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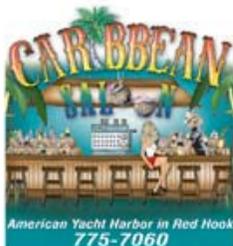
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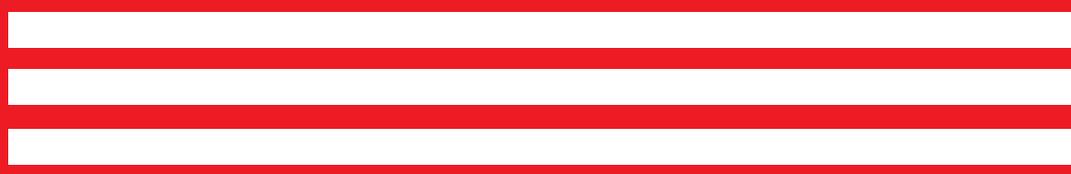
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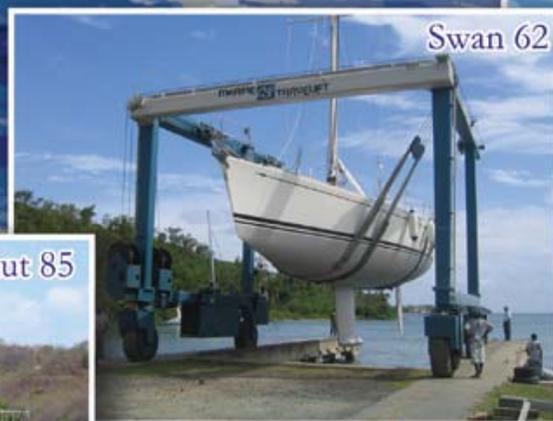
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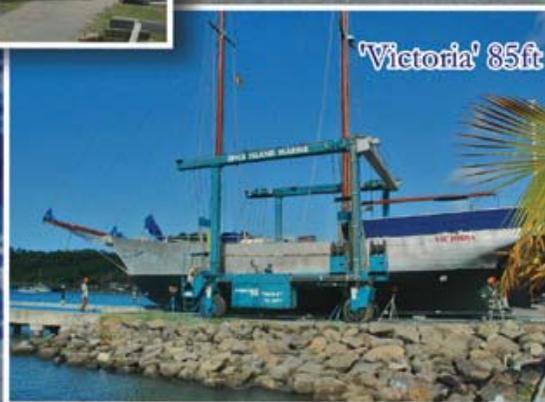
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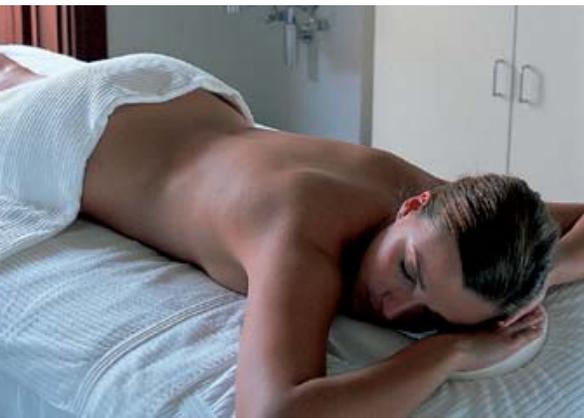
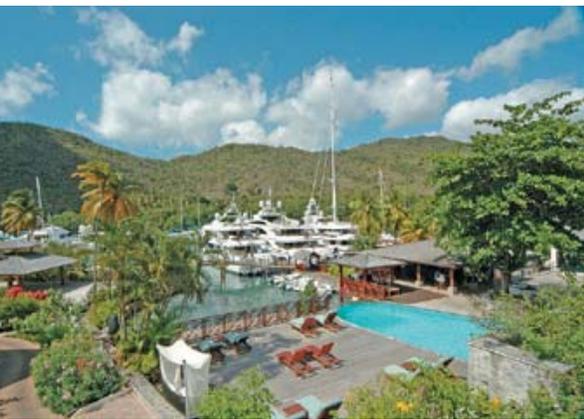
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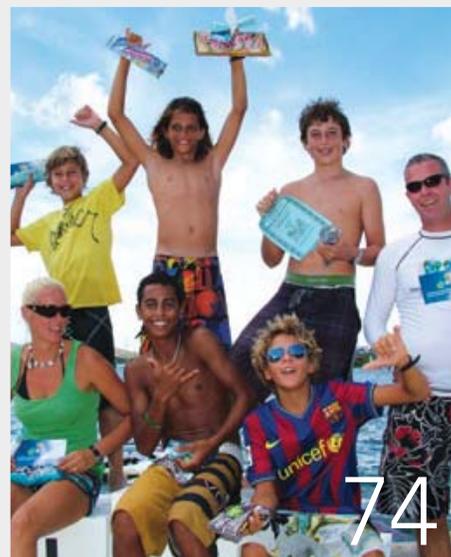
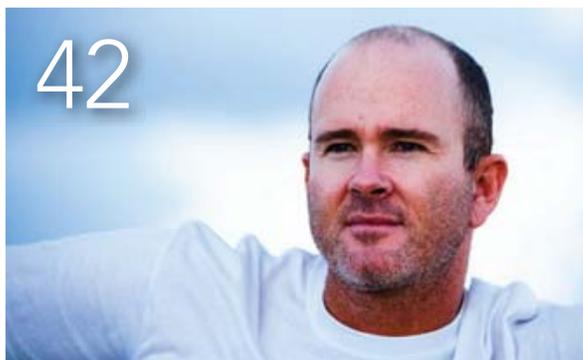
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PHOTOACTION.COM
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Editor's note: Writer and artist Andrea Jensen's August article about "The Life of a Book Exchange" in the Puerto Rican fishing village La Parguera took on a life of its own:

Dear Chris,

Two weeks ago I restocked the exchange (located in the town strip mall) after someone had donated six grocery bags of books. The next day, I was horrified to see that the exchange was gone. Cleaning men told me the new owner of the mall said, "Get rid of the books," now destined for the dumpster. Did I want them? Yes! So they loaded over 1,000 books into my borrowed car.

Five days later I received a call from a visiting boater who had read the article and came to La Parguera specifically to drop off a load of books and pick up some new ones. Where was the exchange, she asked? (Her husband had Googled my name and found my phone number.). I told her I was trying to find a new home for it. She said that she'd spoken to the new owner of the mall, and he was going to re-establish the book exchange.

Rumor had it the place was being torn down for a new apartment complex. When I got to the mall, she pointed out this mystery owner, who immediately came over and said he had not understood the purpose of the exchange (despite the sign) until the day before.

"A biologist with a beard," he said, had been taking photos of the now-empty space, and when the owner asked why, this "biologist" showed him the article and explained what the exchange had meant to the community. The owner apologized for his mistake and offered space for a new exchange, should the biologist try to start another one.

I dashed off emails to anyone I thought might know (him)...I received a phone call the next day with the rest of the story: The biologist, actually an archaeologist, was incensed about the cavalier attitude of the owner destroying something which had been a free community asset for over a decade. Based on the article and now the empty space, he was filming a documentary bound for YouTube.

The caller, a friend in town, offered to hold the books in his workshop until the new exchange was established, and I took them over to him that day. The archaeologist was informed the books had been salvaged, so now his film has a happy ending. Ah, the power of the Internet. La Parguera's book exchange will endure ... the residents will be eternally grateful.

With warmest regards,
 Andrea Jansen; www.andreajansendesigns.com



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WHERE IN THE WORLD?

CONGRATULATIONS, SANDY,
 AND THANKS FOR READING ALL AT SEA!

I helped the tigers read *All at Sea* at the Tiger Temple outside of Bangkok, Thailand, & Jerry Johnston and I also took a copy along while riding on a Junk in Ha Long Bay, Viet Nam!

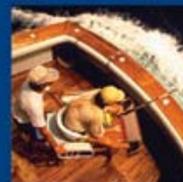
— Sandy Robb, St. Croix, U.S.V.I

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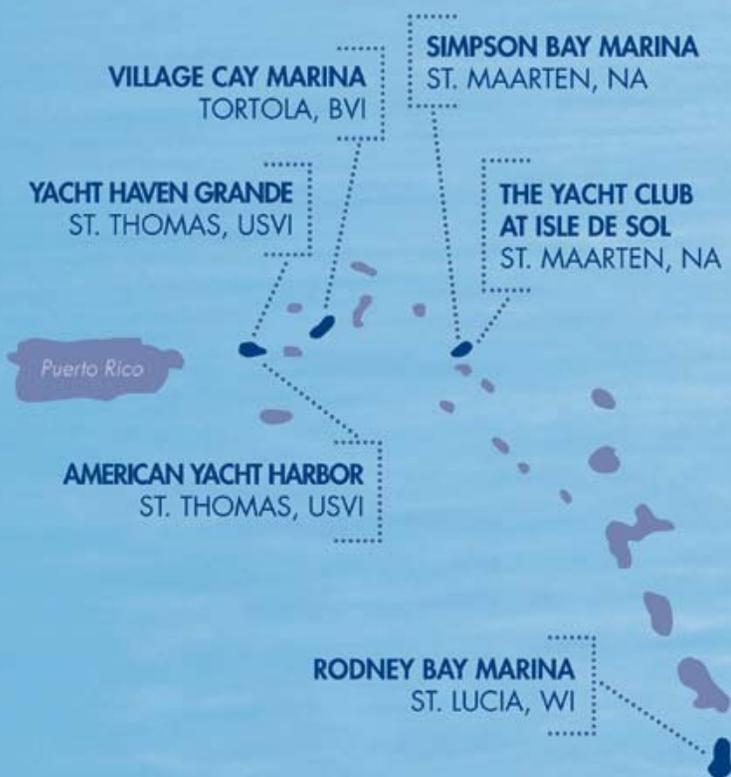
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CARIBBEAN NEWS

A BRIEF LOOK INTO THE HAPPENINGS OF OUR WORLD



14 big boats turned out for the first South Grenada Regatta in 2008 along with Optimists for junior racing

PHOTO COURTESY OF THE SOUTH GRENADA REGATTA

South Grenada Regatta Announces 2010 Plans

Members of the South Grenada Regatta committee, Laura Harvey, Dieter Burkhalter, Lucy Murchie, James Beniot, Jo-anne Hypolite-Peters and Jana Caniga, have confirmed the previously-announced 2010 dates: February 26 to 28. Courses will be shorter and a third race will be added. Junior Sailing will be organised on Saturday and Sunday. Registration fee will be US \$50. *Information: call 444 2400 or visit www.southgrenadaregatta.com*

New Camper & Nicholsons-Managed Marina Coming to St. Kitts

An agreement was signed in September between project developer Chris Kanhai of St. Michaels Foundation Ltd. of Canada, and Rakesh Sarna, Chief Operating Officer International, of Hyatt Hotels Corporation, for Hyatt Hotels & Resorts to manage the Park Hyatt St. Kitts. The hotel is part of the new Cockleshell Bay Resort development which will be set on 150 acres on the south east peninsula of St. Kitts. In addition to the hotel, plans call for a 160-berth marina to be managed by Camper & Nicholsons, a casino, restaurants, 100 residential townhouses and condominiums and 86 estate villas. The project is scheduled for completion in 2013.

Puerto Rico takes Bronze at the Snipe Jr Worlds

Twenty-one teams composed of 42 participants from 11 countries competed at the San Diego Yacht Club which hosted the World Youth Snipe Championships for 2009. Puerto Rico was represented by two teams composed of Raul Rios/Antonio Sifre and Marco Teixidor/Richard Latimer. Congratulations to Rios/Sifre who took home the bronze medal and to Teixidor/Latimer, who finished in seventh place. www.snipeworlds2009.com

Guadeloupe Wave Ski Team Triumphs in Australia

The wave ski team from Guadeloupe returned home from Coffs Harbour, Australia with four medals and a world title for Virgil Humbert in the junior division from the World Wave Ski Championships.

Crown Bay Marina Releases Winter Season Rates

Crown Bay Marina in St. Thomas released the 2009/2010 winter season rates three months earlier than usual to lure yachts to the Caribbean. "We recognize that a number of yachts and owners are pulling back during this economic downturn," said Director of Operations Jane Wherren. The 99-slip megayacht marina also announced plans to offer guests a shuttle service to and from Reichhold Center and other amenities for entertainment performances. www.crownbay.com

Open Water Kayak Challenge Planned

On the first of November, Ryan de Jongh plans to kayak from St. Martin to Curacao arriving 22 days later. According to sales and marketing director Jayson Persaud representing the Clear Water Challenge III, this will be de Jongh's eighth challenge as a good will gesture to raise money and awareness to protect nature. www.natureislife.org

Northern Lights Upgrades Web Site

The new www.northern-lights.com Website will offer a new interface to view Northern Lights' line of marine diesel generator sets and Luger propulsion engines. Product specifications, drawings, manuals and up-to-date dealer locations will continue to appear but with an upgraded look. A newly upgraded search feature will allow visitors quick access to information on their specific Northern Lights product, part or local dealer. www.northern-lights.com

SAVE THE DATE

JUNE 13 TO 18, 2010:

27th Annual Treasure Cay Billfish Tournament

27th Annual Treasure Cay Billfish Tournament (TCBT) will be held June 13-18, 2010, Abaco, Bahamas. The tournament's trophy this year went to 13-year old Chris Galati of Florida, who released two blue marlin in one day, the largest weighing nearly 500 lbs. www.treasurecayfishing.com

Continued on page 14

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NORTHSAILS

Continued from page 12

Jamaica Fields Entry in Round the World Clipper Yacht Race

Olympic gold medalist sprinter Usain Bolt was on hand recently to help celebrate the announcement that Jamaica will field an entry in the Clipper 09-10 Round the World Yacht Race. The boat, named *Jamaica Light-*

ning Bolt, in honour of the fastest man on earth, will compete against nine identical stripped-down 68-foot yachts in the 35,000-mile race around the world. The Clipper Race started from England in September, and will call at Port Antonio, Jamaica before concluding in England next July. www.clipperroundtheworld.com

Carrette Electro-Mechanical Services Appointed as Perkins Dealer

CEMS has been made an Appointed Perkins Dealer for Dominica by Parts & Power Ltd, Eastern Caribbean Distributor of Perkins engines. CEMS has 13 years of experience in the repair and maintenance of generators and diesel engines. We're very pleased to add Nelson and his team at CEMS to our Caribbean dealer network," said Tom Gerker, managing director of Parts & Power. "This appointment brings us to 10 dealers in the Caribbean with service and parts support in the USVI, BVI, St Maarten, Antigua, Dominica, St Lucia, Barbados, St. Vincent and Grenada." www.partsandpower.com

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Corrections

The article "Gulf Rascal Wins July Open", in the September 2009 publication, has J. R. Bergeron's boat listed as the "Reel Escape" the correct boat name is "Reel Excuse."

An article in September's issue of *All At Sea* about the ISAF Volvo Youth World Championships failed to mention two Caribbean sailors who competed. Max Nickbarg from St. John, sailing in Boys One Person Laser Radials, finished 30th and Patrick Carolus, sailing in the same class, finished 45th. Our thanks to readers who pointed out these omissions and apologies to the sailors who should have been mentioned.

PASSAGES

Bob Williamson

Sailor and artist Bob Williamson, also known as the King of Redonda, who wrote for *All at Sea* for many years, died peacefully with his family in Canada on August 27. John Duffy in Antigua shared the words of Williamson's daughter, Tamara, that he "set sail on his final voyage and into uncharted waters. He did so with heart in hand and a true explorer's determination."

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.

ANTIGUA

SATURDAYS & SUNDAYS

- Free Antigua Youth Sailing Program "All Comers" Competitive Keelboat Sailing Dinghy Sailing, Pleasure & Practice
- Dinghy Sailing Instruction for Adults & Jrs. Dinghy Racing with Beach BBQ JHYC | jhycantigua.com

11/14

JHYC End of Autumn Sailing Series Party
Sailing | jhycantigua.com

11/28-29

JHR Caribbean Annual Regatta
Sailing | jhycantigua.com

12/7-11

48th Annual Charter Yacht Show | **Boat Show**
antigua-charter-yacht-meeting.com

12/31

Nelson's Pursuit Race | **Sailing**
antiguayachtclub.com | yachtclub@candw.ag



BRITISH VIRGIN ISLANDS

11/5-8

28th Annual BVI Charter Yacht Show
Boat Show | bvicrewedyachts.com
cysofbvi@surfbvi.com

12/6-7

Gustav Wilmerding 19th Annual Memorial Challenge | **Sailing**
weyc.net | mcmmechanics@surfbvi.com



CURACAO

11/5

"Aanbrengrace" Heineken Regatta Curacao (Pre regatta race) | **Sailing**

11/7-9

Heineken Curacao Regatta | **Sailing**
heinekenregattacuracao.com

12/20

Eindejaarsrace (End of the year race)
Sailing



MONTE CARLO, MONACO

12/9-10

1st Intl Superyacht Coatings Conference
Industry Conference
superyachtcoatingsconference.com
patrick.whetter@informayachtgroup.com

12/9-10

Yacht Racing Design & Technology Symposium
Industry Conference | lyrdts.com
james.pleasance@informayachtgroup.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
hdrovil.mfl@wanadoo.fr

12/4-7, 12/6-9

3rd Annual MYBA St. Maarten Charter Show
Boat Show | mybacaribbeanshow.com



UNITED STATES VIRGIN ISLANDS

11/10-12

St Thomas Fall Yacht Show
Boat Show | viel.org | erik@viel.org

11/14-15

STT Radiology Women's Sailing Regatta
Sailing | styc.net | manager@styc.net

FISHING TOURNAMENTS

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

11/21

2ndo Festival del Peto @ Palmas Del Mar Yacht Club
Puerto Rico
palmasdelmaryachtclub.com
info@palmasdelmaryachtclub.com



Grenada Sailing Festival
29 Jan - 2 Feb 2010

Camper & Nicholson's MARINAS
GRENADA WEST INDIES

Port Louis

Southern Caribbean Regatta Circuit
Carriacou Sailing Series
13 - 16 January 2010
Grenada Sailing Festival
29 Jan - 2 Feb 2010
Tobago Carnival Regatta
18 - 21 February 2010

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Photo: Onne van der Wal for Grenada Sailing Festival

YACHT CLUB NEWS

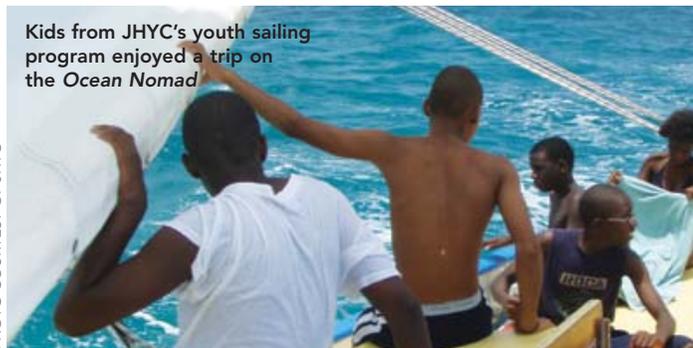
SHARE YOUR HAPPENINGS WITH THE CARIBBEAN COMMUNITY

Jolly Harbour Yacht Club

A fundraising event held Saturday, August 22nd, raised over \$2,700 for the club's Youth Sailing Program which provides free dinghy sailing lessons to Antiguan born children between the ages of 8 and 18. Part of the evening included the announcement of a special "prize" being donated to seven of the children in the program. Eli Fuller of Adventure Antigua took them out sailing on his Carriacou sailing sloop on Saturday, September 5th.

Once on board, the children were given a quick tour of the boat by Jason, the deck crew, and a safety brief from Captain Eli. The boat sailed up the coast and Eli kept the children entertained with some question-and-answer games about the history of Antigua. They went into Deep Bay and anchored, and the children swam to the beach and back. On the sail home some had a go at steering *Ocean Nomad* toward Montserrat before returning to Jolly Harbour. The youngsters all gave a resounding cheer of "Thank You" to Eli and Jason for taking them on such a fantastic trip. The next Youth Sailing Program course started Saturday, September 19th.

The club offers fantastic sailing on November 28 and 29, with Regatta parties, BBQs, a live band, dancing and amusing prize giving celebrations all in store. 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 <http://www.jhycantigua.com> or EC\$175 per boat when registering at Skipper's Briefing. Berths will be available free of charge on the days of racing excluding water, electricity, etc. Please notify Marina Office on arrival in Jolly Harbour (VHF Ch 68). Check www.jhycantigua.com for all details or contact Tanner Jones 268-764-5910 or tannerdjones@hotmail.com.



Kids from JHYC's youth sailing program enjoyed a trip on the *Ocean Nomad*

PHOTO COURTESY OF JHYC

St. Maarten Yacht Club

Members of the club Alec Scarabelli, Rhome Findlay, Jolyon Ferron, Andrea Scarabelli, Harry Antrobus and Stephen Looser participated in the Caribbean Dinghy Championships, hosted by the BYC in Barbados



Four members of the St Maarten team in front of Sint Maarten flag at the CDC: Andrea Scarabelli, Alec Scarabelli, Rhône Findlay, Harry Antrobus

PHOTO BY RUARGH FINDLAY

from August 14 to 16. The overall winner of the Championships was Team Trinidad and Tobago (see October *All at Sea* for details) in First Place with 66.6 points, Team Antigua in Second Place with 104 points and Team Martinique in Third Place with 119 points. Ruargh Findlay provided photographs, and reported that, "the Sint Maarten team extend their sincere appreciation to the organizers Barbados Yacht Club, Penny and Anne for the huge effort put in by themselves and members of the BYC. Also, all SMYC Team members extend their appreciation to The Sint Maarten Yacht Club for the sponsorship they enjoyed, without which they would never have been able to participate in an event of this nature."

St. Thomas Yacht Club

November 11-15 will see the U.S. Women's Match Racing Championship for the Allegra Knapp Mertz and Adams Memorial Trophies, featuring top women sailors from the United States selected by resume. This year the competitors will sail in IC24s. The IC-24 or Inter-Club 24 was designed and built by two St. Thomas sailors.

"We are really proud and excited to have the opportunity to host this championship, the first U.S. Sailing Championship to be held outside of the continental United States," says event chair, Ruth Miller. "Women's match racing has been added as an Olympic event in this Olympiad and the competition is extremely high level. We encourage everyone to come out to watch this spectator-friendly form of racing." For more information, call the club at 340-775-6320.

The St. Thomas Radiology Women's Regatta & Tennis Tournament also will be held at the St. Thomas Yacht Club this month. The tennis portion of the event will take place November 12 to 15, while sailing will be held November 14 and 15. Girls age 12 and older and women are invited to enter the regatta portion of the event. Competitors will race in double-handed Club 420 dinghies. Friends, sisters and mother-daughter teams have competed in the past. The race format will be round robins on windward-leeward and triangular-shaped courses in Cowpet Bay. The entry fee includes a T-shirt and meals. To register, contact the St. Thomas Yacht Club at 340-775-6320.



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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Curacao

Kapiteinsweg #4
Netherland Antilles

Dominica

Dominica Marine Center
Roseau

Grenada

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Regency Marine
Pedro Miguel Boat Club

Puerto Rico

Atlantic Sails and Canvas
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St. Croix, USVI

Wilson's Cruzan Canvas
Christiansted

St. Lucia

The Sail Loft, St. Lucia
Rodney Bay

St. Vincent

Barefoot Yacht Charters
Blue Lagoon

Trinidad & Tobago

Soca Sails, Ltd.
Chaguaramas

photo: www.yachtshotshvi.com



THE GHOSTS OF SEPTEMBER

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It is early in the morning here in Langkawi, Malaysia. It is still dark. We're about half way through our second circumnavigation. I'm holding our ship's bell in my hand—and reading off the names engraved on it: Bill Rich, Thatcher Lord, Ken Betts, Cid Hamling, Mary Pat Sica. Bill Henderson. Mike Sheen. Steve and Irene Macek. Jack Simmons. Fritz Seyfarth ... just a few of the wonderful people who helped us in our hour of need.

The date today is September 18, 2009. I'm also watching our ship's clock. It is 6:21 A.M. Only two minutes to go. I sigh. I shake my head to clear it. My eyes start to mist. It all seems like only yesterday. I glance up—and count down the seconds to 6:23. "... five, four, three, two, one ... NOW!" I say aloud to my silent vessel.

Exactly 20 years ago, at the height of Hurricane Hugo, I lost my previous boat *Carlotta*. A 68 foot schooner named *Fly Away* lived up to her name and started doing just that in 150+ knots of wind. We were in Culebra. She dragged her anchor. We collided. Our rigging tangled. She became sideways to the wind against my bowsprit. My four anchor rodes started popping like over-wound banjo strings. We were driven ashore. On rocks. Holed. Game-over!

Carlotta wasn't just a boat or just our home—she was the physical manifestation of our watery lifestyle. A sailor can't be a sailor without a boat. I'd built her in Boston from a few sheets of paper over the course of six long years. One pre-Hugo minute I was an intrepid captain and a daring sea-rover—the next instant I was a victim.

I hate being a victim.

It was as if somebody had removed the color from the sky. I and my family were still alive—but in a new, frighteningly-limited world. We were ashore. We were jetsam. We couch-surfed for a while, thanks to the compassion of wonderful friends—but living off the compassion of others is wearying.

I felt like I was shrinking. Hurricane Hugo lessened me. It temporarily crippled me. I felt less confident. I couldn't quite concentrate. My existence went from stereo to mono. I suddenly found myself speaking too loudly. My jokes began to fall flat. For the very first time in my life, I thought, "I'm unlucky." I was more than just homeless and broke—I was stunned. I felt punch-drunk. I began to doubt everything—including myself.

Natural disasters like Hurricane Hugo do these bad things to good people. They slap them in the face. They play "52 Pick-Up" with their entire lives. They not only knock them down—they repeatedly kick them while they're still in the fetal position.

It isn't pretty—especially when it is happening to you. It overwhelms you. You want to cry so much—that you break down and actually do cry. And then you feel both better and ashamed at the same time.

However, every dark cloud has a silver lining. I'd been coasting through life: as a sailor, as a husband, as a father—and even as a writer. Hugo shook me. It made me reexamine my priorities: did I want to be a boat bum or a circumnavigator? Did I want to be husband or just have a wife? Did I want to be father or just have a cute kid around? Did



I want to just dabble in writing—or dedicate my entire professional life to *The Art of the Sentence*?

Heavy stuff, eh?

One month after our vessel was destroyed by Hurricane Hugo, my wife Carolyn came to me. She had red eyes. "I don't mind losing our home, Fatty. I don't mind losing every single material thing we've ever worked for. I don't even mind not having any clothes or shoes—or any of that crap! But we're losing control of our lives, Fatty. And that scares me. It really scares me ..."

There is a solution to most problems in life: hard work. It sounds simplistic and when we're young we don't want to hear it—but it is the truth. Yes, much of what happens to us is random. Chance plays a capricious role. But it is also true that character is destiny. We can't control what happens to us but we can control how we respond to it. And, generally, the harder we work, the luckier we get.

One day I woke up and decided to stop being a victim. I sprang into action. I decided that even doing the wrong thing was preferable to doing nothing at all. It immediately felt like a million pounds had been lifted from my shoulders. I stopped thinking about all that I had lost and started thinking about how rich I was. Most important of all, I got my butt in gear. I cast off my storm-induced inertia—and started, once again, to create my own destiny.

I walked the beaches of St. John in search of a free boat. I wasn't looking for a good boat or my dream yacht—just a reasonable vessel that I could "win" without too much money upfront. I found *Wild Card* (a 1978 Hughes 38), holed and driven ashore on the rocks in Leinster Bay. I paid \$3,000 for her salvage rights—and had to accept full responsibility to remove her from National Park waters without damaging the environment—or pay to have the NPS do so.

It was a big risk for, potentially, a big reward.

I pulled it off. I managed to get her to the Independent Boat Yard on St. Thomas—where Pieter Stoken hauled her immediately—knowing full well I had empty pockets and a mammoth rebuilding project ahead of me.

Fixing the big hole in her portside was the easy part. I managed to complete that itchy job within the first month. But her bulkheads were no longer attached, her mast step had been pulverized and her engine was a rusted hulk. It took many years to turn her into a strong, storm-ready, ocean-sailing yacht.

Every penny went into the boat. Every spare second was spent either working on her or earning the money to do so. Up until 1995, I sailed her without an engine. Then we purchased a brand new Perkins M30 from Tom Gerker of Parts and Power in Tortola. This was a big step. I had a goal now—but I was too shy to admit it. In 1998 Carolyn came zooming back to the boat in our dingy—and was amazed to see an expensive Monitor self-steering gear on its transom. "... looks like we're going somewhere," she said dryly.

What an understatement. Since that moment, we have sailed *Wild Card* over 50,000 ocean miles. We've circumnavigated. We've rounded the Cape of Storms, tasted the Roaring Forties, been repeatedly entertained by the Indian Ocean. The entire world is, literally, our oyster. And we've had the highest possible quality of life I can imagine—all aboard our modest little \$3,000 craft.

There are two pivotal moments in my life—one of them is the launching of *Carlotta*. It was a wonderful day. I was bursting with happiness, with pride, with confidence. At 19 years of age I'd set out to build an ocean-going boat—and I and my wonderful wife had done so. I wasn't a dreamer—I was a doer.

The other pivotal moment was a dozen years later—when I lost her.

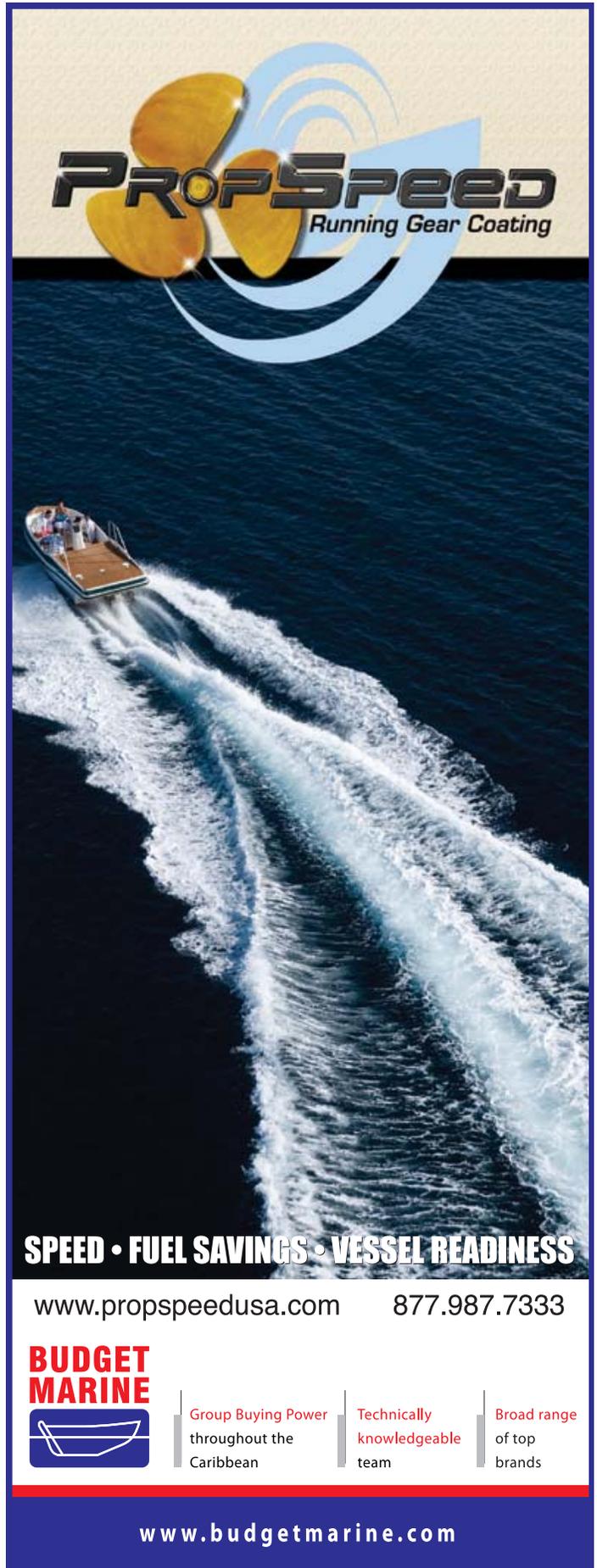
I thought, at the time, it was horrible-rotten-bad luck. But was it? In hindsight, I don't think so. I now believe that losing my previous vessel—as dear and precious as she was to me—was really the first agonizing step in growing up. I was man-child before Hugo, and man-man after. It forced me to think. Certain sects in Tibet pray for major problems so they can learn from them. Hurricane Hugo was my watery Zen Master. Without Hugo's savage push, I might never have accomplished my life-long dream of sailing around the world. I had to bottom-out in order to realize my wealth wasn't my boat—my wealth was my health and my wife and my child and my own heart.

I'm lucky. I have a life partner. This is no small thing. Whenever I falter, she is there. She is my rock. Not only couldn't I have built *Carlotta* without my wife's help—I couldn't have survived *Carlotta's* demise without her. Nor could I have circumnavigated.

But life is strange. We humans don't know what is happening to us while it is happening. We're ignorant. We really don't know what is good luck or bad luck. We think we do, but we're often wrong. We win the lottery and think, "... good luck!" as the money destroys our marriage, takes away our health and lands us in bankruptcy court. Or our home is destroyed in a tornado and we think, "... bad luck!" Maybe not.

Sometimes you have to lose 'everything' to realize that everything isn't terribly important. Material things mean little. Things are just stuff. We get tricked by consumerism into thinking 'stuff' is important—but it is not. Stuff is crap. Stuff is just brightly-colored baubles. Nor is money important. Money merely buys convenience—which isn't terribly valuable anyway. What is important is the stainless steel within our souls. Ours were tempered in Hugo. We are, strangely and ultimately, grateful. 

Cap'n Fatty Goodlander lives aboard Wild Card with his wife Carolyn and cruises throughout the world. Currently, he says, "We're working on the boat to get her ready to duel with the Somali pirates. (I have a new slingshot and have been practicing!)" Fatty 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.



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HOW **NOT** TO CLEAR CUSTOMS & IMMIGRATION

ONE CAPTAIN'S EXPERIENCE

BY ANDY SCHELL

After three hours, I'd finally resigned myself to the fact that I would be spending the night in a Grenadian prison. It's easy to cross borders in the Caribbean, especially by sailboat. It's also very easy to fall victim to "tropical stupor," that lazy, languid state of mind created by balmy weather and easy-going, where you "just can't seem to get anything done."

My brush with the Grenada officials came about due precisely to that, with the added stress of playing psychologist for a boat-full of teenagers. One particularly rebellious student had finally crossed the line at Union Island—we booked him on the first flight out of Grenada the following morning.

I realized something was askew when I went to clear Customs. The head Immigration Officer seemed to know who I was before even introducing myself, and gave me a wry smile when I asked for clearance.

"Have a seat, *Captain*," he said, emphasizing the word. The bottom line, he explained, was that I'd illegally disembarked a crew member without first clearing him through Immigration. After 10 minutes, I realized the situation was serious. From the official's perspective, he had no idea if I'd disembarked the student at all, even suggesting I could have thrown him overboard five miles offshore. How could I defend myself? The officer towered over me, staring at me through the corner of his eyes as his head gazed off in the other direction. This was terribly intimidating.

"Andrew, Andrew, Andrew ... Give me a brilliant idea so I can decide what to do with you ..."

The author – a very happy, prison-free skipper, hiking in Grenada



Brilliant idea? I had no idea how to handle myself, and decided to just answer his questions honestly and hope he'd let me go, which was starting to seem increasingly unlikely. He called Mia in, my first mate and fiancée, after an hour or so, asking her if she could sail the boat onward to Trinidad while I lingered in the local jail, awaiting my trial and potential \$10,000 fine. Though she would have been quite capable, leaving me behind was not an option.

"Do you know what this means, Captain?" he asked me after three hours, handing over a sheet of paper, completely out of the blue. I looked at what appeared to be my clearance, and I gave the officer a puzzled look.

"Does this mean you're letting me go?"

"Yes. But only because you have

The crew of ARC 11 eating mangoes in the Grenada highlands



ten young lives to look after, and you seem like a good man. Now go.”

Dumbfounded, I stood on wobbly legs, walking out of the office without even thanking him, corralled the kids and practically floated to the dinghy dock, where freedom was manifested in the form of a small rubber inflatable.

The lesson, of course, is to simply take Customs as seriously as it really is. It’s so easy to take this for granted—the Caribbean is so laid-back and friendly, that after a while clearing in and out becomes routine, sometimes forgotten.

But what if the tables were turned? Imagine a Grenadian-flagged boat disembarking a crew member in New York City, where he subsequently boards a plane bound for a foreign country without first going through customs. The skipper in that case most certainly would be in prison.

The officials in Grenada remained friendly and polite throughout my ordeal, as was every other customs official I encountered throughout the islands. I was scared stupid—not of them, but of my waiting prison cell. I’m convinced that the two gentlemen in the office that day had one hell of a laugh over a couple beers once I left, and they deserved it.

Back at the boat, the kids wanted to know word-for-word what had happened. I obliged with a stupid smile plastered on my face, breathing the air of a free man, acutely aware how wonderful it was to be sitting in the cockpit of a sailing boat—and not behind bars. 

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.

TAKING CUSTOMS SERIOUSLY

Clear in immediately upon dropping anchor. If you can’t, fly your yellow ‘Q’ flag and do not let anyone go ashore until the skipper has completed his responsibilities. Be prepared with copies of your crew list, typed, including everyone’s nationality, birth date and place, and passport information. With these at hand, you can save the agony of filling out carbon-copies by hand. Be aware of any applicable health certificates, pet permits, and local fees, and be prepared to produce them as required. Once cleared, fly the courtesy flag of the country you’re in from your starboard spreaders. It makes you legal, but more than that, it lets people know you respect not only the law of the land, but more important, the laws of the sea.



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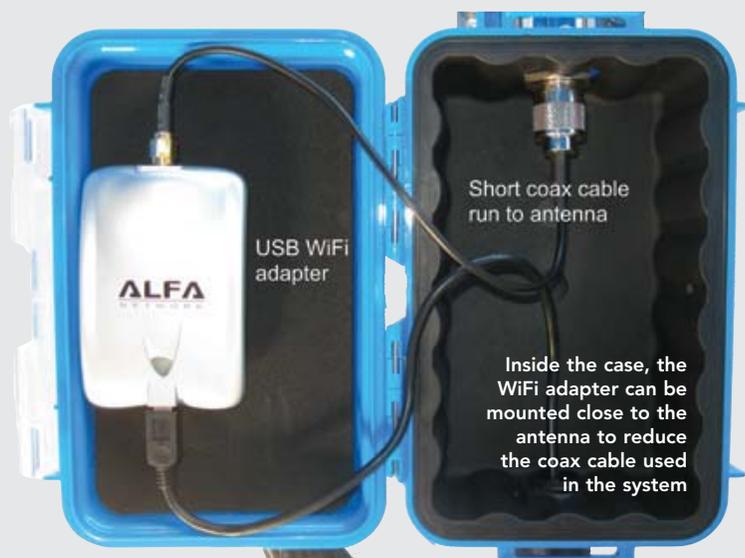
WI-FI ADVANCES FOR YOUR BOAT

BY MARK KILTY

Have you ever decided where to anchor based on internet access instead of holding, fetch, and swell? You're not alone. Internet connectivity has become a tool people around the world rely on every day. Over the years, many advances and products have been made available for boaters to greatly increase their ability to connect to shore-side access points.

Internal laptop wireless cards are extremely low power, they use an antenna buried inside the laptop case, and in turn have a short range of effective use. They were built with the idea of connecting to a network in your home or office—so from your boat, you need something more powerful.

The simplest means of getting farther range are external USB-based wireless cards. Many are on the market, varying in ability and power. The maximum single port USB device transmits at 500 milliwatts or 27 dBm (laptops transmit at approximately 50 milliwatts). Some of the companies that manufacture these devices are EnGenius, Alfa, Ubiquiti, Rokland, and D-Link. All of these devices will give



This 500 mW external Wi-Fi adapter in a red case comes with its own small antenna and short USB cable

you a much stronger output range because they transmit at a higher output level and have a much greater ability to process weaker signals. They are easy to install and use, as there is no external power required for the unit, and they were designed for all computer users. Some new units can go up to one watt of power, but how they interact with the USB ports on computers still has to be proven since they draw a significant amount of power from the laptop. Be aware that none of the USB units were built or designed waterproof.

Client Bridges can be used to repeat an onshore wireless signal on your boat, so your computer can then connect via it. Client Bridges were designed and built for wide area Wi-Fi networks. They will allow many computers to connect to the bridge, and the bridge then in turn will connect to an access point. There are a few marine products on the market that utilize Client Bridges, such as Port Networks (www.portnetworks.com) and IslandTime PC. Use of an external power supply is necessary, and the user interfaces were designed with network engineers in mind. These units are sealed and waterproof because they were originally designed for an outdoor environment with an Ethernet cable being run to the computer.

Wi-Fi is line of sight. Because of this, the location and type of antenna that is used in conjunction with either solution above is extremely important. The antenna should be mounted outside the boat with an unobstructed view. There are two types of antennas: directional and omni-directional. Directional antennas are higher gain, but point in a single direction. Directional antennas are very difficult to utilize in the marine environment as your boat is rarely stationary. An omni-directional antenna will transmit and receive in 360°, allowing the boat to move without affecting the connection.

An 8-9 dBi omni-directional antenna will give the best compromise of added range but not reduce the angle at which the antenna receives and transmits. This antenna will transmit and receive at a 20-25° angle vertically from the physical antenna. A 12 dBi transmits at about 10-15° and a 15 dBi at about 3-6°. Using a higher gain omni-directional antenna (greater than 9 dBi) forces you to place it at the same vertical plane as the access point you are trying to connect to, which will vary from port to port.

While using a marine Wi-Fi product or a solution you put together yourself, you may be tempted to run a long coax cable between the electronic gear inside your boat and the antenna outside. Coax cable has significant signal loss—and the longer the run, the bigger the loss. Certain types of coax cable are better, but ideally, little or no coax cable is used. The other cabling (USB/Ethernet) can be extended almost indefinitely with very little signal loss.

Today, having the ability to get online from the comfort of your own boat is a luxury all boaters want—and advanced solutions may be simpler than you think. 

Mark Kilty worked in the computer industry for 11 years and now sails in the Caribbean with Liesbet and Darwin helping out cruisers interested in Wi-Fi solutions for their boats. Read more at www.thewirrie.com or contact mark@thewirrie.com.

AN IDEAL WI-FI SOLUTION FOR YOUR BOAT

An ideal solution would take the following into consideration:

- A Wi-Fi adapter (USB/Client Bridge) with good transmit-power and receive-sensitivity.
- A single cable run between the computer and the WiFi device, with power being supplied by the computer, so installation is trivial.
- The Wi-Fi adapter should be mounted close to the antenna to reduce/eliminate the coax cable used in the system.
- The Wi-Fi antenna should be in the range of 8-9 dBi to avoid issues of vertical alignment with the access points.
- The antenna should be mounted high enough to clear obstructions on deck and with a clear 360° view. Most access points you will be connecting to will also be at sea level, so a clear line of sight off the boat is needed, but height is less important.
- The configuration on the computer should be no more complicated than what you are using today.



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56TH CLUB NAUTICO BILLFISH TOURNAMENT

BACARDI'S *RUM BUM* IS TOP BOAT

BY CAROL M. BAREUTHER, RD



Luis Bacardi's *Rum Bum* was top boat at the Club Nautico event

PHOTO COURTESY OF CLUB NAUTICO DE SAN JUAN

The blue marlin were certainly biting at the 56th annual Club Nautico de San Juan International Billfish Tournament (IBT) hosted August 28 to September 3 out of San Juan, Puerto Rico. The fleet of 46 competing boats released 99 blue marlin over four days of fishing.

"Out of 46 registered boats," said tournament chairman, Gonzalo Ferrer, "40 of them released marlin and almost all competing boats reported action on board. In fact, we had many boats with multiple releases."

The winners certainly had their share of releases. Luis Bacardi's *Rum Bum* scored Top Boat with the release of six blue marlin, followed by *Bimba* and *Reel Affair* with five blue marlin apiece. The *Rum Bum*, which traveled from the U.S. specifically to compete in the IBT, moved into the Top Boat lead the second day of competition and never looked back.

Bacardi also won one of the most coveted awards. He and fellow anglers Doug Covin and Salim Merheb were members of United States 05, the International Winning Team. The anglers each received the prize of entry to participate in the Rolex/IGFA International Championship to be held in Cabo San Lucas in 2010, and three plane tickets to Panama courtesy of Copa Airlines.

The Guatemala angling team of Antonio 'Che' Kozina, Juan Cobar, Jr. and Midel Gómez finished second in the International category, followed by Venezuelan lady anglers María Rivera, Carolina Figueredo

and Ivette Rodríguez. Rivera won the Best Lady Angler award with two marlin releases.

Meanwhile, Puerto Rican angler Carlos Ramirez won Top Angler when, in the last few moments of competition, he hooked and released two marlin that, along with another two previously released, propelled him to the top of the leader board. Visiting angler Doug Covin and local anglers Jorge Pavia and Nicolas Carvajal filled the second through fourth angler slots, all of them with three blue marlin releases apiece.

In the Interclub category, the United States team of Carlos Ramírez, Bill McGough and Carlos Luis Rodríguez won, followed by Club Náutico de San Juan with Mike Benítez, Ralph Christiansen III and Luis Enrique Terrassa, and in third position Club Deportivo del Oeste' with Eugenio Belaval, Efraín González Caro and Omar Joglar.

Club Nautico de San Juan has been an active leader in billfish conservation, and the IBT has been an all-release format since 2003. Two awards recognize tagging, or placing research tags in marlin at the time of release so scientists can track and learn more about them. Venezuela's María Rivera won the Angler with the Most Tags award, while Ariel Correa aboard *Bimba* won the Captain with the Most Tags award.

A total of 170 anglers competed in this tournament and hailed from 10 countries: Australia, Brazil, Ecuador, Peru, Panama, Guatemala, Dominican Republic, U.S. Virgin Islands, United States and Puerto Rico.

To register for 2010: www.sanjuaninternational.com





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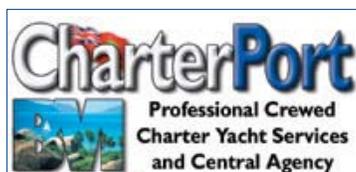
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ALEC ANDERSON & COLLEGE SAILING

A WHOLE NEW WORLD

BY ANDREA BAILEY

The transition from high school to college is a big deal, no matter where you're from. The transition from a high school class of five on a small island in the Caribbean to a college in Rhode Island where the freshman class alone has almost 1,000 people is huge. But that's just the transition Alec Anderson, a young sailor from Tortola, British Virgin Islands, made in August.

After spending the summer sailing laser radials at the US Youth Championships on Long Island Sound—he finished fourth—and the Youth Worlds in Buzios, Brazil—he got seventh, Alec headed for Roger Williams College in Rhode Island, where he was recruited to sail. The Roger Williams Hawks were ranked sixth in the nation according to Sailing World's preseason rankings, and Alec is hoping he can help his team climb to number one by the end of the fall.

College sailing is a big adjustment, even for a young pro like Alec, who is used to international competitions where the world's best and fastest show up to compete. Sure, there are only 18 boats on a collegiate starting line, but you can bet that at almost every regatta the fleet is stacked with kids just like Alec; kids who've been racing their whole lives, many on national and international levels. The courses are a lot shorter, so every start has to count, and there are no throw outs, so every finish matters too. I talked to Alec in September, just before his first regatta, to see how things were going on and off the water.

So how's college life so far?

It's a lot of fun. I've been here for one month and I think I'm finally settling in. We're starting to get into the sailing too, which I'm excited about. I really like the team. I'm sailing in my first regatta this weekend, here at Roger Williams, so I'm looking forward to showing what I can



PHOTO COURTESY OF ALEC ANDERSON

do. I think my crew, Bianca Rom, and I sail well together, and our coach will probably sail us together a lot.

What kind of boats are you guys sailing, FJs or 420s?

Roger Williams has FJs, which I had never sailed until I got here. So I've only had two weeks in the boat, but I think my boat handling is already pretty good; for me it's mostly just getting used to the college style of racing. I like getting in a new boat and learning to sail it. I know that given enough time I'll be able to get it down, and I like pushing myself to get better.

What do you think of the coaches?

Amanda Callahan is our head coach, and Colin Merrick is our assistant coach, and they're both really nice and laid back. Amanda knows what's going on and understands what college sailing is like. She's been there and done it herself, which is going to be a great asset at regattas. There's also a good bond between the coaches and the sailors. Sometimes they'll hang out with us after practice or go to dinner with the team, and they're chill even at practice.

Sounds like a good time. Has it been a hard adjustment at all?

School's harder, and there's a lot more work, but no, I don't think there's been anything that's been hard for me to adjust to; it's mostly just different. It's weird having team members and a coaching staff. I mean, I had a coach at home, and sometimes I'd practice with other kids from other islands, but mostly I was sailing by myself. It's nice to be a part of a team with actual other sailors. That's been an adjustment I've enjoyed.

Probably the hardest adjustment I'll have to make will be getting used to the cold weather, but as of right now it's still pretty warm. I don't think it's hit me yet that it's going to get colder.

Given your experience so far, what would you tell the next batch of incoming freshmen from the Caribbean?

Good sailors can pick up new boats and adjust to different styles of sailing pretty well on their own, so I don't think I'd give them any sailing advice. I'd mostly just tell them about what I'd learned about college life freshman year, and I haven't been here long enough to give any advice about that yet.

Roger Williams – the right decision?

Definitely.



Andrea Bailey is a recent graduate of the College of Liberal Arts at Georgetown University, Washington, DC and a former collegiate sailor who has returned to her home island of St. Thomas.

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THE OTHER END OF THE SAILING SPECTRUM

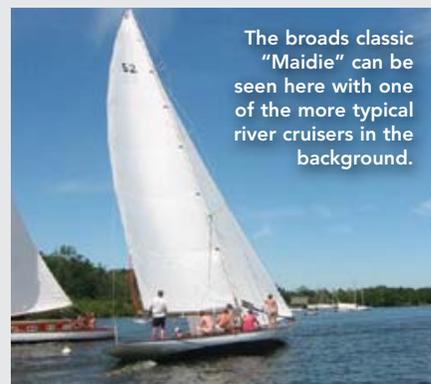
BY ROBBIE FERRON



This large fleet starting on this small start-ing line will not enjoy more space after the start because the width of the lake (broad) is the same as the starting line.



This “white boat” (sail no. 70) is part of a strict One Design that restricts even the use of tiller extensions.



The broads classic “Maidie” can be seen here with one of the more typical river cruisers in the background.

PHOTOS BY JAMES CLABBURN

Our great sport of sailing can be enjoyed in highly varied circumstances. This summer I enjoyed some great sailboat racing on the other end of the sailing spectrum in the Broadlands of Norfolk, UK.

Norfolk is a relatively flat part of England (on the east side) where a number of rivers meander through the countryside; some small lakes called “Broads” are located just to the side of them, probably due to peat having been dug out in those locations.

The area is well known for yacht charters—but they are not called yacht charters ... they are called hire boats. The experience excludes any rough water, clear water, sandy beaches or palm trees—but includes delightful stretches of river where animal life is abundant and the greenery is inspiring.

The boats are sail and motor and, designed for the conditions there, would not work at all in our Caribbean conditions. Both sail and power designs incorporate the challenges of shallow water and low bridges. Speeds are controlled to as low as three knots, and full bore is at six knots. Boats are designed with very tight turning circles, and with hulls that create a minimal wake.

The regatta I sailed, Wroxham Week, is now 130 years old. The entire event is sailed on a tiny piece of water (Wroxham Broad) and, due to the small size of the water, one of the main challenges of the organizers is to get each class off the water so there is space for the next class.

The water is far from clear—but heavily populated with ducks and geese. I witnessed numerous collisions courses with large boat fleets and flocks of birds that all resolved with remarkable efficiency. The club docks are heavily impacted with goose droppings.

The main classes are the “white boats” and the “brown boats.” The white boats are all white but the brown boats can be any colour. They are both very old gaff designs, and some of the boats are 80 years old. The real names are the Yare and Bure One Design for the white boats and the Broads One Design for the Brown boats. They are proof that intense racing does not need carbon and exotic equipment. They are highly restricted One

Designs, with the class organizations dating back many decades and incorporating many important local dignitaries.

The class that is the most spectacular is the “river cruisers,” which are a handicap class of boats with cabins that go up to 40 feet, but with shallow draft and huge sail plans including topsails and bowsprits. When they are all on the lake (broad), there is not much space for anything else. The combination of small turning circles, very high helm skills and a decent knowledge of the rules ensures that collisions do not happen in every race.

One of the leading boats here is the 1904 built “Maidie” that was designed on the same basis as J boats but with a smaller keel for the shallow waters of the broads.

The final race of the event is the “Gold Cup,” which is only open to white boats and brown boats, and where they allow, after a series of eliminations, a maximum of 40 boats on the tiny start line.

What stands out in this end of the sailing spectrum is that there are 70-year old helmsman sailing outstanding races against more youthful competitors. The developed skills are not put to rest at the much earlier age we see in the Caribbean. What also stands out are the skills of so many sailors to maneuver in such small water with so many boats ... whilst still respecting the rules and making so few collisions.

How did the sailing go? Well, not bad, and my wife Cary managed a third in the Ladies Race. In my case, a number of good positions were offset by some terrible ones, often due to the complications of dealing with large numbers of boats in small spaces. A little more practice at close quarters sailing in the (spacious?) Simpson Bay Lagoon, and I should be able to walk off with one of the hundreds of trophies collected at Wroxham in the 130 years they have been at it.

Founder and co-owner of the Budget Marine Group, Robbie Ferron is well-known for his many contributions to the Caribbean nautical world. He is a past president of the Caribbean Sailing Association and lives in St. Maarten.

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ADD SAFETY TO YOUR CHARTER CHECK LIST

FIVE TIPS FOR A SAFER VACATION AT SEA

BY JAN HEIN

Make sure even experienced fellow-sailors get to know the boat



PHOTOS BY CHRIS GOODIER

Bareboat charters evolve from hours of enjoyable, careful planning and preparation. You pick a boat, a place and time, add in friends and food, and sail off on a dream come true. Each year, tens of thousands of satisfied customers find chartering as good as the glossy ads that lured them into it. Many find it even better.

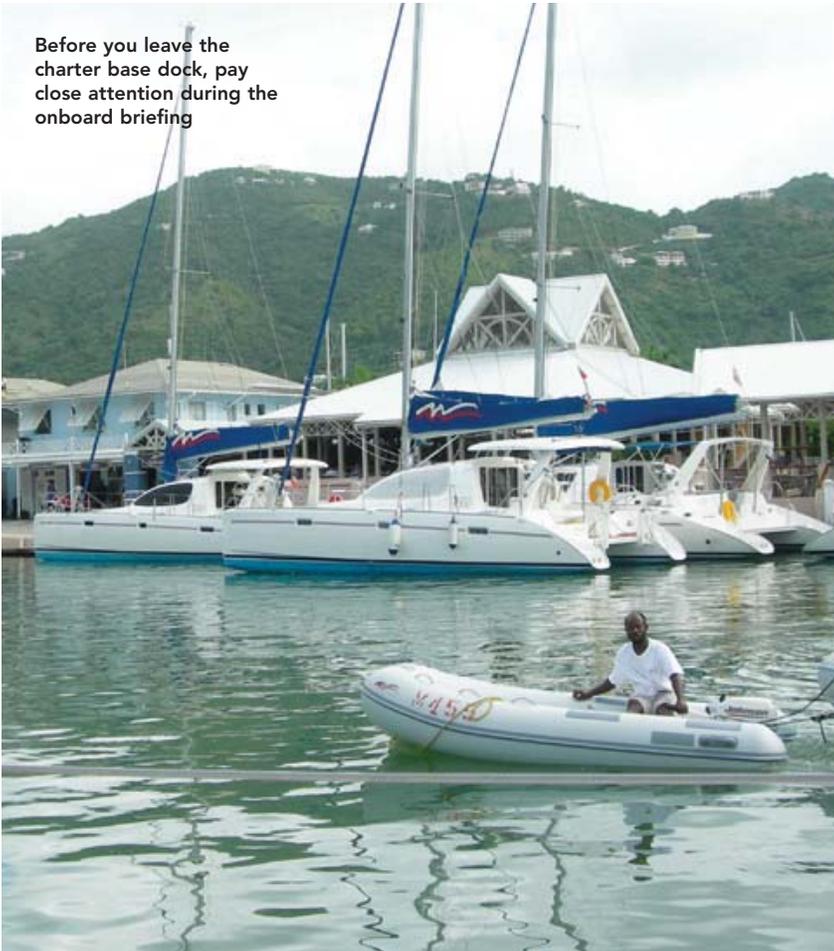
To make certain that the long-awaited adventure doesn't become your worst nightmare, add safety to your list of preparations. First, be honest when you fill out your experience resume forms and stick with a size boat you are capable of handling comfortably. Second, after arriving at your charter base, remember that boats, like snowflakes, might look the same—but the minute intricacies of an unfamiliar yacht just might trip you up. Make sure that your fellow-sailors get to know the new-to-you boat, even those who've spent years afloat.

Third, all charter companies run clients through a thorough briefing on the



Thousands of satisfied customers find chartering as good as the glossy ads each year—or even better

Before you leave the charter base dock, pay close attention during the onboard briefing



equipment and operation of the boat. Make sure everyone on board pays close attention and takes it seriously. Fourth, don't drink and drive; plan to take turns with your fellow-charterers as assigned captain and dinghy driver for the day. Bright sun and strong rum can make it especially difficult to read the water correctly and, for those new to the tropics, noticing the changing colors of shallows and reefs can be crucial.

“... be honest when you fill out your experience resume forms and stick with a size boat you are capable of handling comfortably.”

Fifth, prepare your options mentally—think about and share with the crew various practices to follow daily and in the event of sudden emergencies. Weather often changes dramatically, for example, even in the balmy Caribbean.

One of the almost-worst-case-scenarios occurred last year when three men were on their way back to a charter base at the end of an uneventful seven-day cruise aboard a chartered 39 foot monohull in the British Virgin Islands. The weather that morning in the Sir Francis Drake Channel was Caribbean casual ... until a black squall blew in, busting loose with stronger than normal wind. A wicked blast hit the boat, causing it to heel and, since the sailors had failed to close all the hatches, to quickly fill

THE CHARTER BOAT THAT RETURNED FROM DAVY JONES' LOCKER

After sinking in 170 feet of water due in June 2008, a sailboat was deemed abandoned by the charter company last year after a first salvage crew reported that it could not be brought up safely. It lay on the bottom, sails up, for months until another company tried a different approach. Christopher Juredin and his Commercial Dive Services team in the BVI made dozens of dives, re-rigged it and dragged it to shallower water where it was cleaned of all growth and shellfish. Several more days of technical



Commercial Dive Services located and raised the charter boat



The charterers' shoes, clothing, paperwork—all sank with the boat

credits his team and says, "I thank Albion Hodge of Tortola for his help using his SABRE Catamaran Makana." The former charter boat will sail again—but the slightly happy ending didn't comfort the guys who failed to adjust their sails and close the hatches at the first sign of bad weather.

diving brought it to the surface and it was towed to a dock. Miraculously, mechanics got the engine running in less than six hours. Juredin



Believe it or not, the engines were restarted

PHOTOS COURTESY OF CHRISTOPHER JUREDIN, COMMERCIAL DIVE, BVI

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with water. Quickly. One can only imagine what was going through their minds.

They had just enough time to put out a VHF Mayday call before climbing into the dinghy. A passing boat picked them up and fortunately, no one was injured. The boat, however, went down ... with their passports, money and possessions. The BVI Red Cross and BVI Tourism Department assisted the three men. To add insult to injury, the boat sank in the deepest part of the Channel making it initially impossible to retrieve. (See sidebar)

Personal injuries can put a damper on a vacation. One poor charter guest woke up a full anchorage with horrific screams when he confused the up and down buttons on the windlass switch and fouled one of his fingers in the chain. It was a tragic mistake that could have been avoided with an ounce of prevention and a quarter pound of practice.

Less painful but still frustrating, and potentially dangerous, are common mistakes like allowing the dinghy painter to foul the propeller. It's an obvious error to avoid yet it happens often to folks on an unfamiliar boat. Simply by double-checking for stray lines before engaging the engine, this headache-inducing problem won't be yours.

Gaining familiarity with your environment and your charter vessel and practicing with its systems can assure a safe voyage. To insure that the stories you take home from your charter will be nothing but great, add safety to your checklist, pack along some common sense and use it profusely.

"... don't drink and drive; plan to take turns with your fellow-charterers as assigned captain and dinghy driver for the day. Bright sun and strong rum can make it especially difficult to read the water correctly and, for those new to the tropics, noticing the changing colors of shallows and reefs can be crucial."

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SO MANY TEETH, SUCH A SMALL FISH

SYNODONTIDAE, OR LIZARDFISH, LIE IN WAIT

ARTICLE AND PHOTO BY BECKY A. DAYHUFF-BAUER

Hanging around several professional cave divers during my early years in diving, I picked up some skills not taught in recreational diving. One of those skills was finning such that one could back out of underwater environments rather than turn around, a critical skill to possess in tight places.

No one backed up faster than I did on the day I saw my first Lizardfish. Such a small, almost primitive but beautiful fish with so many teeth, and we were both under the same overhang on a sandy bottom about 50 feet down. After reasoning that a nine-inch fish that seemed quite sedentary could not inflict much damage, I went back in to get a better look at his beautiful, turquoise patched body.

A suborder of the Aulopioformes, fish with both primitive and modern characteristics commonly called “grinners” due to their large smiling mouths, Synodontidae or Lizardfish inhabit tropical and subtropical waters around the world. Their more primitive characteristics include pelvic fins far back on their bodies as well as fleshy adipose fins behind the dorsal fins.

To date, 67 species of Lizardfish have been identified. While there are deep water Lizardfish found at depths up to 1,300 feet, most species are found around rocks and reefs on sandy or muddy bottoms no more than 40-80 feet in depth and it is these shallow water species that most divers and snorkelers see.

If one sees a Lizardfish, it generally holds true that there will be others in the vicinity. While diving off the north side of St. Thomas in the U.S. Virgin Islands, I frequently visited a rocky area where it was common to find five or more clearly-visible Lizardfish in close proximity while additional Lizardfish were distinguished by no more than a patch of disturbed sand and protruding eyes.

The majority of Lizardfish species are about 8 to 14 inches long; however, the largest species can reach lengths of 24 inches. The species gained its common name, Lizardfish, due to the lizard-like appearance of their heads.

As with all reef fish, the Lizardfish’s coloration is determined by habitat, which gives them the advantage of camouflage since they are ambush predators. Most are intricately patterned with colors ranging from dull brownish gray to reds, golden orange, blues, turquoise and greens. Many have a chameleon-like ability to change coloration when the need arises, changing from bright to dull sandy gray.

All those rows of small needle-like teeth, including teeth on their tongues, are put to work catching small fish, squid, and shrimp. The Lizardfish lie in wait, moving about very little; sometimes buried in the sand with only their eyes exposed but often perched on their pectoral



fins under a rock or coral head. When prey comes along, the Lizardfish launch themselves with mouths open and hook the prey with all those formidable looking teeth.

Unlike other species within the Aulopioforme order, most of which reproduce bisexually, Lizardfish are dioecious meaning there are distinct males and females. Lizardfish do not build nests nor do they guard their young. Instead, Lizardfish spawn with the females depositing their eggs along the reefs as the males follow behind fertilizing the eggs. Once hatched, the larvae are on their own, their transparent bodies floating freely in the water columns.

Found in the Caribbean, Gulf of Mexico, the Bahamas, Bermuda, south to Brazil, and along the eastern seaboard from North Carolina to Florida, the Sand Diver Lizardfish, *Synodus intermedius*, is the species most familiar to *All At Sea* readers.

Like all Lizardfish species, the Sand Diver has a cylindrical, almost cigar shaped body with a large, lizard-like mouth and a scaly head. Sand Divers can reach lengths of 14 inches when fully grown. They are brilliantly patterned with six to eight dark, rusty brown bands between which are turquoise and light gray patches.

Fortunately, for the Sand Diver, fishermen do not target Lizardfish; however, they face the same threats from pollution and reef destruction as all other marine life. Unfortunately, for the Sand Divers and other Lizardfish species, they are becoming popular aquarium specimens. 

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

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A BENEFICENT BEACH PARTY

REEF JAM RAISES US \$10,000 TOWARD PRESERVING CORAL REEFS

ARTICLE & PHOTOS BY ELLEN SANPERE

On most Sunday afternoons, Rainbow Beach north of Fredriksted on the west end of St. Croix, U.S. Virgin Islands, is jammed with people attracted by white sands and calm waters, volleyball and live music at Rhythms, an adjacent restaurant. On May 24 this year, a small entrance fee was added, along with attractions for all ages, as Reef Jam 2009 raised US \$10,000, to fund a mini-grant program for marine-related education and conservation projects.

A grassroots group from St. Croix's various environmentally oriented groups, the organizers of Reef Jam put a beach party together with a fundraising effort while educating beach goers and entertaining music lovers.

An underwater photography contest started the day even before the local food vendors began cooking. A raffle offered chances to win US \$400-\$600 packages of donated dinners, SCUBA dives, Jet Ski rentals, tours, hand-blown art glass, cruising guides and Cruzan rum.

The St. Croix East End Marine Park sponsored an activities tent with educational games and a kids' snorkel clinic to educate and entertain. New child-size snorkel gear was loaned to children interested in learning how to see what's underwater just off the beach.

The Virgin Islands Network of Environmental Educators (VINE) and the St. Croix Environmental Association (SEA) continued the educational theme, offering printed information on reef conservation from several governmental and conservation groups. Safe snorkeling clinics and a "Leave Paradise in its Place" campaign are part of their reach-

out to preserve coral reefs. Visitors were reminded that U.S. Customs agents at the airport are authorized to confiscate and return to the beach coral and shells found in luggage leaving the island.

Michelle Pugh, owner of Dive Experience and a member of the Women Diver's Hall of Fame, gave a mooring-rope demonstration, and DPNR (Department of Planning and Natural Resources) Fish & Wildlife officials displayed a tiny lionfish in a jar to aid fishermen and divers in identifying and eradicating this predatory reef-destroyer.

On Rhythms' open air stage, University of the Virgin Islands student MCs Trevor Nelson and Tahyna Jules introduced guest speakers Senators Nellie O'Reilly and Terrence Positive Nelson, and the musical artists, who appeared for free or at a discount: Siete Son, Kurt Schindler and the Reggae Bubblers. Jamming with Siete Son was sailor Stan Joines, who teaches band at Central High School and makes a point of inviting some his students to crew on his Alberg 35, *Windflower*.

Heading the grassroots organizers were long time boaters Kurt and Janelle Schindler, founders. According to Karlyn Langjahr (DPNR St. Croix East End Marine Park), Reef Jam was started in 2007 when the Schindlers contacted their friend Claudia Lombard for ideas on holding a benefit performance for St. Croix reefs.

Lombard linked the Schindlers to three women from VINE: Emily Tyner (UVI-Marine Advisory Service), Melanie Feltmate (St. George Botanical Gardens) and Langjahr. At the time, VINE was gearing up for International Year of the Reef 2008, and met with the Schindlers and other interested individuals. The effort became Reef Jam 2008.



Boater Stan Joines (right) with musician Siete Son (left)



Michelle Pugh (left) and Carol Cramer Burke (right) at the VINE booth with theme, "Leave Paradise in its Place"

Initial investment was non-existent, but local businesses and community groups donated funds and volunteer time to the event, which raised US \$7,000. The proceeds funded snorkel clinics for reef safety, and public service radio announcements to inform the public about fishing seasons, reef protection and the snorkel clinics.

This year, Langjahr was pleased to report a turnout of about 1,000 people and more than 60 volunteers. Funds generated at Reef Jam 2009 were made available on a competitive basis through a mini-grant program whereby St. Croix community groups, school or student organizations, civic groups, government or non-government agencies/organizations, and individuals were invited and encouraged to apply for small (US \$500-\$2,500) grants to fund marine-related education and conservation projects. Reef Jam uses the Virgin Islands Resource Conservation and Development Council as their fiduciary.

The importance of coral reefs extends beyond the interests of boaters, divers and snorkel enthusiasts. Healthy coral reefs enable healthy fisheries; they protect the beaches that draw tourists and mitigate windstorm damage to the coastline – all of which have a tremendous financial impact on the Caribbean and its people. Human impact is destroying this valuable asset, and education is the first step in reversing that trend, according to VINE.

After the first year's success and feedback from the crowd, the organizers decided to make Reef Jam an annual event and now they plan to establish its non-profit (501-c-3) tax status. In September, they proudly announced that Reef Jam was selected as the Virgin Islands Coastal Zone Management's "Organization of the Year" for 2009. Check with www.reefjam.com for updates, and get your snorkel gear ready for Reef Jam 2010.

Ellen Sanpere has lived aboard Cayenne III, a refurbished Idylle 15.5, since 1998. She and her husband Tony started from Annapolis and have cruised from Maine to Venezuela. St. Croix is their home port.

Ask the Experts...

Best practices when selecting a High Gloss Finish



Jay Smida
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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 able to 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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PROVISIONING, Caribbean

WHERE TO SHOP FOR FOOD WHILE CRUISING

BY CAROL M. BAREUTHER, RD

You don't have to subsist on grog and hard tack while cruising the Caribbean. Nearly every island boasts plenty of places to provision. You'll find everything from roadside stands brimming with fresh fruits and vegetables, to gourmet groceries and mainland-type supermarkets that stock ingredients from soup to nuts. Here's a sampling of what you'll find:

Dominican Republic: On the north coast in Luperón, there is a general supermarket at Marina Luperón, and a commercial center just south of the main square in Puerto Colon that has both a supermarket and bakery. Nearby to the east in Puerto Plata, Ocean World Marina offers supermarket services, which include order assistance and delivery. Further east in Samana, Casa Dorado has two general grocery stores and a French bakery. In the southeast in La Romana, the Casa de Campo Marina offers a general grocery store, Supermercado Nacional. It also has the Block & Barrel Gourmet Deli, an upscale shop that sells high quality foods including Starbucks coffee and Cheesecake Factory desserts and a variety of fine wines and liquors.

U.S. Virgin Islands: Pueblo and Plaza Extra are the big stores here. Since last year's remodel, The Fruit Bowl, in Wheatley Center on St. Thomas, has turned into more of a full-service supermarket. In addition to a spectacular variety of conventional and organic produce (think eight to 10 different types of tomatoes!), there's an extensive cheese selection, whole grain and specialty breads, prime meats, kosher poultry, wild salmon, nuts by the pound, a salad bar and an Indian, Hispanic and British products section.

British Virgin Islands: Bobby's Market Place and RiteWay Food Markets are the two large supermarket chains in the BVI. For something different, check out Dockmasters at the Village Cay Marina on Tortola. There are salads, sandwiches and soups. Salads, sold by the pound, range from lettuce and tomato to honey mustard chickpea. Sandwiches offer gourmet touches like goat cheese and olive tapenade and there are daily soup specials. There is also a small grocery section with many imported items.

St. Maarten: There are several provisioning agents on both sides of the island as well as gourmet supermarkets and other stores catering to the yachts, says Riselle Celestina, administrator at the St. Maarten Marine Trades Association. "Most are centered in and around the Simpson Bay area and have either dinghy docks or locations at marinas such as

Style



Cruisers can sample local produce at outdoor markets throughout the Caribbean



U.S. dollars and credit cards are accepted at groceries in Puerto Rico, the USVI and the BVI, and often on many other islands

PHOTO BY DEAN BARNES

says Duffy. "For smaller items there are numerous local shops, and locally grown produce can be bought quite cheaply and, of course, is very fresh."

St. Lucia: This year, says Raoul Massé, manager of Marigourmet Ltd., in Marigot Bay, St. Lucia, "We will carry more French products than last year, including cheeses and gourmet items." Last year, the gourmet grocery expanded its variety of cheeses and wines. This selection will be available this year as well as will game meat, fresh fish fillets, USDA prime and choice beef, and unique items such as sushi products, especially around the winter holidays.

Super J is St. Lucia's largest supermarket chain. The market in Castries is a great place for fresh fruits and vegetables as well as meats and seafood. Several stalls line the market and sell pre-prepared local dishes & snacks.

St. Vincent & The Grenadines: In St. Vincent, Narendra 'Seth' Sethia, base manager for Barefoot Yacht Charters headquartered in Blue Lagoon, says, "There are a couple of small stores close to St. Vincent's yacht harbor, but for decent provisioning you need to go slightly further. Sunrise Supermarket & Bakery, part of the C.K. Greaves chain, is probably the most convenient. The selection is reasonably good by local standards, though the availability of fresh produce varies according to what the ship brought in. In Kingstown, a 20- to 25-minute cab ride from Blue Lagoon, Aunt Jobe's supermarket has a very good selection of fresh produce and imported cold cuts and cheeses."

Swedish-owned Gourmet Foods, within walking distance of the charter companies, boasts an extraordinary assortment ranging from virgin olive oil to gourmet chocolates, frozen seafood, cheeses and frozen vacuum-packed breads such as Panini and Focaccia.

In Bequia, Doris Fresh Food sells meats imported from the U.S., cheeses from all over Europe, Italian pasta and rice from Thailand and India. There's also a wide range of smoked fish and pate, and Indian, Thai and Italian herbs, spices and sauces. On Union Island, Bougainvillea Marina offers fresh bread, croissants, pastries and pain au chocolat, while Captain Gourmet has a great selection of freshly baked products, yogurts, cheeses, pates, local specialties, fine wines and Cuban cigars.

Grenada: Grenada has quite a number of supermarkets and other provisioning opportunities in areas most frequented by yachtsmen, says Edwin Frank, spokesman for the Grenada Tourist Board, in St. George's. "Many of these supermarkets offer a wide range of fruits, vegetables, wines, cigars, canned juices, rums, cleaning detergents, soaps, frozen meats, and almost all of the various foods that are available in North American supermarkets."

A few of these supermarkets include: Food Fair on the Carenage in St. George's; Blue Danube Grocery on Lowther's Lane; Foodland, one of Grenada's largest and most popular markets and closest to Port Louis; Real Value Supermarket, located in Grand Anse and the biggest supermarket in Grenada; and CK'S SUPER-VALUE in Grand Anse, a bulk format store that is close to the anchorage in True Blue.

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



PHOTO BY DEAN BARNES

Simpson Bay Marina (Georgie's Provisioning) and Isle de Sol (Isle de Sol Yacht Provisioning). Most if not all provisioners deliver right to the boats and St. Maarten's airport gets flights in from all over the world, which makes it easy to get fresh produce in—and in record time."

Antigua: In Falmouth Harbour, says John Duffy, president of the Antigua & Barbuda Marine Association, "There's Dockside Supermarket. A few minutes drive away is Bailey's Supermarket. In St. John's, the best is Epicurean, which also has a branch in Jolly Harbour. Gourmet Basket, also in St. John's is a favorite with yachtsmen."

TCM and Island Provisions are among the best-known yacht provisioners, says Duffy. "New to the island is Shore Solutions, a company which imports provisions to order by air and can supply anything from truffles to caviar."

"The variety of provisions available is very similar to a supermarket in the U.S. or the U.K.,"



Fine wines and imports, fresh or frozen, are readily available

sailing & facebook



Good times after a cruise together can be shared on FB

PHOTO BY TONY MIRO

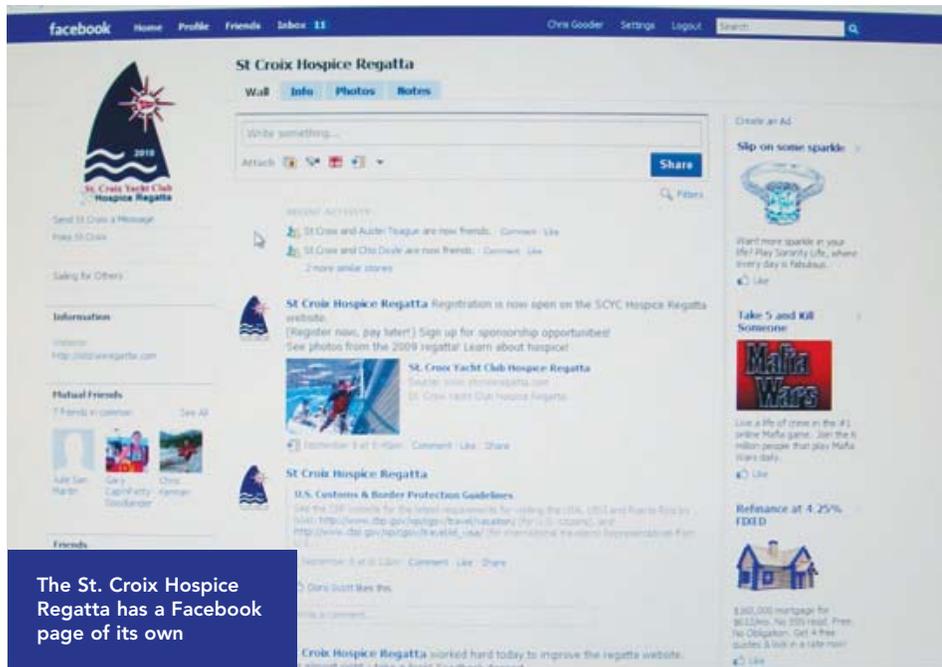
What do Gary “Cap’n Fatty” Goodlander and Mark Zuckerberg have in common? You may be asking, “Who is this Mark guy and what does he have to do with Cap’n Fatty?” The answer is: more than you think.

First, Cap’n Fatty is sailing around the world and Mark is changing the world; second, they both started following their passions at an early age with little or no money; third, both have been very successful in their own endeavors; fourth, Cap’n Fatty has given us stories and books, while Mark has given us Facebook! You guessed it! Mark is the 20-something-year-old founder and CEO of the world-changing/social-networking site Facebook.com. As a sailboat captain and web developer, I find both their stories fascinating and inspiring.

Whether you live in one of the world’s greatest cities, such as New York, London or Tokyo or stay away from cities looking for quiet, secluded anchorages while cruising around the world, chances are you have at least heard of Facebook or use it on a daily basis to stay in touch with family and friends.

Facebook offers many useful features for sailors such as Pages, Photos & Videos, Applications, Groups, and Events that we can use to keep in touch and meet other sailors, manage our photos, sell our services, advertise our regattas and cruises, etc., from the comfort of our cabins and cockpits, most for the same cost as our precious wind ... absolutely free!

I must admit I have been a Facebook junkie for over



The St. Croix Hospice Regatta has a Facebook page of its own



Friends can view photo albums from trips past

PHOTO BY TONY MIRO

a year now. I check it at least once every day and have over 300 “friends”, some I am not sure that I know who they are any more.

To get an idea of how awesome Facebook is, just log on and look at the photo of the “Sailor’s Gathering at Ica-cos”; downing Dark ‘n Stormies on our sailboat on that lazy afternoon, we had 14 people hailing from the United States, England, Spain, Nevis, Bermuda and Puerto Rico. They now can enjoy this photo and each other’s updates on all our lives from wherever they are, just by being Facebook friends.

I used to spend countless hours resizing my photos, creating web pages and adding them to our web site.

changing how sailors communicate around the globe

BY TONY MIRO



Checking Cap'n Fatty's FB page

PHOTO BY ROBERT GOODIER

PHOTO BY CHRIS GOODIER

Now, thanks to the Facebook Photo Uploader, I can create an album and load my photos in a few minutes right after I get home from vacation or, better yet, during vacation from my phone.

As a web developer I appreciate how easy Facebook makes things for non-techie's and as a sailor I really like how easy it is to plan a cruise with my sailing buddies or to enjoy the photos from sailors in faraway places.

My Facebook friends range in age from pre-teens, such as my kids, to the 70s, my own parents, from high school friends and teachers to the governor of Puerto Rico, and from power boaters to sailors such as "Cap'n Fatty" Goodlander! They are scattered all over the world from India to Spain, Bermuda to California, and Colombia to Canada. Just think of the possibilities and opportunities this provides.

Do a simple search for "Sailing Caribbean" in Facebook and you will get hundreds of hits ... from the St Lucia Yacht Club to the Kialoa V Offshore Sailing & Caribbean Adventures, sailing clubs, sailboat owner groups, regattas, sailing charters—sailing venues are all taking advantage of Facebook to let everyone know they are out there.

If you have not joined Facebook yet, why not join today? If you decide to join, look me up, and invite me if you like, and I'll be glad to be your first Facebook "friend," but I must go now—I need to log into Facebook and see what my friends are up to today. Hasta la vista, sailors!



PHOTO BY TONY MIRO

Capt. Tony Miró is a life-long sailor, photographer and web developer who lives in Puerto Rico with his family, where they sail aboard their Hunter 376 ¡Nada Mas! He supports three sailing web sites, www.huntersailors.com, www.sailboatspecs.com and www.caribesailingadventures.com



PHOTO BY ISTOCK



AN ANTIGUAN *Advent* eli



PHOTOS BY RHODERICK GRIMES GRAEME

ABOVE:
Aboard
Ocean Nomad

RIGHT:
Eli Fuller

BELOW:
Competitors from 14
countries shared British
Virgin Islands waters at
the 25th anniversary of
HiHo, won by Fuller



B

Boating and fishing featured largely in Eli Fuller's childhood. His grandfather, Nick, ran a small hotel, the Lord Nelson, on the north shore of Antigua, and Eli grew up visiting the many small islands, learning about the fauna and fauna and negotiating the numerous treacherous reefs in that region. His

father, John Fuller, remains a keen fisherman himself. In the early 1980s, Nick bought wind surfing equipment auctioned off by Customs for the hotel. While guests remained unimpressed, young Eli and his friends more or less taught themselves; the Lord Nelson was an ideal location for windsurfing. This inspired Andre De Saint Phalle to establish a windsurfing school right there and, in 1985, he launched the annual An-

wreer: FULLER

OLYMPIAN WINDSURFER PLANS LAUNCH OF NEW CARRIACOU SLOOP

BY GILLY GOBINET

tigua Windsurfing Week. This first regatta included a race to Montserrat and 12-year-old Eli was an enthusiastic participant.

In 1988, Antigua planned to send Eli's older and more experienced friend, Inigo Ross, to the Korean Olympics. Asked to train with him, Eli found himself more often alone due to Inigo's other numerous commitments, so eventually Inigo suggested Eli go in his place. The young schoolboy diligently trained every day on the big, curved board, but with absolutely no wind in the months preceding the Games. Korean officials assured Eli that the conditions there would be exactly the same, so the 18 knots of wind in the first race came as a considerable shock. Things went from bad to worse: it blew 20 knots in the second race, with 15 foot waves, and the third race was cancelled due to extreme conditions. Eli hated every minute, particularly the cumbersome board, coming 31st out of 45. But he did beat Barbados and the then-USSR. Not so bad for a young lad of 16.

After graduating, Eli went to university in Florida, and open class windsurfing—naturally he raced more than he studied. He gained valuable experience with a custom-board manufacturer and sail maker, and sponsorship made it possible for him to use the latest equipment. His successes earned him a wild card entry into his first professional regatta. He started participating internationally, not only in the Caribbean but also Brazil, the Canaries, Greece, Germany, Great Britain and Hawaii. He took part in various international regattas, including HiHo, which he won outright four times, including 2009.

In Hawaii, Eli first encountered kite surfing, but did not like the idea of going downwind only. As the equipment improved, so did Eli's interest. Back in Antigua, he encouraged fellow surfers to try out this more extreme and often dangerous sport. Kite Surfing Antigua was set up at Jabberwock Beach, just down the coast from the former Lord Nelson Ho-

tel and with exactly the same ideal conditions. However, a broken knee with complications meant that Eli could no longer take part in the surfing circuits as a full time occupation. He started to consider other ways of making a living—so long as it had something to do with the sea.

With a minimum budget coupled with his knowledge of the north sound of Antigua, Eli introduced a small ecological tour, first on a pirogue and later on a scarab, for tourists at a time when concern for the environment was growing. As the business grew, a second powerboat with a similar focus for round the island excursions was successfully added. However, the recent rising price of fuel and the carbon footprint interest prompted Eli to look at wind power—primarily for sailing charters but also to satisfy his passion for racing.

Fascinated by the incredible speed of the Carriacou sloops in the Antigua Classic Yacht Regatta, he ordered one for himself in 2007. Meanwhile the owner of another half-finished Carriacou sloop, *Ocean Nomad*, asked him for help in completing it. They reached an arrangement and whilst waiting for his own sloop, Eli agreed to take it on. Despite every prediction to the contrary, he sailed it to Antigua arriving three days before the start of the regatta in April 2008. Frantically painting the deck and the cabin and trying to ignore the termites and

mildew below, Eli and *Ocean Nomad* crossed the start line of the first race in good company and finished the regatta with justifiable pride in second place.

Eli spent the rest of the year getting *Ocean Nomad* into better shape, adding an engine, proper ballast, a head and fresh-water tanks, enthusiastically assisted by Carl Mitchell of A1 Marine, Jolly Harbor, himself originally from



ABOVE:
Eli Fuller (left) & Jr World
Champion Sebastian Kornum
of Denmark (right) won their
respective divisions at the
2009 HiHo event

RIGHT:
Eli won all but one of the
Techno fleet races at the
Highland Spring HiHo &
dominated the 43-racer
strong class



Grenada. In April 2009, *Ocean Nomad* won four prizes in the Antigua Classic Yacht regatta—a job certainly very well done.

Meanwhile Eli's own Carriacou sloop is nearing completion and the big launch is expected to take place toward the end of this year. Traditionally, the name will only be revealed on launch day—which will be on a Sunday, after Mass—followed by a big party.

Therefore, we can look forward to seeing both *Ocean Nomad* and Eli's new Carriacou sloop at the Antigua Classic Yacht Regatta in April 2010—and elsewhere around the Caribbean, so that Eli can continue to satisfy his love of long distance sailing in a perfect environment. 🌊

Biologist and former Eurocrat Gilly Gobinet took up permanent residence on Antigua in the Caribbean in 1984. She has been painting and writing—and sailing—ever since. Her work can be seen at originalcaribbeanart.com



ISLAND EVENTS & INTERESTS

ALL AT SEA'S CARIBBEAN COVERAGE



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Welcome Back
Caribbean 1500



Puerto Rico

U.S. Virgin Islands (U.S.V.I.)

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St. Maarten/St. Martin
St. Barthelemy

Barbuda

St Eustatius
St Kitts & Nevis

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Montserrat

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St Lucia

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Bequia

Carriacou
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Tobago
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MARINA DEVELOPMENT CONTINUES IN THE DR

NEW, EXPANDING PROJECTS ON EAST AND SOUTH COASTS

BY CAROL M. BAREUTHER, RD

The Dominican Republic—a stepping-stone destination for many cruisers traveling south from the U.S. mainland to the Caribbean and a sports fishermen's paradise in the late spring and summer—has welcomed investment in the construction of upscale full-service marinas in the last several years. Witness the openings of Marina Casa de Campo in 2001 and Ocean World Marina in 2006.

On the south coast, Marina Zar-Par, 12 miles east of Santo Domingo, has 150 new slips available, all with fingers and cleats, electricity (30/50 and 100 amps), and free water. Free Wi-Fi is available at the marina, which has depth to 10 feet, as well as a restaurant and other amenities.

Marina Tropical Luperon has broken ground on the north coast (see related story), and the years head should see the expansion, opening and groundbreaking of three additional marinas on this Greater Antillean island.

Marina Cap Cana:

Located on the southeastern coast of the Dominican Republic on the Mona Passage and less than a 10-minute drive away from the International Airport at Punta Cana, Marina Cap Cana opened in 2007, currently has 89 slips and will offer a total of 120 slips when the second of a five-phase construction project is complete in 2010.

In 2010, says marina general manager Andrew New, "We'll be able to dock yachts up to 150 feet. However, the draft at the entrance to the main channel is eight feet. Amenities will include free wireless Internet as well as the availability of cable TV. The fuel dock will be open by then."

The marina's web site states that it is "currently equipped with meteorological buoy services unique to the Caribbean. When operating, the buoys measure wind and sea conditions and transmit this information to crews."

Five restaurants and bars, banking facilities, a signature Jack Nicklaus golf course, swimming pool, hotel, condominiums, boutiques and a private beach club are now open. In fact, Marina Cap Cana played host this summer to anglers who came to fish for blue and white marlin and compete in the White Marlin Invitational Fishing Tournament in June, the Anzuelo Dorado tournament that runs from June through August and the 2nd Annual Cap Cana Classic Blue Marlin Invitational Fishing Tournament in August.

New says the completion date for the marina is dependent upon the progress of each phase and too early to tell now. However, "We'll ultimately be able to accommodate vessels up to 250 feet and up to 1000 vessels total, both in-water and rack storage combined."

When complete, additional marina facilities, according to the web site, will include the services of harbor authorities and Customs departments and free shuttle services. Full maintenance services will be available with high-speed fuelling systems designed to deliver 120 gallons per minute.



Cap Cana

PHOTO COURTESY OF CAP CANA

Coastal Systems International is designing the marina, which is managed by Brandy Marine International, LLC. Both companies are based in Florida. Marina Cap Cana is the centerpiece of a multi-million dollar development to be constructed over the next 10 to 15 years. When finished, the 30,000-acre property plans call for hotels, golf courses and residences on 3.4 miles of beachfront.

Costablanca Marina:

Set to open sometime in 2010, Costablanca Marina is located on the southeastern coast in Juan Dolio, approximately 40 miles east of the capital city of Santa Domingo. The marina is slated to provide 150 slips for yachts up to 120 feet. A surrounding up market Marina Village will include restaurants and bars, boutiques, condominiums, and yacht maintenance services. Shore side, there will also be oceanfront villas and a Greg Norman-designed golf course.

Roco Ki Marina:

Development of this marina, set on one of the island's most popular tourist destinations at Macao Beach on the east coast, "will recommence in 2010," says Dave Mayer, vice president of residential sales and marketing.

The original plan calls for 465 slips designed to accommodate yachts from 30 to 150 feet, including permanently moored and transient pleasure boats, sport fishing and large cruising yachts. The marina will take the shape of a large traditional marina with an overall size of 175,000 to 200,000 square meters. There will be smaller "neighborhood" marinas and private docks along the intra-coastal canal that will run through the Roco Ki property. In addition, there will be capacity for 100 vessels in dry stack storage.

The marina is part of a larger destination resort complex that will ultimately include luxury hotels, condominiums and villas, a sports training complex and several golf courses—including the 18-hole Nick Faldo Signature Championship Course.



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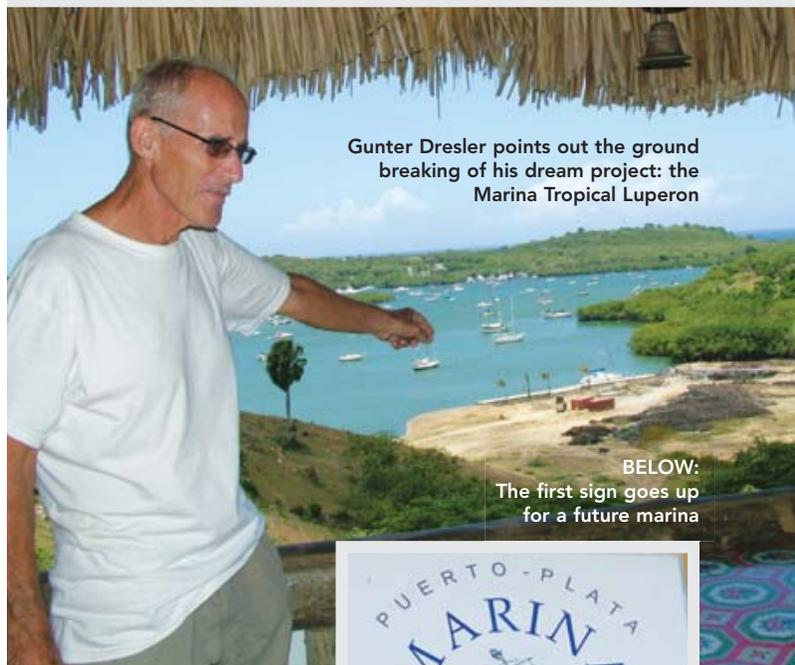


LUPERÓN MARINA BREAKS GROUND

GUNTER DRESLER'S DREAM
 HEADED FOR REALITY

ARTICLE & PHOTOS BY ELS KROON

From his office on the hill above the Bay of Luperón, Günter Dresler is looking down on the groundbreaking of what is going to be the realization of his dream: a marina in the safest spot of the Dominican Republic at the "hurricane hole," Luperón Bay. Since time immemorial there has not been any damage in or around the bay caused by a hurricane. It's a unique, valuable and desirable spot in the Dominican Republic.



Gunter Dresler points out the ground breaking of his dream project: the Marina Tropical Luperon

BELOW:
 The first sign goes up for a future marina



The 69 year-old sailor and former builder Günter Bruno Dresler left his home town of Toronto, Canada in 1997 for a solo circumnavigation on his Dufour 42 *Slope*. After a forced stay in Bahia Luperón, he saw the enormous potential of this hurricane hole. It didn't take long for Dresler to change his mind and stay. More than ten years later he hardly can hide his excitement over the groundbreaking that took place in the beginning of July this year.

To realize his plans, Dresler created the company "Marina Tropical SA" in 2001. The biggest challenge was the obtaining of environmental permits, which required a protracted and tenacious

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lobbying of the government officials. The result, building permit No. 0053-03 of the Environmental Protection Agency for Tropical Marina Luperón, is proudly shown on the office outside wall. The permit not only took many years, but about US \$50,000 to accomplish.

The plans call for 250 slips measuring 30-80 ft., with electricity, water, TV and phone connections plus additional berths for seven yachts measuring more than 100 ft. After the groundbreaking, the constructing of the dry dock with repair shop and hauling facility on the south of the site takes priority. A marine filling station for diesel, gasoline and oil will also be constructed soon.

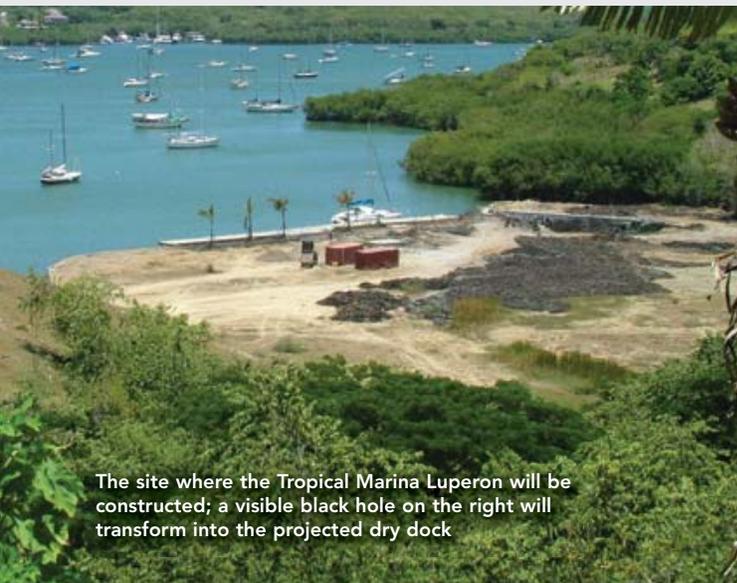
In phase two, a shopping center with cafeteria, restaurant, supermarket, stores, sanitary facilities, laundromat, communications center and offices for yacht club and harbor police will rise.

New investors are sought for the planned 4,000 square meters of apartments, in the form of a stepped building and approximately 50 villas with 800-1,200 square meters of land, fully developed.

Luperón is located on the Northwest coast of the Dominican Republic, 30 miles west from Puerto Plata. It's a small remote village whose inhabitants survive on farming, fishing and tourism. The Bay of Luperón has always been a place of refuge for sailboats and yachts on their way from Florida to the Eastern and Southern Caribbean. Between 100 and 200 boats are anchored there at any time. During hurricane season, fishing boats and mid-size commercial vessels also take shelter in this protected bay.

The Bay of Luperón is a nature reserve and, therefore, marina projects hardly have been granted permits during the last 15 years. That's one of the reasons why the huge Atlantica project went broke, even before the start. Dresler however succeeded. His biggest concern now: how to stay healthy to live through the full realization of his dream. 

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



The site where the Tropical Marina Luperon will be constructed; a visible black hole on the right will transform into the projected dry dock




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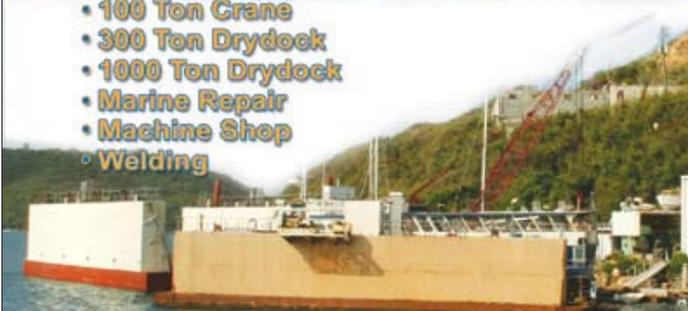


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ST. CROIX YACHT CLUB HOSPICE REGATTA GARB "GOES GREEN"

EVENT TO OFFER APPAREL MADE FROM RECYCLED PLASTIC, BAMBOO

"SailProud Apparel will help the St. Croix Yacht Club Hospice Regatta 'go green' in 2010," Regatta Director Julie San Martin announced in September. A two year-old start-up clothing company will offer sustainable eco-friendly nautical apparel appealing to regatta participants, sponsors and visitors, while reducing the negative impact on the world's environment.

SailProud founder and President, Phil Tepfer's line will include "Transitional Performance" products like EcoWear™ Fabric Technical tee shirts, constructed with a blended fabric made from recycled plastic bottles woven with certified organic cotton, and CoolBlend™ polo shirts made with Bamboo+™, a sustainable resource.

Rash guards also made from Bamboo+™ plus rayon have been tested by crews on a TP-52 in New England with great results, according to Tepfer, and should do well in the tropical waters of St. Croix.

"Transitional performance apparel offers the best of both worlds," he says, "performance and lifestyle—on the water or on shore." His company has partnered with U.S. Sailing, providing sailing apparel at seven of their championship events and in an online store accessible from the event website.

SailProud is no stranger to charity events like the St. Croix Yacht Club Hospice Regatta. Ten percent of their profit is donated to the

Heart of Sailing Foundation, benefitting developmentally disabled children. Additionally, Tepfer captains a boat for the organization, donates clothing and sponsors a local chapter of the Foundation. Their website is: www.sailproud.com.

The apparel maker will offer regatta shirts in advance online via the regatta's newly redesigned website, www.stcroixregatta.com, later this year. Teams may order custom embroidery, such as a boat name or logo, on the regatta shirts in order to look extra special at the famous Cruzan Rum welcome party and throughout the event.

The St. Croix Yacht Club Hospice Regatta will be held February 19-21, 2010. Inspired by Competition, Enhanced with Compassion, the organizers aim to raise funds and awareness for hospice on St. Croix. Funds raised at the event will go to support the end-of-life medical needs of St. Croix residents, regardless of their ability to pay. Over one-third of the island's population is under-insured or has no health insurance coverage at all, according to Continuum Care, Inc., a Medicare-certified company providing hospice care in the USVI. Fiscal non-profit sponsorship, provided by the St. Croix Foundation, offers donors 501(C)(3) tax deductible sponsorship options at several levels. See www.stcroixregatta.com for sponsorship opportunities and regatta information.

The competition promises to be inspiring, with one-design and dinghy racing in Teague Bay and CSA handicap racing in the Buck Island Channel. Cruisers, live-aboards, and heavy displacement vessels with Simplified CSA ratings (to comprehend cubic feet of onboard refrigeration, drinkable canned goods and wine cellars) are invited for Hospice Class racing along the beautiful north shore of St. Croix.

For more information on the regatta, hospice, St. Croix, and sponsorship opportunities, see www.stcroixregatta.com, or contact Julie San Martin, Regatta Director, 340.690.9040, or Ellen Sanpere, Media Relations, 312.285.9644. 

Preview submitted by St. Croix Yacht Club Hospice Regatta

St. Croix's Hospice Regatta will feature clothing for participants or spectators, made from recycled plastic and bamboo



PHOTO COURTESY OF SAILPROUD APPAREL

SHIPWRECK LANDING

BY JULIAN PUTLEY

Hurricane season is winding down and the 20th anniversary of Hurricane Hugo just passed, along with the 30th anniversary of Hurricane David, both devastating storms for the Caribbean.

It was on the 27th of August, 1979 that Virgin Islanders started hearing weather reports of a possible direct hit from a fast developing tropical system some 500 miles east of the Windward Islands. On the 29th of August, Category 3 Hurricane David slammed into Dominica with 125 knots of wind and torrential rains. Virgin Islanders quickly hurried hurricane preparations to completion.

Coral Bay on St. John's east end has long been regarded as one of the best hurricane holes in the Virgin Islands and it was on this very day that Austin Crumpster was rushing the heavy 75-ft gaff rigged ketch *Armor* into the bay to find safe anchorage. Already the outer bands of the storm were whipping up fierce northeasterly squalls, so when his engine quit just a few hundred feet from the dangerous lee shore of Coral Bay's Johnson's Reef, Austin, who was single handing, hardly had time to rush forward to let go the anchor. The ship struck and the ever-increasing seas pushed her up, inexorably higher and higher, and as the storm approached there was simply nothing to be done. The ship would become a total loss.

In 1979, Coral Bay was a sleepy backwater. The anchorage was rarely used; there were no restaurants, just a few rum shops. On a piece of waste land behind Fred's bar, a boat building project was underway. Five small Cowhorn schooners were in various stages of completion, each owned by individuals with the dream of a cruising lifestyle. The work was slow going, money was tight, and tools and parts were difficult to access. If you needed a saw blade, a drill bit or a pot of glue it was an all day affair to trek over to the marine store in St. Thomas.

Now, with Hurricane David approaching, the boats were lashed down and extra trusses were quickly assembled for support. Then the words rang out, "Vessel on the reef!"

The violent storm passed south of St. John by 100 miles; but while the torrential rains and storm force winds pounded the island, one of the boat builders, Jules, thought about the wreck, a treasure trove for a boat builder. Even before the storm had passed, he jumped into his island skiff and headed out to the wreck. Sure enough the magnificent vessel was a write-off, her port side completely stove in. The engine was underwater, the prop was mangled and the shaft bent. But the sails were good, the spars undamaged and there was hardware – lots of it. Soon his skiff was filled with "treasure."



The rum shop today, now known as Shipwreck Landing

PHOTO BY LYNDA LOHR

Back at his meager accommodation at Malvine's, he dragged several heavy sailbags into the bush behind his room, then he went back for more. By now Larry, another boat builder, was there with the same idea. Before long, many useful items were saved from the ravages of the sea.

Malvine Sewer's guest house was a rustic affair at best; rooms were bare concrete, a single light bulb hung in the centre of the ceiling, the toilet was an outhouse. But for an impoverished boat builder, cheap accommodation was essential. In late 1979, a small shack was erected by the parking area and a primitive rum shop developed. There were four bar stools in front of a counter; rum drinks and cold beer were offered for sale.

One afternoon after a hard day, Jules sat down on a bar stool and ordered a cold one; the bar tender was not the customary Suzy but rather a disheveled and wild-eyed Scotsman. After a short time, Jules learned that he was chatting to ex-captain of the *Armoral*, Austin Crumpster, who had hooked up with Suzy and was becoming part of the local scene.

Every time Jules sat down for a cold beer, the conversation would range from boats to hurricanes to pirates ... and it would always end with Austin remarking that, "If I ever catch those bastards who were out on the *Armoral* thieving everything that wasn't welded in place, I'd make them eat their gonads." At which Jules would either immediately change the subject, order a large rum or say good night.

One evening a month later, Jules was wearing a pair of fast sneakers and, after several libations, with the same conversation repeated, he replied, "Austin, I know who was aboard the *Armoral* that day salvaging all those bits and pieces."

Austin stopped what he was doing, planted his face six inches from Jules' and, with eyes bulging and eyebrows raised, he said, "Well, who the hell was it?"

There was an awkward pause, eyes were locked, and then Jules said, "It was me."

Austin reddened slightly, clenched and then unclenched a fist, and then he said, "Well done, lad. I would've done the same thing m'self." 

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

Note 1. Most of the salvaged parts were too big to be used on the Cowhorns. Some of the spars ended up on the gaff-rigged Breath, which was being built by Peter and Dorothy Muilenburg at East End, St. John at the time.

Note 2. Shipwreck Landing developed into a popular restaurant and is highly regarded on St John today.

Note 3. Hurricane David was one of the most severe hurricanes of the 20th Century. Over two thousand deaths were attributed to it.

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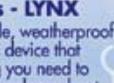
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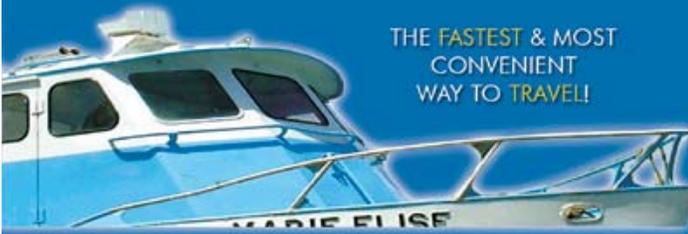


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CARIBBEAN 1500 CELEBRATES 20 YEARS

BY ANDREA BAILEY

Welcome Back: Caribbean 1500
Departure Port: Bluewater Sailing Center, Hampton, VA
Departure Date: November 2
Arrival Port: Nanny Cay Resort & Marina, Tortola
Contact: Steve Black
Email: steve@carib1500.com
Website: www.carib1500.com

The oldest and largest offshore cruising rally in America is celebrating its twenty-year anniversary this month as it takes off from Hampton, Virginia on November 2 and heads for Tortola in the British Virgin Islands. The Caribbean 1500 has had over 1300 yachts and 5000 sailors participate in the rally since it began in 1990, bringing a welcome wave of seasonal cruisers to the Caribbean each year. The regatta is split into two classes, cruising and rally, and participants come from all over the world and include seasoned sailing veterans as well as families and first-time cruisers.

This year is no exception, as 50 to 60 boats are scheduled to take part in the rally, arriving at Nanny Cay Marina in Tortola between the 8th and the 13th of November. There will be parties and social events happening every night to greet the arriving sailors, culminating in a banquet on the 13th.

Of course the resulting parties at the end of a successful regatta are something everyone looks forward to, but it is the journey and

the preparation that make this regatta unique. The Cruising Rally Association, which puts on this event and several other rallies, holds Ocean Sailing Seminars throughout the year to help people prepare for offshore voyages. "With planning, practice, and a bit of ingenuity, offshore passages can be a time of camaraderie and adventure for all aboard, independent of your personal budget," said Steve Black, the Cruising Rally Association's Founder and President.

Safety and preparation are big factors in the rally, and each boat is required to have certain equipment onboard as well as one experienced offshore sailor, but the fun of the regatta is the learning experience and the friendships formed. Over 200 of the sailors who

take part in the rally each year are volunteers, catching a ride and helping out as crew for those who need it. And every October at the Annapolis Boat Show there is a reunion barbeque that draws close to 200 past participants, proving what great friendships are formed over the course of the trip.

Friends, family and all who are interested can follow

the progress of the fleet online, as each boat is equipped with a tracking device that updates the boat's location every four hours. It is estimated that 10,000 people per day will visit the regatta website, www.carib1500.com, to see the real-time locations of the boats as they make their way to Nanny Cay in Tortola.

This is the first year that the rally will be held at Nanny Cay, and the marina is gearing up to prepare for the boats' arrivals. They've renovated Peg Leg's restaurant, expanded their chandlery, and have negotiated with docks across the bay in order to accommodate the participants. They're also making room both on the dock and in the boatyard for the boats that plan on staying the season. "It is our first year hosting the regatta, so there is a slight unknown, but we're looking forward to it," said Miles Southerland-Pilch, the marina manager. "The tracking devices will help us to coordinate the arrival of each boat, so we can have someone there to greet them no matter the time of day or night."

With a warm welcome and a week's worth of celebration, the Caribbean 1500 is sure to offer a great start to the Caribbean cruising season for all who participate. According to Steve Black, most of the ralliers will stay in and around the Virgin Islands, but as many as one quarter will continue on as far as Trinidad or Grenada. Four of the boats are even entered in the World ARC, which leaves the Caribbean in January 2010 on a 14-month circumnavigation of the globe.



Rally boats sail from the Chesapeake Bay in Virginia



Ralliers arrive in the beautiful Caribbean

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RALLY CELEBRATES 10TH YEAR WITH **FREE** ENTRY

BY ANDREA BAILEY

Welcome Back: North American Rally for Cruisers
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The North American Rally for Cruisers (NARC) has for the past decade been the fun way to deliver a boat from New England to the Caribbean. The first leg of the regatta leaves Newport, Rhode Island around October 31, weather permitting, and travels the 1500 miles to Bermuda, while the second leg is an optional run from Bermuda to St. Maarten at the next available weather window.

The participants are a mix of professional captains making deliveries and amateur owners and cruisers who want to go south for the winter. There are no awards or prizes and organizers say it's just a great way to get from point A to point B, and a great way to meet people who share a passion for sailing.

Offshore Passage Opportunities, the company that organizes the rally, has a proverb: "It is easier to make new friends who sail than it is to teach your friends how to sail." The NARC offers the chance to do just that. At each stop there are social events to keep the sailors entertained during the WOW (waiting on weather) period, and before the boats leave Newport, each professional skipper adopts an amateur and helps the sailor ready the boat for sailing offshore.

Now in its tenth year, the 2009 rally is offering something a little bit different: free entry for all who want to participate. Schmitt explained that almost every year there are those who ask to sail with the fleet even though they haven't registered, and he's always said yes. So this year, they're extending that benefit to everyone who wants to make the transit with the fleet. The only thing required is a small fee of \$125 per crew to cover social events. "Call it our own way of dealing with the economic times. We really want to get 20 or 30 boats this year and bring them to the Caribbean. While over half will end up in St. Maarten as usual, some will be going to the Virgin Islands, and one is even sailing to Antigua," said Schmitt.



The rally started in the fall of 2000 when Hank Schmitt, founder of Offshore Passage Opportunities, organized the delivery of a fleet of Swans from Newport to Bermuda. As he explains, "With the fleet as our base, we decided to offer an invitation to anyone else that would like to join us and depart in the same weather window. The first year we had several boats join our weather briefings and our social functions. Oddly enough most of them were other delivery skippers and crews looking to join a fun group to sail south with. With such a good response, we have made it an annual event."

The benefits of taking part in the rally are not only social, but financial as well. Aside from the free entry, participants every year are offered

many other deals along the way. The Newport Yachting Center, where the Newport Boat Show is held each year, is the jumping off point, and for the entire week leading up to the scheduled departure the docking fee is only \$1.00 per foot, compared to their normal fee of \$4.50 per foot. NARC provides the Weather Routing Service, and on arrival in Bermuda, the per head entry tax is waived to rally participants. During the four-day stopover in Bermuda, the rally organizes for fuel tanks to be delivered at duty free prices, and two of the dinners are covered by the initial crew fees.

There's also the added benefit of a radio net to keep in contact with everyone on the way down. As far as offshore passages go, it seems almost irresponsible *not* to join the 2009 NARC if you're making your way down from Newport to the Caribbean.



MATCH RACING RETURNS TO SIMPSON BAY LAGOON

SECOND BUDGET MARINE CUP PRECEDES HEINEKEN REGATTA

The second annual Budget Marine Match Racing Cup will take place two days before the start of the 30th edition of the Sint Maarten Heineken Regatta set for March 4 to 7, 2010. This event will give top racers a chance to collect some of the US \$10,000 in prize money just before they sail in what has become the Caribbean's leading fleet regatta. Last year's inaugural event saw Peter Holmberg of the U.S. Virgin Islands give a demonstration of truly professional match racing in heavy breeze during the one-day event.

Organizers are targeting an eight-team invite roster for the event and are looking for a wide geographical spread of sailors. The teams need to consist of three persons per team including the helmsman. A strong umpiring staff will ensure that the event is run at a high standard. The event will take place in the Simpson Bay lagoon.

The event precedes the Sint Maarten Heineken Regatta which has for many years had the largest entry of Caribbean Regattas. The main event is preceded by a warm up regatta for Spinnaker boats called the Commodores Cup. The timetable is arranged so that participants in the match racing have ample time to train on the fleet racing boats that they may wish to sail on in the main event.

Anyone who is an accomplished match racer, male or female, and who would like to enjoy match and fleet racing, win a pile of dollars and enjoy

some of the finest regatta parties in the Caribbean, should mail the regatta office at regatta2@heinekenregatta.com and submit their sailing CV for consideration. The cost of participation is low but in order to avoid no-shows, a deposit of US \$500 is required to confirm the slot.

Indications are that the Caribbean Regatta season will once again see a good representation of larger visiting boats and opportunities for good sailors to enjoy the outstanding sailing of the region in 2010.



Budget Marine Match Racing returns next spring just before the March 4 – 7, 2010 Heineken Regatta

Preview submitted by St. Maarten Heineken Regatta

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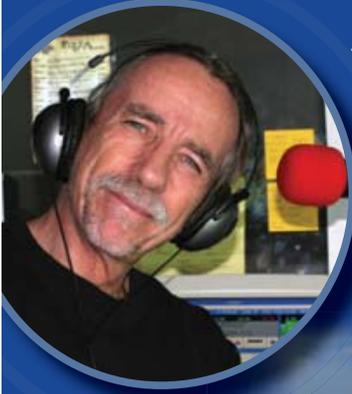
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6TH COURSE DE L'ALLIANCE SET FOR LATE NOV.

ENTRY FEE CUT FOR ST. MARTIN RACE



Three days of enjoyable racing and ports are planned when the Course de L'alliance returns in November

The 6th edition of the Course de L'alliance will take place in St. Martin on November 27th, 28th and 29th 2009. Boats from around the Caribbean will rally to three exciting locations over the course of three days and challenge each other the entire way. Classes will include spinnaker, non-spinnaker, multihull and open, and all boats are welcome to enter.

Participants will begin their adventure off the pristine shores of St. Maarten on Friday the 27th with a start in Simpson Bay. From there all classes will race to the finish just off the port of Gustavia in French St. Barths. Competitors will overnight in St. Barths and on Saturday will once again battle the winds and set a course to Shoal Bay in Anguilla. After overnighting on the quaint little island of Anguilla, racers will have a late start on Sunday Morning the 29th to make their way back to home port of Marigot at the Marina Fort Louis, where all competitors receive free dockage for the evening.

This year there will be a change in the entry formula. The entry fee will be lowered to 100.00 euros from the previous year of 200 euros. This lowering of fee allows for the event to grow, as it was becoming increasingly difficult to accommodate all participants for dinners and breakfasts. For the 2009 event, participants will be responsible for their own meals during the three day weekend. This also allows the sailors a freedom of choice of where to eat when visiting the other islands during the race.

Registration will take place on Thursday, November 26th from 4 to 6 p.m., followed immediately by a skippers briefing. The location will be announced at a later date.

Sponsors of this established event include the main presenter of the rally, Marina Fort Louis. Companies such as

Continued on page 62

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30th St. Maarten Heineken Regatta March 4 - 7



Organized by the Sint Maarten Yacht Club
www.heinekenregatta.com

Continued from page 60

Windward Islands Bank, Petrosol, Dauphan Telecom, Siapoc, Madco, Interlux and Kitrad have all joined the organizers to assist in bringing participants a weekend of fantastic racing and fun filled island hopping.

This event, which is organized by the Marina Fort Louis and the Sint Maarten Yacht Club, offers competitors from around the Caribbean competitive racing, as well as unique ports of call. All Caribbean competitors are welcome and all boats will sail under CSA rating and safety rules. For more information please visit the official regatta website www.coursedelalliance.com or contact Hervé Dorvil at Marina Fort Louis 590-51-11-11. 

Preview submitted by the Course de L'alliance

NEW KMI SEA-LIFT ORDERED FOR ST. MAARTEN

\$1 MILLION INVESTMENT WILL BRING HAUL-OUT COSTS DOWN

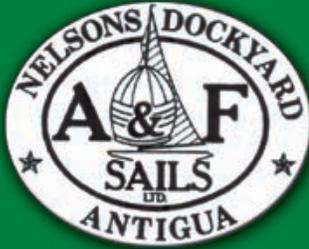
BY NICK MARSHALL

St. Maarten Shipyard N.V. has confirmed that an order has been placed for a 75-ton KMI Sea-lift, with delivery slated for spring/summer 2010. The Sea-lift lifts a vessel, whether catamaran or monohull, from beneath, with a system of air bunks to spread the load along the whole length of the boat. St. Maarten Shipyard's Carl Vaughan is excited; the yard's estimated \$1 million investment (includes the lift and the slipway) will cut haul out time considerably, as well as costs.

The Sea-lift requires just one operator, and demonstrations show a complete haul out being completed in 60 seconds. Whereas it can take two hours to haul out an 80ft x 40ft catamaran with a crane, and cost the owner \$4,000, the Sea-lift slashes manpower overheads and time, bringing the cost down to the \$1,000 band. The Sea-lift can expand/contract and articulate, enter the water beneath the hull, and lift a boat 10 feet in the air, ready to transport smoothly into a covered shed.

Currently St. Maarten Shipyard has a 90-ton and 110-ton crane in operation. Plans on the horizon are to add a 150-ton lift that could cope with boats over 100ft, and even a 320-ton lift, which Vaughan admits is some "three years away." The aim is establish the yard as a full-service shipyard with the capability to extend the yachting season in St. Maarten for boats that require yard work.

For more information: www.sea-lift.com 



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SUPERYACHT CUP ANTIGUA MOVES TO LATE JANUARY

RORC CARIBBEAN 600 RACE SET FOR FEBRUARY 22

The Superyacht Cup Antigua, now in its fourth year, has confirmed new post-Christmas dates with the Antigua and Barbuda National Parks Authority. The regatta will this season be staged from January 27th-30th, 2010. The RORC Caribbean 600 race, a 605 mile race around the Leeward Islands starting from Antigua on February 22nd, will also be a draw to many racing yachts and add yet more focus to Antigua this season.

For the past three years the Superyacht Cup Antigua has been held immediately following the Antigua Yacht Charter Show in December, but being so early in the Caribbean season, several yachts have not been able to make it to Antigua in time. The Caribbean version of the famous Palma event has been well received and has become popular with the big yachts; by moving to the end of January, the regatta will fit in better with more yachts' cruising plans and thereby enable much greater numbers of owners to participate.

Following the success of The Horus Superyacht Cup in Palma in June 2009 where the owners and crews of 18 yachts revelled in the new venue and the new format, several yachts new to the event are expected to head across the Atlantic to take part in the Antigua version. Currently 12 boats have expressed a strong interest, including the Frers-designed 42m *Rebecca* and the 24m W-class yachts, *White Horses* and *Wild Horses*, as well as the 38m Briand-designed Perini Navi, P2.

As in previous years, boats will be moored in Nelson's Dockyard where all the social functions will take place after the racing. Added to the programme this year will be a "Pirates of the Caribbean" party on the second night and an option to join the "Yacht Hop"—an open-boat style party—on the third night.



"We are confident that in moving the dates to the end of January we will enable more yachts to take part. It is a friendly, fun and informal regatta enjoying great trade-wind racing and the best of Caribbean hospitality. By scheduling our event at the end of January we will not conflict with Christmas charters nor be too close to the St Barth's Bucket at the end of March" explained Patrick Whetter, Event Director.

The "Bucket Rating" system, which was introduced for the Superyacht Cup Antigua in 2008 and is used by St Barth's and Newport Bucket regattas, will once again be used and expertly managed by Jim Teeters.

For further information and entry forms, email info@thesuperyachtcup.com or visit www.thesuperyachtcup.com. For more information on the Caribbean 600 visit: www.caribbean600.rorc.org

Report submitted by *The Superyacht Cup Antigua*

The RORC Fleet will return to English Harbour in 2010





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GUADELOUPE STARTS REGATTA SEASON

THREE EVENTS ANNOUNCED



Last year, 80 boats turned out for the Triskell Cup

Event Director Jean-Michel Marziou, based at the Yacht Club of the Marina Bas-du-Fort, is on the starting block: another exciting sailing season ahead to get ready for. The starting line of the Triskell Cup was scheduled for Friday October 30—three race days with more than 80 boats in racing and cruising classes.

The Round Guadeloupe Race is scheduled for April 1st to 5th, 2010. During five days, 70 sailboats will take part in this joyful but still competitive regatta that starts at Marina Bas-du-Fort in Pointe à Pitre. Then the teams will sail around the archipelago: Marie-Galante, Port-Louis, Deshaies and the Saintes and back to Gosier. It's a fun regatta and a cool way to see the

islands by the sea. At each stop, a party is organized.

Then the season wraps up with the Deshaies—Antigua Race, the Friday before the Antigua Sailing week, co-organized by the Yacht Club in English Harbour and the Triskell Association. This season again come sailing in Karukera, the islands of beautiful waters!

Contact & notice of races: Triskell Association and Marina Bas-du-Fort organisation@triskellcup.com, triskellcup.com, caribbean-marinas.com

Information submitted by Jean-Michel Marziou

ANNUAL CRUISING RALLIES PLANNED FROM FRENCH ISLANDS

The Route du Carnaval from February 6 to 16 departs Port du Marin with more stopovers – St Lucia and Petit Saint Vincent – this year, along with Martinique, Bequia, Tobago Cays and Trinidad. The fee per boat is 150 Euros.

The Transcaraibes from March 30 to April 22 out of Guadeloupe will include the traditional stops of Dominican Republic, Haiti, Jamaica and Cienfuegos of Cuba. The fee is 315 Euros per boat and all marinas are free for a total of 16 nights. Humanitarian

activities for the Ile à Vache of Haiti will take place again with the help of the Saint Martin Rotary Club.

For more information on both rallies: contact@transcaraibes.com

Information submitted by Stephane Legendre



The Transcaraibe will again go to Isla Beata in the DR

THE 25TH TOUR OF THE YOLES

TRADITIONAL SAILING ON MARTINIQUE

ARTICLE AND PHOTOS BY GAELLE BOURDAIS, TRANSLATED BY NICK MARSHALL



Joseph-Cottrell/
Optika was the
winning Yole
for 2009

or on holidays. In 1984, the Yole society was created.

The annual event is very popular on the island, attracting between 20,000 and 40,000 spectators kitted out in t-shirts bearing the name of their preferred Yole, and following each race with passion. It takes some organization, too, with each welcoming town taking care of access routes, parking, police, fire engines and Red Cross.

As in every year, the local television station RFO broadcast the various stages live with commentary from journalist Nathalie William and well-known sailor Eric Barry. The radio station also organized podium events hosted by Polo and Jean-Emmanuel Emile with artists performing, games and prizes.

A Prologue was competed for on Sunday, July 26 at Vauclin. At 10 a.m., there was a beach-start at Vauclin in a

A magnificent 25th Martinique Tour of the Yoles took place from July 26 to August 2 and had great number of Martiniquais enthused. The traditional sailing event is a very sporting challenge in Martinique, and the colors on display are magnificent for the full eight days. Vauclin was the welcoming town this year for 18 Yoles that signed up to complete the tour of the island by regatta.

“The yole is a light boat without keel, ballast, centerboard or rudder. With barely any draft, she can sail with one or two sails.”

The yole is a light boat without keel, ballast, centerboard or rudder. With barely any draft, she can sail with one or two sails. The hull is based on an assembly of planks or boards attached horizontally to a central framework, inspired by the “Gommier” and the European yole.

It was the Martinique fishermen from the towns Robert and Francois who made it popular. They used the yole to return from their fishing grounds and threw down challenges to each other. The one to arrive last would lose his catch. Later on, races were organized on Sundays



Thousands of fans
come to the beach to
cheer their teams



sustained force five wind with a heavy sea. Victory went to the Francois Yole *Rosette/Orange*, which hurtled away from the start buoy and remained out of reach of all the others right up to the finish. She won this stage ahead of *UFR/Siapoc*, *Joseph-Cottrel/Optika*, and *Mirsa/Dr Roots*. Certain yoles already had damage: *FISER* sank, *Monetik/Alizes* broke her mast and *Tremplin/Ville Fort de France* tore a sail.

For the first stage on Monday, July 27 starting in Vauclin, there was a fantastic stampede from a quartet of yoles, in a heavy sea running in the direction of Francois. The four leading yoles danced towards the Pointe du Vauclin and gave the impression of impressive speed.

Rosette/Orange was in the lead, having decided to change sails for a smaller sail, but was passed by *Joseph-Cottrel/Optika* when the wind strengthened, followed by *UFR/Siapo* carrying 54m² of sail, and *Mirsa/Dr Roots*. The wind was less sustained than on Sunday, with several yoles opting for larger sails, and others sticking for safety with less sail.

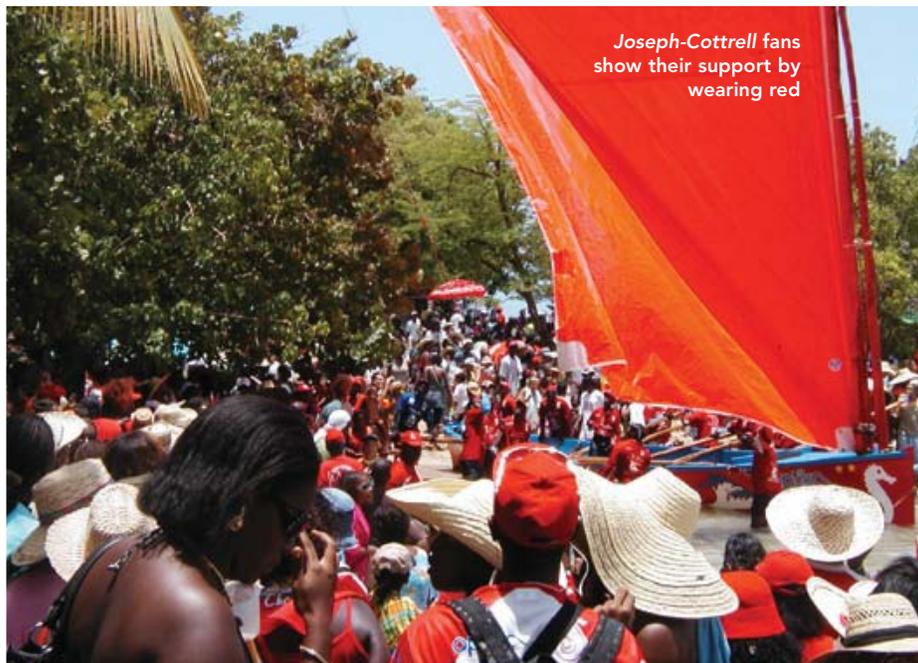
With a delicate rounding of Pointe du Vauclin to be made (where there is always a heavy swell), a huge wave managed to capsize *After Beach Café/Faby's Nails*. *Joseph-Cottrel/Optika* finished first after two hours' racing, taking up the blue jersey of the winner and the red jersey of overall leader, followed by *UFR/Siapoc*. Worthy of note was the good 13th place finish of the youngsters on *Mr Bricolage/PMU*.

Tuesday, 28 July offered the chance for a magnificent spectacle for those on foot, or perched on the clifftops at Caravelle or at the lighthouse at Pointe Caracoli. After an ominous weather forecast called for a meeting and consultation among organizers and participants, it was decided to take to the water but without competition

and to head in a flotilla towards the bay at Ceron, then to race towards Precheur.

So it was that the 18-yole flotilla left together, with 32m² of sail. The sailing conditions revealed themselves to be difficult enough to leave from Ste Marie and only the leading four yoles arrived at Ceron: *Joseph-Cottrel*, *Rosette*, *Mirsa* and *Monétik*. Of these, only *Joseph-Cottrel* and *Rosette* re-took the sea for the town of Precheur.

There were those who bounced back during the third stage from Precheur to Schoelcher, which is riddled with traps and windless holes; two yoles sank, *Brasserie Lorraine* dominated. For the sixth and seventh



stages, *UFR/Siapoc* took the lead with the Yole from Robert cheered on by all the 'Robertins' who are enormous fans of yoles.

On Thursday, July 30, the racing became tighter. The fourth stage from Schoelcher to Diamant had a 15 knot wind blowing with gusts up to 25 knots. All crews were running with reduced sail, but the real difficulty came from the 'Passe des Fours' where the Caribbean Sea meets the Atlantic Ocean. This was a good, technical stage where it was necessary to tack often. *Joseph-Cottrel* won, followed closely by *Mirsa*, *UFR* and *Rosette*.

It was *Joseph-Cottrel/Optika* who would eventually secure the overall win of this 2009 tour, followed closely by *UFR/Siapoc*. The former from Francois, the latter from Robert, two towns with a passion for yole sailing.

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WAITLISTED ARC BRINGS EUROPEANS OUR WAY

BY ANDREA BAILEY

Welcome back: Atlantic Rally for Cruisers
Departure Port: Las Palmas de Gran Canaria
Departure Date: 22 November
Arrival Port: Rodney Bay Marina, St. Lucia
Contact: Andrew Bishop
Email: mail@worldcruising.com
Website: www.worldcruising.com

first boats will arrive in St. Lucia about 14 days later, with the last boats following up to a week after that. Put on by the World Cruising Club (WCC), the 24th annual ARC is so popular that, despite the condition of the economy, the entry list is filled beyond capacity. A waiting list has been running since June for all the hopeful transatlantic sailors.

The passage is 2700 nautical miles, and while the majority of yachts are cruising vessels, there is a separate racing fleet governed by the Royal Ocean Racing Club (RORC) in which the boats are rated under the IRC Handicap System.

Clearly, the ARC offers something for every type of sailor looking for a little adventure, and as the warmth of a Mediterranean summer

November is rally month in all senses of the word. Not only do sailors from other parts of the world leave their home ports to join rallies and make the journey to warmer climates, but the locals where they are headed rally to prepare their tropical islands to welcome snow-shy visitors for the winter season. In mid-December, the largest transoceanic sailing event in the world will arrive in Saint Lucia, bringing 225 cruising and racing vessels across the Atlantic Ocean and into the Caribbean.

The Atlantic Rally for Cruisers (ARC) will leave Las Palmas de Gran Canaria on November 22, and the

Start of Cruising Divisions last year in Las Palmas



CLARE PENGELY © WORLD CRUISING CLUB 2008

Caimen and Mollyhawks' Shadow closed the finish line under spinnaker last year



TIM WRIGHT - PHOTOACTION.COM
 © WORLD CRUISING CLUB 2008

wanes and the Atlantic hurricane season subsides, there is no better time to head west for the Caribbean. The rally is open to monohulls between 27 and 85 ft, and multihulls between 27 and 70 feet, though only monohulls may compete in the RORC race. All boats outside race limitations are still welcome to enter in the open division and make the crossing with the fleet. Those competing within the RORC racing class are forbidden to use motors, adding another level of competition to the rally.

For those who may be a little less sure of themselves, there are safety seminars and demonstrations, both before the departure in Gran Canaria and after the finish in St. Lucia, because every crossing is a learning experience. All entrants receive updates on safety requirements, weather forecasts and offshore passage tips

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St. Lucia



ARC's route from Gran Canaria to St. Lucia

in the weeks and even months leading up to the rally. Daily radio nets contribute to the security of all and, thanks to modern technology, each boat will be equipped with a tracking device. Anyone can follow the progress of the boats online at www.worldcruising.com.

Of course, this wouldn't be a boat race without the customary partying at the end, and, as many of the first boats await the later arrivals, the celebration at Island Global Yachting's renovated Rodney Bay Marina certainly fulfills that requirement. Rodney Bay is the Caribbean base for all of World Cruising Club's transatlantic events, including the World ARC—a 14-month round-the-world voyage that begins and ends in the Caribbean—which departs in January. And with support for the ARC from sponsors like the St. Lucia Tourism Board, a warm welcome awaits each arriving boat.

In October, WCC opened the application process for the 2010 ARC, emphasizing the popularity of the event, and assuring that the ARC will be fully-subscribed again next year for its silver anniversary.

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By Captain Jan Robinson



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Free to Be (a Lagoon 500), winner of Spirit of the ARC 2008

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SUNFISH CHAMPIONSHIPS 2009

JURGEN SCHNEIDER TAKES TOP HONORS

ARTICLES & PHOTOS BY ELS KROON

The Curaçao Sunfish Championships, held during two weekends in August and September, were again a memorable event. In four days, 27 participants sailed 10 races, determining the best Sunfish sailors of the island. Multiple champion Hans van der Gulik and Mark Simmeren both won more than one race but didn't reach the highest place.

This year's top honor was for the steadily sailing 1981 and 2008 champion, Jurgen Schneider. Rising star Kevin Otterdijk surprisingly won the short track competition. He eventually scored two more points than Gunnar Copper who obtained second place in both race track competitions. Simmeren took third in both. Louis Hendriks and Jordan van Rooyen were inaccessible in the youth double-class and Kevin Otterdijk also took first place in youth solo.

The short track races in the second weekend had two more surprising, undisputed winners, Eugene Hendriks and Tony de Haas. The sunfish is clearly an all-age boat. Big age differences don't matter and anyone can win.



Curaçao Sunfish champion
2008 Jurgen Schneider
retained his title

The tradition of one stormy weather weekend and one light air weekend was continued this year. During the second weekend the sailors had to deal with enormous and confusing wind shifts, adding to the challenge for the veterans as well as the many young participants. The races were thrilling till the end with the final race ultimately bringing the decision.

In short, it was a great championship, thanks to all participants, assisting volunteers and veteran Alex Roose, who is an ever-present participant and appreciated master of ceremony at the prize giving. The event traditionally was concluded by an Indonesian meal, prepared by Sunfish sailor Nico Roodenrijs.

WINDFREAKS SEASON STARTS

NEW GROUP LAUNCHED IN SEPTEMBER

The newly-established Windfreaks Association started, in coordination with Windsurfing Curaçao, the new season on Sunday, September 13th with a long distance race on Spanish Waters. During this first race many young talented windsurfers entered the scene. Among them, Jean-Patrick van der Wolde (14) who ended up first in Ages 17 and Younger. It was a long and

exciting match between Rafael de Windt (15) and Steve Max (11) fighting for second and third. The battle was advantageous for De Windt and Max was third.

In the Fun Boards class, Mylene de Vries first crossed the finish line, followed by father and son Ivan and Oscar Etmon on a tandem board. Rogier Heijst came in third. In the Formula class, Perry van der

Wolde beat Fulco de Vries, second, and Hilde Tuinbeek, third.

After lunch the winners of the season-opening races and the overall winners of the past season were announced. Overall champions in Age up to 15 years were Steven Max (1) Didier van der Horst (2) and Kaj van der Lubbe (3); Age up to 18 years were Victor Wederfoort (1), Felix Martina (2) and Alex da Costa Gomez (3).

In the category 18+ it turned out that women can be very fast as well. Hilde Tuinbeek triumphed over Perry van der Wolde (2) and Remco Osnabrugge (3). All prize winners received a gift certificate from Windsurfing Curaçao. Windfreaks plans to organize club races every month from now on to keep youngsters involved. www.windsurfingcuracao.com



Start of the Windfreaks
long distance race on
Curaçao's Spanish Waters

UPCOMING WINDSURF EVENTS

- 11/07/2009: Heineken Regatta Curaçao Level A
- 12/20/2009: Windfreaks Downwind Slalom Level A
- 12/27/2009: End of the Year Race Level A
- 01/31/2010: Windfreaks Course Race Level A
- 02/22/2010: Windfreaks Freestyle & Course Race Level A
- 03/07/2010: Windfreaks Downwind Slalom Level B/C
- 03/14/2010: Windfreaks Downwind Slalom Level A
- 04/01/2010: Curaçao Intl Challenge Level A/B/C
- 05/16/2010: Windfreaks Freestyle & Course Race Level A
- 06/13/2010: Windfreaks Freestyle & Downwind Slalom Level A



THE DISH CARIBBEAN RECIPES

BY CAPTAIN JAN ROBINSON

White sand beaches, palm trees dipping their fronds into clear turquoise waters, and sailboats lazily drifting to shore—this is our Caribbean, and readers often inquire about new ways to reflect its beauty in their cooking.

Local recipes combine African, French, East Indian, and Spanish styles of cooking, reflections of the early settlers. Peas and rice together is a staple, along with sweet potato, okra, cornmeal, and breads: Johnny cakes, tarts, and meat pates. There are many popular dishes, like the Kallaloo and Fish and Fungi. Fresh fish is also a favorite—varieties such as spiny lobster, yellowtail, grouper, and red snapper—served with a popular hot sauce. Some of the fruits and vegetables you will find are papaw, sugar apple, soursop, yams, guavas, plantains, peppers and cassava.

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

PEPPER BOTTLE

Preparation time: 15 mins. **Marinating time:** 24 hrs.

Makes: Five 5-oz bottles.

- 1-1/2 cups white vinegar
- 2 dozen hot peppers
- 1 onion, finely chopped
- 2 or 3 drops of oil (will make the sauce even more fiery)

Remove stems and chop peppers with seeds. Fill glass bottles with some peppers, then some onion, repeat. Top with vinegar. Leave for 24 hours before using. Use glass bottles with plastic tops or use corks. Note: There are many variations to making hot sauce. The sauce will be fiery if seeds are left in. Less fiery? Remove seeds. Very important: Handle hot peppers with care. Use a knife and fork, and/or vinyl or latex gloves. Protect your skin, face and eyes.

CHICKEN ROTI

Preparation time: 30 mins. **Marinating time:** 2 hours.

Cooking time: 15 mins. **Serves:** 6 - 8.

- 5 cups boneless skinless chicken, cut in 1" pieces
- 1/8 tsp ground ginger
- 1/8 tsp chili powder
- 1 medium onion, diced
- 1/2 tsp freshly ground black pepper
- 2 garlic cloves, minced
- 1/2 cup plain yogurt
- 1 scallion, finely chopped
- 1 potato peeled and diced
- 2 tsp hot sauce or to taste
- Vegetable cooking spray
- 3 Tbsp curry powder
- 1/3 cup water
- 1 Tbsp cumin powder
- 6 large flour tortillas

Combine all ingredients in a bowl (except last three). Marinate 2

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hours or overnight. Spray skillet. Stir-fry chicken over medium heat to brown about 5 minutes. Add water and continue cooking until chicken is no longer pink inside. Heat tortillas either in a skillet or in microwave. Fold chicken into warm tortillas and serve seam side down. Hint: Serve with your favorite chutney, mango, ginger, etc., and with Peas and Rice.

PEAS AND RICE

Preparation time: 5 mins.

Cooking time: 30 minutes. **Serves:** 6 - 8.

1 (15 oz) can pigeon peas, drained 2 tomatoes, peeled and chopped
 1 Tbsp butter 1 cup coconut milk
 2 Tbsp olive oil 1-1/2 cups rice
 1 medium onion, chopped 2 cups water
 1 bell pepper, red/green, chopped 1/2 tsp hot sauce
 1 tsp. thyme, fresh rubbed Salt and pepper to taste
 1/2 cup cooked bacon or chicken

In a saucepan, heat butter and oil, and brown onion and pepper. Add thyme, bacon, and tomatoes; cook a couple of minutes. Add peas and rice, coconut milk, and water to onion mixture. Season. Bring to a boil, cover pot, turn to low and cook about 20 minutes or until done (liquid is absorbed and the grains are soft.)

BOILED FISH

Preparation time: 15 minutes.

Cooking time: 20 minutes. **Serves:** 2.

Two 1-1/2 lb whole fish 1 Tsp. thyme, finely chopped
 (snapper, grouper, etc) 1/2 cup butter
 or 1 lb fish fillet 1 onion, thinly sliced
 Salt and pepper 1 cup water
 1/2 green bell pepper, 1/3 cup milk
 seeded & sliced 1/4 tsp hot sauce or to taste
 1/2 red bell pepper, 1/2 cup fresh squeezed lime juice
 seeded & sliced
 3 cloves garlic, crushed
 1 Tbsp. basil leaves, finely chopped

Scale and wash the whole fish or use fillets. Season with salt and pepper. In a skillet, heat butter and sauté peppers, garlic, parsley, basil, and thyme.

Heat a little oil in a large heavy bottom pan, place fish in pan and sauté for 2 minutes, turn and cook another 2 minutes. Spoon vegetables and herb mixture over fish, then place onions on top. Add water, milk, and hot sauce. Cover and cook over low heat for about 15 minutes. Pour lime juice over all just before fish is cooked. Do NOT overcook; fish should be firm but flake easily.



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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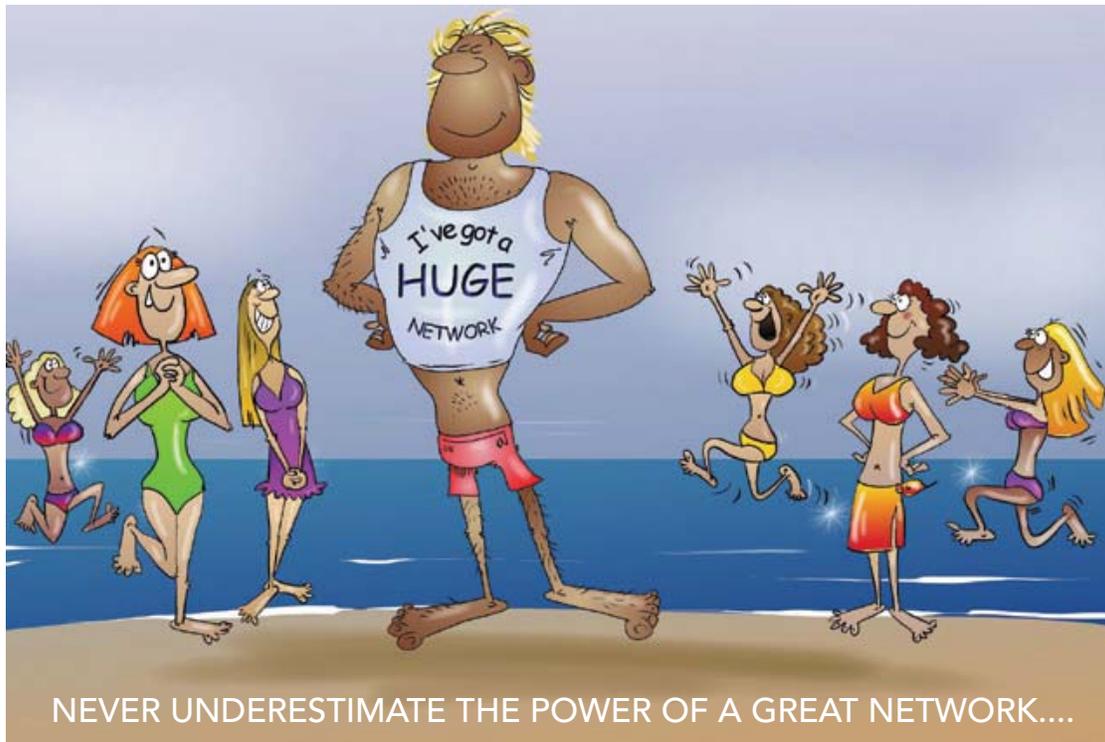
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Gorgeous!
\$399K



1984 Macgregor 65.
Rocket machine
\$99K



1979 Oyster 39.
Blue water live aboard.
All systems upgraded.
Blue water ready.
\$99K



2006 Hanse 461
Immaculate
Racing sails epoxy build
US\$375K



2005 Fountaine Pajot
Bahia 46. One owner since
new. Never chartered.
US\$450K



2002 Jeanneau
Merry Fisher
\$22K



1982 Nautical 60
Very clean
\$249K
Dropped \$100K!



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



1978 J55 cutter.
QUINTESSANCE
Stunning performance
and old world charm.
Refitted 2009. \$425K



1995 Beneteau Oceanis
40 ft. Clean and
Loaded for cruising.
\$95K



2003 Voyage 50 cat.
Turnkey charter or
bluewater cruise
\$475K REDUCED!!!



1990 42 ft Carver.
Spotless and pristine
\$225K



1982 Endurance 36.
Very solid long term
liveboard.
\$49K



Dynamique 62.
One careful owner
since new.
Quite Magnificent
\$795K Reduced!



1991 J 39 REGATTA
WINNER. Cruising boat
for the man who wants a
little more speed.
Euro 55K



2003 PURSUIT 28ft.
1050 hours on 2 x 225
Four stroke Yamahas.
Very clean \$79K.



1978 Islander 36.
Serious Blue Water
Cruiser.
\$44K



1992 62 ft Aluminium
Sloop Project Boat
\$250K



2008 Beneteau Oceanis
As new.
All the bells and whistles.
\$399K



1994 Beneteau Oceanis 400
two cabin
\$95K



1094 Aloha 34 ft Sloop.
Good clean
Budget priced liveboard.
\$45K



KOHLER 42
EPOXY CAT.
\$149k PRICE SLASHED!



2003 Lion 46 Power Cat.
LUXURY!!!
\$299K



1992 Dudley Dix Caribbea 30
Blue water Pocket Rocket
loaded \$35K



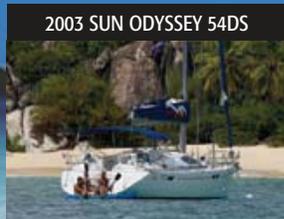
1979 GULFSTAR 37.
SPOTLESS AND PRISTINE.
GIVEAWAY AT \$58k



2003 Jeanneau Sun
Odyssey 45.5. Owner version,
all the extras, never
chartered \$240k

Check out www.littleships.com for more details on these listings and others!

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2003 SUN ODYSSEY 54DS
"Windward Spirit"*
4 Cabins/4 Heads
Located in Tortola, B.V.I.
Asking \$325,000



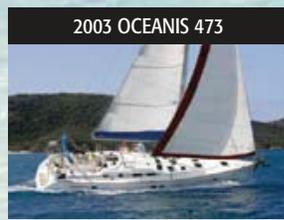
2003 GIB'SEA 51
"Chicago Breeze"*
5 Cabins/5 Heads
Located in Tortola, B.V.I.
Asking \$195,000



2002 BENETEAU 50
"Pervenche"*
4 Cabins/4 Heads
Located in Tortola, B.V.I.
Asking \$190,000



2001 DUFOUR CLASSIC 50
"Dill"*
5 Cabins/3 Heads
Located in Tortola, B.V.I.
Asking \$125,000



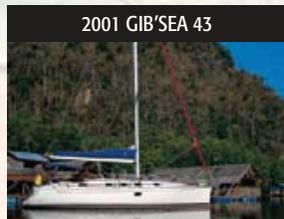
2003 OCEANIS 473
"Crowley Too"*
3 Cabins/3 Heads
Located in Tortola, B.V.I.
Asking \$195,000

Tortola Yacht Showcase

Looking for a Beneteau, Jeanneau, Dufour, or Leopard Catamaran?

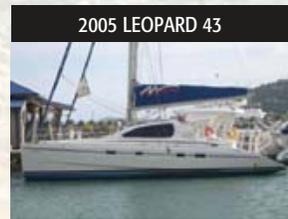


2005 CYCLADES 43
"Carolina Girl"*
3 Cabins/3 Heads
Located in Tortola, B.V.I.
Asking \$135,000



2001 GIB'SEA 43
"Laurel"*
4 Cabins/2 Heads
Located in Tortola, B.V.I.
Asking \$100,000

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2005 LEOPARD 43
"Pansea"*
4 Cabins/4 Heads
Located in Tortola, B.V.I.
Asking \$300,000

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2005 OCEANIS 42CC
"Obsession"*
2 Cabins / 2 Heads
Located in Tortola, B.V.I.
Asking \$165,000

The yachts featured on this page are just some of what's currently in Tortola ready to be sailed home!



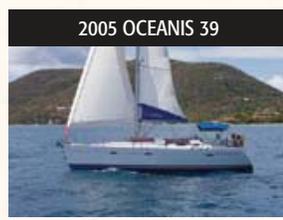
1999 SUN ODYSSEY 42.2
"Perroquet"*
3-4 Cabins/2 Heads
Located in Tortola, B.V.I.
Asking \$75,000

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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
Located in Tortola, B.V.I.
Asking \$65,000



2002 OCEANIS 343
"Mina"*
2 Cabins / 1 Heads
Located in Tortola, B.V.I.
Asking \$75,000



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52' Endeavour 1990
Spacious Cruiser, Very Clean.
Asking \$169K



51' CSY / Charlie Morgan '88
Heavily Upgraded, Tremendous
Value. Asking \$159K



51' Van De Stadt Custom '99
Aluminum Hull, 3 Watertight
Cabins. Asking \$359K



49' Oyster 49PH 1992
Rare Pilothouse, Immaculate
Asking \$379K



47' Bluewater / Vagabond '87
All Furling, Best Value
Asking \$189K



47' Beneteau 473 2004
Very Well Priced
Asking \$179K



46' Fountaine Pajot Bahia '01
Many Updates, Well Kept
Asking \$349K



46' Fountaine Pajot Bahia '03
Fantastic Price!
Asking \$299K



46' Morgan 461 1980
Very Sturdy and Spacious
2 Available Starting @ \$79K



45' Wauquiez Amphitrite '90
New Lower Price, Offshore
Cruiser. Asking \$169K



45' Downeaster 1979
Rare Deck Salon Schooner
In Annapolis \$139K



45' Robertson & Caine 1999
Spacious, Performance
Cruiser. Asking \$309K



44' Freedom 1982
New Lower Price, Rare
Cruiser. Asking \$99K



44' Morgan 1988
Extraordinary Value, Great
Price. Asking \$119K



43' Young Sun 1979
Strong Center Cockpit
Asking \$70K



43' Hunter 430 1997
Well Equipped in Antigua
2 Available Starting @ \$89K



42' Fountaine Pajot Venezia '99
Well Priced; 2 Available
Starting at \$220K

42' Bruce Roberts Spray '84
Immaculate in Every Way
Asking 120K



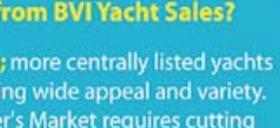
42' Hallberg-Rassy 1984
Major Refit, Just Reduced
Asking \$160K



42' Beneteau 423 2004
Clean, Well Maintained
Asking \$129K



42' Beneteau 42s7 1995
Immaculate, Great Design, Fast
Asking \$99K



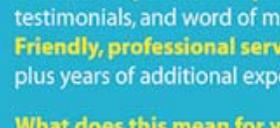
42' Island Packet 2001
Great Decks, Strong World
Cruiser. Asking \$119K



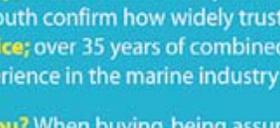
41' Lagoon 410 2001
Very Well Kept and Priced
Asking \$215K



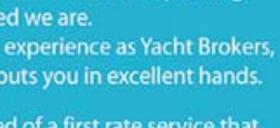
40 Exe Marine C-Farer II '82
World Cruiser, Well
Equipped. Asking \$55K



40' J-Boat J/120 1997
Fast Racer / Cruiser, Recent
Updates. Asking \$195K



40' Beneteau 40 CC '97/'00
Well Equipped, Solar and Wind
2 Available Starting @ \$99K



40' Fount. Pajot Lavezzi 2004
Great Price, Very Clean
Asking \$235K



39' Grand Soleil 39 1987
Great Style, Very Well
Equipped. Asking \$129K



38' Beneteau M38 1991
Performance Cruiser
Asking \$55K



38' Hallberg-Rassy 382 1987
Great Price, Solid Vessel
Asking \$125K



37' Jeanneau Sun Ody. 37.1 1995.
Great Condition
Asking \$54K



36' Beneteau 361 2000
Never Chartered, Very Clean
Asking \$85K



32' Bavaria 2003
Great Caribbean Cruiser
Asking \$64K

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2004 67' Lagoon
€1.550.000



1998 46' Fountaine Pajot
\$345,000



1994 50' Tropic Multicoques
€210.000



2003 57' Lagoon 570
€825.000



2007 46' Custom
\$295,000



2001 38' Fountaine Pajot
\$199,000



2003 43' Fountaine Pajot
€300.000



1995 41' Catana 411
\$229,000



1999 43' Nautitech
\$295,000



2006 36' Jaguar
\$295,000



1991 45' Fountaine Pajot
€155.000



1980 50' Prout
\$234,900



2002 50' Contour
\$395,000



1999 60' Tecna Entincelle
\$679,000



1995 37' Lagoon
\$145,000



2008 89' Catana
€5.950.000



1999 47' Privilege
\$349,000



2004 47' Catana
€429.000



2004 46' Dolphin
\$549,000



1999 60' Berkstresser
\$580,000



1998 40' Manta
\$255,000



2003 52' Catana
\$929,000



1998 41' Lagoon 410
\$255,000



1992 48' Privilege
\$399,000



1996 37' Privilege
\$184,000



1997 47' Catana 471
€275.000



2003 41' Lagoon
\$229,000



1999 60' Fountaine Pajot
\$720,000

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82' Lagoon 1991 Refit 2006.
 Up to 12 guests, 4 crew. Every conceivable option and all in top shape...includes one of the most successful crewed charter businesses.
REDUCED TO \$2.2m



52' Custom Sparkman-Stevens,
 Concordia built '89. Furling sails, gen and A/C. 3 cabins and 2 heads...if you have considered a Hylas 54 check this one!
Asking \$499,000

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68' Irwin 1988. Owner's version, 2-generators, electric furling, custom transom, one of the last Irwin 68's built equipped with all the toys - extremely nice. Active crewed charter.
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46' Leopard by Robertson and Caine 2007.
 Owner's version, completely equipped for world cruising. Never chartered.
New Listing \$679,000



47' Mayotte 1996.
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37' Island Spirit 2001.
 4 double cabins+ 2 heads, galley up. Refrigeration, furling genoa, new interior paint. Can continue in charter or go cruising. **\$165,000**



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40' 2002 Hermine 40Di (launched 2008) EU264,000.00



38' 1997 Beneteau
US\$100,000.00



48' 1971 Motor Sailer (Tucker
Design-Royston) US\$90,000.00



75' 1976 Murry Peterson Schooner
US\$100,000.00



39' 1968 Cheoy Lee for
US\$70,000.00 (open to offers!!)

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30'	1972	Najadesold
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 Martinique	..... 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

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37'	2002	Fontaine Pajot, located in Guadeloupe US\$325,000
43'	2001	Lagoon Catamaran US\$334,000
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54'	1980	Norman Cross Trimaran US\$350,000
55'	1995	Custom Built Trimaran, located in Grenada US\$350,000
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46' 2000 Jeanneau 45.2
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28' 1990 Cape Dory
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36' 1990 Mainship Trawler
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28' '78 Cape Dory, Classic, Refit 6/07.....\$35K
 33' '73 Pearson 10M sloop, refit,\$25K
 36' '80 Albin Stratus 75K w/business.....\$45K
 38' '67 LeComte, classic, great cond.....80K
 38' '92 Kennex Cat, AC, AP.....\$139K
 40' '84 Endeavour, ready to cruise.....\$79.9K
 41' '80 Morgan Out Isl, Well maintained.\$79K
 44' '77 CSY Sloop, new rigging.....\$115K
 44' '85 Beneteau Idylle, APAC, Genset.....\$86K
 46' '00 Jeanneau 3 strms.great cond....\$169.9K

49' '79 Transpacific Ketch, loaded \$180K
 50' '78 Gulfstar Ketch, Classic, 3 strms...\$125K
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 34' '89 Sea Ray Express, diesels.....\$55K
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 39' '98 Mainship Trawler, twin diesels...\$129.9K
 42' '81 Post SF, twin DD's, 2 strms.....\$109K
 42' '84 Present Sundek 135 HP Lehman's..\$135K
 48' '99 Dyna Craft MY, 435HP diesels..\$299.5K
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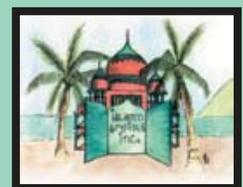
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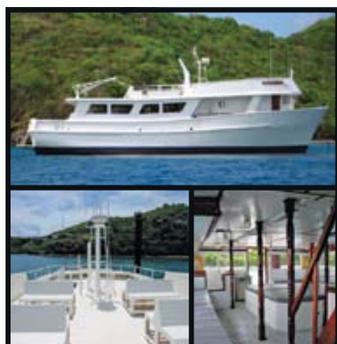
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42 Cruisers 4270 Express, 1999
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48 Maple Leaf, 1974
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45 Hardin, 1980
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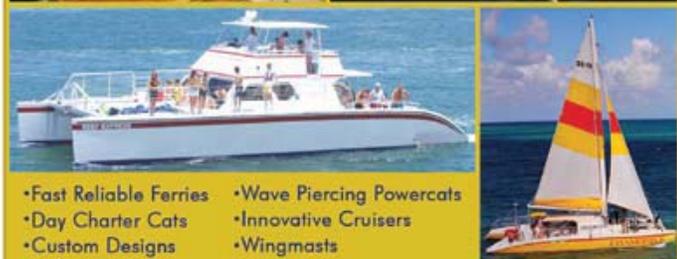
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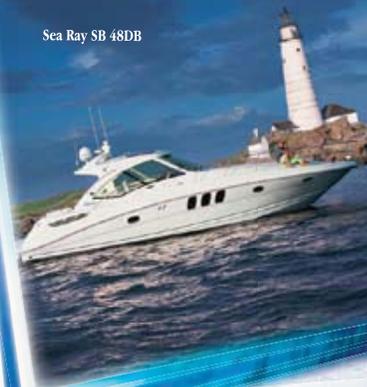
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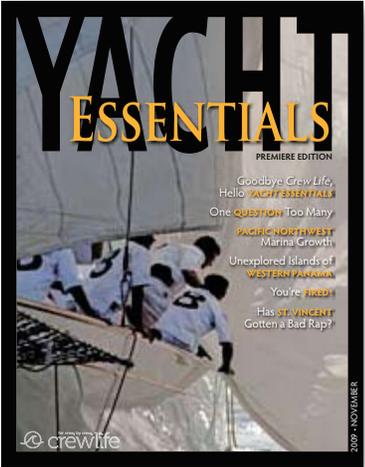
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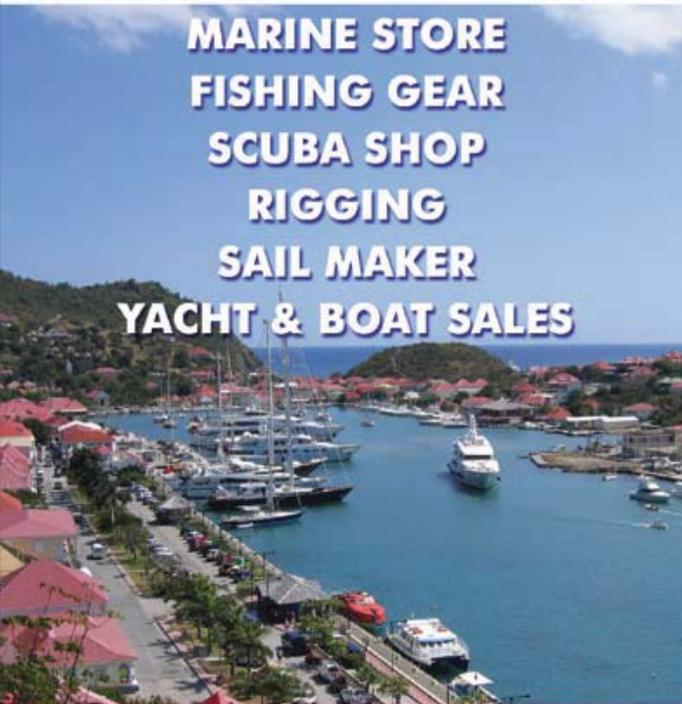
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Wanted

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

WANTED TO BUY CORONADO 35 SAILBOAT any condition. Contact by 787-214-3939 or mariosailtranquilein@yahoo.com

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LOOKING TO PURCHASE A NON PROJECT BOAT to spend the winters on in the islands. Can do this quickly but the boat has to be right. Not to exceed 30K. Please provide real description of what she is and what she needs. Recent photo's please. Mooring is a bonus. Thanks for your time. Email: sailboatwanted@gmail.com

WANTED: HOUSESITTING IN TORTOLA between November 09 and March 2010. Mature experienced retired couple with references from the island. Please contact pet8wan@aol.com

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DELIVERY CREW?

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PRIVACY AND PETS ON CHARTERS

OR, WHY THE THIRD CREW MEMBER WAS FOR SALE

BY JEANNIE KUICH COPYRIGHT 2009

Privacy is sometimes non-existent for charter crews in small boats. If the forepeak is a guest cabin, you have either the main salon, the cockpit, the engine room or the deck.

On *Avenir II*, our 50-foot sloop based at St. Thomas in the U. S. Virgin Islands, we had no comfortable place to sleep on charter. Both the forepeak and the aft cabin were for guests. The two side “cabins” were really only single berths and too small for two people. The settee in the main salon was comfortable but not wide enough and every little squeak you made could be easily heard. The cockpit seats were too short and the engine room was standing room only. The cushions on the main deck forward of the central cockpit were fine—but if it rained, you got soaked.

The logical solution was to have long roll-down flaps on the front of the awning that extended to the deck and were tied down, as well as flaps on the sides. These worked reasonably well unless it really rained hard or when the third “member of the crew” decided to romp.

Cat, like most felines, loved to play at night. The large awning which covered the deck from the mast to the backstay was terrific fun to



pounce upon, particularly when the canvas billowed in the wind. We eventually got used to her energetic charges on the awning which creaked with every pounce, but when we added the flaps, she started a whole new game.

First, Cat charged noisily from the backstay to the front of the awning and then slid down the flaps to thump loudly on the deck as she landed. Then the little rascal charged right across our prone bodies, not caring who she stepped on, galloped back to the aft deck and leaped up onto the awning again. It was POUNCE POUNCE POUNCE on the awning and then ZIPITY ZIP down the flap, ending in a loud THUD on the deck until the early morning hours.

One windy night, when she was having oh-so-much fun on her “trampoline,” we heard the usual pouncing on the awning followed by utter silence. Because we heard nothing afterwards, we became curious. Where had she gone?

Then the boarding ladder, which was always left down at night, jiggled a couple of times. We heard a pitiful “mew” just before a sopping, dripping, salty, wet cat walked on top of us. Cat had missed the flaps and sailed over the side! We tried to rub her dry with a towel but, too mad to stay still, she went below to lick herself dry ... and threw up all over the place.

Cat was for sale for a few days, but we had no takers. I wonder why?! 🐾

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

November Spotlights

- Enhanced Taurid meteor activity is predicted between the 1st and 10th and the Leonid shower, peaking before and after the 17th, may possibly be strong.
- On the 3rd the Moon blocks out stars in the Pleiades in late evening.

November Planet Particulars

- Bright Jupiter rules the night with little Mars rising not until around midnight. Venus remains low on the dawn racecourse with Saturn well above it. Don’t confuse the star Spica in Virgo above Venus with Saturn.

November Brightest Navigation Stars

Dusk: Vega, Aldebaran, Capella, Fomalhaut
Dawn: Vega, Arcturus, Procyon, Capella

The Moon Sails Near

- Tue. 3rd:** the Pleiades star sisters in late evening
- Sat. 7th:** the star Pollux in Gemini in late evening
- Sun. 8th:** Mars in late evening
- Tue. 10th:** the star Regulus in Leo before dawn
- Thu. 12th:** Saturn before dawn
- Sat. 14th:** the star Spica in Virgo before dawn
- Sun. 15th:** Venus before dawn
- Mon. 23rd:** Jupiter in evening

Moon Phases

- Mon. 2nd:** Full
- Mon. 9th:** Last Quarter
- Mon. 16th:** New
- Tue. 24th:** First Quarter

ARRIVE

VIRGIN GORDA
YACHT HARBOUR
VIRGIN GORDA, BVI

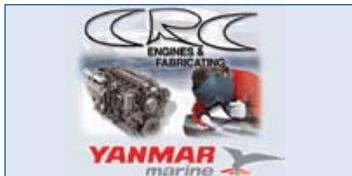


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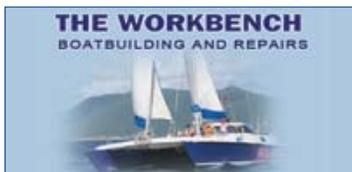
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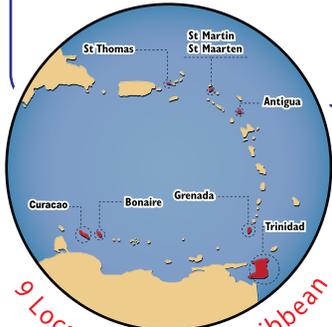
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9 Locations in the Caribbean

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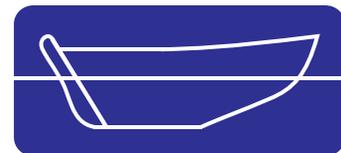
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