and terns, have suffered a loss of nesting habitat due to destruction and development of wetlands. On the other hand, the flexible or "plastic" behavior of both diet and nesting habitat of these gulls has facilitated the expansion of their range. Most gulls have benefited from human activities in this century, and the Laughing Gull is no exception.

Today the Laughing Gull is increasing in much of its range; for example, they have recently nested in New York State for the first time in 100 years. The expansion of the Laughing Gull range has had a negative impact on some other seabirds, terns and shorebirds that are not as flexible about their nesting sites. Laughing gulls can displace the other birds in nest sites. Laughing Gulls have also become hazards to aircraft because they have adapted to feeding on landfills and mowed fields surrounding airports.

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. Chuck and his wife Barbara live aboard their trawler* Tusen Takk II *in the Caribbean.*

USING MOORING BUOYS

BY FRAN AND DEE WELK

Editor's note: this is the first in a new series for people considering chartering a boat in the Caribbean. Send your suggestions and questions about chartering to: editor@allatsea.net. This month: Worried about your anchor dragging overnight in unfamiliar waters? One simple solution: look for mooring buoys.

We have been sailing and chartering for over 20 years and welcome the sight of an available mooring buoy; we can anchor if we have to, of course, but prefer the convenience and assurance that our boat will stay where we put it and not collide with neighboring boats that are also on buoys.

To pick up a buoy, begin by shortening the painter on the dinghy and watching it so that it won't get fouled in the propeller. Send one of your crew to the bow with an extended boat hook. The helmsman and this person should have some pre-determined hand signals about forward, reverse, neutral, and "on the hook." (Shouting only gives other boaters more entertainment.)

"As you come into the anchorage, note the direction of the bows of the other boats since this is the direction from which you should approach the ball."

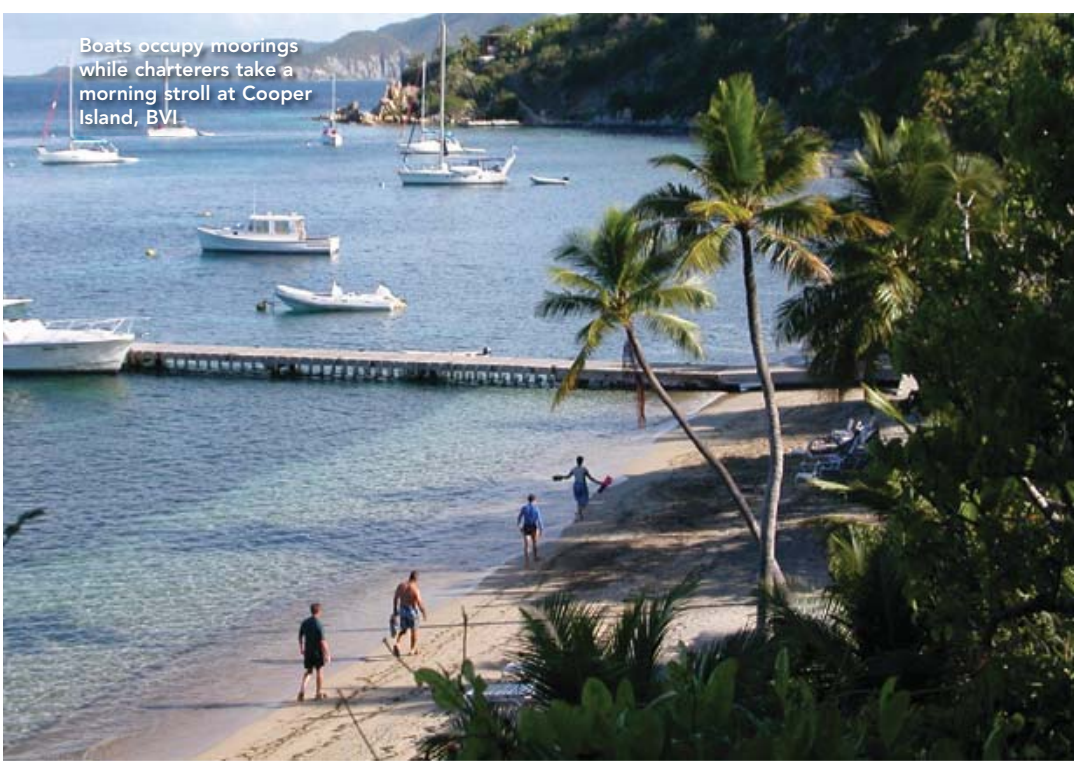
As you come into the anchorage, note the direction of the bows of the other boats since this is the direction from which you should approach the ball. Do so under very low speed with the bow person pointing at the ball. Agree to a planned side to pick up the ball—but those on the bow should be ready to adjust quickly as needed. Come up to the ball, shifting gears slowly through neutral to reverse to stop the boat, and then return to neutral.

Meanwhile, the person on the bow leans over the lifeline and grabs the pennant, sliding the boat hook up the line until it can be caught in the hand. Pass the pennant line under the lifeline. If there is a permanent loop, secure it over the cleat and you're done. If the end of the pennant has a hard plastic loop (less chafing), you need to be prepared with a bow line that has been secured on one cleat so that the bitter end can be passed through the plastic eye, around the bow of the boat, under the lifeline, and secured to the opposite side cleat to create a "V" bridle off the bow towards the ball.

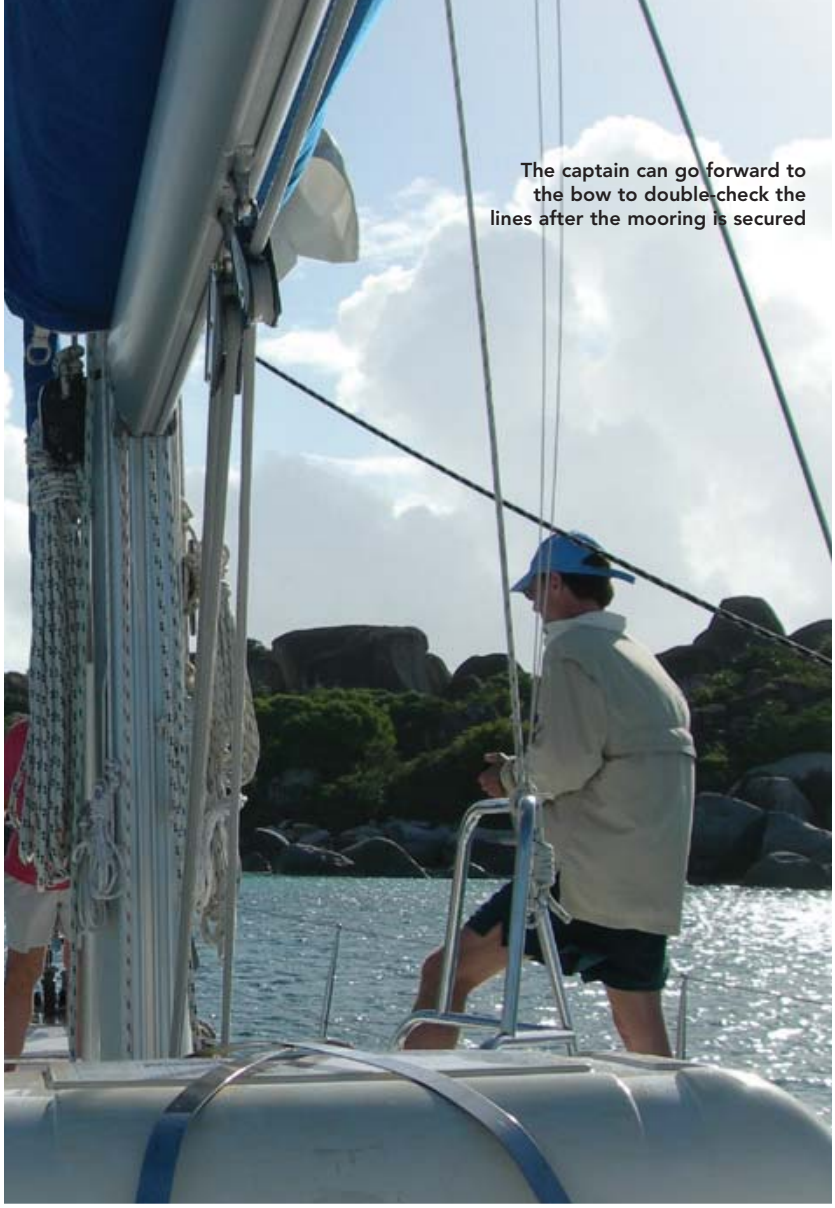
An alternative attachment approach is to run a separate line

HOW CAN THAT LITTLE BALL HOLD MY 50-FOOT SAILBOAT IN PLACE?

Several factors relate to properly functioning mooring systems: boat length, anchor weight, length and diameter of the chains, length and diameter of the pennant (part you pick up and connect to), and water depth. Buoys transmit the strain of the boat's activity through the ball, with the lower part of the mooring system holding the boat vertically and the pennant holding the boat horizontally. In most instances, the wind is sufficient so that all boats on the moorings point into the wind and therefore swing in the same general pattern, each within the limited maximum excursion allowed by the system. In effect, there is an invisible circle around each boat with safe spacing no matter which direction the boat is in at the time.—*F. & D. Welk*



Boats occupy moorings while charterers take a morning stroll at Cooper Island, BVI.



The captain can go forward to the bow to double-check the lines after the mooring is secured

PHOTO BY CHRIS GOODIER

under the lifeline from each side of the hull from the cleat, through the pennant hole and back to the cleat on same side of the boat. Alan Mallory, Commodore of the St. Croix Yacht Club, US Virgin Islands and charter captain on the catamaran *Kindred Spirit*, notes that catamarans should always use port and starboard lines to the mooring, and "be very aware not to significantly extend the length of the pennant with your bow lines! This increases your swing radius to a point where you may contact nearby boats. Midnight acquaintances rarely respect you in the morning!"

Keep the engine in neutral for a few minutes and watch your surroundings to be sure you are secured, just as you would do with anchoring. Remember, too, that once the boat is secured in some way, you have time to tweak the lines. Do not attempt to hold onto the pennant and be pulled overboard if your boat is not adequately stopped or you cannot safely secure it. Just try again!

A few moorings remain open at sunset

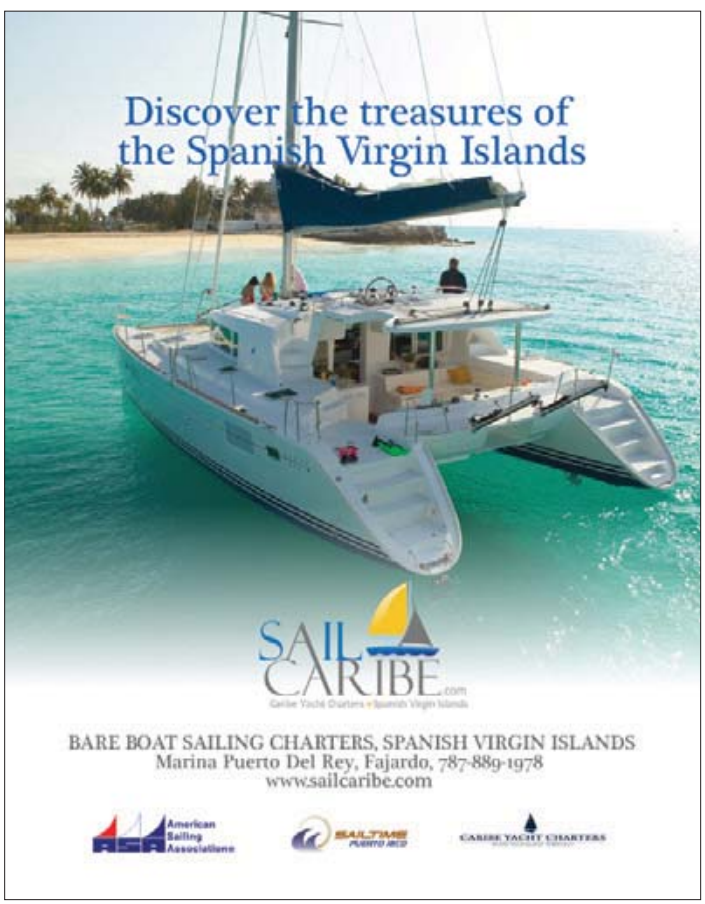
PHOTO BY DEE WELK

To drop the buoy when you are leaving, shorten the dinghy painter and don't foul it, as you will be initially going in reverse. Point the boat into the wind and drift back, using the engine in reverse only as needed to travel away from the ball. Have someone on the bow let the ball off the line or just free the permanent loop and point out where the released ball is so that the helmsman knows where not to steer. The bow person signals "all free" to the helmsman when the full pennant is clear of the boat.

"Keep the engine in neutral for a few minutes and watch your surroundings to be sure you are secured, just as you would do with anchoring. Remember ... that once that boat is secured in some way, you have time to tweak the lines."

ARE MOORINGS FREE?

Mooring buoys for public use are found in cruising locations throughout the Caribbean, installed and maintained by local authorities or private entities to make money, protect vulnerable reefs and encourage tourism by boaters. Check to be sure overnight mooring is allowed—some are for day use only. Though some places have a few free moorings, per-night fees usually range from US$10 to $25—less expensive than a marina, but more than a (free) anchorage. A fee collector may come to your boat or you may pay ashore – if in doubt, ask other boaters in the mooring field what to expect. And watch out for unauthorized "entrepreneurs" who may attempt to pocket your fee. In popular areas during peak charter months, plan to arrive at your destination by early or mid-afternoon before all the moorings have been claimed.—*Editor*



A primary safety issue after properly securing the mooring ball relates to integrity of the lines used in that process. Both the pennant and your lines should be reasonably free of fraying or cuts which make them vulnerable to not holding.

Remember that even well-honed teams of helmsman and crew will occasionally miss picking up the ball on the first try. Drive clear of all boats and their lines and come back to try again. Then settle back with your favorite beverage and watch the next boat crew come in with their eyes on that last available buoy.

Fran and Dee Welk are longtime boat owners and charterers who divide their time each year between Bloomsburg, Pennsylvania and St. Croix, USVI.

Once your boat is secured on a mooring, you can head ashore in your dinghy

PHOTO BY CHRIS GOODIER

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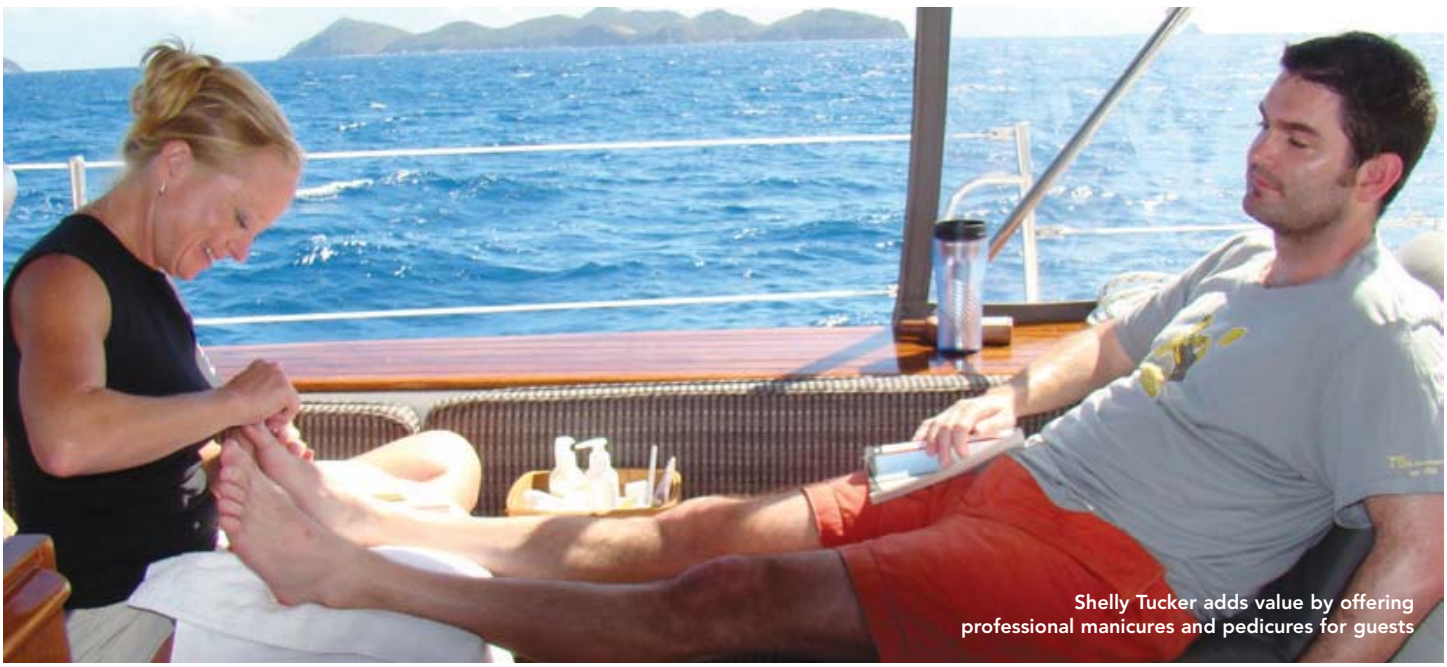
CHARTER TRENDS

ADDING VALUE TO A CHARTER YACHT VACATION IN A DOWN ECONOMY

BY CAROL M. BAREUTHER, RD



Shelly Tucker adds value by offering professional manicures and pedicures for guests

PHOTO COURTESY OF SHELLY TUCKER, S/V THREE MOONS

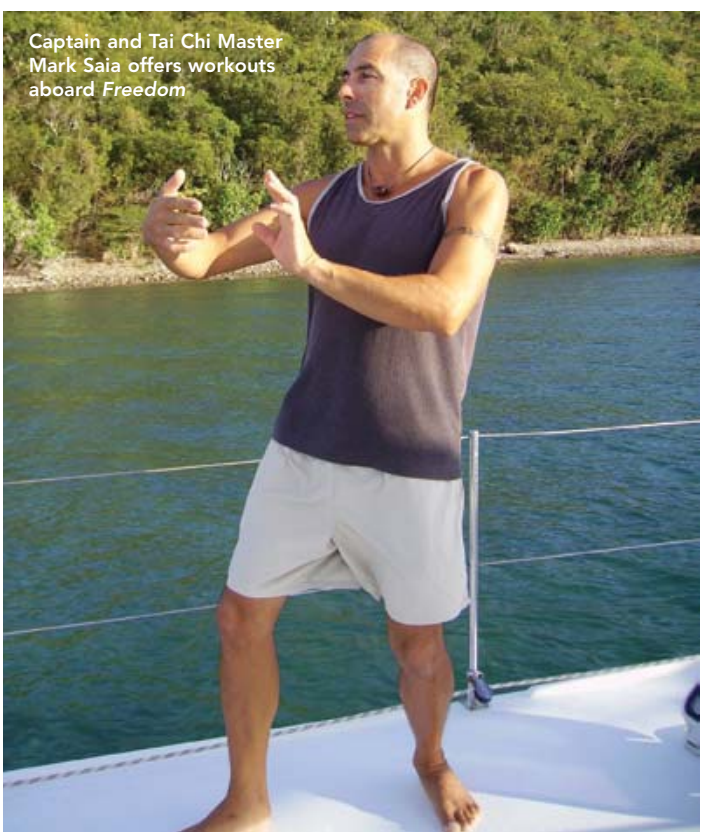
What strategies are Caribbean-based charter yachts and charter yacht companies using to entice bookings during this global economic downturn?

The key to keeping repeat customers and attracting new ones, says Josephine Tucci, global product manager for Sunsail, based in Clearwater, FL, with six bases in the Caribbean, "is providing added value."

Ed Hamilton, of Ed Hamilton & Company, a charter yacht brokerage based in Wiscasset, ME, which specializes in Caribbean charters, agrees. "We have tried hard to concentrate on selling value over price, because in the long run, cutting prices just hurts the industry. We have seen this happen in the bareboat industry, which sadly has lowered prices without adding value (no more cruising guides sent in advance or free taxi transfers, additional charge for fuel, etc). Whatever special offers or schemes crewed yachts use, we feel it is important that they maintain a list price, as it is much easier to return to this when things improve."

Many crewed yachts are maintaining prices while offering more value. An example, says Hamilton, "is charging the same price but giving an eighth day free day. Or, offering flexibility with pricing options, such as half board. Or, discounting for younger children based on the fact that kids don't expect quality wines or high-end service. They, of course, cost the crew in other ways (special menus, time spent entertaining, etc), but the image of quality for the adults is not compromised."

Some yachts are adding value via offering unique services. For example, Captain Mark Saia, aboard the U.S. Virgin Islands-based crewed yacht, *Freedom*, a 60' multihull, is a veteran Tai Chi Master.



Captain and Tai Chi Master Mark Saia offers workouts aboard *Freedom*

PHOTO COURTESY OF MARK SAIA

"These days, people want to 'better' themselves," says *Freedom*'s chef, Alison Chesley. "So, offering easy and interesting exercise options from experienced instructors is a desirable option. Mark offers a 20 to 30 minute routine that packs a surprising workout."

On *Three Moons*, a crewed 72' Irwin also based out of the USVI, chef Shelly Tucker, says, "We have always offered our 'Sea Spa' services of manicures and pedicures. I've been a licensed technician since 1984 and a master tech since 1989. We do charge a fee for spa services on board the yacht; but it is less expensive for the client than having a spa treatment at a resort."

PHOTO COURTESY OF SHELLY TUCKER, S/V THREE MOONS

Charter companies are adding value in distinctive ways too. Sunsail's Tucci says, "We have recently surveyed our customers and there is definitely interest for themed or specialist activities. In fact we are launching several new events."

One of these is a "Sailing With Railey" Fun Flotilla set for November. Charter guests will learn sailing tips and tricks from Olympic Medalist Zach Railey while sailing the BVI for a week.

Similarly, Horizon Yacht Charters has teamed up with America's Cup helmsman Peter Holmberg to offer Racing Master Classes. "We are currently holding a competition where two lucky people will win a seven-night charter with Horizon and a day with Peter on board," says marketing manager, Nicola Massey.

There will always be the bargain hunters, but there are far fewer boats giving large concessions for the next season and the inquiries are certainly coming in, says Hamilton. "With a few exceptions, we never did see the sensational mass discounts other tourist industries had to resort to and it looks like business will gradually continue to improve."

PHOTO BY RANDY LINCKS, COURTESY OF HORIZON YACHT CHARTERS.

Some crewed yachts have offered discounts when young kids are in the charter group

PRICE DISCOUNT PROS & CONS

Price reductions are enticing charter guests to St. Vincent & The Grenadines, says Narendra 'Seth' Sethia, base manager for Barefoot Yacht Charters, headquartered in Blue Lagoon. "In the current economy our view is that additional amenities on the yacht, special packages and the like are insignificant when compared to price reductions. The clients we are seeing simply want to pay less. Thus, we are being more flexible with pricing and offering more deals to make the vacation more affordable."

However, Sethia adds, "One very important fact to bear in mind is our location. Were we in the BVI or St. Martin, our responses may perhaps have been different. But the huge disadvantage of St. Vincent & The Grenadines is the difficulty and high cost of air access. Because of this, everything in the Grenadines is about pricing. "We have to provide a financial palliative to the astronomical air costs and that simply means cutting rates."

Dick Schoonover, who manages the clearinghouse CharterPort BVI in Tortola, British Virgin Islands, is against price reductions. "The punters shop, arm-twist, negotiate and whine, but in the end, once you've agreed they can have the week aboard for free, they complain that we didn't buy 'em the plane tickets too, so they don't do the trip."

With prices for provisions and goods up perhaps 30 percent over last year in the islands, says Schoonover, "in my opinion, 'no discounts apply', nor should apply. I have been extremely resistant toward discounting and lowering rates, but of course each and every individual operator has his or her own agenda and priorities."

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

YACHT SHOWS SPOTLIGHT CARIBBEAN'S CREWED CHARTER INDUSTRY

BY CAROL M. BAREUTHER, RD

Boat shows in November and December in the British Virgin Islands, U.S. Virgin Islands, St. Maarten and Antigua will showcase over 100 luxury sailing and motor yachts—and their professional crew members—to brokers who hail from destinations as diverse as the Caribbean, U.S. mainland, Europe and even Asia.

The flavor of these events, as well as the opportunities for work and play, is summed up by Janet Oliver, administrator at the Charter Yacht Society (CYS) of the BVI which will kick off the show season with its 28th Annual BVI Charter Yacht Show on November 5 to 8 at Village Cay Marina in Tortola. "From the fun and fast paced Broker Scrabble Yacht Hop to the relaxing and more glamorous Governor's Reception, the show provides unique opportunities for the development of relationships. Brokers meet crew. Crew meet crew, and brokers and crew meet with local supporting businesses. It is a rare opportunity for the entire industry to be together in one place at one time. The show finishes with another rare opportunity: allowing brokers to be charter guests for a day; after all, personal experience sells."

The Antigua show's popular "Concours de Chefs" event theme will be brunch with Piper Heidseick champagne

The numbers are up: some 65 to 70 yachts are expected to show in the BVI, says Oliver. "A variety of yachts have registered to date, but we do have an increase in power yachts this year."

Oliver adds, "We tend to get the newcomers to the crewed yacht industry; whether the yacht has just recently been manufactured or it, and the crew, are simply being introduced for the first time to the industry. Participants include those that operate throughout the Caribbean but are not in the mega-yacht category. In other words, they are luxurious and full service, yet affordable."

Over 30 yachts were registered for the St. Thomas Fall Yacht Show, formerly the Virgin Islands Charteryacht League (VICL) Annual Fall Show, by the end of July, said VICL executive director, Erik

Continued on page 36

December's Antigua Charter Yacht Show organizers expect between 80 and 100 yachts

RIGHT: PHOTO COURTESY OF ANTIGUA CHARTER YACHT SHOW

Catamarans line the dock for the BVI November event

COURTESY OF JANET OLIVER, CHARTERYACHT SOCIETY OF THE BVI

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Continued from page 34

Ackerson. "We're expecting more megayachts this year." The show will be held November 10 to 12 at Yacht Haven Grande in St. Thomas.

In St. Maarten, Lucille Frye, an organizer of the MYBA St. Maarten Charter Show, set for December 4 to 7 at Port de Plaisance, says, "We anticipate an attendance of between 40 to 50 yachts this year. We tend to attract predominantly power vessels ranging in size from 65 to 210 feet, but with the majority of vessels being over 130 feet."

Judges and winners at the 2008 BVI show's culinary competition

COURTESY OF JANET OLIVER, CHARTERYACHT SOCIETY OF THE BVI

Frye adds, "We hope that the economic problems will not reduce yacht attendance too significantly. As was seen last year, due to the decline in charters, owners are more prone to want to show their boat with the aim of attracting more bookings. We expect broker attendance, while slightly reduced in numbers, to still reflect a quality representation of all the industry key professionals. Likewise, we anticipate the same quality of media, vendor and sponsor attendance."

The Antigua Charter Yacht Show will take place from December 7 to 11 at Nelson's Dockyard Marina in English Harbour, the Falmouth Harbour Marina and the Antigua Yacht Club Marina.

Sarah Sebastian, show coordinator, says, "We expect between 80 and 100 yachts as normal. Some are a little late in registering but that's just because they are busy on charter at the moment. We get everything from a Swan 53 right up to a 270-foot Oceanco vessel and all yachts in between—cats, monohulls, power yachts—you name it, we have it exhibiting, if it's a properly-qualified charter yacht." There are many new launches, Sebastian adds, that debut in Antigua.

There's a new twist to each of these shows this year. In the BVI, Oliver says, "We are attempting to host a 'green' event. At this point we are exploring the requirements necessary for certification from a recognized authority."

A name change is new for the St. Thomas Fall Yacht Show. Ackerson explains, "We've been working with Yacht Haven Grande and the Department of Tourism. Our goal is that in the next 10 years, the show will develop into a destination show marketed to a wider audience similar to the Ft. Lauderdale Show."

FALL CREWED CHARTER SHOW CALENDAR

NOVEMBER 5-8
BVI Charter Yacht Show
Charteryacht Society of the BVI
P.O. Box 3252
Road Town, Tortola
Tel: 284-494-6017
www.bvicrewedyachts.com

NOVEMBER 10-12
St. Thomas Fall Yacht Show
Virgin Islands Charteryacht League
5304 Yacht Haven Grande, Ste. 104
St. Thomas, VI 00802
Tel: 800-424-2061 or 340-774-3944
Email: info@vicl.org
www.vicl.org

DECEMBER 4-7
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Cell: + 599.554.8918
Fax + 599.544.2496
Email: info@mybacaribbeanshow.com
www.mybacaribbeanshow.com

DECEMBER 7-10
Antigua Charter Yacht Show
Tel: 1 268 460 1059
Cell: 1 268 764 5951
Email: info@antiguayachtshow.com
www.antiguayachtshow.com

There's been a date change to the MYBA St. Maarten Charter Show. Frye says, "The dates this year have been changed to enable brokers to attend both the St Maarten and the Antigua shows."

Finally, the show in Antigua will now be five days rather than six, says Sebastian. "This is so agents can be out of their offices for a shorter amount of time and it saves them a day or two on expenses for hotels, etc, as well." Other new additions to the Antigua show include special seminars about marketing and computer marketing, which are specifically designed to help brokers in light of the current global economic downturn.

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SMALL ACTS OF KINDNESS MAKE A HUGE DIFFERENCE

U.S. CHARTER YACHT BROKER FINDS BOOKS FOR CARIBBEAN KIDS

BY CAROL M. BAREUTHER, RD

It's the detours in life that can be much more rewarding than the well-planned route. Such was the case for one charter skipper who invited broker Ann Wallis-White to a fancy lunch after the Antigua Charter Yacht Show and instead found himself handing out books to needy schoolchildren. Today, there are a number of yachts and yacht crews who are giving back to the islands they love thanks to Wallis-White's inspiration and example.

Yachting is something Wallis-White has known all of her life and so is a love of reading. "I was a charter child," she says. "I was reading books before I could walk."

Wallis-White booked her first charter while still in college. She was one of the first charter brokers, opening an office in Annapolis, Maryland, in 1976. "I was 23 years old and living on someone else's boat so I could pay the rent for a waterfront office," she explains. "Even then, I'd budget enough money to buy something each week to give away and it was usually a book."

Ann Wallis-White at Newfield Primary School

Trips to the Caribbean would inevitably bring Wallis-White to places where children owned few possessions. "I don't like the idea of handing out money. That only solves the problem for a day," she says. Instead, like seeds that can be planted to grow a garden full of food, Wallis-White started handing out books that she hoped would foster a love of reading and education.

Over the past 30-plus years, Wallis-White says she has "begged, borrowed and got donated" thousands of books that have been distributed to Antigua and other Caribbean islands such as Dominica, Bequia, Grenada, St. Vincent and Union Island. Libraries, which annually discard used books, have been a key source of donations. A dozen years ago, Wallis-White partnered with a nonprofit group called B.I.G. Books (Books for International Goodwill), which works to recycle books for the benefit of people as well as the environment.

Books boxed, there's then the transportation. Yacht skippers who sail through Annapolis en route to the Caribbean will often be asked to transport a box or two of books and gladly do so. Over the past several years, Karen Kelly at Nicholson Yachts Newport has worked with Wallis-White and enlisted the help of skippers in her neck of the woods who are undertaking their annual north to south migration.

"Several yachts have really helped us over the years," says Kelly. She has been on the other end of the transport too, that is, driving around Antigua in a rental car after the annual December charter show and looking for the smallest, poorest school where she could drop in and donate books.

"The children just love the books," says Kelly. "It's so incredible to see how happy it makes them."

Ann Wallis-White at the Dockyard library

PHOTOS COURTESY OF KAREN KELLY, NICHOLSONS, NEWPORT, RI

The ripple effect of Wallis-White's good works is evident in the tales she tells. "I remember being out for my annual swim in Antigua and this little boy comes paddling out to me to tell me he loves books," Wallis-White says.

Then, there was the Caribbean airport ticket manager who rescued Wallis-White from tears and a canceled flight home by producing a free first class ticket after recognizing her name. "He told me he never read a book as a child that didn't have my name in the front," she says. "I always write my name inside and something like 'we love your island'."

Last year, Wallis White was delivering needed items to an elderly shut-in friend in a bad neighborhood in Antigua. Three teenage boys walked up to her car and started tapping on the window. "I rolled down the window, not knowing what to expect, and they asked me if I had anything to read," says Wallis-White.

Her generosity hasn't been limited to books. She's skipped more than one expensive lunch at show time and used the money to sponsor three boys into the Antigua Yacht Club's sailing program. She used a $300 speaking honorarium to buy small toys and her annual show cocktail party to enlist friends to wrap the toys as Christmas presents for kids in Montserrat after the volcano erupted. And she took up a collection among the luxury yacht crews to get a dog that had been maimed in a machete attack to a local vet. "Lucky" ultimately survived.

The real story, says Wallis-White, isn't about her or her book drive or what she's done; it's about how easy it is for anyone to perform a small act of kindness.

"I tell crews to take $100 and go to the dollar store and stock up on small items. I've been to schools where the kids are sharing pencils," says Wallis-White. "A small amount of money or an hour or two of time is all it takes to make a huge difference in someone's life."

For more information or to contribute, contact Wallis-White at awwyc@comcast.net

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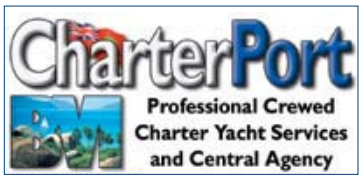

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Chartering in Puerto Rico's Spanish Virgin Islands

ARTICLE & PHOTOS
BY CAPTAIN TONY MIRO

CRUISING CULEBRA'S SURROUNDING ISLANDS & CAYS

Dive in to sparkling, secluded waters of the "Slow Virgins"

When people talk about the Spanish Virgins, most of us think about Culebra and Vieques. In reality, there are many islands and cays worth exploring. Over the last two years we have sailed to Culebra almost once a month, tried many anchorages and met many wonderful people there and in the surrounding islands.

If you don't have your own sailboat in the Caribbean and wish to explore the SVIs you can now charter crewed yachts or bareboats out of Puerto Rico, St Thomas and/or Tortola.

Planning Your Visit

If you take a look at Culebra's chart you will notice more than 20 other smaller islands and cays including Culebrita, Cayo Luis Peña, Cayo Norte, and Cayo Pirata, among others. All are uninhabited, except for Culebra, and some offer quiet, secluded anchorages and/or spectacular beaches.

Culebra, Culebrita and Cayo Luis Peña combined have many beautiful beaches but we recommend the following ones because of the quality and safety of the anchorage, the great snorkeling and the beautiful sands. All these anchorages can be accessed by boat but Bahia Flamenco is better visited by car:

Culebrita: Punta Arenas and Bahia Tortugas—make sure to hike up to the old lighthouse.
Cayo Luis Peña: Punta Cruz and Punta Rociada
Culebra: Carlos Rosario, Tamarindo, Punta Melones and of course Bahia Flamenco

The PR government has installed free moorings

Culebrita's lighthouse calls for a climb

Marinas & Moorings

There are no marinas on any of the SVIs, but the Puerto Rico Natural Resources Department has installed free moorings on many anchorages and beaches. The closest marinas are Puerto del Rey Marina in Fajardo and Crown Bay Marina in St Thomas. In Culebra, water, fuel and ice will all have to be carried by dinghy so plan ahead and bring portable approved containers on board.

Overnight Anchorages

Even though there are many anchorages around Culebra, not all are protected all the time due to wind and sea conditions, so we recommend the following for a great night sleep no matter where the wind is blowing from: Dakity, Las Pelas, Cayo Pirata, Melones and many coves inside Ensenada Honda. We don't recommend overnights at Bahia Sardinas in Culebra, or anywhere in Culebrita or Cayo Luis Peña.

Provisions

There are no large supermarket chains, Walmarts or Costcos in Culebra, so we recommend doing your provisioning in Puerto Rico or St Thomas before heading to Culebra. Once on Culebra you can buy last minute items and ice at Colmado Milka, Superette Mayra, Colmado Génesis and El Eden.

Dining & Entertainment

Great places to eat come and go on the islands. At this time, some wonderful places to go enjoy an exquisite meal include Susie's, El Eden, Mamacita's, Juanita Bananas and Dinghy Dock. A must-see is Saturday night's WIKI Sound Machine—conga players at Mamacita's. Wiki and Jorge will make your whole body move to their great Caribbean renditions while playing five conga drums between them.

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www.enchanted-isle.com/culebra/cfyi.htm
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Sailing to Culebra

Getting from Puerto Rico up to Culebra is relatively easy, once you clear Cayo Largo to port. Sailing down from St Thomas you must stay way off eastern Culebrita to avoid Arrecife Culebrita (Culebrita Reef).

These are some of the distances between the islands and the sailing angles you'll get based on wind direction:

From	To	Miles	Sailing Angle Based on Wind
PR	Luis Peña	17	N/NE=CR, E=UW, S/SE=CR
PR	Culebra – Carlos Rosario Beach	17	N/NE=CR, E=UW, S/SE=CR
PR	Culebrita – Lighthouse Beach	24	N/NE=CR, E=UW, S/SE=CR
PR	Culebrita – Bahia Tortuga Beach	28	N/NE=CR, E=UW, S/SE=CR
PR	Culebra – Bahia de Sardinas	19	N/NE=CR, E=UW, S/SE=CR
STT	Culebra – Punta Soldado	19	N/NE=BR, E=DW, S/SE=BR

PR = Sailing from Marina Puerto del Rey in Fajardo; STT=St Thomas Bay Entrance; N/NE = North/Northeast; E = East; S/SE = South/Southeast; CR = Close Reach; UW = Upwind; DW = Downwind; BR = Broad Reach

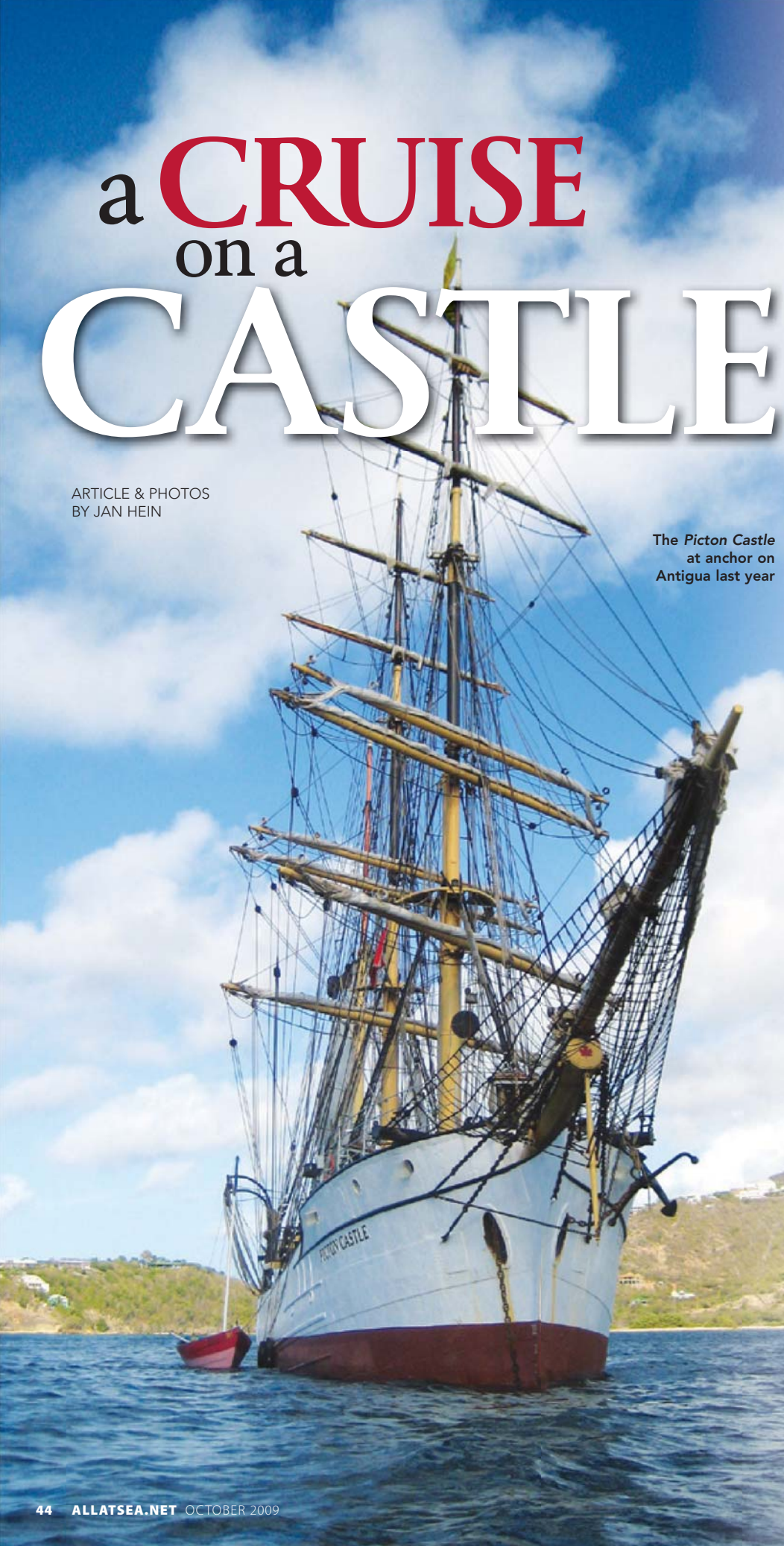
The SVIs are the Spanish Virgin Islands or perhaps the "Slow" Virgin Islands. Days on the SVIs seem to last forever where the pace is slow, very slow. The SVIs are a special place, the type of place where you either "get it" or you don't. I got 'em more than 30 years ago. While things have changed a bit, I keep coming back every chance I get … and each time it gets harder to leave. Come visit us, have a Bushwacker at Mamacita's and you'll see why.

Capt. Tony Miro is a life-long sailor, photographer and web developer who currently lives in Puerto Rico with his family, where they sail aboard their Hunter 376, ¡Nada Mas! *He runs various sailing web sites including sailboatspecs.com, caribesailingadventures.com & huntersailors.com, and can be reached at tonymiro@gmail.com.*

For nightlife, Mamacita's offers food and Saturday night conga drums

a CRUISE on a CASTLE

ARTICLE & PHOTOS
BY JAN HEIN



The *Picton Castle* at anchor on Antigua last year

CHARTERING OPTIONS SPAN FROM BARE TO ABUNDANT WITH A BOATLOAD OF CHOICES IN BETWEEN. YOU CAN DO-IT-YOURSELF FOR SEVEN DAYS OR PAY TO BE PAMPERED FOR AS LONG AS YOUR WALLET CAN SUPPORT. YOU CAN CHASE FISH, RACE OR RELAX. YOU CAN EVEN EXPERIENCE A YEAR-LONG, LIFE-ALTERING ADVENTURE.

The square-rigged barque *Picton Castle* is not your usual charter boat—and typical is not a word that describes those who sign on for the lengthy voyages the ship undertakes. Most cruises are globe-trotting, year long events that alter the course of all onboard. The ship's most recent cruise took 36 Sail Trainees along with 12 leadership staff from Canada to Scandinavia, Europe, Africa, through the islands of the Caribbean and to Bermuda before returning home to Nova Scotia.

Although trainees pay dearly to join the ship, no one gets to go along just for the ride. All hands are required on deck to raise sails unless they happen to be up in the rig lowering them from the yards. When not helping to set or stitch the 12,450 square feet of cotton canvas, they'll always have a deck to scrub, the galley to operate and a never-ending list of chores. Simply learning the ropes can be an arduous task, since 175 manila lines descend from the rigging as sheets, halyards, braces and downhauls … and someone has to coil them.

Although the179-foot vessel looks like a perfect tall ship, it didn't start out that way. Built in 1928 as a Swansea fishing trawler, it worked the waters off Wales until drafted into service as a World War II minesweeper. After miraculously surviving that ordeal, it went on to haul freight. In 1993, *Picton Castle* caught the attention of Captain Dan Moreland who purchased it with a plan to turn it into a square rigger. He and a small crew motored from Norway to New York and finally to Lunenburg, Nova Scotia, where the vessel underwent a two million dollar metamorphosis.

Re-launched in 1997 with clipper bow and steel masts, it was placed into service as an alternative to standard, short-term sail programs. Moreland explained, "It provides a real apprenticeship on the sea. It's sail training driven by imagination. Our agenda is long voyages, going to interesting places. We want to have our trainees get a perspective on life." They also get a lot done. On the first world voyage the ship was completely scraped and repainted four times.

"It's a square rigged ship in the purest and most traditional sense," said Moreland.

Simply "learning the ropes" can be an arduous task

"Everyone has a pirate fantasy but the ship is work. If they still have stars in their eyes after that, fine. My job is to try to talk people out of it." Luckily, for those onboard, he isn't always successful.

Trainees vary in age from 18 up. "We like to take younger people," said Moreland, but one of their most enthusiastic trainees onboard was 73 years young. "There's a very distinct divide in motivation for being here. For the more mature folks, it's a check in a box, something they've always wanted to do. For the younger ones, it's more defining. It can set the rest of their lives. It will forever color and shade all they will do. With everyone, you see them become very strong people. They are not consumers but citizens of the world."

More world citizens will be joining Moreland in May 2010 for yet another trip. You can, too. *Visit www.picton-castle.com.*

"We have full on participation in deep sea." Underway, everyone stands two daily watches and in between partakes in a myriad of educational opportunities that include navigation, seamanship, weather, meteorology and oceanography. Perhaps the most indelible lessons occur day to day, as individuals grow confidant in new found skills and form lasting friendships.

"We go to real places so our crew can have a rich experience. We love the South Pacific because it's so extraordinary." In the first four circumnavigations, all under the command of Moreland, the ship and crew visited an impressive list of ports that included the Galapagos, Pitcairn,, Suva, Reunion and St. Helena. The ship teamed with UNESCO and NOAA to provide medical and educational supplies to numerous island nations.

It was in Antigua that I joined *Picton Castle* for a few eye-opening hours where I was greeted by a handful of satisfied customers and their Captain. Amidships sat the latest hands-on project, the construction of a small island boat, using grown frames gathered in Grenada. Occupying the foredeck was a mammoth, man-powered capstan. Down below, the focsle and main salon were lined with double tiered bunks. The salon held dining tables and an impressive group of sea chests and artwork collected on journeys.

Moreland revealed the secret to the success of this unusual venture. "Applicants to the program are requested to first spend a long weekend aboard," he explained.

The galley feeds 36 trainees and 12 leadership staff

Gems of the Caribbean

LEAVING THE CROWDS FOR SOLITUDE

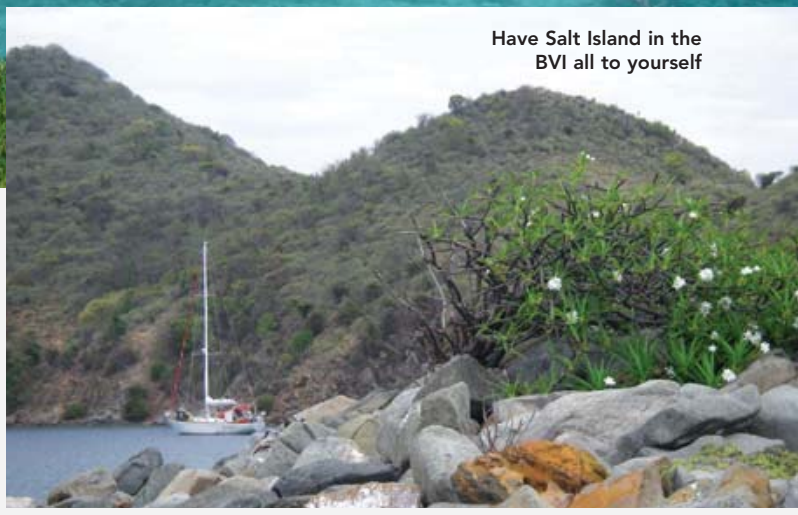
BY JIM EWING, PHOTOGRAPHS BY ANN FREDERICK

Visit Great Bird Island in Antigua with the Red-Billed Tropic Birds

The eastern Caribbean is a wonderful place for your charter, with amazing volcanic landscapes, the friendliest people around, and warm, steady trade winds for great sails up and down island. Those attractions bring in the crowds and the more famous anchorages can get a bit tight. Of course you're going to want to visit those places—they're popular for good reason.

But where do you go when you want a break, a great place to decompress, or just to get away from it all? Here are some places you can leave the crowd behind, relax under the stars, and be off the beaten track—but still close by.

The southern Windward Islands offer plenty of anchoring possibilities if your charter is based out of St. Vincent and the Grenadines (SVG) or Grenada. Many of the southern bays of Grenada are popular with cruisers. But a little away from the crowds is the great get-away spot just behind Calivigny Island in Clarke's Court Bay. Enjoy the beautiful surroundings, clean water, and no surge. Dinghy over to the sleepy village of Lower Woburn and lime away the afternoon at Nimrod's Rum Shop or enjoy great local cooking at the Little Dipper Restaurant.



Have Salt Island in the BVI all to yourself

Sailing north from Grenada or south from the charter bases in SVG will get you to the Tobago Cays. Just east of the popular Horseshoe Reef anchorage are two spots that should not be missed. These are fair-weather anchorages, so if the wind or seas are up, use them only as day stops. Try the small anchorage at Petit Tabac. This is the island made famous in the first "Pirates of the Caribbean" movie. Now that the island is completely recovered from being "burned down" by the film team, you will most likely have the island, reef and beach all to yourself. Sadly, the rum is gone.

The Grand Cul de Sac de Marin, Guadeloupe: 30 square miles of everything the Caribbean has to offer

Another half-mile east is arguably the most beautiful location in the eastern Caribbean—End of the World Reef. It's a beautiful white sand embayment completely protected by the reef. No island, no beach, nothing except crystal clear water and complete solitude.

Close to the charter bases in Guadeloupe are two great places to spend some time. The north side of the island boasts a cruising ground that has it all—back-reef anchorages, deserted islands, the quaint town of Sainte Rose, and excellent gunkholing up the Grand Riviere de Goyaves. The Grand Cul de Sac de Marin is about 30 square miles of everything the Caribbean has to offer. It's a popular spot on the weekends but during the week you might be the only boat in the bay.

Getting there is an easy day sail around from Deshaies on the west coast or, if you want the adventure of a night transit of the Riviere Saleé, a short trip north from Pointe á Pitre. Sail down Guadeloupe's southeast coast to the very French town of Sainte Anne. It's a popular tourist destination but not too many boats call here. Sit at one of the great on-the-beach restaurants sipping your ti' punch with your toes in the sand, grab a baguette at one of the boulangeries or catch a bus and visit the rest of the island.

There are, of course, many others like Mero, on Dominica's west coast, with its black-sand beach, rum factory and one of the best hikes in the Caribbean. There's Salt Island in the British Virgins—sit and watch the crowds rush back and forth in the Drake Passage while you have the whole island to yourself. Or visit Great Bird Island in Antigua for the rush of a Red-Billed Tropic Bird gliding by a few feet away.

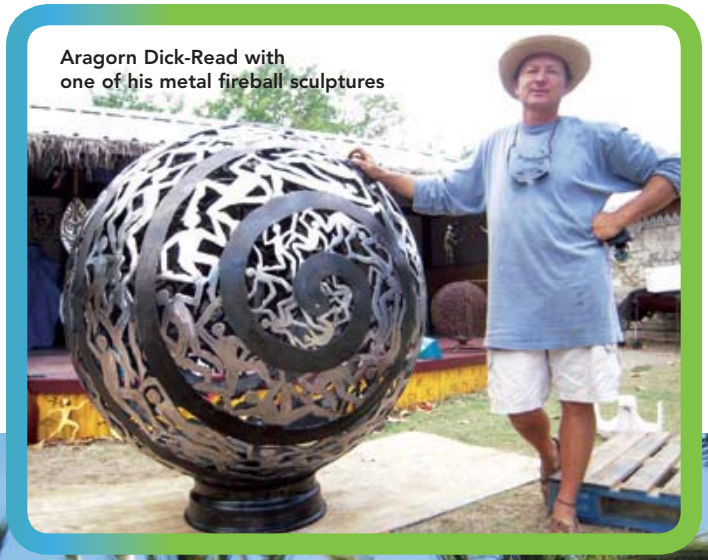
When you sail off the beaten path there are some things to check before you go. Make sure your charter operator allows you to go to these places. Have a favorable weather forecast—some out-of-the-way harbors can get uncomfortable if the wrong sea is running. You should be comfortable reading the water—you may have to tuck up close behind a reef to find the perfect patch of sand. Beyond that, be careful: these are places where you can happily sit for weeks … and sooner or later you'll have to return the boat.

Jim Ewing is a freelance writer, sailor and avid cook. He and partner Ann Frederick are currently cruising in the Caribbean aboard their sailboat, Bees Knees, *with no particular destination in mind.*

BY JAN HEIN

Aragorn's World

A PROVOCATIVE GESTURE: PUTTING CARIBBEAN ARTISTS INTO THE SPOTLIGHT



Aragorn Dick-Read with one of his metal fireball sculptures

MICK KOLLINS, VIRGINISLANDSDESIGNGROUP.COM

Aragorn Dick-Read and the Caribbean islands have a longstanding partnership, each giving generously to the other. It began in his homeland of Tortola where, like most busy kids, he spent time digging clay in the backyard, drawing and making stuff. Encouraged by parents and teachers who recognized an exceptional talent, art became a world he pursued. At England's University of East Anglia, he studied a rich combination of history, tribal art and English country pottery techniques. Whenever possible, he traveled to find and meet indigenous craftsmen. One trip to Haiti during those impressionable years stimulated an interest in working with sheet metal, a medium Aragorn found accepting of larger images, a perfect way to expand his intricate drawings.

After graduation he returned to Tortola's Beef Island. "I decided to make my living in art," he said. "I got a commission to do metal pieces for new rooms at Long Bay. I got old fridges and cars, cut them up. That's what I used before I had enough money to buy copper." For eight years he lived in the bush growing food, making art and a living by selling t-shirts and screened prints to bareboaters and local stores. Business and his dream grew into a tiny studio building on the beach, a monumental step that turned out to be phase one. In 2001, it expanded into what is now Aragorn's Studio and the Local Arts Centre.

Walking through the area that houses the Local Arts Centre is like peeking into Alice's looking glass or stepping into Pee Wee's Playhouse. Colorful, zany signs point the way,

Aragorn's beachside studio, Trellis Bay, BVI

PHOTO BY JAN HEIN

Aragorn's signature style

while sculpted giants keep a lookout. "We've created a little bubble here," Aragorn explained. "It's attractive to folks coming in from regimented society who are looking for the myth of a laid back lie-in-the-hammock lifestyle. People who come through say they love the inspiration, junk and trash." Looking around at the myriad of creations, he added, "We're lucky we can do what we want esthetically."

After he built a Carib Indian canoe, *Gli Gli*, and first sailed her from Dominica through the Caribbean in 1997, Aragorn decided to bring a collection of down-island art and artists to his studio from St. Vincent, Trinidad, Dominica, Bequia, and Antigua. "The *Gli Gli* trip was really the foundation of linking everyone together," he explained.

That collection of Caribbean artisans not only breathed life into the centre, it was also the fortuitous beginning for Aragorn's current zeal, the Caribbean Craft Festival. The annual event stretches through a week in March, attracting several thousand patrons and, last year, 55 artisans. It is, according to Aragorn, a "Big mash up of people. It started six years ago by me just inviting friends up." This past year the BVI Tourist Board got onboard.

The Moorings, one of the most important and generous sponsors, lends several catamarans that are used as lodging for visiting craftspeople, tied stern-to the beach. People flow betwixt and between the boats creating what Aragorn describes as, "a festival feeling."

Indigenous crafts and their makers are key to Aragorn. "Cra, from the word craft, means power," he explained. "Crafts people used to yield power by making all the instruments." At the centre you can watch them creating baskets, pottery, jewelry and other tangible memories visitors take with them. "People have to see it being made, especially in a tourist economy. It's about story telling." He held up a carved bowl adding, "They want to say, 'I met the person who made this.' "

Speaking with pride about the centre's artisans he said, "It's a provocative gesture to put people who've been out of sight into the spotlight, saying they're important." Certainly they are, especially when you consider that, "The fewer craft people in the world, the more valuable their wares."

A list of Aragorn Dick-Read's talent and skill with all things art easily fills pages. Add his ability to organize such whopping projects as *Gli Gli*, and you'll be running to grab more paper. Then there are the Trellis Bay Fireball Full Moon Parties to include, enchantingly illuminated by Aragorn's signature steel sculptures. The ever-expanding Local Art Centre is a story in itself, and if you register all his efforts for the Caribbean Arts and Crafts Festival, you'll end up with a hefty volume of achievements by one modest, down-to-earth artist.

To talk with Aragorn, one might get the idea that he's just starting out and, if he has anything to do with it, he is. "These days, I'm liking the three-D stuff, the fireballs and large sculptures." Along with that, he has the lines for a 40-foot Tortola sloop and a head full of plans for building it on the beach. No doubt, he will.

To learn more go to http://www.aragornsstudio.com/index.htm or contact him at dreadeye@surfbvi.com

Creations by the sea

PHOTOS BY JAN HEIN

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

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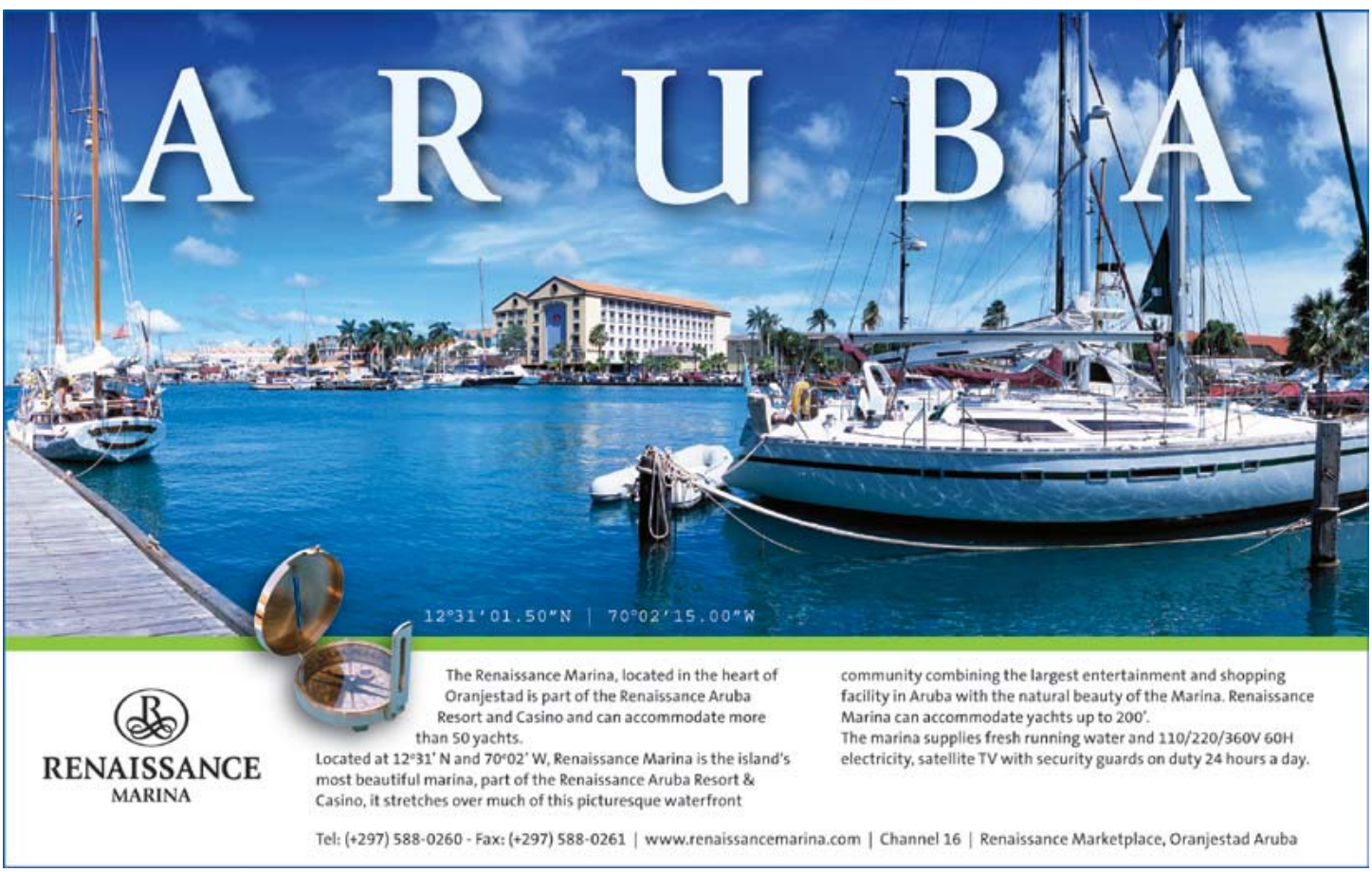

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SPOTLIGHT: TOP YACHT BROKERS

In this section, get to know seven of the Caribbean's top yacht brokers—you'll be impressed by the depth of hands-on nautical knowledge they bring to their work. When you're on the emotional journey of buying or selling a boat, experts like these can reduce your stress level fast.

Professional brokers will weave your boat buying dreams together with wide-awake attention to the details that count. Some can arrange financing or provide charter management programs that can make the dream come true sooner than you think. And when it's time to sell, a broker's contacts and expertise will be invaluable for getting the mission accomplished.

Caribbean yacht brokers offer a treasure trove of knowledge you can tap into on critical matters like insurance, delivery, registration, crew staffing, maintenance, and provisioning—even the best places to cruise. After all, they know these waters better than anyone else.

Jim & Deborah Veiga

ATLAS YACHTS

Fajardo, Puerto Rico

Atlas Yacht Sales & Sailcaribe Yacht Charters, located at Marina Puerto del Rey in Fajardo Puerto Rico is the most well established sailboat and catamaran dealership and brokerage on the Island of Puerto Rico. Atlas Yachts is a full service stocking dealership with new model Hunter sailboats and Lagoon Catamarans in inventory and on display, the only Caribbean based stocking dealership. In addition Atlas offers full service technical and mechanical support for the lines they carry and can see to warranty issues on transient yachts. At Marina Puerto Del Rey in Fajardo, on the east coast of Puerto Rico, Atlas Yachts enjoys the conveniences and the multitude of services provided by the Marina. Puerto Del Rey has the most complete boat yard in the Caribbean, as well as marine supply shops, restaurants and great service. Our office is in Suite 106 in the main building of the Marina and we have our own private dock space on dock 10 right along the main dock. Jim & Deborah Veiga own and operate Atlas Yacht Sales & Sailcaribe Charters, which has been a corporate member of the Yacht Brokers Association of America since 1998, the only YBAA member in Puerto Rico to date.

Sailcaribe Yacht Charters is the charter division of Alas Yachts, www.sailcaribe.com and offers several options for those looking to sail in the beautiful Spanish Virgin Islands. Sailcaribe operates the Sailtime Puerto Rico base which allows people to sail regularly through out the year on a new Hunter for a fraction of what ownership or chartering costs. Folks can learn to sail trough our ASA sailing school and receive sailing certification up to the ASA Catamaran chartering certification. Sailcaribe answers the demand from those looking to bareboat charter a sailboat or Lagoon catamaran throughout the Spanish Virgin Islands of Culebra and Vieques. These Islands have the same quality of sailing and anchorages but not the crowds.

Atlas Yacht Sales and Sailcaribe Yacht Charters has grown significantly since its founding in the mid 1990's. We've dedicated ourselves to the sailing lifestyle and offering the best in customer service and sailing products. Through our excellent staff of instructors, captains, brokers and technicians we anticipate to maintain the highest quality standards and grow with our customers needs.

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Clive Allen
Chris Simpson
Todd Duff, Brian Duff

B.V.I. YACHT SALES

Tortola, British Virgin Islands

BVI Yacht Sales is located at Nanny Cay Resort and Marina, the premier marine service location in the British Virgin Islands that includes a 200-slip marina and full service yard, comfortable hotel and good restaurants, all set on a tropical island offering our clients the most enjoyable Caribbean yacht purchase experience possible.

With a staff of up to four Brokers, an Office/Closing Manager and a Marketing Manager, we are amply staffed to thoroughly cover all aspects of each purchase and sale that we broker.

Our Brokers include Todd Duff, with us for 5 years now after 24 years Yacht Brokering in the Annapolis area. Having personally owned over 50 yachts during his career, Todd's "hands on" maintenance experience is invaluable to clients requiring repairs or upgrades to their yachts. Todd is a 100 Ton US Coast Guard Captain who has cruised on his many boats from Maine to Guatemala as well as the central and eastern Caribbean, clocking around 40,000 miles along the way, making him a great source of cruising information also.

Chris Simpson has been a Broker and co-owner of BVI Yacht Sales since 1997. Chris has spent his entire working life in the yachting industry, including 10 years teaching offshore sailing, 5 as the RYA sailing school owner, 7 years managing a 50 boat charter operation and much of his childhood years cruising offshore, accruing around 40,000 miles of offshore experience. Chris is an RYA Yachtmaster Instructor who has a well rounded knowledge of most things nautical and is always happy to share this with clients.

Clive Allen started his nautical career in the diving industry two decades ago, leading him to work in Australia and Asia. Clive spent 4 years live-aboard cruising from Hong Kong to Madagascar and, more recently, two years cruising the length of the Caribbean with his family. Clive's well rounded outlook allows him to quickly tune into any client's requirements, he is fluent in French, holds the French Ocean Captain qualification and has a strong background in diesel mechanics.

Our latest broker, Brian Duff, has 12 years of experience working in the yachting industry from Boston to Tortola and many points in between. After a lifetime of cruising under sail, Brian has spent the past 4 years building a rigging business in Annapolis that become one of the most respected in America. His hands on experience gained from owning 5 sailboats, repairing and upgrading many more and working with boat owners at the service/sales level brings valuable experience helping sellers and buyers alike get the most from their transaction. Brian is following in his father's footsteps and we are very excited to have him join our team.

B.V.I. YACHT SALES
Est. 1981 Ltd

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www.bviyachtsales.com

Serge Dauvillier

DAUVILLIER YACHTING

Curacao

Dauvillier Yachting is located in Curacao since 2002. Due to our Southern location, we are located below the Hurricane belt, this makes ABC Islands a very pleasant and safe location. Our word is "service."

Yacht Sales:
With our knowledge of boating and our familiarity with the Caribbean yachting market we are specialized in advising people in the sale and purchase of used or new boats. From the new 21 ft for our local customer to the 65 ft cruiser for the European or American sailor. The Caribbean market differs from other markets in many ways, when selling or buying a yacht it is of crucial importance to be aware of all aspects involved.

Yacht Provisioning:
You order, we deliver. From culinary choices and the finest foods to an impressive selection of wines, beers and other beverages. Our help with all of your yacht provisioning to ensure an easy and enjoyable stay. You can order in advance and have your groceries delivered to your vessel. Our professional and courteous staff is on-hand to meet the provisioning needs of even the finest luxury yachts. Our caterer can create a delicious finger-food lunch or live cooking dinner. If you need any information please do not hesitate to contact us.

Yacht Management:
Providing information to yacht owners or crew. This could be supervision of basic maintenance, providing information about our local authoritities, storage, marina, slip or travel support in the Southern Caribbean. The ABC Island are a new home port and destination. You can travel the Caribbean during the season and be safe during the hurricane season.

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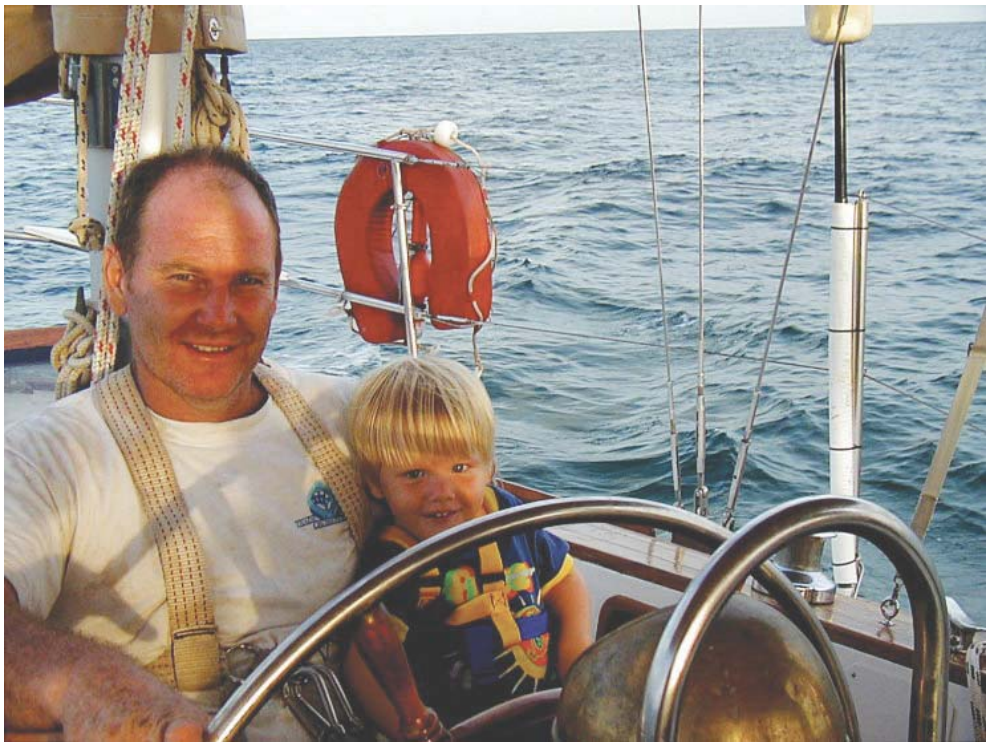

I'm the one on the left.

Tony Brewer

THE LITTLE SHIP CO.

St. Maarten

Probably the thing I love best about what I do ... is being at the cusp of change in people's lives. I facilitate people moving on to The Next Big Thing ... buyers and sellers alike.

Having spent three years trying to get my own head around selling up everything to go sailing (I ended up on a therapists couch at one stage!) and having spent almost two years trying to sell another boat through brokers a decade later, I am well placed to know what buyers and sellers want.

Essentially I give my clients what I expect a broker to give to me ... and I am picky.

It's that simple.

A background in the design, and sales of big ticket communication systems, where a knowledge based, proactive service was imperative, a lifetime spent tinkering with things mechanical, together with time spent as an apprentice aircraft mechanic before I came away, certainly helps.

So too does the twenty seven years I have been messing about with boats of all sizes, the 40,000 odd sea miles and two Atlantic crossings, the first in 1981 with a sextant and a lead line. (and Yes … we got lost.)

In the fifteen years we have been in the Caribbean, we have run charter boats, run charter boat bases, rebuilt 'sunk to the bottom" hurricane destroyed vessels and project managed teams of workers refurbishing private and charter vessels… and bought and sold boats for our own account.

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Richard Vass
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THE MOORINGS YACHT BROKERAGE

Tortola, British Virgin Islands

Being part of The Moorings team, our brokers also have resources at their disposal to aid you in every aspect of the purchasing and selling process. Items such as transportation, accommodations, dockage, insurance, financing, and delivery, are examples of the areas where Richard, John and Giles can be invaluable assets to both buyers and sellers. When purchasing or selling a yacht through one of our brokers, you will not only be dealing with professional and licensed brokers on site, but also have the security of dealing with a publicly traded and bonded company.

Come meet Richard Vass. He has 13 years of experience in the yachting industry. Most of these years were spent working with The Moorings and Sunsail between the Mediterranean and the Caribbean. He has lived in the Virgin Islands for the past eleven years. In 2004 Richard joined the Moorings Brokerage Team and has been an asset not only to his many buyers and sellers, but also to the whole Moorings Team. Richard can be reached at rvass@mooringsbrokerage.com or on his cell phone at (284) 542-2016.

Equally as knowledgeable and helpful is John Welch. With 15 years of brokerage experience, John is a real asset in any deal. He is an accomplished big boat sailor with several Bermuda races under his belt. With this kind of knowledge, and his track record of going the extra mile for all of his clients, you will find working with John an enjoyable experience. John can be reached at jwelch@mooringsbrokerage.com or on his cell phone at (284) 542-6138.

Giles Wood is the newest addition to the team. Studying engineering at university, he worked as a sales manager selling classic and sports automobiles. Now a Yachtmaster Ocean Instructor, he has been around the world skippering, racing, teaching and brings his enthusiasm for sailing to the brokerage. Giles can be reached at gwood@mooringsbrokerage.com or on his cell phone at (284) 541-0252.

The Moorings Yacht Brokerage is the exclusive sales office for the charter yachts coming out of the Moorings, Sunsail, Moorings Power and Footloose fleets. We specialize in pre-owned catamarans, monohulls and power catamarans, all recent model production yachts from world renowned manufacturers. The Moorings holds a trade license to do business in the British Virgin Islands and Richard, John and Giles hold permits as Yacht Brokers in the territory. The Tortola office is open 7 days a week to better serve our clients.

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Reg Bates

THE WEATHER EYE

St. Maarten

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His personal experience and commitment to the Yachting Lifestyle is your gain. As a Skippered Charter Vessel Captain in the late seventies, Reg earned his sailing stripes and learned what really matters in Caribbean cruising boat selection. His background includes sales awards with a major sailboat manufacturer, and 28 years Yacht Brokerage direct sales experience. Hundreds of successful transactions later, new and former clients seek his advice on realistic selling prices and vessel selection. To former clients to whom he has sold smaller vessels while located in North America, for 22 years, he represents graduation to world class sailing vessels in the Caribbean, and a familiar, reliable service.

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Kids' Education Fund Tops $100,000

WINDSURFERS COME FOR 4TH REVIVAL OF THE CABARETE CLASSIC

ARTICLE & PHOTOS BY ELS KROON

Slalom races take place in front of the beautiful Cabarete Beach

At Right: Kites fill the sky – an everyday image at kite beach in Cabarete

It all started in 2006. Native Cabarete windsurfer Pablito Guzman wanted to keep the spirit of windsurfing alive in his home town on the north coast of the Dominican Republic, so he reunited water sports fanatics from many parts of the world to enjoy the famous winds and waves of Cabarete Bay. This year, from July 22 through 26, it happened for the fourth time, as Pablito succeeded in attracting windsurfers from abroad to compete with his very talented Cabarete youngsters.

Among other foreign participants, twelve windsurfers and their supporters from the Dutch islands of Aruba and Bonaire chartered their own plane to attend the event. Raul Marquez from Argentina was there to defend his formula title, and Steven Max from Aruba, now living in Curacao, represented the Windsurfing Curacao group.

The competition started with a new event called the Butterfly Effect, which brings women together for noncompetitive ocean sports gatherings in coastal cities all over the world. The aim is to instill self-confidence and a love for the ocean in women of all skill levels. The Butterfly Effect began in Hawaii in 2007. Since then, the event has been organized in Brazil, New Zealand, France, Oregon, Germany, Australia, the Dominican Republic and Tahiti by initiator and organizer Tatiana Howard, assisted by Juliana Shelef, both from Hawaii.

In Cabarete, Michelle Bourdeau was the local Butterfly Effect host. The main sports have been windsurfing, stand-up paddle, and kiting but are not limited to other water sports such as wake boarding, surf, and kayak. Each gathering also includes safety and stretching sessions, as well as food and gear from local sponsors and fund

At the 12th Butterfly event: right, initiator Tatiana Howard, left Cabarete host Michelle Bourdeau

raising for local charities. Hundreds of women around the world have already participated in these fun and non-competitive gatherings.

The 12th event in Cabarete added 30 women to the score. It started with a beach clean-up led by the Dream Project Girls Summer Camp group. The day full of water sports fun was concluded by a raffle to benefit the event and the local Dream Project. This celebration, in LAX restaurant, led the way to the official opening of the windsurfing competition, which started the next afternoon, when winds were sufficient for formula sailing and all categories of slalom.

Throughout the weekend, wind-forces stayed below normal and only enabled the freestylers to show their tricks on the last day, whereas slalom competitions were sailed every day. During the 14-mile long distance race from The Hermitage back to Cabarete Bay, the windsurfers raced against kitesurfers for an overall win.

The Cabarete Classic once again was a relaxing, fun-filled event that stimulated the brotherhood of Caribbean windsurfers. Initiator and organizer Pablito Guzman, supported by many local businesses, once again showcased Cabarete's beautiful and perfect wind-and kitesurfing facilities and its heartwarming hospitality. The crew of Hotel Villa Taina, situated on the beach in the middle of the action, once again displayed great involvement by sponsoring a dinner for all and offering rooms for officials.

Many participants promised to be back for the fifth anniversary edition at the end of July 2010. Cabarete Classic maintains a website where results and photos can be found. www.cabarete-classic.com. Silvan Wick's photo, which inspired the event's logo, is worthy of a visit.

NICOLE VAN DER VELDEN

Nicole van der Velden prepares at the Cabarete Classic competition site for the next slalom race, helped by trainer and chairman of the Wind Racers Club Aruba (WRCA), Rob Grijpma

Aruban sailor Nicole van der Velden, 14, was one of the remarkable participants of the Cabarete Classic. Her name appeared before in *All At Sea* when she, teaming up with her father Martin, participated in the Aruba Heineken catamaran Regatta in November last year and won the small class category.

In Cabarete she showed that she's able to reach highs on her own. Nicole only started windsurfing three years ago when her father's colleague convinced her to try out the sport at Wim Eelen's Aruba Active Vacations (AAV). World champion Freestyle Sarah-Quita Offringa took Nicole under her wing, resulting in a second place in women's slalom in Cabarete. The Collegio Arubano student will focus on slalom and wave windsurfing and will surely be heard from more in the near future.

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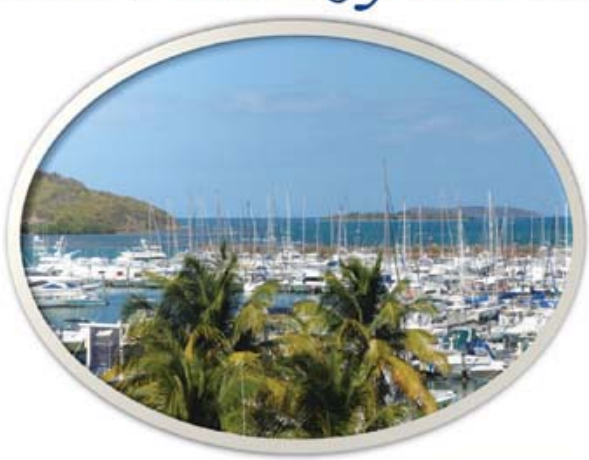

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PUERTO RICO'S REGUERO WINS U.S. COMPETITION

PARALYMPIAN SCORES 2.4 METRE CLASS & BEST OVERALL TROPHIES

Julio Reguero, from Guyanbo, Puerto Rico, placed first in six of ten races at the C. Thomas Clagett, Jr. Memorial Regatta held the last week of August, taking home the 2.4 Metre class with 12 points. He also received the C. Thomas Clagett Jr. Memorial Trophy, awarded by organizers for the best overall performance by a competitor in the championship.

Charles Rosenfield (Woodstock, Conn.) took second place in the fleet with 14 points, and Timothy Ripley (Randolph, N.J.) took third on 28 points.

Reguero, who competed in Beijing at last year's Paralympics (the only sailor to represent Puerto Rico in that event or the 2008 Olympics), led his class throughout three racing days on Narragansett Bay out of Sail Newport, Rhode Island's public sailing center. Four fleets of sailors with disabilities competed at the event which incorporated the 2009 Blind Sailing National Championship.

Julio Reguero

PHOTOS BY DAN TUCKER COURTESY OF THE C. THOMAS CLAGGETT, JR. MEMORIAL REGATTA

As the competitors left the dock for the third and final day of racing on August 27, they did so in a beautiful crisp 12 knot northerly that unfortunately died off over the course of the morning. While the total absence of breeze ultimately forced the last races to be abandoned for the SKUD-18 and J/22 classes, all the competing fleets (2.4 Metre, Sonar, SKUD-18 and J/22s) sailed a ten-race series, except for the J/22s who sailed 11, and the day ended with the standings unchanged as the fleet leaders prevailed to claim the top prizes.

Racing in Sail Newport's fleet of J/22s, 2008 champion Sengil Inkiala (Waltham, Mass.) won his sixth Blind Sailing National Title in Newport.

2008 Paralympian Rick Doerr (Clifton, N.J.), Hugh Freund (S. Freeport, Maine) and Josh Saltmarsh (Wayland, Mass.) won their three races on the last day in the Sonar to win the class with nine points.

The SKUD-18 class saw Scott Whitman (Brick, N.J.) and Julia Dorsett (West Chester, Penn.), successfully defend their title by ending the series with 12 points.

"For me sailing in Newport is the best training you can get anywhere," said Dorsett. "The tide, the current, the wind shifts, you've got big breeze and little breeze. It's the ultimate training camp. You've got every type of variable you can imagine, so if you can sail here, you can sail anywhere. We love to come here. Scott and I have been sailing a lot, all over, and The Clagett trumps any regatta in provisions, race committee and the way they are so inclusive of everyone."

Whitman and Dorsett planned to head to Europe to race in Sail For Gold in Weymouth, England, before the IFDS World Disabled Sailing Championship in Athens, Greece.

From the massage therapists who volunteered their time to work on the competitors' tired muscles each day after racing, to the donated fruit from an area farm, to the clam boil sponsored and prepared by a local family, the local support for the regatta was remarkable, organizers reported. "It's a community effort," said event founder Judy McLennan. "In this economy, to have businesses and individuals on Aquidneck Island coming together in this way is really, really wonderful."

For full results & additional event information: www.ussailing.net/Clagett

Report and photos submitted by Claggett Regatta

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WEDNESDAY NIGHT HARBOR RACING REVIVED

ST. THOMAS BOATERS BRING BACK 1980S TRADITION

The evening rush hour traffic that crawled along Charlotte Amalie's waterfront on Wednesday night, August 26, enjoyed a little entertainment. Three sleek sailboats raced windward and leeward just off the bulkhead vying to see who would be first around the buoys. This scene, reminiscent of the late 1980s, when Honeymoon Bay liveaboards and Gregorie East-docked racers would square off against each other in the same locale, is something sailor and restaurateur Rick Kingsland wanted to bring back.

"John Holmberg and I were having a conversation a few months ago," says Kingsland, who manages Wikked at Yacht Haven Grande. "We were reminiscing about the Wednesday night racing out of Barnacle Bills. John said, 'I've got the boats,' and I answered, 'I've got a big mouth.'" Thus was born the OnDeck-Wikked Wednesday Night Sailboat Racing.

The idea kicked off with a nine-week race series held in July and August. Sailors who want to race sign up a week in advance and about 45 to 50 people come out each week. Racing starts at 5:30 pm and

PHOTOS BY DEAN BARNES

After racing, crews gathered at Yacht Haven Grande's Wikked to watch the race video

The two OnDeck boats turned out along with other boats, such as Jerry Clifford's Atlantic Raider, a J/27, for a summer revival of harbor racing on St. Thomas

lasts until sunset. This gives enough time for two or three races.

"The first two weeks, we calculated finishes on a PHRF handicap," says Kingsland. "It showed we could be serious if we needed. The third week, we held the results upside down and read off the winners."

"In the late 1980s … Honeymoon Bay liveaboards and Gregorie East-docked racers would square off against each other in the same locale."

The sailors, whether they be aboard OnDeck's Farr 40s or aboard a handful of private boats – everything from J-boats to cutters – are motivated to race by the sheer enjoyment.

"There's not really any opportunities to race in the harbor. It's incredible," says Sandy Symkens, who handled one of the Farr 40's mainsheet. Still, prizes are a part of sailing and Kingsland secured prize sponsorship for the series from a local beverage distributor.

There's always a post race party ashore. An OnDeck employee films the races and Kingsland plays them back on the video screen at Wikked. In the future, he says, "We're going to set up other series, change it up a bit. Maybe bar wars with teams from different bars competing or maybe the Police versus the Fire Department. We want to get the community out and have fun."

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WARM WATER, HOT RACING, AND A NEW INTL YACHT CLUB CHALLENGE

ROYAL BVI YACHT CLUB ANNOUNCES 2010 REGATTA PLANS

Simon Wood, the Commodore of the Royal British Virgin Islands Yacht Club, is inviting yacht clubs from around the world to send teams to compete in the inaugural International Yacht Club Challenge (IYCC), part of the BVI Spring Regatta and Sailing Festival, March 29 – April 4, 2010.

To sweeten the pot, Sunsail Yacht Charters is providing up to a 10% discount for all those booking bareboats for the IYCC, a free charter to the winning team and a perpetual trophy. Although this is the inaugural year for the IYCC, it will be the 39th for the BVI Spring Regatta. As in the past eleven years, the 2010 edition will be hosted and presented by the Nanny Cay Marina and Resort, Tortola.

Regatta organizers, with the BVI Tourist Board and Sunsail, launched the event in the U.K. the first week of August at one of the world's largest regattas, Cowes Race Week.

Wood says he plans to skipper a boat and be part of the BVI team. "While there is no doubt I'll be rooting for the home team, I'm keen to mix it up."

Josie Tucci, the Sunsail Brand Manager expects a lot of interest. "The IYCC opens up racing to a lot of people who don't have their own boats in the BVI. Our Beneteau 39, the boat of choice to race, has performed well in past regattas."

Judy Petz, Director of the BVI Spring Regatta & Sailing Festival, took time out from planning to talk to *All at Sea* last month:

Lorna Burgess, from the UK BVI Tourist Board Office, hands out flyers at Cowes during their race week and talks to potential participants

PHOTO BY LINDA PHILLIPS

AAS: How did the idea come about to add an intl yacht club challenge?

JP: The Spring Regatta has always had international reach. About three years ago we wanted to make it more interesting, to have more international teams come and race the regatta. We thought with a competitive one-design charter fleet, it would allow sailors to come to the Caribbean and compete against other sailors—but even better if they represented their yacht club. The key is from the BVI Tourist Board with their marketing reach to yacht clubs around the world.

AAS: Have other regatta organizers done this elsewhere?

JP: There are large clubs with one design fleets who have done this. New York Yacht Club has started a challenge this year. But we are the first that I know of in the Caribbean.

AAS: You are already targeting German and UK sailors. Will you be marketing to clubs in any other regions?

JP: This is being marketed literally to the world. The U.S. has started a campaign already; letters will be going out to all the RYA clubs in September. We'll have a big push at the Newport and Annapolis boats shows for the east coast and letters to the West Coast Yacht clubs. The Challenge doesn't want to prevent anyone from bringing their own boat to race in the regatta; we have 17 classes they can join in for that; this is an additional way sailors from around the world can come and have a race-worthy boat to compete in.

AAS: Where will the challenge racing take place?

JP: The boats will race on the bareboat course. Actually, a yacht club team could win in the bareboat fleet as well as the Challenge.

AAS: Will you be adding any extra volunteers?

JP: Every year the number of volunteers increases. It's usually because they have so much fun they tell their friends to come and help. Last year we had people taking vacations just to come down and be a part of this great event. As I tell all the volunteers, "you'll work hard, but you have a lot of fun!"

AAS: Do you and Sunsail have specific goals in mind?

JP: We chose this design for its racing abilities, size to accommodate crews and for the number in the fleet. We'd like to see their whole fleet on the water (and I'm sure Sunsail would, too.)

AAS: And the winning challenge team takes home a free charter.

JP: I hope the winner will use it as an opportunity to return to the 2011 Spring Regatta to defend their championship … 2011 is also the 40th anniversary of the BVI Spring Regatta, so I would hope they would want to come back for that, as well.

AAS: It sounds like 2010 will be the don't-miss year for the BVI Spring Regatta.

JP: We welcome everyone who makes their way from whatever part of the world, in their own boat, chartered, borrowed—or to just come and enjoy the event.

For more details: www.bvispringregatta.org

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CARIBBEAN 1500 RALLY GOING STRONG THIS YEAR

MORE INTERNATIONAL PARTICIPANTS JOIN 2009 FLEET

"I am happy to report that the Caribbean 1500 is going strong in 2009," Steve Black said in late August. "Like a fine wine, we are improving with age and experience." America's oldest and largest offshore cruising rally will depart from Hampton, Virginia on November 2 and arrive in Tortola, British Virgin Islands seven to 12 days later.

Black, the founder and president of the Cruising Rally Association, is expecting more participants this year than anyone might have expected with a soft U.S. economy. "Our increased turnout this year is the result of some pent up demand from those that put off the trip last year, improved recognition, a more experienced group of volunteer crew members, and the return of many past ralliers looking forward to the festivities supporting our 20th running of the event," said Black.

This year's fleet will sport an international flair. In addition to the usual contingents from the US and Canada, sailors from Germany, Japan, the UK, and Ireland will join the fleet.

"Five of our entries are scheduled to participate in the World ARC, and a growing number of European skippers cruising in the US have elected to join us this year," said Black. "The 20th Anniversary fleet is shaping up to be an interesting group. We have veterans of past rallies including several who participated in the first Caribbean 1500 in 1990. The first-time participants include four families with children. And it is always fun to have sailors from other countries involved."

The boats will pull into a different destination this year. "Our new BVI host marina, Nanny Cay, will help make this the most festive arrival so far, with a hospitality center, daily parties, live bands playing island music, and a beach barbecue following the awards presentation," Black said.

Over 1000 yachts and 4000 sailors have participated in the Caribbean 1500 since its inception. *For more information: www.carib1500.com*

Report submitted by the Cruising Rally Association

Nanny Cay Marina, Tortola

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NEW BOAT BUILDING VENTURE IN THE BVI

WELCOME A NEW 29' POWER CAT

BY CAROL M. BAREUTHER, RD

Some of the best ideas in boating are born over a beer. Such is the case with a new boat building venture in the British Virgin Islands that will see commercial production of a lightweight, fuel-efficient power catamaran starting this fall.

Richard Wooldridge of Island Yacht Management (IYM) explains the vessels conception: "A few years ago, Bob Phillips raced with designer O.H. Rodgers on *Three Harkoms* at the Rolex Regatta. They were enjoying a beer or two in Christmas Cove when Morgan Avery showed up on his *Flying Carpet*, a converted Prindle 19. Bob was impressed with the efficiency of the craft, speeding along with no wake and only a small outboard. He said to O.H., 'design me a 26-foot version of that,' and that's how it all got started."

There hasn't been any production boat building on Tortola since the early 1990s when construction of the popular "Tortola Dinghy" cease, as charter companies started to use inflatable dinghies in their place.

Bob Phillips and Matt Hood

PHOTOS COURTESY OF RICHARD WOOLDRIDGE

"The college and Jost Van Dyke do their best to keep wooden boat building and restoration alive, but the BVIs do not have a production boat building operation," says Wooldridge, who has worked with IYM over the last six years on the highly successful conversion of 12 old J/24s into the popular IC24 design.

Construction of the "Rodgers 29" started last October when a full sized hull model was created. This was used to create a mold in which the hulls will be produced. Molds for the vessel's structural beams and other sections are now being made. IYM plans to have hull #1 launched in time for the "Interline" regatta in mid-October. Hull #2, which will be available for sale, should be finished mid-November. The plan is to build one vessel per month thereafter.

O.H. Rodgers is a renowned yacht designer who has a history of success over the last 30 years with designs that include "A" class cats, cruising multihulls and a range of racing monohulls. The "Rodgers 29" is a high-tech build using composite materials to make it strong while remaining as light as possible.

"The design brief was to produce a fuel-efficient boat that is capable of taking the rough trade wind conditions we experience here on the nose," Wooldridge says. "She should be able to take six to eight adults around the islands at speeds up to 28 knots using under six gallons of gas per hour. This will be possible because we will only be using 50 or 60 HP outboards, which are extremely fuel efficient and relatively inexpensive. A conventional 30-foot powerboat would typically be powered by twin 250 HP outboards that swallow up to 12 gallons per hour each. The vessel will have a 150 mile range with full tanks, giving it true 'inter island' capability in moderate sea conditions."

The build is all epoxy. "It's all about strength for weight," says Wooldridge. "You can't beat epoxy in that department and there will never be an osmosis issue."

Perhaps the best description of this new power cat came when veteran USVI multihull sailor, John Holmberg, came for a look at the hull.

"He said 'it's a 30-foot Tornado with chines,' " says Wooldridge. "Add a bridge deck, a console, two outboards and a hard top and you've got it!" IYM sees a large market for its new boat.

"We believe that this new power cat will fill a void in the current leisure and work boat markets," says Wooldridge. "There is simply nothing like it being produced anywhere; its uses are endless, from dive boat to water taxi or chase boat, or just having fun around the islands with family and friends aboard.

"The intention is to keep the first boat here to promote the product and to generally assess the performance under a full range of conditions," Wooldridge says. "We plan to tour the Caribbean with #1 to show her off. She will certainly be at all the major regattas."

Miles Fossey and Jamel Davies

PHOTO COURTESY OF RICHARD WOOLDRIDGE

IYM's partners in the project are Doyle Sails BVI and the Golden Hind Chandlery. The IYM build team includes newcomer Miles Fossey, veteran IC24 builder Jamel Davies, whose grandfather Claremont Davies built Tortola sloops, and two young apprentices who will be getting their first taste of boat building.

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ANGUILLA'S AUGUST REGATTA

SONIC WINS 2009 BOAT OF THE YEAR

BY ANN L. PHELAN

In the 1950s and 60s when there was a labor shortage in the Dominican Republic, men from Anguilla sailed there to cut cane. When their work ended, the Anguillan sloops would race back home. On the shores of Sandy Ground women, friends and family would cheer from the shore as the first boat arrived.

So began the island's love for a sailing race. Today, communities sponsor boats, creating a healthy competition among the villages. Anguilla celebrated their annual August Regatta back to back with its 2009 Summer Carnival July 29 to August 9.

The August races featured 13 Class A boats, all 27 feet in length. There were 11 Class B boats, 23 feet in length. One boat from St. Maarten, *Perfect Timing*, was sailing in the Class B races. Each boat has 11 to 18 crew members on board.

David Hodge from South Hill is the boat builder for two Class A boats, *Miss Anguilla* and *Sonic*. Hodge states it takes eight to 10 weeks to craft and finish a boat. The cost is about US$28,000, mostly funded by members of each village. Hodge was confident his boats would prevail in the races; he said, "I made these two boats, so know they can win. It's up to the captain now."

August Monday's race was plagued with some boat carnage. The race starting out of Sandy Ground went out into open sea past the island as winds were gusting, sometimes up to 18 knots. *UFO* and *Real Deal* both broke their masts, creating great setbacks for each team. *Sonic* won that race with a long lead. The after-party was quite the scene on Sandy Ground, lasting well into the early morning hours.

On August Tuesday, the Island Harbour Race met 14 foot seas near Shoal Bay East. During the race, *De Shan* tragically sank during an accident, dashing their hopes for a win. *De Tree* took the lead, winning the day's race.

August Thursday's race was the most anticipated. The boats met at Meads Bay and sailed into open sea. Winds averaged 14 knots and seas were flat, making for perfect race conditions. As the boats came close to the finish near the spectator-lined beach it was a close race. Tactical strategy brought *Bluebird* in first, then *De Tree*, and finally *Sonic*.

Rawles Hazell, the ballast on *Bluebird* said, "We had stiff competition, but our captain Devon Daniel brought us to victory." Daniel is the grandson of Egbert Connor, one of the first boat builders on island. *Bluebird* is from South Hill and has seven crew members under the age of 16 years.

During the Thursday race, *De Tree* was disqualified because they did not honor a "Hard Lee" call from *Sonic*, and *Miss Anguilla* moved up to third place. In the Class B races Thursday, *Legal Rights* from Island Harbour broke their tiller. Derni Gomes, the captain, was exhausted from the races but proud of his team. "We worked hard and will keep trying to come up on top," he said.

The Boat of the Year for 2009 was *Sonic*. Crew member Bryan Richardson was confident beforehand that his team could outlast the rest and prevail: "We have been training hard and are ready to win the races. There are some good boats here but we hope to win." *Sonic* went on to place in the top three for each August race and earned their well deserved title of Boat of the Year, based on points earned the entire sailing season from March to August.

Racing came to a close and Carnival winded down after a week of music, sailing and celebration. The local pride in Anguilla's sailing culture is strong and filled with competition, determination and honor. This sailing community embraces a multigenerational sport that brings the entire island—sons, fathers and grandfathers—together to celebrate their passion, the sea.

Ann Phelan, owner of Caribbean Wind & Sun Vacations, specializes in Caribbean dive and windsurf vacations. ann@antiguacaribbean.com

***Sonic* took home Boat of the Year in August**

PHOTO BY LISANNE VAN GARRETT

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ISLAND WATER WORLD DEVELOPS ONLINE SHOP

RETAIL WEB SITE NOW OFFERS E-COMMERCE, A FIRST FOR CARIBBEAN

"We are always looking for ways to enhance the value equation for our customers," said Sean Kennelly, Managing Director of St. Maarten's Island Water World, in July. To further that goal, a "new" Island Water World has been born with online shopping, a renovated logo and a new tagline, "Island Water World—keeps you sailing."

The company says that sailors anywhere in the Caribbean now can just connect their laptops and go to www.islandwaterworld.com, a full-fledged e-commerce website. To further sweeten the deal, Island Water World is offering an online shopping reward with an extra 10% discount.

The company has managed to overcome some standard hurdles often encountered by online shoppers at many sites: Island Water World accepts credit cards where shipping and billing addresses do not match. Kennelly said this is a vital feature for a business dealing with a regional as well as international customer base. The retailer also took into account the sometimes-spotty Internet connections available here.

"We didn't want a site overburdened with huge pictures and distracting adverts," Kennelly said. "We developed a fast loading site, easy to use. It has a well organized index, pictures that tell the story at a glance, as well as text and links that provide relevant information. The goal is to give the customer the tools to making an informed decision."

The marine retailer teamed up with Fedex and regional air carrier LIAT to secure highly competitive air freight prices, and provides reasonable sea freight rates. A shipping map on the website gives an easy overview about available shipping options and destinations.

"With St. Maarten being duty free and having excellent sea and air connections with most the other islands in the region, we knew there must be a way to get products cost effectively and quickly to our customers on islands where we didn't have a store," Kennelly explained.

Ricky Benschop, Project Manager E-Commerce (left), and Managing Director Sean Kennelly demonstrate their Online Shop on a touch screen at the Island Water Store in Cole Bay, St. Maarten

IMAGES COURTESY OF ISLAND WATER WORLD

Island Water World's new home page

Online payments are secured by a Thwarte certificate, a premier international organization policing online stores. Payments can be made via Paypal, Visa or MasterCard.

Large US-based marine retailers and wholesalers, utilizing both printed catalogues and the Internet, have been selling into the Caribbean for years. "It has always been an issue for us and other Caribbean-based businesses, dealing with large US corporations trading in our back yard," said Kennelly. "But this made us more competitive over the years. Our prices are much the same or even better as in the US, which is tough when trading in the Caribbean where you don't have the volumes of the large US giants."

"We have nevertheless been able to grow a loyal following in the Caribbean because we are physically present. We not only have the goods, we are sailors—we know how our products work, we can help, we can advise and you know that in the unlikely event a product fails—we are here, nearby—just bring it back."

Island Water World is the first marine business to introduce an e-commerce website in the Caribbean and one of very few fully-featured online stores for any type of retailer in the region.

The virtual store is the new website of Island Water World and links to the various stores (check out the Google maps), contact numbers and e-mails, marina and yard services in St. Maarten, warranty and shipping polices, and so on.

"I am tremendously proud of our staff who have worked long and hard to build this virtual store, and equally grateful to Litemoon, a St. Maarten-based media company, who have conceptualized the imagery, done the site makeover and ensured that we have been able to deliver a strong product in the simplest way. I am continually amazed at what can be achieved right here in the Caribbean," Kennelly concluded.

Based in St. Maarten, with additional stores in St. Lucia and Grenada, the company has been a retailer and distributor of boats, motors and marine goods in the Caribbean for over 40 years.

CLASSIC YACHT REGATTA ORGANIZERS ANNOUNCE 2010 PROGRAM

FIFTH INVITATIONAL EVENT SET FOR JANUARY 21 - 24

West Indies Events and the St. Maarten-St. Martin Classic Yacht Regatta Organization announced in August the preliminary program for the Fifth Invitational St.Maarten-St.Martin Classic Yacht Regatta. The event will again take place during the third weekend of January, from Thursday the 21st until Sunday the 24th. The regatta will be sanctioned by the new St. Maarten-St. Martin Classic Yacht Club, organizers said.

The regatta organization has teamed up with Holland House Beach Hotel on the boardwalk in Philipsburg where they will have their headquarters.

The first race day starts out of Great Bay to Marigot, the second one is from Marigot to Philipsburg and the final day will see yachts leaving again out of Great Bay to return there in the afternoon.

Classic and vintage yachts competed in 2009's regatta

PHOTO COPYRIGHT 2009 JONAS ROOSENS. WWW.ROOSENS-IMAGING.BE

The event in the new year will feature the battle of two classic yachts, *Lone Fox* and *Charm III*, for the perpetual trophy. Each yacht has won the regatta twice already and next year's winner will take home the trophy. Several yachts have already signed up, and organizers expect another twenty or more yachts to participate.

PRELIMINARY PROGRAM

Thursday January 21

Registration: 10 a.m. to 6 p.m.

Skippers' Briefing: 6:30 p.m. followed by opening ceremony and welcome cocktail party

Location: Holland House Beach Hotel on the Philipsburg Boardwalk (Dutch side)

- Yachts can anchor in Great Bay and come by dinghy to the beach.
- The regatta organization is working on the possibility to have a floating dinghy dock in front of the hotel; otherwise dinghies can be pulled up on the beach or go to the dinghy dock in Bobby's Marina.

Friday January 22

- First race day with start not before 10 a.m. out of Great Bay Philipsburg (Dutch side) to Marigot St. Martin (French side) with finish in the bay.
- Free dockage for participants (subject to availability), courtesy of Fort Louis Marina.
- Tall Ships will be on anchor in the bay.

Saturday January 23

- Second race day with start not before 9 a.m. in the bay of Marigot and finish in Great Bay Philipsburg.
- Free Beach Buffet for all registered Captains, Crew, Owners, and invited guests as from 1 p.m. (invitation only).
- Local, traditional and small classic dinghy boat races and entertainment from 3 p.m.
- Special "STAR" regatta on board the 12 M America's Cup Challenge yachts starts in the late afternoon with proceeds going towards the Sint Maarten Diabetes Foundation and the Sint Maarten Nature Foundation.
- Tall Ships will come to Great Bay for public visiting in the afternoon and evening and eventual stay until Sunday.
- Saturday evening Classic Regatta party and "STAR" regatta prize giving with Live band in front of Holland House Beach Hotel on the Philipsburg Boardwalk (Dutch side).

Sunday January 24

- Third race day with start not before 10 a.m., again out of Great Bay and finish again in Great Bay around 4 p.m.
- Sunday evening Award giving ceremony from 7 p.m. with live band followed by the prize giving party in Holland House Beach Hotel on the Philipsburg Boardwalk (Dutch side).

Holland House Beach Hotel will have a special Classic Regatta menu available during all days of the event. *For additional and updated information: www.ClassicRegatta.com*

Article and photo submitted by West Indies Events

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ANTOINE QUESTEL: A TRUE CHAMPION

ST. BARTH WINDSURFER WINS BIG ON INTERNATIONAL CIRCUIT

BY ELLEN LAMPERT-GREAUX

Antoine Questel

PHOTO BY ROSEMOND GREAUX

It may seem surprising for a small island like Saint Barth to have a world championship windsurfer among its local athletes, but when it comes to Antoine Questel there is nothing surprising about his continued success. He is a very determined young man who, at the age of 25, took his first big win on the international circuit by placing third in the world slalom championships, which were held June 8-12 in Texel, Holland. Then on June 21, he was the first place winner in an event held in Quiberon, France.

"This was a great way to start the season on a national level," says Questel about the slalom event. "I confirmed my progress with this first appearance on an international podium at the senior level. The change of affiliation—to Loft Mistral—combined with rigorous preparation has really paid off."

Over two days of racing, Questel's results varied but were strong enough to earn him the third place win. "My choice of equipment proved to be good, with Loft Sails Blade and Mistral boards. I am happy with my results, offering a world-class podium to my sponsors and to my island of Saint Barth."

His other sponsors, besides Loft Sails and Mistral, include Sooruz, Jimmy Buffet, The Collectivity of Saint Barthélemy, and Hotel Eden Rock.

Less than two weeks later, Questel won the "Raid des Mégalithes," in the Bay of Quiberon, France, before heading home to Saint Barth for a two-week break, then heading back to France for the second half of the season. And more intense training for our young champion!

Ellen Lampert-Greaux lives in Saint Barthélemy, where she is editor-in-chief of Harbour Magazine, *and has been a regular contributor to* All At Sea *since 2000.*

TRISKELL CUP STARTS OCT. 30

SCOPE REDUCED DUE TO ELUSIVE SPONSORSHIPS

The Ninth Triskell Cup will take place in Guadeloupe from October 30 to November 1 this year. Last years outing drew 60 boats and more than 600 people to the island.

"Because of the global and local economic crisis, no sponsor so far has dared to invest on us," said organizer Jean Michel Marziou in August. "Local government's subventions are not yet voted and therefore, due to the luck of visibility, we will go for a reduced format of the event."

More details were pending as All at Sea went to press, but Marziou announced that new racing formats would bring racing closer to spectators, and promised "more technical for fans, more simple circuits for regatta beginners."

Renowned skippers like Gildas Morvan, winner of the Belle Ile en Mer/Marie Galante single-handed transatlantic race, and Jacques Caraes, current technical manager of the famous Figaro solo race, are expected to come from France for the event, Marziou said. He is also looking for a good representation from Caribbean sailors again this year.

"It seems that sailors from Martinique are very motivated. Dates have been modified to allow the younger ones on their Surprise (boats) to compete against our First Class 8," he said.

More than one-fourth of the competitors in the 2008 Triskell Cup came from either Martinique or Antigua, but the dates were later, November eight to 10, last year.

"Dates are probably not ideal for our friends from Antigua but we hope to see some of them too," said Marziou. "Nice fights ahead of us!"

For more information, email Organisation@triskellcup.com or visit www.triskellcup.com.

Report prepared from information submitted by the Triskell Cup

PHOTO BY TIM WRIGHT, PHOTOACTION.COM, COURTESY OF THE TRISKELL CUP

Sixty boats competed in Guadeloupe's '08 Triskell Cup

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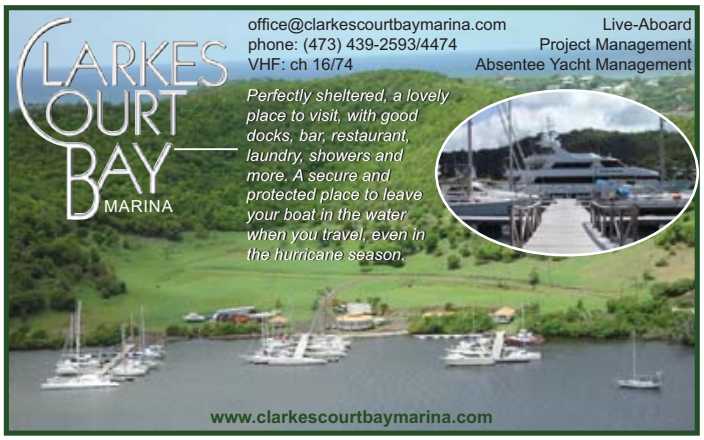

UPGRADES LURE MEGAS TO RODNEY BAY

EXPANSION WORK CONTINUES

More megayachts are choosing to make the Rodney Bay their home port and base as a result of the recent expansion and upgrading works undertaken there. Marina General Manager Cuthbert Didier said in August, "We have seen a huge spike in the demand for megayacht berthing over the last two weeks. We have one vessel, *The Grand Finale*, which will be berthed and stationed here for six months. We have several others that are coming and we're finding out that even in this hurricane season, these vessels are choosing our marina, and by extension St. Lucia, to home port and base."

PHOTO BY ERNIE SEON

Rodney Bay Marina is seeing megayachts from all over the globe

"It's an endorsement of what we have been saying all along," said Didier. "If you build and you have a good rate, price structure and good service and the facilitation of customs and immigration there, the vessels will not only come but they will stay."

Didier said there were now five of these megayachts berthed at the marina which was uncommon for this time of year. According to Didier, St. Lucia and RBM continued to address the insurance issues that in the past had chased a lot of yachts further south. "There is no invisible line and no hurricane-free zone, so yachtsmen are now choosing where they berth based upon the quality of facilities, even if that means staying further north, and St Lucia is benefiting," he said.

Didier noted that, so far, this hurricane season had not shown any strong signs of being active and, because of that, people were still in their normal pattern of sailing and enjoying the Eastern Caribbean. Meanwhile, expansion works at the Marina were continuing. "We are in the midst of some significant projects," said Didier. "We are about a month away from finalizing the boatyard. We have a new dredger that's been at work in the entrance of the lagoon and alongside by the fuel dock. We're working with Sol to commission the new fuel tanks up to a capacity of 10,000 and 20,000 gallons of diesel and gas with high speed dispensers. The final set of work in landscaping and dredging is being done."

Didier said there was no word yet on the commencement of the second phase of the expansion. The company was still looking at the slowdown in the world economy, assessing the developments in St Lucia and making sure that the demand was there before going into the second phase.

Report submitted by Ernie V.G. Seon

CARRIACOU CHILDREN'S EDUCATION BENEFIT TOPS $100,000

NINE-YEAR TRADITION BY CRUISERS—IT'S FOR THE KIDS

At what point does an event become a tradition? This is the ninth consecutive year the Carriacou Children's Education Fund (CCEF) has been an integral part of the Carriacou Regatta activities. Conceived by a group of cruisers in 2000, the CCEF activities bring together support from cruisers and local individuals, businesses and organizations. This year, the event raised $17,866, with donations still coming in, pushing the accumulated nine year total over $100,000.

All, 100%, goes to supporting needy kids with uniforms, books, supplies, hot lunches (Meals from Keels), technical upgrades to support computer labs in the schools, and scholarships to the community college; all in Carriacou and Petite Martinique. The CCEF activities have become a part of the cruising landscape and helped the Carriacou Regatta grow as well but, in the end, it's for the kids.

This year's activities began with the welcoming pot luck and barbeque at the Carriacou Yacht Club (CYC) on the evening of July 29, hosted by Judy and Gordon on S/V Dreamcatcher. Cruisers from 29 yachts, sailing under a variety of North American, European and Caribbean flags, gathered with a strong representation of local folks to share the dishes they brought, renew old friendships and form some new ones. Music for the evening was provided by DJs Kelly and Edwin.

The squalls marching through the bay did little to dampen the enthusiasm of attendees anticipating the activities of the coming days and the opportunity to repay this cruiser-friendly island for its hospitality through CCEF. Funds for CCEF were generated through the modest admission fee and a raffle.

On the afternoon of 30 July, 15 cruisers joined hosts Nancy and John of S/V *Silver Seas* in a dominoes tournament. The afternoon of relaxed fun provided a good way to avoid the still advancing squalls and the modest entry fee provided another contribution to CCEF.

On the afternoon of 31 July, for the ninth consecutive year, the activity called "the auction" was held, again at CYC. The squalls gone, hosts Melodye and John of S/V *Second Millennium* were grateful for the break in the weather.

Throughout the year, visiting yachts to Carriacou drop off items to be accumulated for sale at this auction – boat parts (large and small), clothing, crafts, books, DVD's, etc.. Additionally, many local businesses donate certificates for meals or services. On event day, there are tables set up, flea market style. At 15:00 hours, the actual auction of the near 130 larger items begins, a task comparable to herding cats.

John of S/V *Second Millennium* and John of S/V *Drisana* handled this task in expert fashion. Great fun was had by all until after 18:00 hours, and the nine year goal of $100,000 was achieved.

In the midst of the auction, we were visited by the Honorable Senator George Prime, Minister of Carriacou and Petite Martinique Affairs. He thanked everyone for all that CCEF has done for the islands, past and present, and supported future activities.

Amid the almost chaotic activity of the auction, some interesting stories were woven. One local gentleman saw a three gallon fuel tank and a five horsepower outboard among the items to be auctioned. He stalked these until each came up for bid and, in the end, walked away with equipment probably beyond his financial reach from any other source.

A hand-made doll, complete with wardrobe and even a little sister doll came up for bid. Two little girls sitting in the front row became enchanted with this treasure. But suddenly the older of the two sisters realized aloud, "But we have no money!" The auctioneer announced, "We have a bid of $20 EC. The next bid we will entertain is $2000 EC. Once, twice, SOLD!" The $20 EC note had somehow appeared in his hand and the smiles and applause of the crowd certified the auctioneer's deft handling of the situation.

At the auction—for which items are accumulated all year

Melodye and John of S/V *Second Millennium* have been the driving force of the CCEF since the concept was created and deserve the thanks and admiration of the cruising community. There is not room here to list all the people and yachts which, in one way or another participated in this event.

As in the years before, cruisers have gathered in Carriacou and tales have been told, races run and winners toasted. But left in their wake will be the means for some children here in Carriacou and Petite Martinique to also chase a dream, each their very own. It is for the kids!

Report by John Rowland, S/V Silver Seas*, and photograph submitted by CCEF*

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YOUTH SAILING TEAM WINS DINGHY CHAMPIONSHIPS

SAILORS ALL RECEIVE AWARDS

For the second year in a row, the T&T Youth Sailing Team managed to bring home the Caribbean Dinghy Championship Team Trophy. The Youth Sailing Team outperformed teams from Antigua, St. Maarten, Martinique and the host country, Barbados, to claim back this prestigious challenge trophy. This year's Caribbean Dinghy Championship was held August 15 and 16 on the waters of Carlisle Bay in front of the Barbados Yacht Club and was organized by the Barbados Sailing Association and sanctioned by the Caribbean Sailing Association.

The best result for team T&T came from 11-year-old Myles Kaufmann who managed to win all nine races in the Optimist Junior class for the eleven-and-under sailors. Following his lead was 12-year-old team member Derek Poon Tip who took the top honours in the Optimist Senior class for the twelve-to-fifteen year olds by winning seven out of nine races in his class.

However the parade of trophies won by team T&T didn't stop there. In the Laser Standard class, Stuart Leighton had his hands full against Olympian sailor Karl James from Antigua who he finally managed to beat in the last race after coming in second in most of the races of the Championship. With these results Stuart Leighton took home the second place trophy in this class, as did Vessigny Vikings former Optimist sailors Daniel Briggs (skipper) and Dekife Charles (crew), who competed for the first time in a two-man dinghy boat.

Former Optimist sailor Wesley Scott made his first appearance in the Laser Radial class this year and, even though at times the gusty wind on the first day of the Championships was rather strong, he still came in third place overall.

In congratulating the team on their splendid showing, the President of the Trinidad and Tobago Sailing Association, David Leighton, also thanked the Sport Company of Trinidad and Tobago for their tremendous support. *For more information: www.ttsailing.org*

Report submitted by T&T Sailing Association

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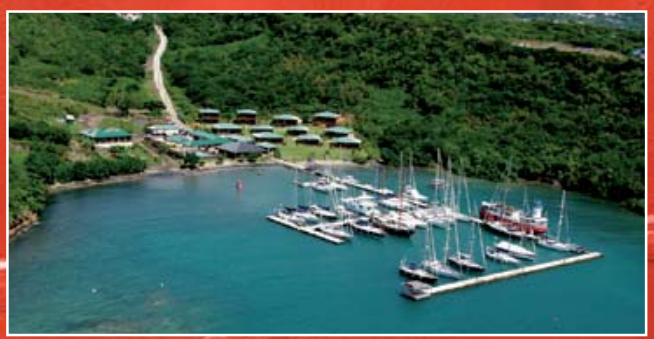

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STRANDED PILOT WHALE SUSTAINED IN CURACAO

SOUTHERN CARIBBEAN CETACEAN NETWORK RESPONDS TO EMERGENCY

ARTICLE & PHOTOS BY ELS KROON

On July 14, a young, emaciated and dehydrated pilot whale stranded himself on the south coast of Curacao. The reason why this 10-foot long whale felt so bad as to leave his group is still unknown.

The recently established Southern Caribbean Cetacean Network (SCCN) immediately took care of the marine mammal, which was too weak and tired to swim on his own. With the help of an entire emergency team, headed by the well known dolphin trainer George Kieffer and supported by the staff of the Curacao Sea Aquarium, the Dolphin Academy, volunteers, vets and other specialists, the whale became more active and healthier by the day during the month following the stranding.

Because the whale chose the populated Jan Thiel Beach for his forced stay, many tourists could follow the progress and even participate in the 24/7 whale watching.

From the beginning, the goal was to get the wild animal ready to join a passing group of his own kind, bringing him back to where he belongs.

Pilot whales live in groups, rubbing their skin against each other. To replace his mates for this purpose, volunteers put a buoy in the water every hour.

With this in mind, the whale was never officially given a name. When it looked as though the whale was really going to make it, George Kieffer and his crew trained the whale in following a boat, with the purpose to guide him out to sea when the time has come.

When *All At Sea* went to press, the whale was still in his private pool in the sheltered bay created by floating docks, in between swimming and sunbathing tourists from all over the world. Both seemed to enjoy each other's presence.

The SCCN volunteers have been assisted by local and international sponsors and businesses that provided the food (fluids, herring and squid) and a helping hand. After a month, the whale has gotten stronger, responding well to all treatments and putting on weight.

The pilot whale's health has improved since it arrived

There was continuous contact with SCCN members and experts Dr. John Reynolds and Dr. Dana Wetzel in the US, who both work for Mote Marine Laboratory in Florida and are well known researchers of wild whales and dolphins.

The SCCN foundation has only been in existence since April 2009 and coincidentally is working on organizing a marine mammal stranding response workshop for the Dutch Caribbean islands. This workshop will likely take place in the last week of October on Curacao. Research and results will broaden our knowledge of these extraordinary creatures, necessary information to effectively protect them.

More information can be found on the SCCN website: www.sccnetwork.org

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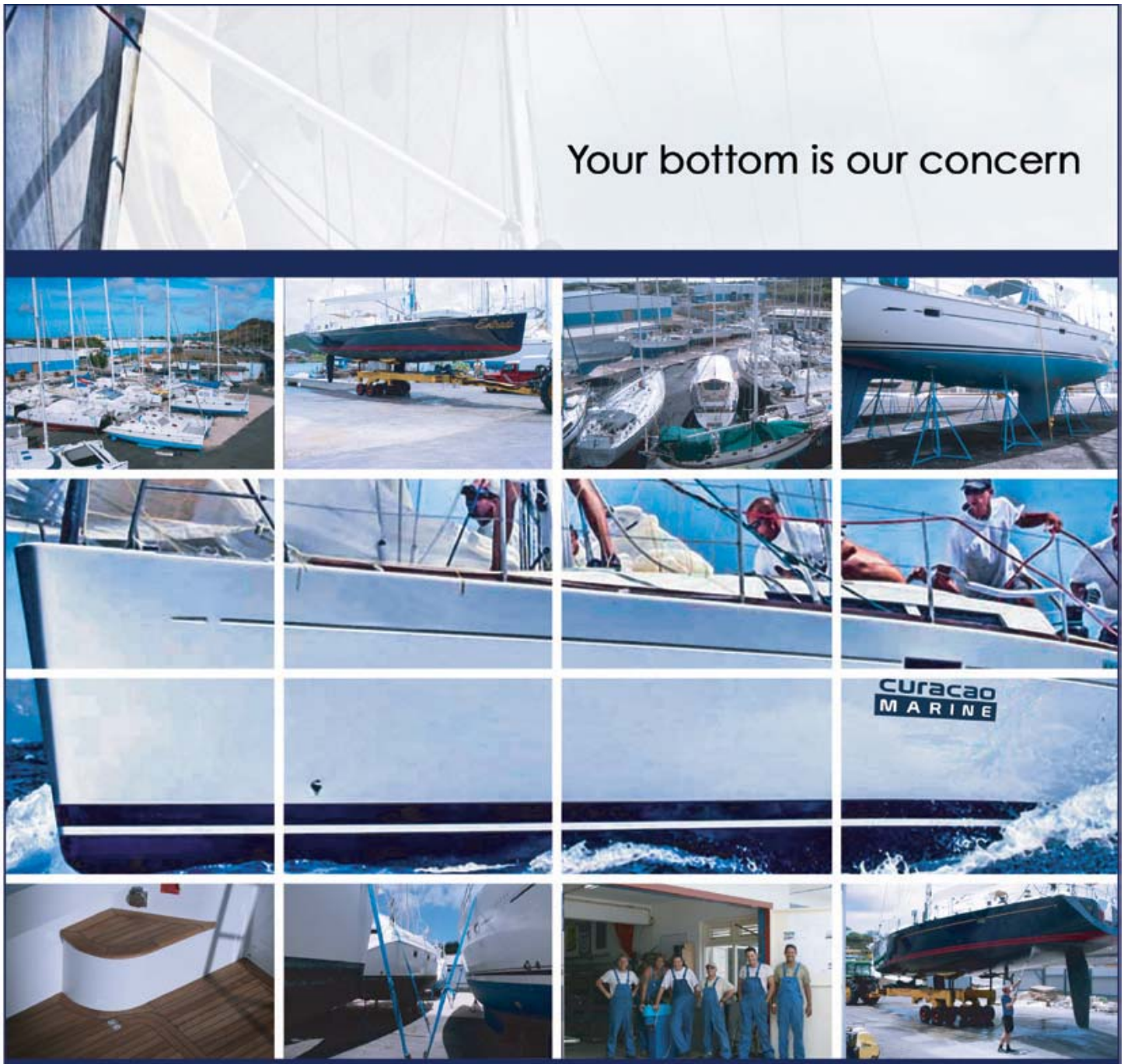
Els Kroon is a Dutch former teacher who now lives and works as an award-winning free-lance photojournalist on Curacao.



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THE DISH

IT'S FALL

BY CAPTAIN JAN ROBINSON

The leaves are turning color and the weather is crisp and cool—well, on the mainland—and down here in the Caribbean, when fall is getting underway, boating is special during this quiet time. Celebrate the season with some of my favorite easy-to-prepare recipes! Get more delicious easy ones by checking out my cookbooks at www.shiptoshoreinc.com.

Please send your suggestions of what you would like me to write about and any special easy recipes that you may like to share, to Jan@allatsea.net. Happy cooking!

CHICKEN POT PIE WITH PUFF PASTRY

Preparation time: 15 mins. **Cooking time:** 35 mins. **Servings:** 6.

1/2 cup + 2 Tbsp melted butter
1 Tbsp olive oil
1 cup finely chopped onion
2 cloves garlic, minced
1 cup chopped celery
1 cup chopped carrot
1 cup frozen small green peas
1/4 cup plus 2 Tbsp flour
2 cups chicken broth
1 cup half & half
1/2 tsp salt
1/2 tsp freshly ground pepper
4 cups diced cooked chicken
2 (17-1/4 oz) pkg frozen puff pastry, thawed
1 egg yolk
1 Tbsp half & half

In a saucepan, heat butter and oil. Sauté onion, garlic, celery, and carrots for about 10 minutes. Stir in peas and flour, cook one minute, stirring constantly. Gradually add broth and one cup half & half. Cook over medium heat, stirring constantly until thick and bubbly. Stir in salt and pepper. Mix in chicken. Spoon chicken mixture into a 9 x 13-inch baking dish, filling to within 3/4 inch of rim. Set aside.

Roll pastry sheets out to 10 x 14-inches and 1/8 inch thickness. Combine egg yolk and 1 Tbsp half & half. Brush one side of pastry. Place brushed side down over baking dish, folding edges under and pressing firmly to sides of dish. Brush top with remaining egg mixture. Bake at 375°F for about 35 minutes until top is puffed and browned.

Note: 1 (10 oz) frozen mixed vegetables can be used in place of the carrots and peas, or any vegetables you choose can be used in this recipe.

HOT CRAB BOATS

Preparation time: 30 mins. **Cooking time:** 15 mins. **Serves:** 6

1 lb lump crab meat
1 cup diced celery
1 cup cooked peas
1 cup grated Swiss cheese
1/4 cup chopped parsley
Mayonnaise
1/4 cup melted butter
6 long hero rolls or 10 small rolls, or rolls of your choice

Combine crab, celery, peas, cheese, parsley, and mayo; mix well. Slice tops from rolls and scoop out center to form a shell. Save tops. Brush inside of each shell with butter and fill with crab mixture. Replace tops. Brush outside with butter and wrap individually in foil. (Crab Boats may be refrigerated at this point and baked later). Bake at 400°F for 15 minutes. Serve with a fruit salad and chips.

EASY STROGANOFF

Preparation time:
15 minutes.
Cooking time:
2-1/2 hours.
Serves: 6

2-1/2 lbs round steak, cubed
1 (10 oz) cans cream of mushroom soup
2 cups of fresh mushrooms, sliced (or 1 can of mushrooms)
1 envelope of Lipton Onion Soup Mix
1-1/2 cups sour cream
2 Tbsp Worcestershire sauce

Preheat oven to 350°F. Combine all ingredients except sour cream in a large casserole dish. Bake covered; stir occasionally. Just before serving, stir in sour cream. Serve with buttered egg noodles and fresh green beans.

CHOCOLATE ÉCLAIR PIE

Preparation time: 10 minutes. **Cooking time:** 15 minutes
Chilling time: 1-1/2 hours. **Serves:** 6

1 pie shell
1 box vanilla instant pudding
1 pkg chocolate frosting mix

Preheat oven to 350°F. At breakfast, put your pie shell in the oven and bake. Whip vanilla pudding mix until stiff, place in pie shell and refrigerate until set. Mix chocolate frosting mix and spread over pudding mix, refrigerate until chilled and ready to serve. Note: This is a fast, easy and successful dessert, and very rich!

Capt. Jan Robinson holds certificates from the Culinary Institute of America, The Ritz Cooking School, and the Cordon Bleu. Her Ship to Shore Cookbook Collection is available at your local marine or bookstore. Or visit www.shiptoshoreINC.com, email CapJan@aol.com or call 1-800-338-6072 and mention All at Sea *to receive a discount.*

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Aruba	**Renaissance Marina Aruba**	297-588-0260	13′	200′	50	•	110/220	•	•	•	•	•	•	•	•	16/69	•
Curacao	**Seru Boca**	599-767-9042	14′	150′	140	•	127/220	•			•	•		•	•	67	
Dominican Republic	**Marina Zar Par**	809-523-5858	12′	120′	110	•	110/220 308	•	•	•	•	•	•	•	•	5	FREE
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Grenada	**Clarkes Court Bay Marina**	473-439-2593	13′	60′	52	•	110/220				•	•	•	•	•	16/74	USB access
Grenada	**Grenada Marine**	473-443-1667	15′	70′	4	•	110/220		•		•	•		•	•	16	FREE
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Grenada	**Prickly Bay Marina**	473-439-5265	17′	200′	10	•	110/220/ 308		•	•	•	•	•	•	•	16	
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Puerto Rico	**Sunbay Marina**	787-863-0313	12′	75′	287	•	110/220	Cable	•	•	•	•	•		•	16/12	•
St. Croix	**St. Croix Marine**	340-773-0289	11′	150′	44	•	110/220	•	•	•	•	•	•	•	•	16/18	
St. Lucia	**Rodney Bay Marina** an IGY destination	758-452-0324	15′	220′	232	•	110/220	•	•	•	•	•	•	•	•	16/17	•
St. Lucia	**The Marina at Marigot Bay**	758-451-4275	16′	250′	40	•	110/220/380 50/60 Hz	Cable	•	•	•	•	•	•	•	16/12	•
St. Maarten	**Island Water World Marina**	599-544-5310	8′	90′	54	•	Available	Cable	•	•	•				•	74	
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Tortola, BVI	**Nanny Cay Marina**	284-494-2512	12′	125′	200	•	110/220		•	•	•	•	•	•	•	16	•
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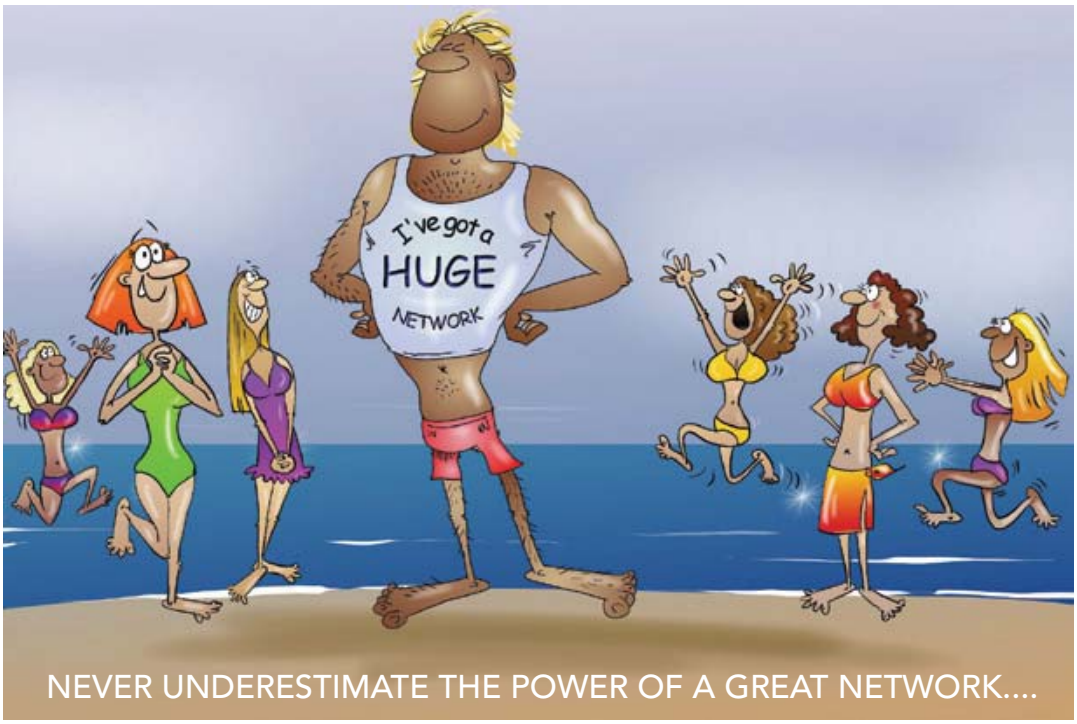

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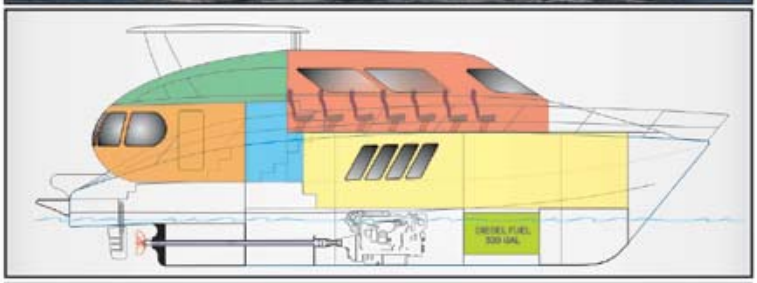

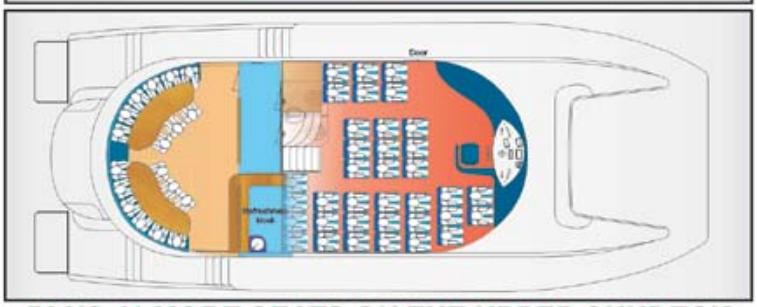

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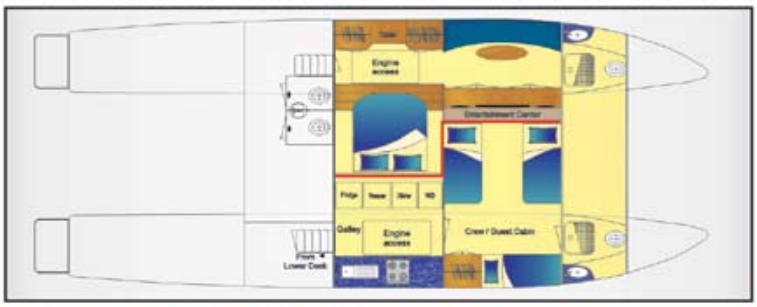

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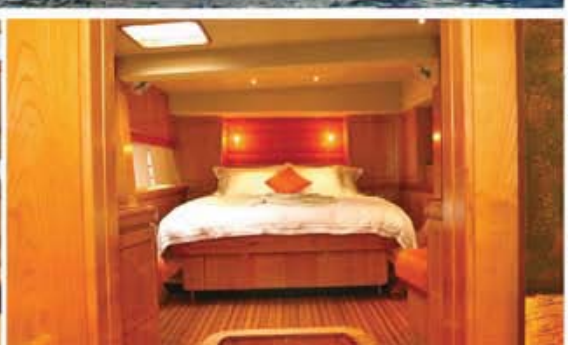

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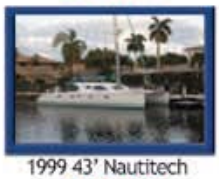

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1991 45' Fountaine Pajot
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1980 50' Prout
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2002 50' Contour
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2008 89' Catana
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1999 47' Privilege
$349,000

2004 47' Catana
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2003 52' Catana
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Great Condition. Asking $169K

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Asking $379K

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39' Tollycraft Fastpassage '83
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39' Beneteau 391 2005
Light Charter Usage, Sail Away Condition Asking $125K

38' Hallberg-Rassy 382 1987
Well-Priced, Strong Asking $125K

38 Hunter 386 1998
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37' Beneteau Oceanis '04
3 cabin / 1 head, Well Kept Asking $125K

37' Maxim Yachts 1999
Strong S. African Built Cat Asking $179K

36' Beneteau Oceanis 361
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36' Moody 36CC 1996
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Why Has She Not Sold?? Asking $29K

33' Bavaria 2005
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32' Bavaria 2002
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92' Steel Motorsailor 2000 refit 2006. 10 guests + crew. Twin diesels. This has got to be the best charter platform in the Caribbean. Includes very active crewed charter business. Reduced to 1.49m

80' Doug Peterson design, 1994. Custom Ocean 80 schooner. 4 double cabins + crew...Extremely fast sailing and includes a very successful charter business. New Listing $1.25m

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73' Australian Executive catamaran 2007. 10 guests + 2 crew. 2 guest doubles on the upper, bridge deck, galley up. Air conditioned, generator full electronics. Now in the Caribbean...REDUCED $2.4m

72 Prout ... New Construction ... up to 6 double cabins + crew. Owner's versions as well, Flybridge, Galley up, Foredeck seating area. 9 month delivery time. Fully loaded and customizable ... $2.3m

68' Irwin Owner's Version '87. All power sails and winches. New diesel August '09. Shows very well. REDUCED TO $449,000

65' Irwin '85/ refit '04/05. This is the owner's version with the large aft cabin. This yacht is the only large Irwin with a sugar scoop transom. The yacht features a new generator, fresh Awlgrip, stunning interior and includes a very successful charter business. REDUCED TO $429,000

63' Mason ketch 1982. Fresh Awlgrip 06. Powered winches. Raised Salon, galley down. 3 cabins (owner's version) 2 heads. Loaded with equipment and spares and completely TURN KEY... Let's go cruising!!! Reduce to $399,000

1982 Morgan 60 Schooner. 4-cabins + crew, 12kw gen, air conditioners new '00, dinghy w/ OB, liferaft, etc.. This Morgan 60 is in spectacular condition. REDUCED TO $289,000/offers

57' Lagoon 570 2002. Owner's version with galley down. Full electronics package and in excellent shape. Yacht is crossing the Pacific and owner is taking delivery of a new yacht and wants all offers: REDUCED $595,000

56' CPA French cat, 1993. 8 Guests + 2 crew, galley down. Fully equipped for crewed charter and includes active charter business. REDUCED $350,000

55' Oyster "Sovereign" model. '94. Original owner, never chartered. 3 cabins + 2 heads. Full width owner's cabin aft. All sails are power assisted furling, powered winches, bow thruster, Gen/AC, water maker...why not treat yourself to the best? REDUCED TO $575,000

54' Jeanneau DS 2003. New engine Sept. '09, new generator with 400 hours. Water maker, air conditioned, shows very well...asking $349,000 for quick sale

52' Concordia custom by Sparkman Stephens 1989. Super well built, high performance cruiser with 3 sleeping cabins + 2 heads. This yacht should be seriously considered by anyone looking at the Hylas 54...asking $499,000

50' Voyage Catamaran, '97. 4 double cabins + 1 single, 5 heads, galley up. New engines in 06/07. New saildrives, gen, a/C. Shows very well. Super active crewed charter business included. NEW LISTING $499,000

48' Privilege 482 1994. 4 doubles + crew. Gen and A/C, fully equipped to continue in crewed charter business...New listing $375,000

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Gorgeous!
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Rocket machine
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1979 Oyster 39.
Blue water live aboard.
All systems upgraded.
Blue water ready.
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Immaculate
Racing sails epoxy build
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2005 Fountaine Pajot Bahia 46. One owner since new. Never chartered.
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2002 Jeanneau Merry Fisher
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Very clean
$249K Dropped $100K!

1977 43 ft Waquiez Amphitrite. Bullet proof
Blue water cruiser. New engine and rigging.
$125K Offers

1978 J55 cutter.
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1050 hours on 2 x 225
Four stroke Yamahas.
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2008 Beneteau Oceanis
As new.
All the bells and whistles.
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1994 Beneteau Oceanis 400 two cabin
$95K Offers!

1094 Aloha 34 ft Sloop.
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EPOXY CAT.
$149k PRICE SLASHED!

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Spotless $165K

1992 Dudley Dix Caribbea 30
Blue water Pocket Rocket
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1979 GULFSTAR 37.
SPOTLESS AND PRISTINE.
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"Carolina Girl"*
3 Cabins/3 Heads
Located in Tortola, B.V.I.
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"Laurel"*
4 Cabins/2 Heads
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Asking **$100,000**

2005 LEOPARD 43

"Pansea"*
4 Cabins/4 Heads
Located in Tortola, B.V.I.
Asking **$300,000**

2005 OCEANIS 42CC

"Obsession"*
2 Cabins / 2 Heads
Located in Tortola, B.V.I.
Asking **$165,000**

1999 SUN ODYSSEY 42.2

"Perroquet"*
3-4 Cabins/2 Heads
Located in Tortola, B.V.I.
Asking **$75,000**

2005 OCEANIS 411

"Fern"*
3 Cabins/ 2 Heads
Located in Tortola, B.V.I.
Asking **$90,000**

2005 OCEANIS 39

"Aria II"*
2 Cabins/ 2 Heads
Located in Tortola, B.V.I.
Asking **$115,000**

2001 OCEANIS 361

"Eucalyptus"*
3 Cabins/ 1 Heads
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Asking **$65,000**

2002 OCEANIS 343

"Mina"*
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US$100,000.00

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75' 1976 Murry Peterson Schooner
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39' 1968 Cheoy Lee for
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36'	1977	Roberts Home Built (located in Barbados)	US$40,000
38'	1997	Beneteau	US$100,000
39'	1968	Cheoy Lee Off Shore 40	reduced to US$70,000
40'	1981	Divorne Steel	US$50,000
40'	1986	TaShing Tashiba (excellent condition)	reduced to US$179,500
40'	2002	Hermine DI (launched 2008)	EU264,000
41'	1982	Sigma Marine Project	US$60,000
41'	1985	Irwin Ketch	US$85,000
42'	1986	Endeavour	US$98,000
43'	1999	Wauquiez Pilot Saloon	EU247,500
43'	1985	Gitana	US$115,000
45'	1998	Peterson cutter	US$189,999
45'	1999	Passport a/c 44	US$365,000
46'	2001	Tayana (Vancouver pilot house)	US$329,000
50'	1974	Motor Yacht (locally built)	under offer
50'	1991	Celestial Pilothouse	US$268,000
50'	2001	Beneteau	EU188,000
51'	1986	Beneteau	US$225,000
51'	1990	Jeanneau Sun Odyssey	reduced to EU99,000
51'	1987	Beneteau Idylle 15.5, located in Martinque	US$160,000
53'	1984	Amel Custom Mango	US$269,000
55'	1979	Herreshoff Marco Polo	US$170,000
55'	1998	Zerft Motor Sailer (must sell!!!)	US$40,000
55'	1994	Oyster 55	£376,000
56'	1973	Visch Motor Yacht	US$175,000
75'	1976	Murry Peterson Coaster (Schooner)	US$100,000

MULTI-HULLS

37'	2002	Fountaine Pajot, located in Guadeloupe	US$325,000
43'	2001	Lagoon Catamaran	US$334,000
48'	1971	Motor Sailer	US$90,000
54'	1980	Norman Cross Trimaran	US$350,000
55'	1995	Custom Built Trimaran, located in Grenada	US$350,000
63'	1998	Polynesion Double Canoe	EU190,000

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53 Hallberg-Rassy cutter, 2003
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High quality Frers designed cruiser $825,000

57 Carver Voyager Pilot House, 2003
Twin 695 hp. Volvo's, genset, low hours,
gourmet galley, priced for immediate sell $499,000

50 Gulfstar/CSY CC Sloop, 1987
Three cabin layout, custom aft deck platform
Spacious deck and cockpit, Offers $125,000

42 Cruisers 4270 Express, 1999
Twin Cats, genset, a/c and more
Very clean yacht, priced to sell $199,000

38 Ericson, 1986
Excellent performance cruiser
New paint 07, custom bimini & more, $75,000

40 Tiara Mid Cabin, 1994
Twin Cummins, 03 genset, complete galley
Excellent value for a quality yacht, $119,000

SAIL

48 1981 Cheoy Lee Aft Cockpit – Recent upgrades, 3 cabin 2 head layout..$116,000
48 1974 Maple Leaf – Classic CC cruiser, new paint in 2006, offers...$99,000
48 1970 Hughes – Includes well established successful day charter biz....$299,900
45 1978 Endurance Windboats – Ferro cement CC Pilothouse ketch...$125,000
45 1978 Bombay Explorer – Major refit, many recent upgrades.....$89,000
45 1978 Morgan – Long range CC cruiser, ideal liveaboard.....$79,000
42 1985 Whitby – CC ketch priced for immediate sell.....$59,000
41 1982 Morgan OI – CC cruising ketch, Perkins, dinghy & more.....$69,000
41 1974 Formosa Yankee Clipper – Many upgrades, must see, offers $70,000
39 1974 South Seas – Steel CC cutter ketch, one owner, proven cruiser....$59,000
38 1986 Ericson – Beautiful performance cruiser, must see to appreciate....$75,000
38 1978 Van de Stadt – Steel passage maker, ketch rig, Yanmar.....$69,000
38 1978 Morgan – Ted Brewer designed sloop.....$42,000
34 1988 Tartan – Classic design, scheel keel, bring offers.....$44,000
30 1963 Allied Seawind – Classic cruising ketch, ready to sail away..$19,900
27 1988 J-Boat – Race ready, many sails, trailer, CORT winner 07,08, 09.$27,000

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46 1985 Logical Power Cat – Perfect charter or liveaboard, huge cockpit. $180,000
37 2005 Fountaine Pajot – Private power cat, excellent condition.....$350,000
37 2002 Intrepid 377 Walkaround – (3)New Susuki OB's, New genset. $245,000
34 1996 Phoenix 34 – Twin Cats, flybridge, full cabin, clean.....$114,900
31 2005 Maxum 31 Twin – Mercruisers, geneset, a/c, very low hours. $79,000
30 1951 Egg Harbor – Classic wooden cruiser, completely rebuilt 1987..$34,900

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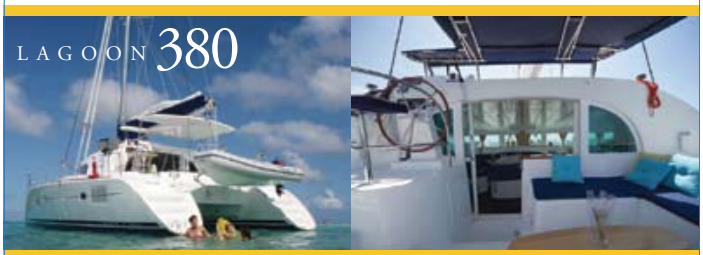

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34' 1989 Sea Ray Express
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55' 1983 Hatteras SF
$338,000

44' 1985 Beneteau Idylle
$86,000

49' 1979 Transpacific Ketch
$180,000

44' 1977 CSY
$115,000

35' 2000 Tiara
$160,000

SAIL

28'	'78	Cape Dory, Classic, Refit 6/07	$35K	50'	'78	Gulfstar Ketch, Classic, 3 strms	$125K	35'	'00	Tiara, twin Cummins	$160K
33'	'73	Pearson 10M sloop, refit,	$25K	50'	'78	Nautor Motorsailer, refit, excellent cond.	$370K	36'	'80	Litton Trawler	$30K
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Continued on page 108

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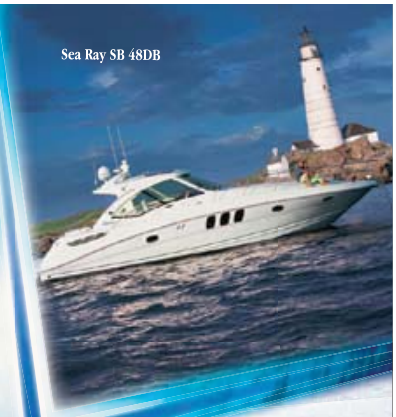

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Continued from page 106

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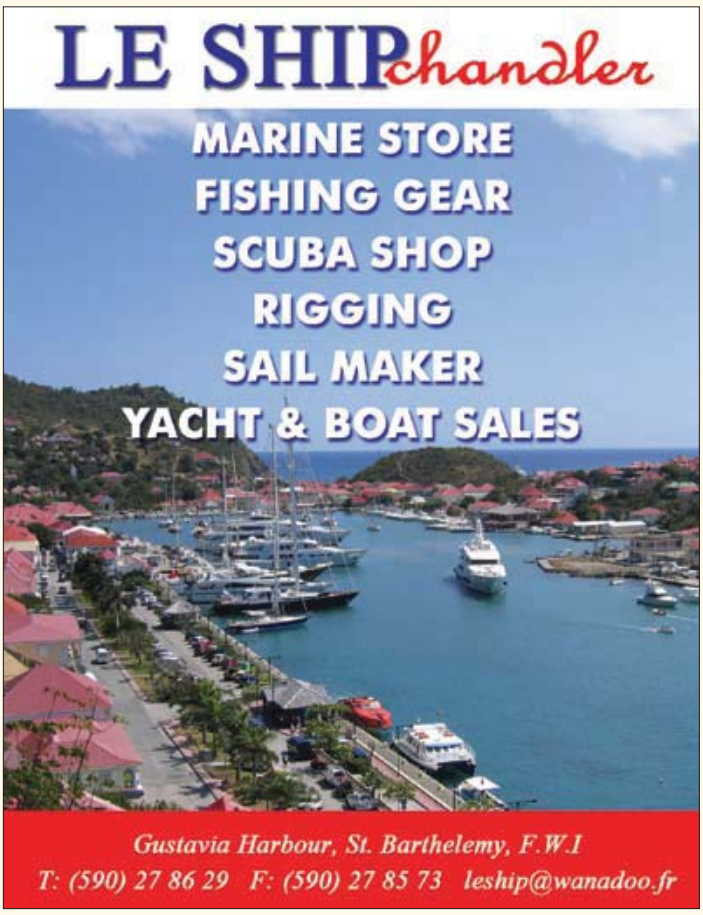

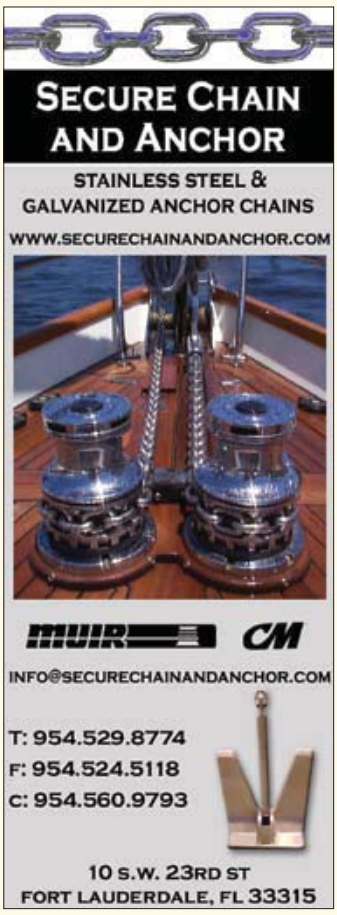

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HOW NOT TO END A CHARTER

A THORNY DILEMMA CONCLUDES A CRUISE

BY JEANNIE KUICH COPYRIGHT 2009

One afternoon while docked at Village Cay Marina at Roadtown, Tortola in the British Virgin Islands, we became acquainted with Ben Spock (the doctor of baby book fame) and his wife Mary. We hit it off right away and, since we had some doctors aboard with their wives on charter, we thought they might enjoy meeting the Spocks. We invited the Spocks for some Pina Coladas at cocktail time.

It became evident, as it came close to dinnertime, that the Spocks didn't know what Pina Coladas really were and assumed that it was some kind of fancy dinner. We gladly included them for dinner and eventually became good friends.

Although the Spocks did not charter, they invited couples down to sail with them from time to time in *Carapace*, their little sloop. It was tight since Ben was well over six feet but one makes do, of course, for one's friends. The Spocks liked to be by themselves and we seldom saw them in the popular anchorages such as Leinster Bay on St. John or the Bight at Norman Island. Since their sloop only drew four feet, they could sneak into some wee places.

Ginger Island

One of their favorites was a tiny anchorage on the windward side of an island just south of Round Rock in the British Virgins. To get into this tiny anchorage, one had to carefully slide through a narrow opening to the reef which protected the anchorage from most weather conditions. It was in this anchorage that they found themselves embayed during some very heavy winter weather. Although this little nook was usually calm and swell-free, the outer reef was awash with unusual, heavy waves and it was impossible for the boat to move.

They were stuck there for nearly a week. Came time for their guests to leave, and they couldn't get them out. No boat of any sort could ride through the passage in those waves to rescue them. The only way to get out was to climb the high mountain behind them, which was heavily peppered with Turk's Cap cactus and other killer cacti, big boulders and thorny scrub. You name it, and that steep-sided hill had it.

But it had to be done. So the two guests, with only small, light bags containing their passports and other necessary items, braved the hill. It took them at least four hours, but they made it over the top. Then they had to go down it to an iffy pickup point, which took even longer and was more treacherous. They made it just at dark when a fisherman, who had waited all afternoon for them in his boat, got them aboard and sped them off to Beef Island, where they boarded their plane for home.

They were horribly scratched, bruised by rocks, torn by bushes, sunburned and dehydrated, besides being very anxious and out of shape. Yet they managed it. Did they ever forgive the Spocks for getting them into that mess? Heck, no! After getting cleaned up, fed and watered, and on the plane homeward, they toasted the Spocks. Their grandchildren will be in awe of them forever.

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

October Spotlights

- The prolific Orionid shower peaks on the 21st before dawn.
- Venus, Mercury, Saturn and the Moon make interesting shuffles on the dawn racecourse.
- On either side of the 21st, watch for Orionid meteors' peak after midnight.

October Planet Particulars

- Little Mars starts rising before midnight all by its lonesome, but Jupiter rules the evening racecourse in the southeast.
- On the 8th Mercury and Saturn form the closest planet duel this year on the dawn racecourse with Venus near by.
- Venus and Saturn have their own skirmish on the 13th.
- On the 16th, the Moon forms a tight triangle with Venus and Saturn before dawn, with Mercury hovering below Venus.

The Moon Sails Near

Wed. 7th: the Pleiades star sisters before dawn
Sun. 11th: the star Pollux in Gemini before dawn
Mon. 12th: Mars before dawn
Wed. 14th: the star Regulus in Leo before dawn
Fri. 16th: Saturn and later Venus before dawn
Sat. 17th: Mercury before dawn
Wed. 21st: the star Antares in Scorpius in evening
Tue. 27th: Jupiter in evening

Moon Phases

Sun. 4th: Full
Sun. 11th: Last Quarter
Sun. 18th: New
Sun. 25th: First Quarter

October Brightest Navigation Stars

Dusk: Vega, Capella, Aldebaran, Fomalhaut
Dawn: Sirius, Canopus, Arcturus, Rigel

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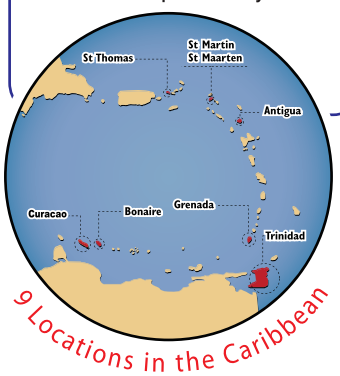
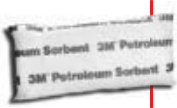


PETROLEUM SELECTIVE PILLOWS

3M/T-30



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