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MARCH 2010

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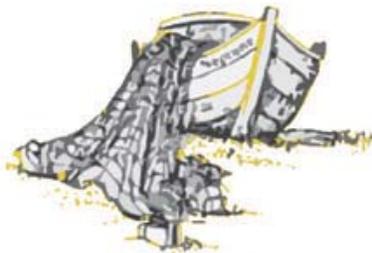


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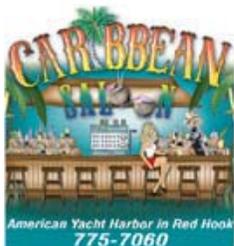
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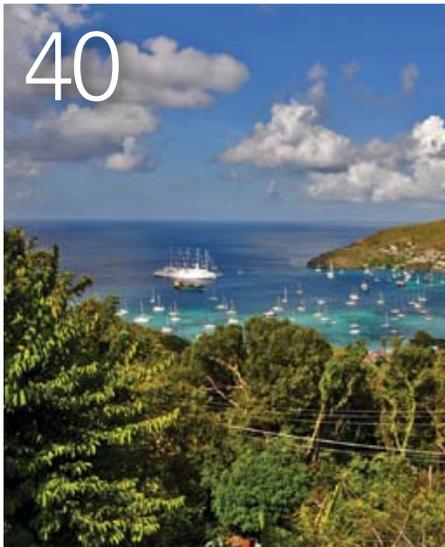
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PHOTO BY **ONNE VAN DER WAL**
WWW.VANDERWAL.COM

Onboard P2 during the 2009 St. Barth Bucket. www.bucketregattas.com

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SERVICE.

For over 25 years, Spice Island Marine Services has been known for reliable customer service. The most secure, insurance approved storage in the Southern Caribbean ensures peace of mind with optional steel cradles, yacht tie-downs throughout, and welded stands. This full service boatyard can accommodate yachts up to 70 tons, 85 feet long, and 25 feet wide for your hauling, storage, and repair needs. Centrally located in Prickly Bay, Grenada, near amenities and with its on-site Budget Marine chandlery, Spice Island Marine Services will exceed your expectations.

WHERE IN THE WORLD?

CONGRATULATIONS, DAVID & ANNE MARIE, & THANKS FOR READING *ALL AT SEA*!



These photos were taken during our visit to Ajaccio, Corsica where Napoleon was born. David is standing by one of the lifeboats named after the town's patroness, Madunuccia—the Madonna of Corsica. This little vessel and its crew saved many sailors and fishermen in the Mediterranean Sea.

—David and Anne Marie Pflanz
s/v *Scot Free*, Tortola, BVI

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ISLAND EVENTS & INTERESTS

ALL AT SEA'S
CARIBBEAN COVERAGE



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Rinaldi Wins Commodore's Cup



Puerto Rico

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

British (B.V.I.) Virgin Islands

Anguilla

St. Maarten/St. Martin
St. Barthelemy

St Eustatius
St Kitts & Nevis

Barbuda

Antigua

Montserrat

Guadeloupe

Dominica

Martinique

St Lucia

Barbados

St Vincent & Grenadines

Bequia

Carriacou

Grenada

Bonaire

Tobago

Trinidad



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Caribbean Sea



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Carriacou's Small
Race, Big Fun

CARIBBEAN NEWS

A BRIEF LOOK INTO THE HAPPENINGS OF OUR WORLD

Venezuela Fishing Event Moves to Dominican Republic

Director Rick Alvarez has announced that the International La Guaira Billfish Shootout will change locations and become the International Cap Cana Billfish Shootout XVI, to be held June 1 to 6. Citing the decreasing number of foreign flag sport fishing boats visiting La Guaira during the March and April blue marlin season, Alvarez thanked individuals and sponsors who helped make the event a success during the first 15 years.

Camper and Nicholson's Marinas Appoints New Operations Director

James Beaver has been appointed as Operations Director by Camper & Nicholson's Marinas. Beaver will act as a central expert resource in marina operational management supporting all the individual marina general managers whether they are operational or in the build phase of marina development. Beaver's initial focus will be on the development of Cesme Marina, Turkey, scheduled for opening in May 2010, and Port Louis Marina, Grenada which is now completing its second phase.

Fountaine Pajot Owners to Meet in BVI

The 2nd Fountaine Pajot Owners' Rendez-vous meeting will take place in the British Virgin Islands, April 28 to May 1. Interested owners can either cruise on their own Fountaine Pajot catamaran or, if their yacht is located elsewhere, charter a Fountaine-Pajot catamaran from Horizon Yacht Charters in the BVI (five nights minimum). For charter reservations contact Courtney, Reservations Manager, info@horizonyachtcharters.com. *Fountaine-Pajot owners wishing to participate should register with helene.de.fontainieu@fountaine-pajot.com.*

Online Game Winner Just Crossed Atlantic

The second winner of Island Water World's Online Game prize of a dinghy-outboard combo worth US \$3,200 was 74 year-old Vassil Kurtev from Bulgaria who arrived in December in St. Maarten from Tenerife, after crossing the Atlantic on his 38' custom designed S/V *Bizone*. Kurtev, nicknamed Vasko, built *Bizone* in the early 1990s in Bulgaria together with his son. Due to the lack of well-stocked chandleries, Kurtev fabricated a great deal of the parts himself. He is an avid sailor and participated in 1984 in OSTAR (Observer Singlehanded Transatlantic Race from Plymouth, England to Newport, Rhode Island). Back then he sailed a 24-foot folkboat and finished in 40 days. www.islandwaterworld.com

Ernie Johnson will attend the June HIHO event

PHOTO COURTESY OF HIGHLAND SPRING HIHO



Highland Spring HIHO to Feature Stand Up Paddle Racing

The 2010 seven-day HIHO windsurfing event that visits multiple islands in the British Virgin Islands is set for June 26-July 4, to start and finish at the Moorings resort marina on Tortola. This year's event will feature a new sport. "Stand up paddle boarding (SUP) is the hottest trend on the water," said Andy Morrell, who won the HIHO event in 1986 and started running it through his company, Ocean Promotions, in 1993. The SUP portion of the event will run alongside the windsurfing racing; each day there will separate starts for each class, and separate courses. *For entry information: www.go-hiho.com or call 284-494-0337.*

Moorings Extends Reservation Staffing to Weekends

The Moorings yacht charter company announced in January new hours of operation that make in-house Vacation Planning Specialists available seven days a week for prospective charterers. Agents now can be reached by U.S. callers at a toll free number, 800-535-7289, during these new times: Monday – Friday: 8 a.m. to 9 p.m. ET, Saturday – Sunday: 10 a.m. to 2 p.m. ET. The website, www.moorings.com, is available 24 hours a day with online booking and quoting capabilities; destination overviews with customer reviews, photos, videos and sample itineraries; fleet specifications; and virtual tours.

New Location for Caribbean Yachts in St. Martin

Stephane Legendre, formerly based at marina Fort Louis, sent word of his new office location at Marina Port La Royale of Marigot. Legendre is well known as the organizer of the Transcaribes Rallye. His phone number remains +590 (0) 690 760 100. www.caribbean-yachts.com

PHOTO BY CLEMENS VAN DER WERF

**Rosebud/Team DYT Wins
2009 US-IRC Gulf Stream Series**

Rosebud/Team DYT, the Farr-designed STP65 sailed by owner Roger Sturgeon of Fort Lauderdale, Fla., won the 2009 US-IRC Gulf Stream Series (GSS) Trophy after finishing first in several major events last year including the Pineapple Cup Montego Bay Race. The award will be presented next summer at the New York Yacht Club Race Week at Newport. Finishing second overall for the 2009 US-IRC GSS series was *Privateer*, a Cookson 50 owned and skippered by Ron O'Hanley (Ipswich, MA.)

Nineteen events will make up the 2010 GSS (an increase of three events over last year), including the second running of the RORC's Caribbean 600 out of Antigua last month. The US-IRC Gulf Stream Series (GSS) is America's only year-long racing series that spans the entire East Coast of the U.S.A. and Caribbean islands and returns for its fifth annual running in 2010. For more information on the US-IRC Gulf Stream Series: www.us-irc.org or contact Luiz Kahl at luiz@us-irc.org.



**New Marine Industry
Survey for USVI**

In December, the Virgin Islands government put out a Marine Industry Survey for the first time in almost 20 years. The goal of the survey is to find holes in the infrastructure of the yachting industry in the USVI. The government hopes the results of the survey will help the newly-created Marine Economic Development Council to address the most pressing issues of the boating community. —Andrea Bailey

**It's Still out There:
Win that Free Bottom Job**

Sea Hawk Paints' Treasure Hunt promotion is still going on. "The Grand Prize ticket is still out there and no one has claimed the prize of a free haul out yet," said a Sea Hawk representative in late January. The company has been giving away a treasure chest of prizes to launch their new paint,

Islands 77 Plus. With every gallon purchased through a participating Sea Hawk Paint dealer, customers receive a Scratch-Off Instant Win ticket. There are prizes, gift certificates and the grand prize of a free bottom job with haul out and Sea Hawk Paint (up to \$2,500 value) still waiting for winners. See your local Sea Hawk Paint dealer or visit www.SeaHawkPaints.com for details.

Sea Hawk
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Islands 77 Plus

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www.SeaHawkPaints.com
Bottom Line – It Works Better!

EVENT CALENDAR

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

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 4/8 Antibes Yacht Show | **Boat Show**
antibesyachtshow.com | info@antibesyachtshow.com

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- Dinghy Sailing Instruction for Adults & Jrs. Dinghy Racing with Beach BBQ

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3/13-14
 AYC Annual Laser Open | **Sailing**
antiguayachtclub.com | yachtclub@candw.ag

4/15-20
 Antigua Classic Yacht Regatta | **Classic Yacht**
antiguayachtclub.com | yachtclub@candw.ag

4/24-5/3
 Antigua Sailing Week | **Sailing**
sailingweek.com | santossailingweek@candw.ag

 **BEQUIA**
 4/2-5 Bequia Easter Regatta | **Sailing**
begos.com/easterregatta | bsc@caribsurf.com

 **BRITISH VIRGIN ISLANDS**
 3/5-8 13th Annual Dark and Stormy Regatta | **Sailing**
weyc.net | mcmechanics@surfbvi.com

3/15-20
 BEYC Nautor Swan Rendezvous | **Sailing**
beyc.com | info@beyc.com

3/29-4/10
 BVI Spring Regatta & Sailing Festival | **Sailing**
bvispringregatta.org | info@bvispringregatta.org

4/28-5/1
 Fountaine Pajot Owner's Rendez Vous 2010
Cruising Rally | horizonyachtcharters.com
helene.de.fontainieu@fountaine-pajot.com

 **DOMINICAN REPUBLIC**
4/21-24
 Farr 40 Worlds 2010 | **Sailing** | farr40.org

 **GRENADE**
3/4-7
 Grenada Classic Yacht Regatta | **Sailing**
grenadaclassicregatta.gd | shipwrights@spiceisle.com

 **GUADELOUPE**
4/1-5
 Around Guadeloupe Regatta | **Sailing**
triskellcup.com | organisation@triskellcup.com

 **MARTINIQUE**
3/20-4/22
 Transcaribes – DR Haiti Jamaica Cuba | **Sailing**
transcaribes.com | contact@transcaribes.com

 **PUERTO RICO**
3/6
 420 | **Sailing** | nauticodesanjuan.com
vela@nauticodesanjuan.com

3/21-23
 1st Annual Puerto Rico Heineken Intl Regatta
Sailing | prheinekenregatta.com
info@culebrainternationalregatta.com

4/23-25
 2nd Palmas Del Mar Intl Billfish Tournament
Deep Sea Fishing | palmasdelmaryachtclub.com

 **ST. BARTH**
4/6-11
 Les Voiles de Saint-Barth | **Sailing**
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3/2
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Sailing | smyc.com

3/4-7
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3/20
 SMYC Multi Class Regatta | **Sailing** | smyc.com

4/2-3
 Quantum Easter Regatta | **Sailing** | smyc.com

4/18
 SMYC Keelboat Racing | **Sailing** | smyc.com

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 TTGFA Wahoo Tournament | **Deep Sea Fishing**
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4/21-24
 TTGFA Marlin Madness Tournament
Deep Sea Fishing
ttgfa.com | info@ttgfa.com

 **UNITED STATES VIRGIN ISLANDS**
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 37th Annual Intl Rolex Regatta | **Sailing**
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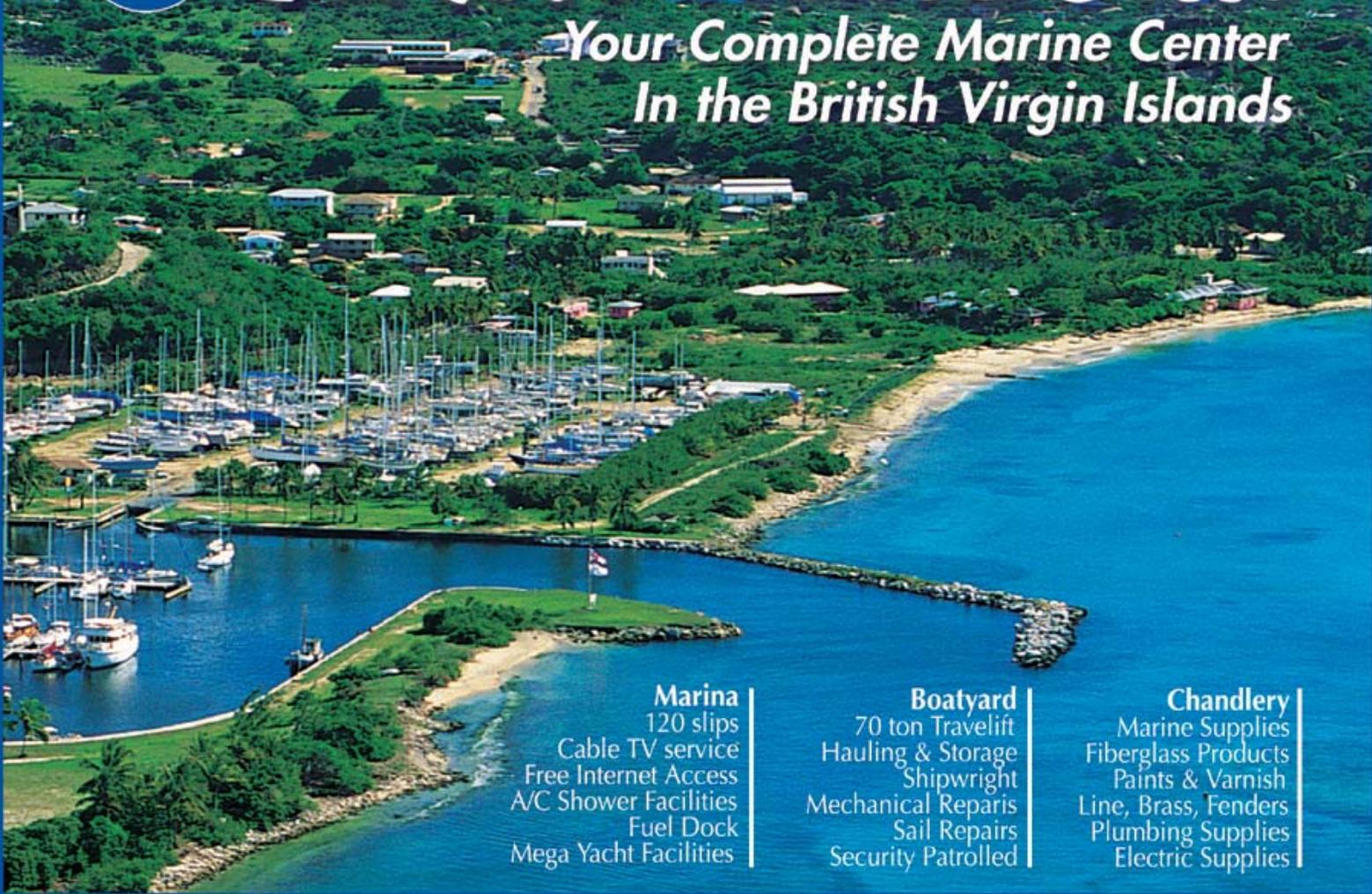
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YACHT CLUB NEWS

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Royal British Virgin Islands Yacht Club

The club recently welcomed Kieren Williamson, who hails from Ryde on the Isle of Wight in the UK, as new Director of Sailing. Kieren started sailing when he was eight and joined the Royal Navy at the age of 18 on nuclear submarines and got into "big boat" sailing then. His wife Kelly, an accountant for Sunsail, had an opportunity to travel abroad with the company, which is how Kieren arrived in the BVI. After teaching people to sail for years, Kieren became a RYA/ASA qualified instructor shortly before arriving in the BVI in 2008. Welcome, Kieren!



PHOTO COURTESY OF ST. MAARTEN YACHT CLUB

St. Maarten Yacht Club

Commodore Robbie Ferron reported at the end of the old year to the club's membership on a great 2009 that included well-functioning committees: Building Committee (Chairman Rob Gilders), Social Committee (Elona Philips), Youth Sailing Committee (Ernst Looser), and Keel Boat Committee (Ian Hope Ross). "Our premises have been upgraded; we have extended our clubhouse, thanks to super builder ex-Commodore Frank Hoedemaker ... the entrance has been upgraded and looks far more present-

able than before. Petra has done dozens of little upgrades all around the club. The gardening is being done and our furniture has been replaced. The kitchen has been significantly upgraded and ready for peak action. Our docks are larger: we have extended the dock on the north end and have a nice floating dock and docks that are being well used. The social programme of the yacht club is better than ever. Our keel boat racing is on track, has a great programme laid out and is being managed by persons determined not to fail." In summary, the Commodore said, the club is in great shape for this month's 30th Heineken Regatta.

"But there is one development that should be heralded more than others. That is the great Silver fleet Optimist group that has assembled itself with the assistance of our coaches Maaik and Remy. If we can keep these kids sailing we are going to have a very active and energized yacht club," Ferron advised, asking all members to continue showing support to the junior sailors. And, in fact, the St. Maarten Optimist sailors "cleaned up" shortly thereafter at the Anguilla Dinghy Regatta in January. Silver Fleet sailors Nathan Smith, Ferdinand Unser, Ilian Halbertsma and Kevin Salem, took the top four slots. Seven-year old Smith was St Maartens' youngest participant. In the Gold Fleet, 13-year old Rhone Findlay took first, defending his title, and nine-year old Alec Scarabelli took second place, defeating the competition from St. Barth.



Carols afloat in St. Lucia

PHOTO COURTESY OF DANIELLE DEROUCK

St. Lucia Yacht Club

Sailing Instructor Callum of the SLYC reported on the club's inaugural "Carol's Afloat" held on December 22. "Thirteen uniquely decorated boats and two IGY RBM boats participated in what was hopefully the first of many Carols Afloat Christmas events. The boats that participated brought the joy that is Christmas spirit from their hearts and souls to many boats around the Rodney Bay Area.

On Tuesday afternoon, if you happened to be passing the IGY Rodney Bay Marina around 4.30 p.m., a great many preparations could be seen, be it large inflatable Santas (palm tree included) or as many large decorative flags as could possibly be acquired from various sources!

"The 15 boats participating met outside the entrance to the Rodney Bay Marina, craft participating ranged in size and shape from the lead boat *Hullabaloo* through various sizes of yachts (some of which had only just arrived on island through the ARC event last month) down to the St Lucia Yacht Club's crew on board *Lucia*, an Impulse 21 keelboat.

"Come 6 p.m., the whole graceful procession set off with our in-house DJ piping an eclectic mix of traditional carols with a few carib vibes mixed in for good measure.

"After tying up, all crews converged on H2O restaurant and bar for the Prize giving and free beer, courtesy of Heineken brewery. Prizes, donated by local companies, were given to the best decorated, most improvised, best crew uniform as well as a whole host of others!

"Special thanks goes to IGY Rodney Bay Marina (free birth for the night for the participating boats & DJ Mickey), St. Lucia Yacht Club, all sponsors and the boats: *Hullabaloo*, *Lucia*, *Catar*, *Kaiso*, *Gizmo*, *Nomad*, *One Time*, *Boldly Go*, *Reel Extreme*, *Twice Eleven*, *Guiding Light*, *Fair Encounter*, *Endless Summer* and both IGY boats that participated. I'm sure that next year the fun will continue and for many years to come."

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

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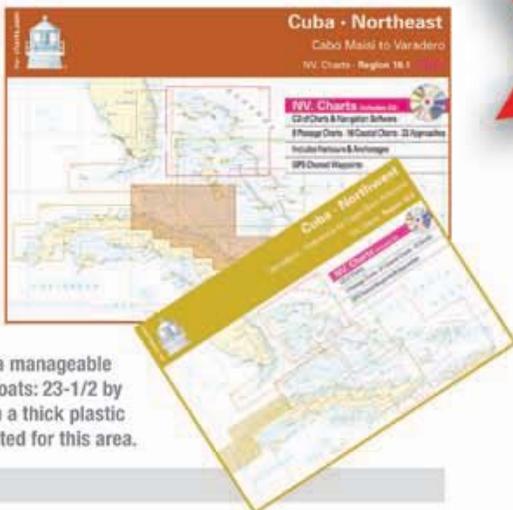
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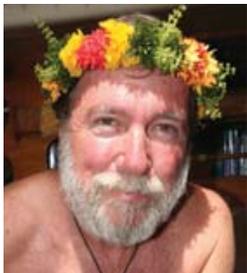
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THE LIGHTER SIDE OF AIS

COPYRIGHT 2010 BY CAP'N FATTY GOODLANDER

The biggest advance in marine electronics in recent history is the Automatic Identification System—commonly referred to as AIS. While such electronic tracking units were almost non-existent on pleasure craft two years ago, they are now on virtually every ocean-going yacht in the world. That's an amazingly fast global acceptance. Why? Because AIS is cheap, doesn't draw much power and works perfectly. All Class A vessels (99.9% of all ships offshore) are required by law to have one.

This means that every ship I recently encountered while crossing the Indian Ocean appeared on my collision-avoidance AIS long before I saw it visually. And I had immediate access to all its nav data: position, course, speed ... even how close, and at exactly what time, it would approach my vessel. (Name, cargo, destination, and dimensions too!)

AIS has almost eliminated collision at sea between freighters and small ocean-going pleasure craft. Excellent, right?

Right!

Alas, every silver cloud has a dark lining—at least aboard our world-weary 38 foot sloop, *Wild Card*. My wife now can't seem to understand why I insist that she "looks out" while on look-out—when we have an ever vigilant, never-blinking machine which does a far, far better job of it.

"...and besides," she says with a goofy smile, "the AIS can't physically comfort and console the skipper, can it? Shouldn't I be using my carefully-honed womanly skills to your maximum benefit—human skills the AIS utterly lacks? Isn't that logical, Fatty?"

That's the problem with marrying a smart woman—I never quite know when she's running circles around my little pea-brain (but suspect it is most of the time).

"No," I say coldly. "I know where this is leading ... and you CAN NOT stand watch while in your bunk sleeping, Carolyn! I mean, standing a watch is called standing a watch because you're supposed to watch, honey. Ocean-sailing isn't a video game to be tel-net-accessed via our NEMA-interfaced nav computer ..."

"... I never wear my eye glasses anyway," she pouted. "... can't see the bow of the boat, really. Can't even see you. Why, you look like a handsome guy with a white beard ... that's how bad my eyesight is!"

There she goes again, running intellectual circles around me. Was that 'handsome' crack a compliment or an insult?

"... besides," she says, "all that wind and salt air messes up my hair."

Ah! She knows she's on safer ground while retreating to such traditional female complaints.

I'll admit I made a major mistake while installing my AIS unit. It had an outlet for an external alarm—and I stupidly hooked it up to my existing onboard burglar alarm system. Now every time a ship gets within 20 miles of us, strobes flash and sirens blare.

To say my siren is loud is to make a vast understatement. It is 'awaken-the-dead' loud. It is "paralyze-all-thought" loud. It is "pee-your-pants" loud.

This "alarm event" generally levitates both of us out of our bunks in stark-raving, stark-naked terror—and ruins our night vision at the same time. (This is assuming we don't die of cardiac arrest.)

Of course, one of the primary reasons I purchased the AIS is so that I could sleep sounder. Alas, this hasn't worked out exactly as I planned.

First, a little nautical history lesson: traditionally, yachtsmen have felt extremely grateful to freighters—especially during the "where the hell am I?" celestial navigation days of yesteryear.

The crews of the freighters were, in turn, a tad condescending. Why shouldn't they have been—with each passing yacht constantly begging for position reports, demanding to know which ocean they were transiting, or even which hemisphere they'd stumbled upon.

Thus, freighters often didn't respond to non-specific VHF calls. For example, say a super tanker was about to run down a 24 foot sloop named *Eggshell* and the *Eggshell* called on VHF " ... the large menacing vessel about to run us over," ... the freighter wouldn't respond—but rather would just watch its wake for the resulting jetsam ... to satisfactory conclude the encounter.

Nowadays, thanks to AIS, we know the precise length, beam and draft of the tanker—as well as its exact name.

Thus, whenever my wife is slightly bored at sea, she just "chats up" a nearby freighter for some "harmless VHF flirting," as she happily calls it.

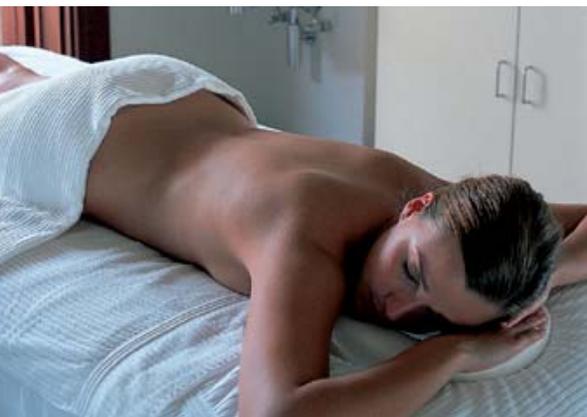
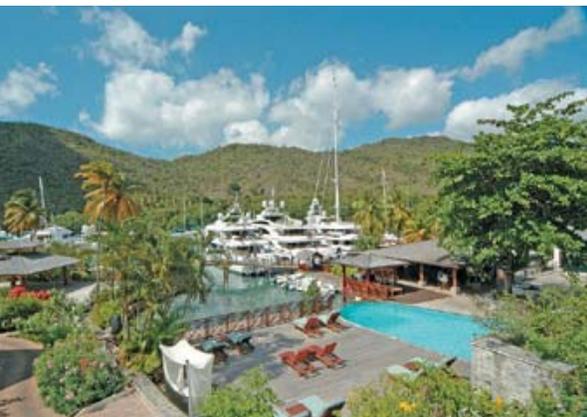
"This is the sailing vessel *Wild Card*," she growls seductively, "calling the *Petroleum Oppressor of Saudi Arabia* ... switch to 69, please?"

She likes talking to Muslim vessels in particular—hinting that her armpits are showing and she wears no scarf. (Her radio handle during these sessions is The Fabulous Fatima—she has, alas, no religious shame!)

Our AIS unit is just a receiver—it isn't a Class B transponder which transmits. Thus, we can see the ships on our AIS but they can't see us on their units. Which is strange, really. I mean, I'm grateful for AIS and often tell the freighters I contact on VHF exactly that ... which would kinda be like hearing over your car CB that all the cars around you at night appreciate that you have your headlights on ... even though they don't.

Continued on page 21

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Continued from page 18

And if the fun-loving crew of an AIS-equipped yacht is feeling frisky they can play the increasingly popular game of "hide and seek" with the larger, sightless craft. The rules of the game? Anything goes, at least for the sailboat.

"Ahoy Exxon Profiteer," I heard one yachtie crooning into his mic, "we're the floating flotilla of malpractice lawyers in search of a corporation with deep pockets to sue ... just under your port bow!"

This will get even the most jaded freighter-jockey's attention—and, obviously, those tin cans can turn faster than you think.

Such precise technology encourages far more "close encounters" than ever before. It used to be, if we got within two miles of a ship I was sweating bullets. Now, I stumble on

deck at night as the slab side of a bulk-carrier slides by menacingly, and Carolyn says sleepily, "...no problem ... 2.5, on our port side."

"That's not two miles away," I say in shocked awe as I look straight up its rusty, engine-rumbling topsides.

"... meters," Carolyn says nonchalantly while applying her nail polish at the nav table, "2.5 meters!"

Can AIS units be improved? Probably. Carolyn would like a "vibrating pillow" option as a more user-friendly alarm device. I'd like to see, ultimately, the AIS info page sort of merge with Facebook ... so I'd know such things as, well, if any of the crew members dig Bob Dylan or Linda Lovelace—or even Harvey Milk for that matter.

Of course, someday I want to have a Class B transponder aboard *Wild Card*—but instead of such boring, dumb detail-thingsies as length, draft and beam ... I'll use the digi-space to flog my latest book. I mean, many passing freighters are hooked to the internet already ... while shouldn't their literature-starved crews be encouraged to download an eBook edition of "Chasing the Horizons" or "All at Sea Yarns" from Amazon.com to their Kindles?

... and why should AIS units be restricted to boats? Why not elephants and bullies and bill collectors? Or pedophiles? And right now, the list of items and locations which can be targets is restricted to registered vessels, nav aids and wrecks ... why not allow harborside bars, brothels and bed & breakfast establishments in on the AIS fun? We yachties are always being accused of being too elitist ... might not these commercial inclusions help our international "we're-the-same-as-poor-people-only-richer" campaign?

The bottom line is that AIS is here to stay. And I'm all for it. Don't listen to my smart-alecky wife who tells unsuspecting landlubbers the initials stand for Asinine Insecure Skipper! Or Absolutely Insane Scribe. Or Admittedly Infantile Sailor. The reality is that she's an Aging, Irritable Spouse!

Editor's note: The *Wild Cards* are currently cruising the Maldives (Indian Ocean) while gathering their courage for the next leg to Oman.

Cap'n Fatty Goodlander lives aboard *Wild Card* with his wife Carolyn and cruises throughout the world. He is the author of "Chasing the Horizon" by American Paradise Publishing, "Seadogs, Clowns and Gypsies," "The Collected Fat" and his newest, "All at Sea Yarns." For more Fat-flashes, see fattygoodlander.com.

"... and why should AIS units be restricted to boats? Why not elephants and bullies and bill collectors? Or pedophiles? ... "

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CARIBBEAN KIDS EXCEL AT THE ORANGE BOWL

INTERNATIONAL YOUTH REGATTA DRAWS 731 SAILORS

BY CAROL M. BAREUTHER, RD

The waters of Biscayne Bay were awash in boats and marine life during the 40th annual Orange Bowl International Youth Regatta, hosted out of Miami, Florida's Coral Reef Yacht Club December 26 to 30. First, there were the record 731 junior sailors helming Optimists, Lasers, Club 420s and International 420s. Then, there were coach boats of all shapes and sizes and a fleet of both sail and power spectator boats. Finally, a pod of Atlantic bottlenose dolphins decided they'd call the 420 fleet home.



Puerto Rico's Raul Rios and crew, Rogelio Fernandez (striped shirt) receive their awards

PHOTO BY MERCEDES RIOS

On this international stage—the largest youth regatta in the United States with 17 countries attending—several Caribbean sailors put our region on the map with their sailing prowess. This was no mean feat, as temperatures dropped into the 40s at daybreak, and several national, continental and world champions filled the ranks.

The Laser fleet, which was divided into 4.7s, Radials and Full Rigs, had 192 competitors. Just van Aanholt from Curacao won the 32-boat Laser 4.7 class.

"I don't have a secret to my success," said Van Aanholt. "I have just been sailing consistently. My direct opponents, Maximilian Stein from Germany and Juanky Perdomo from Puerto Rico, both had OCS's and I managed to stay clear." Perdomo, an accomplished Optimist sailor who has just transitioned to Lasers, finished third.

This was the first year event organizers included an International 420 dinghy event and 22 teams participated. Puerto Rico's Raul Rios, sailing with crew Rogelio Fernandez, finished second in I-420s.

"Well, the key really is training hard and being organized in the water and on land," said Rios, who will compete next in the ISAF Youth Worlds in Turkey this summer. "I think these two factors, combined with a good plan, were crucial to doing well at the Orange Bowl."

In the 90-boat Club 420 fleet, Tyler Rice (St. Thomas) and Billy Gibbons (St. Croix) finished third after four days and 12 races.

"Our boat speed was definitely a big factor," said Rice. "We had a little more knowledge in the boat than most. Billy did the whole Optimist circuit when he was younger and is a good skipper in his own right. I guess you'd say we had two skippers on boats, two heads making all the tactical decisions, and it worked."

The 223-boat Optimist fleet was so big that race organizers split it in two. In the end, Arthur Fortune from Guadeloupe, who represented the Yacht Club of Cannes, finished 10th overall and eighth in the 13- to 15-year-old Red Fleet.

Many other Caribbean sailors, who didn't take home medals, did post fantastic finishes. For example, St. Thomas' Olin Davis and Beverlene Elmer from Washington state finished eighth in the Club 420s, while St. Thomas' Nikki Barnes and St. John's Ian Coyle ended 7th in the International 420 Class. St. John's Max Nickbarg finished fifth in the Laser Full Rig class and St. Thomas' Ian Barrows earned seventh place in Laser Radials. In the Optimist Blue (age 11 and 12) fleet, Trinidad's Derek Poon Tip finished 11th while Curacao's Odile van Aanholt ended 12th.

For complete results, visit www.coralreefyachtclub.org.



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

TRINIDAD SAILING SCHEME PRODUCES FAST RESULTS

The new T&T National Sailing Scheme produced its first international victory after only two months. A team of two boys and two girls from Trinidad & Tobago Sailing Association, Optimist sailors Abigail Affoo, Kelly Ann Arrindell and Derek Poon Tip, together with Laser sailor Wesley Scott, went to the Orange Bowl in Miami. As part of the initial training program for the new National Sailing Scheme, the team spent two weeks before Christmas training for the event at TTSA in Chaguaramas under the guidance of visiting UK instructors Steve Jackson and Seb Godsmark.

Competition over the 12-race series was of an extremely high standard and races were hard fought. In race nine of the Optimist series, Derek Poon Tip put in a superb performance to come in first place ahead of over 200 other sailors. The final results saw all T&T sailors in the top third of the field, gaining just reward for their hard efforts in training and competition. Thanks go to SPORTT for helping to fund the team and the training program, which continues to go from strength to strength.

Report submitted by Trinidad & Tobago Sailing Association



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SPRING REGATTA PREVIEW

BY CAROL M. BAREUTHER, RD

Regatta season in the Caribbean continues to be 'hot' as winter gives way to spring in April, May and June. There are events in the north and south, for hardcore racers and cruising racers, as well as accompanying parties in every port. Here's a preview of what's happening (see www.allatsea.net for our January article on the first quarter's races and a full calendar.)

March 25-28: St Barthelemy Bucket. The Bucket is an invitational regatta, open to yachts over 100 feet (31 meters) L.O.A., organized by The Bucket Association, St. Barth, FWI. The event is affiliated with and sanctioned by the Federation Francais de Voile (FFV). www.bucketregattas.com

March 29-April 4: BVI Spring Regatta & Sailing Festival. Over 100 racing yachts are expected to compete in the April 2 to 4 BVI Spring Regatta, which follows the three-day Sailing Festival, a low-key warm-up to the main event. "In the exotic, big and sexy department we have word that a number of new boats will be joining us," says Linda Phillips, press direc-



Yeoman XXXII, Racing A, rounds the weather mark at the start of the Round Virgin Gorda Race

clubs from around the world are invited to send teams; and an additional Performance Cruiser class. www.bvispringregatta.org

April 1-5: Around Guadeloupe Regatta. Sail around the archipelago of Guadeloupe and enjoy a party in every port, while sampling the folklore, customary Ti Punch and traditional Zouk music of this French West Indian island over the Easter holiday. "We expect between 45 to 60 boats, everything from mono and multihulls to sport boats like Hobie 18s," says Jean Michel Marziou, president of the Triskell organization. The event departs from Marina Bas Du Fort, Pointe a Pitre. www.triskellcup.com

April 2-5: Bequia Easter Regatta. A record 50-plus yachts, everything from one-design sport boats to a fleet of sprit-rigged double enders from Bequia and the Grenadines, will compete in this annual holiday regatta. "What's new and exciting for this year is the J24 Southern Caribbean Champion being crowned in Bequia," says Nicola Redway. The J24 Class, started in 2005, has become a magnet for J24s throughout the region. Like last year, there will also be a one-design class for the 26-foot French Surprise, which draws many entrants from Martinique. Festivities include daily prizegiving at local venues and live music. Layday fun includes the popular crazy craft race and sandcastle building competition for the kids. www.begos.com/easterregatta

April 6-11: Les Voiles de St. Barth. Classic, Superyachts, Racer-Cruisers and Racing Multihulls will converge on St. Barth for this inaugural weeklong event. "We hope that for this maiden event that no fewer than a hundred of the greatest yachts will be appearing here," reports race director Luc Poupon. America's Cup skippers like Peter Holmberg and Russell Coutts will drive some of the most spectacular yachts, while famed photographer



Festivities ashore are popular in Bequia, as at all Caribbean regattas

PHOTO COURTESY OF BEQUIA SAILING CLUB

tor. *Bella Pita*, a Trip 75 with a deep lifting keel complimented by 1250 liters of seawater ballast; *Ran 2*, a 72-footer owned by Skype founder, Niklas Zennström; and *Titan 15*, Tom Hill's new Reichel Pugh 75, are a few of the new entries. "The big boats will be doing a lot of island touring with all of the classes having a say in what types of courses they sail," says Phillips. New this year, are the addition of the BVI Windsurfing Championship; the International Yacht Club Challenge, where yacht

Patrick Demarchelier will catch the action. On shore, there will be a special village for nightly festivities. www.lesvoilesdesaintbarth.com

April 15-20: Antigua Classic Yacht Regatta. Serious racers and family cruisers come out for this classic yacht regatta. "We will probably have between 50 and 60 yachts this year," says chairman, Kenny Coombs. www.antiguaclassics.com

April 24-30: Antigua Sailing Week. A new tweaked format reintroducing lay day and the Dickenson Bay Beach Bash is what sailors will find this year. Serious big boat racers will especially enjoy the Ocean Series, a three-race series that includes the Guadeloupe to Antigua Race (April 23), Yachting World Round the Island Race (April 25), and Round Redonda Race (April 28). Key players such as *ICAP Leopard* and *Sojana* have already indicated interest. This year, three British Services Transglobe 67ft steel-hulled, former BT Global Challenge yachts, will also compete. www.sailingweek.com

May 7-9: Anguilla Regatta. Both traditional wooden race boats and fiberglass production boats are featured at this event. Sailors can go 'mix up' and try racing a type of boat they've never sailed before. www.anguillaregatta.com

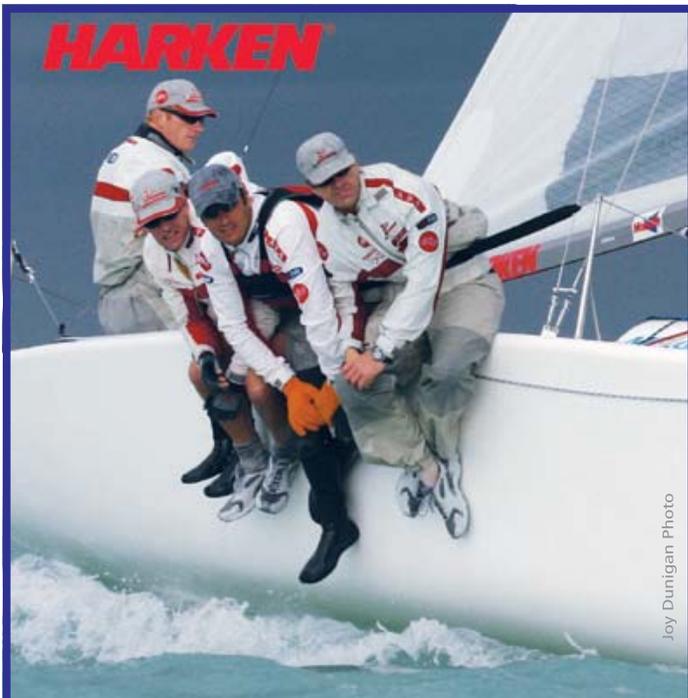
May 13-16: 25th Annual Mount Gay Boatyard Regatta, Barbados. Racing, cruising, J24 One-Design and Multihulls are invited to race in the annual event, sailed in Carlisle Bay. Enter and earn the right to wear the distinctive red cap. www.sailbarbados.com/events_MG.html



Sojana at Antigua last year

May 28-30: Puerto Rico Vela Cup. Some 50 yachts are expected to compete in this third annual event at the Yacht Club Palmas del Mar, ranging from big boats to Snipes and Hobie Cats. All registered sailors receive a free boat slip and breakfast. "Each class will be very competitive, but only one sailing crew will win the Cup," says Ivonne Paniagua. Festivities include live music, a fashion show, raffles and Puerto Rican Rum and wine tasting. www.puertoricovelacup.com

June 25-27: Statia/Nevis Offshore Regatta. "This is fun because the race officers fly to Statia and Nevis in their own planes," says Petra Gilders, of the host St. Maarten Yacht Club. "Last year, a seriously fast catamaran, *Karibuni*, actually beat the planes to their destinations!" This regatta is open to all classes. www.smyc.com



Joy Dunigan Photo

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2008- Winner, Puerto Calero RC44 Gold Cup, Team Ceeref

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ONBOARD WATERMAKERS, PART III

INVESTMENT & LONG-TERM MAINTENANCE

BY ANDY SCHELL

In *All at Sea's* final installment on watermakers for cruising boats, we examine the initial investment, installation and long-term maintenance involved in a typical sea-going desalination unit. ECHO Marine in Trinidad, makers of the ECHOTec watermakers, provided many of the technical details, through their comprehensive website and through interviews with managing director Michael Bauza. We also gleaned information from conversations with liveaboard cruisers, not necessarily with ECHOTec units.

Initial Investment

Of course, the initial investment on the unit is going to depend primarily on the desired output, which in turn depends on the boat, its occupants and their intended cruising plans. As we did in the February issue, we'll examine units capable of providing a cruising couple with a comfortable output of fresh water for regular showers, drinking and cooking, dishwashing, occasional laundry, etc. for a sailboat in the 40-50 foot range. Many cruisers I spoke with at the recently completed Atlantic Rally for Cruisers (ARC) in St. Lucia fit into this category, and most were indeed equipped with watermakers from a range of producers. None regretted their installation.

The only major decisions in purchasing a unit are the required output of fresh water and the power source (12/24V DC, AC or belt-driven).

The average cruising couple should expect to use between eight and thirteen gallons of fresh water per day. However, regardless of conservation efforts, Bauza recommends, "fitting the largest system you can afford." Several of the ARC participants were thankful to have a large system during the crossing from Las Palmas, as ocean-sailing yachts tend to carry more crew to maintain a comfortable watch rotation.

ECHOTec's 12/24V DC systems range in output from 8 ½ up to 32 gallons per hour, with prices in the neighborhood of \$5-6,000 for the complete package. The belt-driven systems, which Bauza recommends for yachts that use their engine as a primary means of battery charging, provide greater output—ranging from 16 to 60 gallons per hour—but come at a higher price tag, from \$5,000 to nearly \$8,000. Though the initial investment is high (ARC yachts with other systems reported similar prices), the long-term financial benefits in countries where water is scarce and expensive can make the investment pay for itself.

Installation

The installation of a watermaker is like any piece of major onboard equipment, in that it requires a large time commitment from the do-it-yourself sailor. However, ECHOTec and Spectra, as well as the ARC sailors, all stress that DIY installations are indeed doable, with a basic understanding of mechanics (and perhaps a six-pack of cold beer). The major differences between system installations stem from the various power sources available.

Long-Term Maintenance

All watermakers are like any relatively complicated system, and regular maintenance is required to keep everything running smoothly. Simple maintenance procedures include checking and tightening fittings as needed, only operating the system in "clean" water (most importantly free from chemicals and oil pollutants), and keeping the high-pressure pump topped up with clean gearbox oil.



Filling the onboard tank with water hauled from shore

PHOTOS COURTESY OF LIESBET COLLAERT

Sailors (and others on board) need fresh water daily



Additionally, Bauza stresses the need for proper operation; the reverse osmosis membrane requires its own care, specifically when leaving the system shut down over extended time periods. When leaving the boat for more than ten days, you must flush the membrane with a biocide solution to prevent the growth of microorganisms. This process effectively “winterizes” the system for up to ten months. Similarly, regularly flushing the system both after winterization and at regular intervals ensures clean components, clean water, and greater output. By following these and the rest of the scheduled maintenance items recommended by the manufacturer, a newly install watermaker can “last the yacht’s lifetime or more than 20 years,” according to Bauza of ECHOTec.

Conclusion

As a cruising sailor, deciding to purchase and install any new system can be a challenging and often expensive task. Watermakers, in operation for over 40 years, are recently gaining even greater popularity among cruisers wishing to remain completely self-sufficient on the high seas. With the promise of fresh drinking water, clean laundry and a daily shower, a watermaker just may become your most beloved piece of equipment onboard.

Andy Schell is a professional captain and freelance writer, based in the Caribbean, Annapolis and Stockholm, depending on the season. Contact him at andy.schell125@gmail.com or www.fathersonsailing.com.



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WHAT'S IN YOUR SAIL REPAIR TOOLKIT?

TIPS FOR QUICK FIXES AT SEA

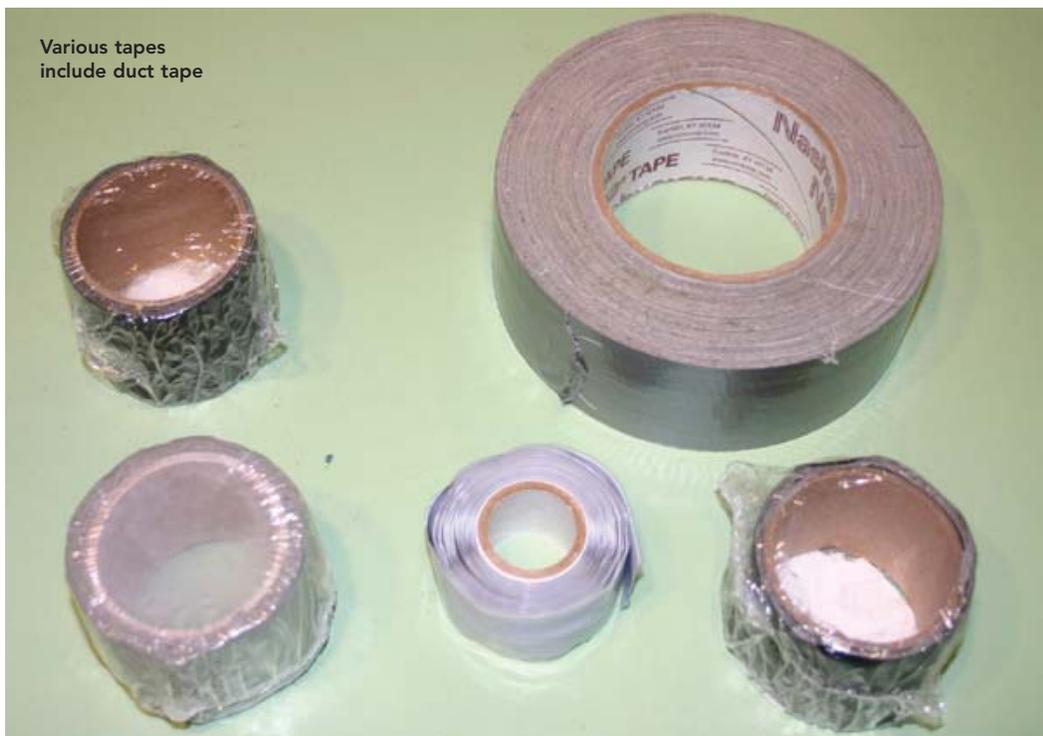
ARTICLE AND PHOTOS BY ROGER MARSHALL

When you buy a sailboat you need to make sail decisions. The first decision comes down to where you sail. If you stay in your local area then any sailcloth can be selected, with the size of your wallet being the only restriction. If you are going to cruise the world, select Dacron sail material. Dacron can be repaired in Cape Town, just as easily as it can be in Newport or New Zealand.

Decide what tools and repair material that your boat will carry for sail repairs, including at least one roll of pressure-sensitive adhesive (PSA) tape (often called Ripstop or Stickyback). You should carry some other basics: a square yard or two of Dacron, maybe a yard or two of spinnaker nylon to suit the spinnakers or light-air sails, some rolls of thread, a few needles, and a single seaming palm. A yacht leaving on a transoceanic trip might carry a sewing machine (hand or power driven) with a variety of suitable needles, a roping palm, sail maker's tools (and possibly rigger's tools), plus a few yards of Dacron or nylon of a weight to suit the sail inventory.

Most sails rip for two reasons. The first is that it catches on something on the rig and tears. The second is that the sail is old and the material has degraded. In both cases you will have a ragged edge. Drying the sail, then applying PSA is the easiest and fastest solution while at sea. After

Various tapes include duct tape



Roping and seaming palms



you've applied the tape, sew over the rip using a zig-zag stitch.

If you are out for the weekend and your sail tears, repair it as soon as possible. If you don't repair a small rip there is a good chance that it will grow. Sails don't usually rip when you are sailing, unless the boat is pitching hard and throw-



Twines

ing lots of water or spray into the sail. Most often a sail rips during a maneuver or when it flogs. (In the old days, a way for sail makers to test the endurance of a sail fabric was to tie a strip of sailcloth to their car antenna and drive for a few miles. The flogging from flapping in the breeze very quickly broke own the sail fabric.)

Flogging degrades sail fabric faster than any other factor.

When repairing sails, use the smallest needle and thread consistent with the strength of the material. A large needle and humongous thread makes big holes in the material, and often an old sail or awning will rip along the sewing line when a large needle and thread are used.

If the sail has a large hole, use a piece of fabric to cover the hole. Tape the edges with PSA tape and then sew the patch to the sail fabric. This gives you a stronger patch than if you cut the patch larger than the hole and simply sew it to the sail. Remember, too, that when you get to port, a sail maker will redo the repair that you made.



Beeswax and tarred line

When sewing two edges together by hand, use a zigzag stitch or herringbone darn so that the edges are held together firmly. If you are sewing two pieces of material together use a flat seam stitch. Stitches should be pulled hand taut, with each stitch as taut as the others. Rub down each seam after it is sewn to get the stitches to lie flat. Sewing ropes to canvas requires a special kind of stitch known as a roping stitch.

The best kind of stitching is done by a sewing machine. A heavy-duty home sewing machine will do many of the repairs that your sail covers, bimini, or sail bags require, but if you have to sew heavy sail fabrics, you will need a much heavier machine ... or the services of a sail maker.

Roger Marshall has written 14 boating-related books including his latest, "Fiberglass Repair Illustrated."



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SHOWDOWN FOR THE BLUEFIN

CONVENTION ON INTERNATIONAL TRADE IN ENDANGERED SPECIES MEETS THIS MONTH

BY BECKY A. BAUER

In November 2006, we published the second chapter of a series on commercial fishing, "One Fish Lost." (Readers can view the entire series on www.allatsea.net.) The species highlighted in that chapter was the Bluefin Tuna:

"One of the more desirous fish in the sea, the Bluefin tuna is highly prized in sushi and sashimi served to Japanese diners who are willing to pay exorbitant prices. In 2001, a Bluefin weighing 444 pounds was sold at a Japanese auction for US \$175,000 while the average price for a Bluefin of lesser size is around US \$45,000 ..."

"Prior to the early 1970s, Bluefin tuna meat was sold for around five cents per pound. With the increase in popularity of sushi and sashimi, particularly in Japan, the price soared and Bluefins have been hunted to the brink of extinction. Both the Western and Eastern Bluefins are red-listed by IUCN (the International Union for the Conservation of Nature and Natural Resources or World Conservation Union.) Current estimates put their populations at a mere 10% of pre-1970 numbers—a loss of 90% in less than 40 years."

"One Fish Lost" was written almost four years ago, yet little has changed that will insure the preservation of the Bluefin tuna; many scientists and conservationists believe the situation has actually worsened.

ICCAT, The International Commission for the Conservation of Atlantic Tunas, a multi-governmental organization charged with regulating tuna fisheries in a sustainable manner, was established in 1969. The preamble to ICCAT's founding charter states, "The Governments whose duly authorized representatives have subscribed hereto, considering their mutual interest in the populations of tuna and tuna-like fishes found in the Atlantic Ocean, and desiring to co-operate in maintaining the populations of these fishes at levels which will permit the maximum sustainable catch for food and other purposes, resolve to conclude a Convention for the conservation of the resources of tuna and tuna-like fishes of the Atlantic Ocean ..."

Yet, during the 40 years that ICCAT has allegedly managed Bluefin tuna catch limits, the Bluefin's populations have decreased by 80-90% depending on which scientific study one reviews. Why?

ICCAT's own scientific studies have repeatedly shown that the annually established catch limits are much too high for a sustainable fishery. In addition, ICCAT as well as individual member states' fisheries regulatory boards have long known that legal catches are under-reported and illegal Bluefin tuna catches are extremely high, estimated at 30-50% of the annually established legal limits, thus adding to the decimation of the species.

After attending ICCAT's 21st Commission meeting in Brazil this past November, Sue Lieberman, the director of international policy for the highly regarded Pew Environment Group stated, "Since its inception, the International Commission for the Conservation of Atlantic Tunas has been driven by short-term commercial fishing interests, not the conservation ethic implied by its name ..."

Based on ICCAT's almost non-existent record of regulating Bluefin tuna, some conservation groups now refer to ICCAT as the International Commission to Catch All Tuna. In response to international pressure, a result of ICCAT's disregard of science and some individual member countries imposing their own regulations in an attempt to rebuild the species, the commission agreed in 2007 to develop a multi-annual recovery plan.

This plan was to include reduced catch limits, area closures, particularly for the Eastern Bluefin in the Mediterranean, more accurate reporting of catches, and increased enforcement of rules and regulations. While catch limits were reduced, studies confirm the limits remain too high to support species recovery so Bluefin tuna move closer and closer extinction.

Because ICCAT persists in ignoring the science and fails miserably in enforcement, the last hope for Bluefin tuna appears to be approval of a proposal that will be submitted by Monaco during the March 2010 meeting of CITES. The Convention on International Trade in Endangered Species of Wild Fauna and Flora, an agency of the United Nations, will be asked to place both Eastern and Western Atlantic Bluefin tuna on the CITES Appendix 1 listing. An Appendix 1 listing would ban all international trade while preserving domestic fishing for local markets.

In the proposal Monaco states, "At this stage we believe that the time for CITES to intervene is long overdue ... ICCAT consistently set catch quotas above levels recommended by its scientists and the failure of its management measures is demonstrated by the continuously decreasing population."

Nations supporting Monaco's proposal include France, Germany, Britain, the Netherlands, and the United States. The US Department of Interior and NOAA have issued statements of support for a CITES Appendix 1 listing. Dr. Jane Lubchenco, NOAA administrator stated, "We are sending a clear and definitive statement to the international community that the status quo is not acceptable." Nicolas Sarkozy, the President of France, stated that France would support Monaco's CITES proposal. Many scientists, including ICCAT's, Dr. Russell Nelson of The Billfish Foundation, Dr. Sergei Tudela of World Wildlife Fund, and many, many others around the world support the CITES Appendix 1 listing—all stating that the Bluefin species will not survive if ICCAT maintains the status quo.





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BOATERS HELP HAITI

THE CARIBBEAN'S NAUTICAL COMMUNITY RESPONDS

BY CHRIS GOODIER



When the earth stopped shaking on Tuesday afternoon, January 12, the critical needs of the Haitian people resonated throughout the Caribbean's nautical community, where many have lived through aftereffects of far less deadly natural disasters.

Individuals, businesses, yacht clubs and marinas all sprung into action, some to send aid and others to raise funds. These are just a few examples we heard about during the first week:

Carmen Partridge, a boater on St. Thomas, U.S. Virgin Islands, listened to the news shortly after the disaster hit and thought, "I have to do something about this. I have to do what I can." She hit the ground running, found a plane and, 60 hours later, sent 12 medical professionals and more than 2500 pounds of supplies into Port au Prince. The USVI team brought order to the chaos at the Haitian Community Hospital, Freres, and its work, now known as USVI Haitian Relief, is ongoing. www.usvihaitianrelief.org

"There is no snow in the Virgin Islands but there sure was a snowball," said Partridge. "I started pushing it, and everyone I passed wanted to add to it. People were just looking for an opportunity to help."

Meanwhile, within two days of the earthquake, the Rotary Clubs of the BVI, which count many boaters among their members, re-established their existing links with the Rotary Clubs in Haiti and began to collect cash donations. The BVI Clubs, which have worked closely in the past with sailor and singer Michael "Beans" Gardner to support a school at Ile La Vache, Haiti, immediately pledged \$25,000 to start the effort.

Also two days after the disaster hit, sailor Don Weiss departed St. Thomas for Haiti to transport NBC and CBS reporters and perform a humanitarian mission, using his 82' catamaran *Catbird* which is based on the island for the charter season. Weiss posted information online encouraging other boaters to get involved through OceansWatch,

an international not-for-profit conservation organization that works with sailors, divers and scientists.

OceansWatch is helping coordinate efforts to have aid supplies reach Haiti by yacht, and in late January had organized a fleet of 15 yachts from Florida and the Caribbean to go into Haiti's small islands and coastal villages with supplies and medical teams. The group's site listed this contact email for boaters to use if they can help: donna@oceans-watch.org. "We have support now from the Coast Guard to bring in supplies by boat. The info email address puts the boats' in-



The USNS Comfort



formation directly on our databases,” said OceansWatch Director Donna Lange.

“For contact with field coordination and packets to get involved, they can email me, donna@donnalange.org,” Lange said. Sequoia Sun, the Executive Director of OceansWatch in North America, was planning to be on the first flotilla. “We need boats and supplies,” said Lange. “We are also looking to get supplies to the DR, Bahamas and Jamaica as they are closer. Once boats get to Haiti, they can resupply quicker from these points and return to Haiti.”

A yacht charter company began collecting money from customers. Sylvia Driver, Director of Horizon Yacht Charters BVI began encouraging charterers and their guests to make donations of US \$20. Horizon will deliver the donations they collect to the local Red Cross fund for earthquake victims—and match each one with an equal amount.

From January 16 to the 23rd, St. Maarten Yacht Club members donated tinned food, clothing, towels, sheets, buckets and cash for the Red Cross and the St. Maarten Haitian Relief Fund 2010. The staff at the club’s kitchen donated 50 cents on each bar and kitchen order filled on the Saturday following the earthquake to be added to the collection.

Yacht Haven Grande marina on St. Thomas held a fundraiser for Haiti relief, a free concert and raffle, on Saturday, January 23 to

Above and below: St. Thomas medical professionals boarded a donated flight a few days after the earthquake



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Yacht Haven Grande raised \$37,000 for Haiti relief in one evening

PHOTO BY CHRIS KENNAN

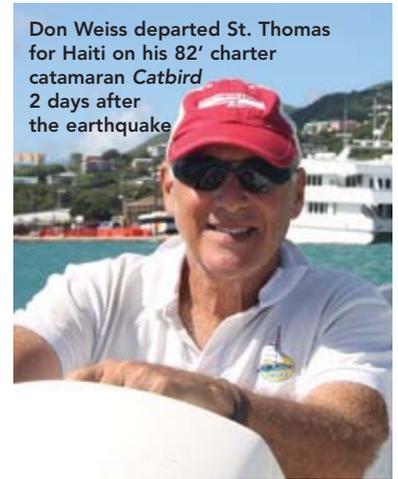
benefit the American Red Cross and raised \$37,000. Numerous marina-based companies and individuals donated services for a raffle and more than 2,000 people attended. "It was a truly wonderful and inspiring event for a cause close to all our hearts," said Kenny Jones, executive vice president, Marina Operations for Island Global Yacht-

ing, parent company of the marina.

The 894-foot *USNS Comfort* was part of our nautical community last year, visiting Haiti, the Dominican Republic and Antigua. The ship has one of the largest trauma facilities in the United States, 12 operating rooms and a bed capacity of 1,000. (TL and Harriet Linskey, boaters who

operate the literacy group Hands across the Sea, Inc. toured the *Comfort* last October and met Captain James Ware. See their website for more information on the *Comfort*: www.handsacrosstheasea.net.) Captain Ware and his crew of 850 arrived at Port au Prince on January 20 and began treating the most

urgent surgical patients. Big boats or small ones, clubs or companies, or simply motivated individuals—all have been united in the Caribbean this winter by a common goal—to give help to neighbors who need it. Send your stories of help for Haiti to: chrisgoodier@allatsea.net.



Don Weiss departed St. Thomas for Haiti on his 82' charter catamaran *Catbird* 2 days after the earthquake

PHOTO BY CHRIS KENNAN

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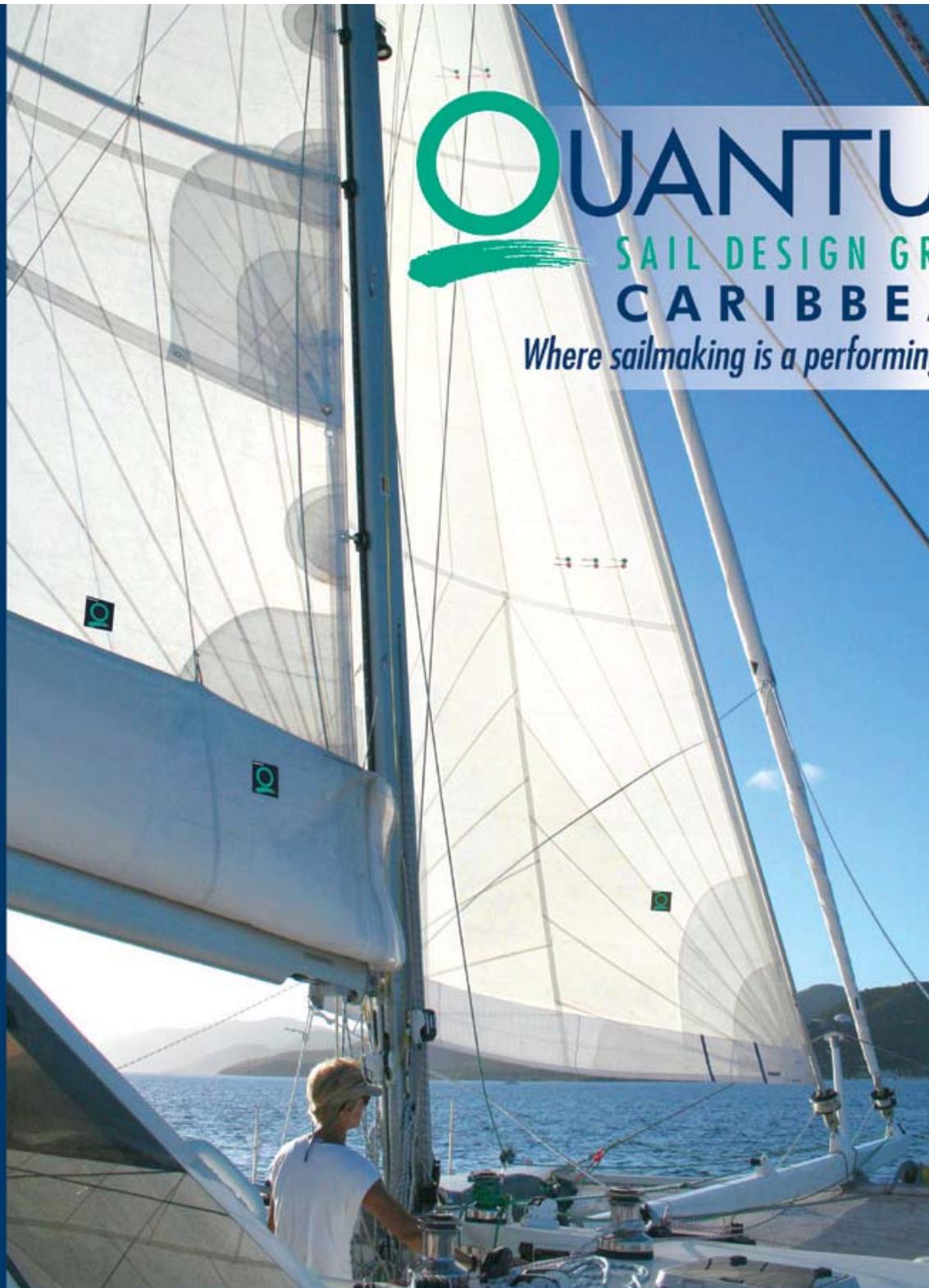
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PACK YOUR SEA BAG

WHAT SHOULD YOU TAKE ON A CHARTER VACATION?

BY JAN HEIN

The charter destination is chosen, your boat is booked and now it's time to pack for that long awaited Caribbean cruise. It's easy enough to throw a few swimsuits into a bag along with a hat, flip-flops and a couple of good reads but what will you bring for dinners ashore, the captain's birthday or that long-awaited sundowner celebration?

You'll want to have it all with you, including those tiny drink umbrellas. But hauling too much stuff, hoping it makes the plane, clearing it through customs and finding a place to stow it all adds an extra element of stress. On the other had, if you run out of underwear midweek or are forced to wear the same pair of blister-producing sandals every time you go ashore, you'll be wishing you'd brought some spares.

To learn about that perfect balance between packing too little and too much, I went in search of the experts who were anchored all around me in the BVI. Most charter guests

"You'll want to have it all with you, including those tiny drink umbrellas. But hauling too much stuff, hoping it makes the plane, clearing it through customs and finding a place to stow it all adds an extra element of stress."

guy also carry playing cards, games, their favorite munchies and, since it was the holiday season when I met them, they had Frosty the giant blow-up Snowman onboard. I didn't ask why.



Another crew wisely brings their own handheld GPS, a trick they learned one year when the unit on their bareboat broke. Some folks carry walkie-talkies to choreograph shore-side forays with the mother ship. One group swore they'd never again leave home without their own handheld VHF because the one on their boat didn't have a weather channel.

Other boat gear some sailors haul down from the frozen north includes sailing gloves, boat shoes, foul weather gear, personalized binoculars and a myriad of specialty flashlights. Expert divers bring their favorite masks and snorkels (but for the once-in-a-blue-moon snorkeler, good-enough gear is usually supplied by the charterer.)

Some answers to my question, "What's the best thing you brought along" were odd, but apparently true. Laurie Martin from Austin, Texas answered emphatically, "Oh, I know the answer to this: tweezers!" One of her crewmates thought it was the electric mosquito repellent gizmo, although they had yet to give it a try. The quietest member

I spoke with were veterans on their annual cruise, full of advice, opinions and some entertaining ideas.

A boatload of enthusiastic Canadian men topped their "must-have" list with a spotlight they use for locating mooring balls when they come in after dark and, handily, it doubles as illumination for the barbeque chef. These



Some sailors pack decorations for holiday cruising

PHOTO BY JAN HEIN

Continued on page 38

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Continued from page 36

of their team looked lovingly at his fiancé and replied, "The best thing? I packed Stephanie."

Colby McVey, enjoying a respite from chilly Chicago, reported that his IPOD connector auxiliary jack was an essential piece of gear for his

PACK LIGHT, PACK TIGHT, PACK RIGHT

Before you begin to throw things in your sea bags, weigh need against want, simplicity versus extravagance, and find your perfect balance. Some airlines now charge extra for checked luggage and inter-island planes are usually small.

One carry on bag can easily sail you through a cruise. If you run out of T-shirts, sunscreen and snacks, or if you blow out a flip-flop, they're all readily available throughout the islands.

Soft-side duffel bags that can be flattened and stowed will net more storage space on the boat. Furl your clothes well; the wrinkles will blow away with the wind. Forego space hogs like straw hats, fancy shoes and hairdryers. Island dress is casual and this is a cruise, not a cotillion.

Decide what's important for a successful trip. Contact your charter company to get their complete list of provided onboard gear and options, and then—start packing.

Flags flying on a charter boat



PHOTO BY JAN HEIN



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crew. "We made a huge play list at home on the IPOD and, with the jack, we've played it during the whole cruise."

One mechanically-minded group from Huntsville, Alabama praised a package of plastic wire ties they brought and used profusely. They also thought that bringing a butane lighter was a brilliant idea but beyond that, they'd kept it pretty simple, explaining, "We're boaters so we know you don't need much."

Next to them, a boatload of Seattle's best bypassed gizmos and instead topped their don't-leave-home-without-it list with Starbucks coffee. Some charter guests packed bags with nothing but food items, from candy and dried fruit to frozen cuts of beef.

My follow up question of "What should you have left at home?" heard mostly answers about too many cold weather clothes, but Chicagoan, Rory McVey gave the surprising answer, "Underwear! I just switch bathing suits everyday."

Word has spread that it's a good idea to bring along a flag or two to make it easy to find your boat in a crowded anchorage. Some groups take it a step further by flying long banners or signal flags spelling out secret messages. Texans, of course, fly the largest state flag a suitcase can hold.

The trickiest packing happens near a holiday when folding or blow-up trees come in handy along with Santa hats and abbreviated suits. On New Year's Eve, one fun-loving family sported head-to-toe pirate outfits that included swashbuckling, battery-powered swords, stuffed parrots, lace up boots and eye patches for all. Judging from the attention they garnered, it was worth the extra baggage. 

Jan Hein and her husband, artist Bruce Smith, divide their time between the Caribbean the Pacific Northwest with a boat and a life at each end.



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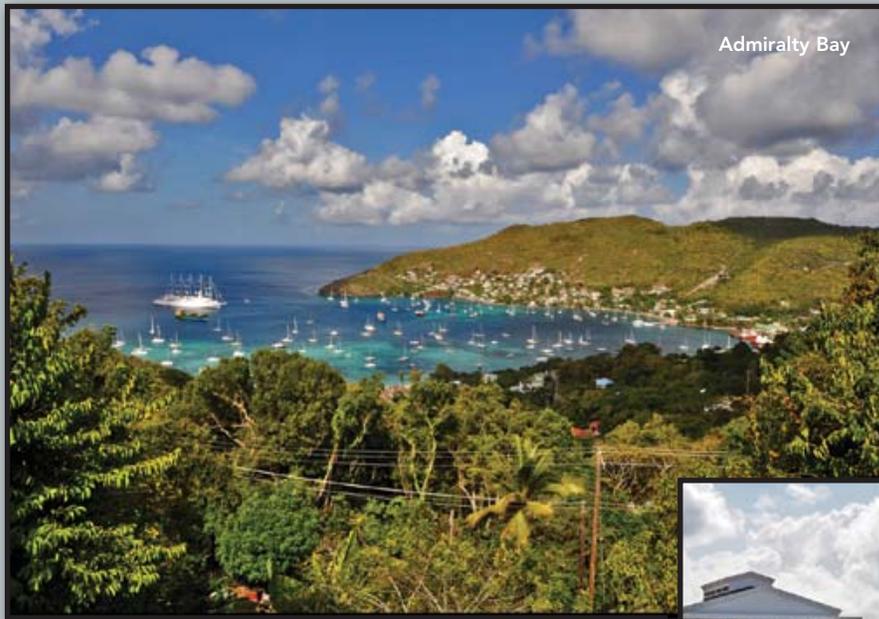
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Admiralty Bay



A children's steel band plays under the almond tree

PHOTOS BY JESSICA BURSTEIN



The ferry arrives



Bequia wood boats in Paget Bay



DESTINATION Bequia

BY PATRICIA BURSTEIN

Nine miles south of St. Vincent in the Grenadines, Bequia, an island of just under 5,000 people, friendly and forthcoming, is steeped in seafaring traditions—fishing, whaling and boat-building—that endure to this day. Its perfect U-shaped Admiralty Bay harbor is encompassed by small mountains, like haystacks, with dense forests of green and golden hues from the cedar trees after the rains.

Brightly painted boats—from old-fashioned wooden double-enders to sloops, ketches, catamarans and moderate-sized yachts—greet sailors arriving at the capital, Port Elizabeth. Unlike St. Barth farther north in the Antilles with megayachts parked, like so many limos lined up on New York City's Fifth Avenue, Bequia has a conspicuously unpretentious affect.

One of about 30 moorings can be arranged by calling the proprietors of two water taxis, *Phat Shag* and *African Pride*, at VHF channel 68. "It's \$20-a-night for a mooring," 39-year-old Winston Simmons, owner of the *African Pride*, an 18 ft. school bus-yellow motorboat with a green awning, says. "I'm willing to negotiate for any duration over two days. Otherwise you have to drop anchor and hope it holds or doesn't get stuck in coral."

The centerpiece of the harbor is the waterfront Frangipani Hotel, the first on the island, an ideal place to sip a rum punch in deck chairs while watching the sun slip into the sea at twilight. Its restaurant menu includes a mouth-watering coconut desert (\$16.50 EC) bathed in tropical fruit sauce with a suggested scoop of banana, coconut or vanilla ice cream.

In a cluster of pastel-colored wood frame stores in the capital, redolent of the old Caribbean, are three model boat-builders' workshops and the Bequia Bookshop with nautical charts, maps, scrimshaw, postcards and sea stories for children.

Over the centuries Bequia, which means "island in the clouds" in indigenous Carib, came under both French and English rule until the

FLOWER IMAGE AND BACKGROUND PHOTO BY ISTOCK

ARRIVING & PROVISIONING

Port Elizabeth on Admiralty Bay has a one-stop Customs and Immigration building across from the ferry dock. Boaters' amenities—ice, water, gas, three internet cafes, two laundromats, two banks and Wallace chandlery—are within walking distance. Also you'll find basic provisions at Knights Trading, fresh bread daily at Kaybee's, and gourmet delicacies, imported cheeses, chocolates, pates and wines at Doris' Fresh Food. Take your yacht garbage to the fish market jetty area next to the vegetable market, or have it collected by water taxis for \$3 to \$5 US a bag.

latter eventually lay claim to the island in 1783. As part of St. Vincent and the Grenadines, the island gained its independence from the Crown in 1979.

Despite Bequia's moniker, Big Little Island, it is actually a compact nine square miles, navigable in under a day by boat or taxi (fares negotiable), dollar van or rental car located by the ferry dock, next to the almond tree.

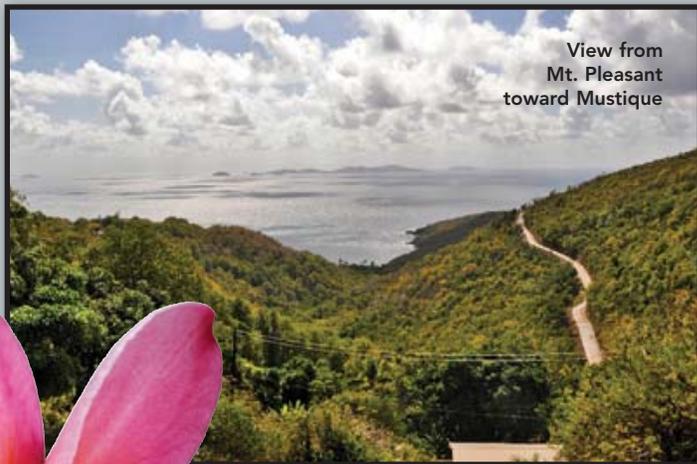
("Under the almond tree" is a favorite venue for events like a children's steel pan orchestral performance during the recent Christmas holidays, when melodic calypso voices fused with haggling going on in the open-air vegetable and fruit, a.k.a Rasta, market.)

Many of the island's waterfront restaurants have dinghy docks. L'Auberge, just outside Port Elizabeth, offers a prix fixe dinner of calaloo soup, a rich, creamy Couquille St. Jacques, and a banana flame finale. (\$30 US). Or try Fernando's Hideaway above Lower Bay, with fresh fish caught daily by Fernando.

On any night of the week, you can hear music, whether blues, reggae, calypso or country, on the island. Check the free "Bequia This Week" publication for listings.

The best beaches, Lower Bay and Princess Margaret, both on the Caribbean (west) side of the island, are reached by dinghy or water taxi. De Reef, a lively restaurant and bar on Lower Bay offers fresh fish and a Sunday afternoon music jam not to be missed.

PHOTO BY JESSICA BURSTEIN



View from
Mt. Pleasant
toward Mustique



For a panoramic Kodak moment, head to Mt. Pleasant, on the rugged east Atlantic coast about a half-hour drive from the capital, past pink, yellow and mango-colored houses with bougainvillea draped over white picket fences and wrought-iron gates. En route is the Old Hegg Turtle Sanctuary. Here Brother King cares for over 200 endangered Hawksbill

turtles until, he says, they can navigate the "wild blue yonder" on their own. Also in the vicinity is Industry beach, wild and wind-swept and, depending on currents, excellent for snorkeling.

To say farewell to jasmine-scented Sweet Bequia, as some call the island, stop in at the Mary's Anglican Church, a soothing blue limestone building with memorial tablets recounting Bequia's seafaring heritage and an oil portrait of Our Lady of the Sea. Count your blessings for days spent here, and pray for a speedy return.

Patricia Burstein is a journalist and an author who began her career at the "San Juan Star" and now divides her time between New York City and St. John, U.S. Virgin Islands. Her articles have appeared in numerous publications including "The New York Times" and "Harper's Bazaar." Jessica Burstein photographs for the Law & Order television franchise, has published two books and is on the executive board of the International Cinematographer's Guild. She was commissioned by the New York Yankees as their fine arts photographer to document the building of the new Yankee Stadium. She lives in New York city.

A Bequia seascape



PHOTO BY JESSICA BURSTEIN

BEQUIA EASTER REGATTA: APRIL 1 - 5

More than 50 boats are expected for this year's holiday event under the auspices of the Bequia Sailing Club. Race headquarters in the Frangipani Hotel. Come to compete or just to enjoy the festivities, including lay day fun on Sunday, April 4 at Lower Bay and Friendship Beach. For a complete schedule, NOR and Pre-registration form: www.begos.com/easterregatta

Little Toot
back on the job



PHOTO BY DEAN BARNES

LITTLE TOOT comes back to life



BY CAROL M. BAREUTHER, RD

ST. THOMAS BUSINESS RESTORES A STURDY CLASSIC

Baby boomers may well remember their parents or grandparents reading them the tale of *Little Toot*. Bound in cardboard and colorfully illustrated, this 1939-published children's story tells about a little tugboat that grew up to save the day.



PHOTO COURTESY OF BOBBY DANET

Flash forward to December 16, and anyone watching the boat being launched in Krum Bay, St. Thomas, would surely have thought that *Little Toot* had come to life. However, this spiffy, blue, 20 foot-long tug that now moves yachts around at Offshore Marine started life as a sailboat.

"It was an Albury 16 built in 1943 by 'Uncle Will' Albury in Man-O-War Cay in the Bahamas," tells Dick Avery, who ran Avery's Boathouse in Frenchtown, St. Thomas, for many years and was *Little Toot's* second owner. "They called it a traditional Bahamas dinghy."

George Neathery, a skinny giant of a man, shipped *Little Toot* to the Virgin Islands in the early 1960s. "The first time I ever saw it was when George powered it through Haulover cut," says Avery. "It had a little 5 HP inboard engine and small cabin. George named it *Phoebe* and he lived on it while he set up shop in a shipping crate in my boatyard. He was an electrical genius."

Everyone who saw it loved the look of the boat, with its clipper bow, trail boards and bowsprit. Neathery sailed her throughout the Virgin Islands for several years until the vessel got old and started to fall apart.

"That's when Augie Hollen made two hulls from it," says Avery. "He used garbage bags to separate the fiberglass from the wood and build two fiberglass copies. I bought one of them."

Avery fashioned the little sailboat into a traditional looking tug, with a fantail and wheelhouse, adding four feet of length in the process.

"I'm a tug nut," he says. "I lived along the Hudson (in New York) as a kid and loved to watch the tugs go by."

Little Toot, or what Avery then dubbed *A.F. Mainland*, for his Uncle Frank who imbued him with the tug-loving spirit, certainly pulled its weight at Avery's Boathouse. In fact, its biggest job was towing a motor-less 40-foot yacht from the harbor to mangrove lagoon on the southeastern end of the island.

Perhaps *Little Toot's* most fun "job" was when Alan Richardson, former head of the Water & Power Authority (WAPA), borrowed her from Avery, attached two barges by tow and turned her into a

PHOTO BY DEAN BARNES



tug towing water to the WAPA plant for the Carnival Parade where she took top prize as a float.

Then, Hurricane Hugo struck in 1989 and *Little Toot* sank. "It was on the bottom of the harbor, half way to Hassel Island, for two months before we could do anything about it," Avery says.

Eventually, Avery's son Morgan, today a talented boat builder, free-dove down 12 to 14 feet to the tug and attached a bow line. Slowly but surely, the two pulled her out of the water and onto dry land with the help of a pick up truck.

"Mike Greaux was with us," says Avery. "He took all the external stuff off the 16 HP Yanmar, changed the oil, put in a new filter and the engine cranked over within two hours of us getting it out of the water. It was a miracle."

However, *Little Toot* was far from jumping back into the water and resuming her old job. A huge hole in her side led Avery to tow her home and wait until he could fix her up.

A dozen or so years later, Abrie Cilliers, owner of Offshore Marine, heard about the sturdy little craft and thought she'd be an ideal workhorse for his St. Thomas business.

"We wanted to use it in place of inflatable dinghies for moving the boats around and up to the dock," says Cilliers.

Cilliers towed the broken vessel to his Sub base location and enlisted the professional services of Robert "Bobby" Danet. Danet may be most famous on the boating scene for building the gorgeous French West Indian sloop, *Seanonda Rose*, a perennial class winner in Foxy's Wooden Boat Regatta.

"It was in bad shape when I saw her," Danet says of *Little Toot*. "The 7 1/2 foot long by 1 1/2 foot wide hole in her side meant almost the entire broadside was gone. The pilothouse was 80 percent gone and all the wood was rotted. I said to myself, 'there's a total re-do.'"

Danet worked part-time for 13 months. He took off the entire deck, re-fiberglassed the inside, beefed up the hull with several 2x6 stringers, added five bulkheads where before there were none, and completely re-did the pilothouse with laminated mahogany. He finished the vessel this fall.

Cilliers waited until Avery returned to the island from his second home in Maine, and then announced the launching. *Little Toot* took the seas like a duck to water.

"It's wonderful," says Avery. "The story keeps going." 

PHOTO COURTESY OF BOBBY DANET

TRANSATLANTIC VICTORY for Geoff Holt

UK SAILOR RETURNS TO TORTOLA

BY JANE BAKEWELL

Geoff Holt is used to challenges—the bigger the better—and as a sailor, he has a logbook of amazing accomplishments. Most have come from overcoming an accident that confined him to a wheelchair but did not prevent him from sailing.



Holt arrived in the British Virgin Islands on January 7, an eventful 28 days after his departure from the Canary Islands, concluding a 2,700-mile solo Atlantic Ocean crossing. When the 60-foot catamaran *Impossible Dream* appeared on the horizon, approaching the pass between Peter and Norman Islands, a flotilla was there to greet him with his wife Elaine and seven-year-old son Timmy, who had flown from England. The well-wishers escorted the English sailor on a momentous passage full of emotional history.

Twenty-five years ago, Holt had arrived on Tortola at age 18 to crew on a charter boat for the season with a bright future before him. All of that changed in an instant when a shallow dive in the waters off Cane

Garden Bay crushed his vertebrae, paralyzing him from the chest down.

As *Impossible Dream* sailed down the Sir Frances Drake Channel, rounded the west end of Tortola at Soper's Hole and made a tack for Cane Garden Bay, the emotion on board and ashore was palpable. Holt maneuvered his wheel chair from the helm position to the deck, unfurled a huge Union Jack and took in the crowds that lined Cane Garden Bay with noise makers and cheers as he made his triumphal pass by the beach. Even rain clouds that skirted the mountaintops could not put a damper on the sailor's heroic welcome back.

After bowing his head to wipe the tears away, Holt reflected on the past. "When I was last here, that beach was all sand with only one small restaurant; now, to see all these people cheering me on is

really moving. Many think I made this journey to put old ghosts to rest, but that is not really true," he explained. "Yes, I would prefer to not be in this wheelchair, but then I would not have met my wife Elaine (a nurse in the spinal unit of his hospital) or had my son Timmy. I have a lot to be grateful for and I do not regret these last 25 years."

His gratitude extended to the use of a special yacht for his solo crossing. The catamaran is a purpose-design boat configured for a wheel chair helmsman with push button controls. Paraplegic sailor Mike Browne, who Geoff met in England, agreed to the loan as long as he didn't "mash it up." "You have to realize, I have responsibility for a three million dollar yacht," Holt laughed, "and getting it here in one piece was a priority of mine."

The challenge took more than a year of planning, including raising \$100,000 in sponsorships needed to fund the journey. Raymarine supplied the needed specialty electronic components and Dame Ellen McArthur (a renowned yachtswoman who sailed around the world) also gave support. A personal friend and philanthropist, Peter Harrison, donated over half the money needed for the project from his foundation.

Holt needed a caregiver on board to attend to his physical needs: lifts, washing, and dressing each day. With 40% use of one muscle group in his arms and only slight finger control, Holt's physical limits are daunting. His wife Elaine was not a candidate, as she gets severely seasick, so they advertised and found Susanna Scott, 28, a New Zealander who worked with spinal injury patients and had no prior sailing experience. The only other non-sailing crew was freelance cameraman Digby Fox, who documented the trip on film and used his chef talents to whip up meals in the galley.

Holt's website (www.geoffholt.com) was the nexus for disseminating information throughout the crossing. With his background in marketing and his mantra, "drive traffic to your site," it was not a wonder that thousands from all over the world followed his daily blogs, tweets, video clips and the GPS tracking map of *Impossible Dream* along the journey.

Problems plagued the voyage from the beginning. Three days out, engine problems due to contaminated diesel fuel forced a stopover in



Geoff and son Timmy share a kiss after 28 days apart

the Cape Verde Islands. Then the prevailing winds dropped, causing the boat to stay virtually becalmed for a few days. After winds picked up, the pitching and yawing of the boat became extremely difficult for both Holt and his caregiver. Finally, just 500 miles out from the Virgin Islands, the generator failed, a disastrous consequence for a boat that depends on electricity to run electronic and hydraulic systems.

Holt also had to overcome personal challenges such as sleep deprivation. He had to stay hydrated and avoid bed sores that could become infected from being in one position too long. However, he recalls feeling totally free out in the Atlantic watching schools of dolphins and 'green flash' sunsets. "I was amazed. There I was in the middle of the Atlantic skippering this yacht, but I was also even more aware of my handicap, as every activity required was magnified by being on a boat."

Holt faced a similar challenge in 2007 when he entered the record books by completing his "Personal Everest" as the first yachtsman with a disability to sail single-handed around Great Britain. It took him 109 days with 51 ports of call. His desire to encourage other would-be athletes led to his association with Princess Anne and the start of the RYA Sailability programs that encourage others with disabilities to sail. This program is now available in the BVI as well.

Geoff Holt spends much of his time now as an inspirational speaker. His dream is to inspire sportsmen and women with disabilities to push for their personal best. In the meantime, it is the nature of what he does and how he does it that ends up inspiring the rest of us. Holt's autobiography, "Walking on Water," gives an account of his voyage around Britain and the story of his life. It is available at Amazon.com.



At the helm of 60' catamaran *Impossible Dream*

PHOTOS BY TODD VANSICKLE

Jane Bakewell is a freelance writer who has called the BVI home for the last 15 years. An active supporter of the KATS program, she also ran a day charter/snorkeling business for five years.



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ROLEX FARR 40 WORLDS NEXT MONTH AT CASA DE CAMPO

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With the participation of the best athletes in the sport of sailing, the 2010 Rolex Farr 40 World Championship comes to Caribbean waters for the first time, from April 21 to 24, based at the Casa de Campo Marina in La Romana, Dominican Republic.

Organizers report that the event will attract the participation of more than twenty-five Farr 40 boats, crewed by the most renowned sailors from Australia, Italy, Denmark, Greece, the United States and France, among other countries.

The official sponsor is Rolex, and the event will be hosted jointly by the Casa de Campo Marina and the Casa de Campo Yacht Club. The regatta will attract the presence of more than 500 sailors, supporters, including the world's business elite, as well as national and international media.

The country was chosen by the Farr 40 class for its spectacular sailing conditions, which will allow sailors and spectators to appreciate the nature and landscape of this privileged venue in the Caribbean.

The Rolex Farr 40 World Championship is one of the most important sailing events celebrated annually in the world, attracting great competition in these extraordinary 40-foot yachts.

The Farr 40 is a 40-foot sailboat designed by Farr Yacht Design. The class—managed by Stagg Yachts—has a main rule that requires that the boat owner is an amateur and must also helm the boat, with the support of up to four highly-qualified professionals, whose job is to advise, motivate and impel the spirit of the team.

This highly competitive class maintains a wide international calendar that revolves around the regional fleets in the USA, Australia, Europe, and the Caribbean.

Located in the center of the Casa de Campo Marina, the Yacht Club has four J/24 boats, as part of its new sailing school, with international teachers from Italy's Yacht Club Costa Smeralda, located in Porto Cervo, Sardinia.

The CCYC dock has six stations for direct electrical connection and each is equipped with water, electricity and cable TV.

The offshore marine area extends from Catalina Island in the southwest, to Saona Island in the southeast, providing an ideal venue for sailing and racing. Saona Island creates a vast sailing area, protected from the waves, but open to the sea breeze that blows steadily from 18 – 20 knots. 

Preview submitted by Casa de Campo Marina



PHOTO COURTESY OF CASA DE CAMPO MARINA

PAOLO RINALDI WINS COMMODORE'S CUP 2009

SEVEN TEAMS COMPETE AT CASA DE CAMPO YACHT CLUB

On Wednesday, December 30, the Dominican Republic's Casa de Campo Yacht Club celebrated its Commodore's Cup Challenge. "It has been another perfect time to celebrate the VI CCYC Commodore's cup 2009," reported club Secretary Rafid Ynirio. "Casa de Campo Yacht Club, host of this classic winter event, has received many of its associates, friends and family to participate in this exciting regatta. Seven teams competed this year completing two rounds of regattas with the final one which decided this year's winners."

First place was won by Paolo Rinaldi, Roberto Rinaldi, Valentina Turconi and Simona Contiero; second by Mitia Cugusi, Annalisa Tenti, Marco Quagliero and David Forrester;

third by Team Croce del Sud, with Kerry Mentasti Granelli, Carolina Marengo and Igmarr Toerring; and fourth by Team Apeha Sport, with Giacomo Clerici, Urbano Clerici, Francesco Pece and Goujon Prune.

Gianfranco Fini, the club's Commodore, Franco Pistone, Sport Director, and Rafid Ynirio awarded prizes to the winners after a hard day of racing with excellent winds at the facilities of the Casa de Campo Yacht Club. *For more info about the club: ccyc@marinacasadecampo.com.do or www.casadecampoyachtclub.com.* 

Report submitted by Casa de Campo Yacht Club

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BOB FISHER

PUERTO RICO'S GODFATHER OF YACHT RACING

BY CAROL M. BAREUTHER, RD

Anyone who has raced sailboats out of Puerto Rico's east coast in the last 40 years is sure to know Bob Fisher. This Indiana native, who settled on the island in 1951, has long been a driving force on the sailboat racing scene and has helped to put Puerto Rico on the map as a destination for some of the best yachting competition in the Caribbean.

Fisher started boating young. An Indiana native, he traveled to the Great Lakes and pleasure-sailed dinghies. "In spite of my last name, I was never much of a fisherman," he says.

Fisher enrolled in the University of Cincinnati to study architecture. Then came World War II. He served in the Air Force and was on Okinawa when the Japanese delegation passed en route to surrender. Back in Cincinnati, Fisher completed his degree in architecture.

"I wanted to work for a small firm and the only places I didn't need a permit to work were Alaska, Guam or Puerto Rico. I chose Puerto Rico."

Fisher played golf on arriving to Puerto Rico at first. Then, in the early 1960s, he and his wife Dottie would drive two and one-half hours one way on small two-lane roads from San Juan to the public pier in Fajardo, where Fisher had telegraphed ahead and reserved a 24-foot sloop from Roosevelt Roads Naval Station.

"We'd start early, come home late and enjoy the day swimming and sailing around the small offshore islands," says Fisher.

One day, Fisher was home sick and read in the newspaper of a 24-foot sloop for sale in Ponce for \$750. The next day, he flew south, bought the boat and hired a father and son to help him sail the boat north and west to Las Croabas, near Fajardo.

"The three of us were cramped under the cuddy cabin when it rained, eating dinner that we cooked over sternos," Fisher says. "It took overnight and into the next day. My wife almost called the Coast Guard." Fisher anchored his little sloop off Las Croabas and eventually put in a mooring.

In the 1960s, there was a fleet of about five boats racing out of the Fajardo area. "It was a mish-mash of a group," Fisher says. "One steel-built 35-footer, a 22-footer and a couple of Cal 25s. We'd get the boys in Las Croabas to crew for us—and they've all grown up to be boat captains today."

Club Nautico de Puerto Rico (CNPR) was founded in 1966 with some 50 charter members. "Judge Juan Torruella and I are the only ones left of that group in Puerto Rico today," says Fisher. "We had developed a fleet and started PHRF handicap racing."

The 1970s ushered in the first "plastic boats", says Fisher. "I wanted to buy a Danish boat at the time, but Dick Avery from St. Thomas convinced me to buy a Pearson 10m. He was the Pearson dealer at the time and we were just starting to do more inter-island racing." Fisher called his new Pearson, "Dottie," after his wife.

"She's the only woman I know who doesn't mind it when the boat heels over," Fisher says. "She's never been a big racer, but she did sail the boat to weather better than I."

In 1976, CNPR started the Copa Velasco, which has since grown into Puerto Rico's largest regatta. The event was first staged out of Palmas del Mar in Humacao.

"We got too rowdy there with all the parties for the condo owners, so we eventually moved up and raced out of Puerto del Rey," says Fisher.

In 1977, Fisher retired from his architectural career and devoted his time to sailing. "I started as treasurer of Club Nautico, then was chief measurer and commodore for several years as well as regatta director," Fisher says.

Fisher gave up competitive racing nine years ago at the age of 80. "Chuck McLaughlin, a good friend and navy doctor, has sailed *Dottie* for us every year in the regatta ever since," he says.

Fisher and his wife now divide their time between Florida and Puerto Rico. The couple looks forward attending the Puerto Rico Heineken Regatta this month.

He says, "We wouldn't miss it for the world."



Bob Fisher

PHOTO BY BOB GRIESER



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NEW Y.C. MARINA SEES **BUSY** SEASON

THREE EVENTS ON THE BOOKS FOR PALMAS DEL MAR

Barely into the second year of operation, Palmas Del Mar Yacht Club will host some of the Caribbean's new and high profile International sailing and fishing events for 2010.

On March 21 – 23, The Puerto Rico Heineken Intl Regatta (PRHIR) will kick off a three-day sailing event as



PHOTO COURTESY OF TIM KEOGH, MARINA MANAGEMENT SERVICES

part of the Caribbean Ocean Racing Triangle. The event, previously held in the Spanish Virgin Island of Culebra and known as the Culebra Heineken International Regatta, hopes to attract additional international participants with the facilities and amenities within the Palmas Del Mar Resort. There are nine classes of entry, and there is also a two-day dinghy regatta held in conjunction with the event. *For more information, call (787) 413-7702, (787) 785-2026, (787) 948-2835, or visit www.prheinekenregatta.com.*

On April 23 – 25, Palmas Del Mar Yacht Club will host and organize the Second Palmas Del Mar International Billfish Tournament. The two-day fishing tournament has anglers competing for a \$50,000 grand slam prize. Last year's event included 31 boats, nearly all of which placed points in the tournament with Blue Marlin, Sailfish, Wahoo, Dolphin, and Tuna. Palmas Del Mar offers easy access to a relatively unexplored fishery on the South coast of the Spanish Virgin Island of Vieques and several sea mountains on the South coast of Puerto Rico. A 522-pound swordfish caught last year during the tournament made international headlines, and has attracted interest from serious anglers throughout Puerto Rico, the Virgin Islands and the Dominican Republic for this year's event. *For more information about the 2nd Palmas Del Mar International Billfish Tournament contact Palmas Del Mar Yacht Club at 787-656-7300 or visit www.palmasdelmaryachtclub.com.*

Over Memorial Day Weekend, May 28-30, the 3rd Puerto Rico Vela Cup returns to Palmas Del Mar Yacht Club. The Puerto Rico Vela Cup, organized by Club Nautico de Fajardo, features a weekend of sailing events for local and international sailors in nine separate Divisions. Last year's Vela Cup hosted 32 participating sailboats representing Puerto Rico, Dominican Republic, British and US Virgins Islands. *For more information about the 3rd Puerto Rico Vela Cup, please call (787) 960-3902 or visit www.puertoricovelacup.com.*

Report & photo submitted by Marina Management Services



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VIGFA AND VIHTA JOIN FORCES FOR HOLIDAY GIFT

GROUPS DONATE \$50,000 TO ST. THOMAS BOYS & GIRLS CLUB

Christmas came early to the Boys & Girls Club of the Virgin Islands' St. Thomas location when members of the Virgin Islands Game Fishing Club (VIGFC) and the U.S. Virgin Islands Hotel & Tourism Association (VIHTA) presented a check totaling \$50,000 (\$25,000 from each organization) during the club's annual Christmas Party at the Oswald Harris Court Community Center on Dec. 23.

"We are proud to have financially supported the Boys & Girls Club of the Virgin Islands for at least 10 years," said Sue Boland, VIGFC President.

VIGFC members also support the club for children in many ways throughout the year. This includes hosting all the kids, who range in age from 6 to 18 years, to fish in the annual July Open Kid's Tournament. This year, members also donated 100 toys.

Jeffrey Kreiner, VIGFC Board of Director and chairman of the annual July Open Billfish Tournament (JOBT), spearheaded the raising of \$25,000 through this year's 46th annual JOB T. This is the fishing club's largest event of the year, and the longest annually-held angling contest

in the Virgin Islands, which started in 1964.

In October, VIGFC vice president, Nick Pourzal, who is also on the Board of Directors of the U.S. Virgin Islands Hotel & Tourism

Association (VIHTA), challenged that group to raise funds to match the VIGFC's donation. "They succeeded in two months," said Pourzal.

Richard Doumeng, chairman of the board of the VIHTA, said, "We've donated funds to the Boys & Girls Club through over annual gift giving campaign for several years. This year, when we received the challenge from the VIGFC, we decided to pool our resources and create a bigger impact."

The VIGFC, founded in 1963, is a 501(c)(3) organization. www.vigfc.com



Fishing club & hotel association members joined forces this year to donate \$50,000

Report and photo submitted by Virgin Islands Game Fishing Club

CRUISING RALLY ASSOCIATION HONORS DAVIS MURRAY

ST. THOMAS SAILOR IS SENIOR AMONG 10,000-MILE VETERANS

Twenty-four sailors who have completed over 10,000 miles in Cruising Rally Association offshore rallies were recognized as "Ocean Masters" in a recent ceremony in Hampton VA. The most senior of the honored veterans was St. Thomas, U.S. Virgin Islands resident Davis Murray, the only person who has sailed in all 20 Caribbean 1500 rallies since its inception in 1990.

"We value the support and dedication of our veterans," said Steve Black, Founder and President of the Cruising Rally Association. "They are truly 'Ocean Masters' and bring a wealth of experience to each of our events. Our veteran skippers have introduced hundreds of new

crew members to the joys of ocean travel ... and have helped many new skippers successfully complete their first bluewater passage."

During November's Caribbean 1500 Rally, nearly 30,000 visitors from over 50 countries watched the progress of the fleet on the web site.

The 2010 Caribbean 1500 Rally will be the 21st annual running of the event, making it the largest and longest-running offshore cruising event in the Americas. The rally is slated to start November 1, and at the same time, the Bahamas Cruising Rally will leave Hampton VA for an offshore passage to the Abacos. For more information: www.carib1500.com



(L to R) Front: Jeff Carpenter, Bill Quinlan, Davis Murray, Ron Horton, Linda Knowles, Anne Poor. Back: Gail Bowdish, Michael Wall, Gil Smith, Loren Thompson, Bill Knowles, Dave Grove, Steve Black, Miles Poor, Jim Surge

PHOTO BY PHIL BARBALACE

LUNCH AND LESSONS AT THE LOUNGE

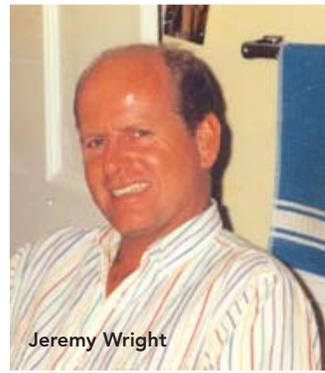
TRELLIS BAY'S JEREMY WRIGHT

BY JAN HEIN

The word on the tarmac is that Tortola's Trellis Bay Kitchen is the unofficial but best departure lounge in the Caribbean. Situated on the beach, a sandy block from Beef Island's airport, it has become some travelers' waiting room for a belt of courage or a final fuel-up before heading for an outbound plane. The Kitchen sprouted from the Trellis Bay Cyber Café which years before popped up beside Boardsailing BVI—three divergent enterprises bound together by Jeremy Wright who, for nearly two decades, has called the BVI home.



Wright's larger than life personality is usually around the place; he stays plenty busy, coaching, teaching and helping people out of cyber jams. I popped in one night after a marathon flight and found him taking care of business from behind the bar. "Welcome! You



need something cold," he exclaimed. Before my jet-lagged brain found a thought, he reached for a Carib. "This is it. This is just what you need," he encouraged as he led me onto the deck and into a big comfy chair. "Perfect. Where's your camera? This is a good shot."

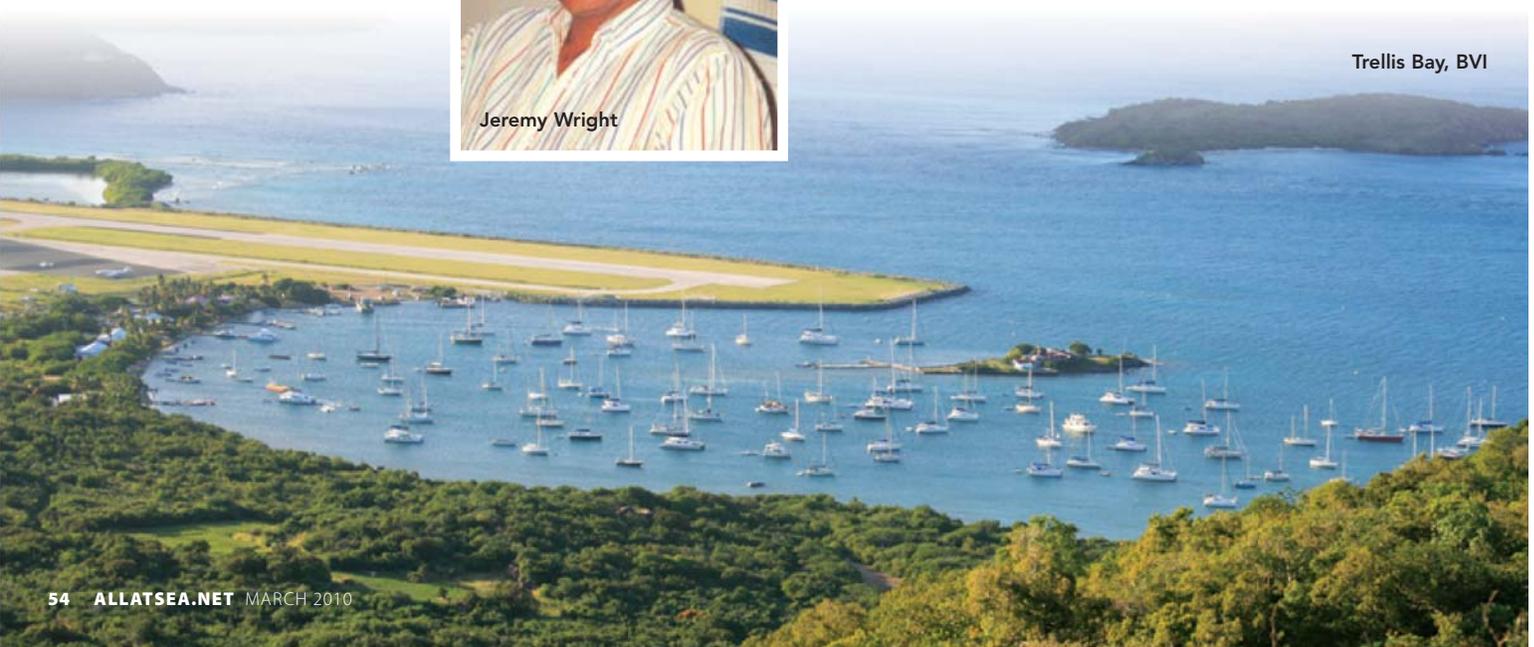
Days later I watched that same tailored-to-fit service when a timid, middle aged man appeared, wanting to book a boardsailing lesson. Wright explained the options and, when the gent started to lean toward a few hours of Laser sailing, Coach Jeremy took over. "You want to windsurf!" he asserted. "It's a snap. Life is short. I'll have you up in no time." After a bit of hesitation, the fellow agreed to give it a try and now happily adds windsurfing to his claim-to-fame.

Like so many Caribbean characters, Wright's back story is one amazing tale after another, each a step that led to the present. His path to Trellis Bay was like most fights out of that airport, a puddle jump that began at 18 when he left school in the U.K., hopped a train to Paris and signed onto a yacht as galley slave for a Mediterranean cruise. Not a bad start to adventure.

The next boat, a schooner, took him from Greece to Gibraltar and on to Antigua. When the vessel's owner refused to pay the crew, Wright attempted to jump ship but found himself, instead, in the



Trellis Bay, BVI



hands of officials who deported him to England. Tempting fate, and the officials, Jeremy returned to Antigua just long enough to catch the next ride out.

That was just the opening chapter in a globetrotting life that sailed on to New York, up the East River, racing to Bermuda and hitching across the states. "When I got to San Francisco," he recounted, "I dog sat and skateboarded all around the city." Those hills were the perfect training ground for the passionate board sailor he soon became.

More boats, more travels took Wright to Tahiti, Ahi, Sri Lanka and back to the U.K. where he learned sail making in the Hood Sails loft. "That was great," he said. "I got to sail on some amazing boats." Mostly, though, it was boards that occupied his time and attention. "I was a fanatical windsurfer. I made sails, had custom boards. It was a good time." But it was cold.

When a position at Hood's Tortola loft opened, he didn't think twice. "When I got here I went windsurfing every night in Trellis Bay, right here." Perhaps going with the philosophy of "do what you love," he later purchased Boardsailing BVI.

Hundreds, maybe thousands of students have experienced success because of Wright's coaching confidence. Perhaps his most famous mentee is Finian Maynard who holds two world cups for slalom windsurfer. Proudly Wright explained, "He grew up with BVI boardsailing."

Anyone hanging around Trellis Bay in the 90s, when windsurfers filled every available space in the bay, knew it would last forever. But technology and the mother-of-invention produced a new breed of flying over the water that involved a kite and some sea room. Always one to push it to the edge, Wright got on board, literally, igniting the BVI Kite Sailing Association and added high flying lessons to his already full repertoire.

"We guarantee that we'll have you up in two hours, turning, going upwind, downwind, the whole thing" Wright told me with confidence.

Trellis Bay Kitchen/Cybercafe Watersports is one of the sponsor/hosts of the legendary full moon parties, complete with bands, mocko jumbies and giant sculpted fireballs. They also host an extravagant New Year's Eve blowout that fills the beach.

Tiny Trellis Bay: come to have lunch and lessons, wait for a flight to take off, or check your email. But stay to meet wonderful characters you won't want to miss.



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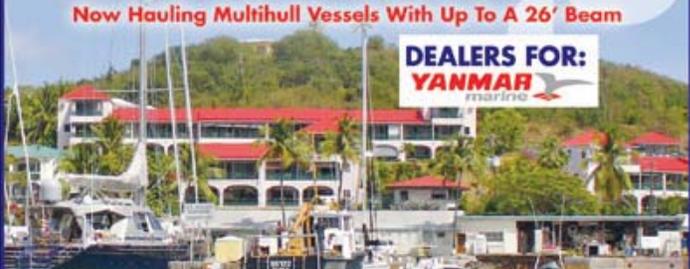
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PROFILE: ROBBIE FERRON

A DYNAMIC DRIVING FORCE FOR THIRTY YEARS

BY ELS KROON

The self-effacing organizer of this month's 30th St. Maarten Heineken Regatta from the very beginning doesn't like to be put in the limelight, but rather chooses to work—and work hard—behind the scenes, just because he likes what he's doing.

When Robbie Ferron takes the microphone on the first day of another great regatta, it seems as if he never did anything else. Besides organizing races and serving as a past President of the Caribbean Sailing Association, Robbie is also known as a successful entrepreneur. He's the founder and group manager of Budget Marine, a yacht chandlery which doesn't need any introduction in the Caribbean.

Ferron calls St. Maarten his home, but that was not always the case. In his office on the second floor of the Budget Marine building in Cole Bay, he tells me his story:

"Born to Dutch parents, I grew up in South Africa in a town that's very closely related to the sea. My bedroom allowed me a look over Table Bay, the bay of the capital of Cape Town. I watched ships coming in and out and learned about all kinds of vessels with the greatest of ease.

"When I grew older, I had that drive to sail, which I really cannot explain. My parents weren't ardent sailors, just sort of casual sailors on a small motor boat; my two sisters weren't sailors either. I often went to that little yacht club, a bit inland from Cape Town, near Muizenberg. The Imperial Yacht Club was a family club with a lot of kids. We had a great time, sailing on little old boats.

"We all felt tied to this club and, together with my old friend Niels Lund, now living in Trinidad and still participating in the organization of the St Maarten Heineken Regatta, I started organizing regattas. In fact I was 14 years old when I organized my first sailing event. We tended to organize camping regattas in school vacations with up to 40 kids participating. It was a great time."

After finishing his education in Cape Town, Ferron went to his parents' homeland, which they left after the war, to continue his studies in Amsterdam and The Hague. But that was later.

"First I signed up on a sailing yacht. There were always a lot of cruisers, making a stop in Cape Town while circumnavigating. At that time I was very involved in the Anti-Apartheid Party. Lots of friends were jailed, some left the country. The graduates didn't have high expectations for the future. In 1975, age 25, I got on a boat and just

left. It didn't bother me; I was ready for something totally different. The Caribbean was an obvious choice. When you sail out of Cape Town you go where the wind takes you.

"Via Grenada, I ended up in St. Thomas, where I decided I should act more seriously. That was the moment I left for Holland to obtain another masters degree in sociology and economic development in just one and a half years. But blood will tell, and I had to get back to the



Robbie Ferron

Caribbean. From St. Thomas, I had the chance to sail to St. Maarten, where I had been never before. I immediately liked the climate and the hospitality of the people. That was in 1979.

"Once there I started fixing things. Very soon, I turned one of the rooms of my rented home into a workshop and, shortly after, it was obvious that St. Maarten was ready for a marine business. So I went to the government building where I met the late Claude Wathey who is now known as a prominent politician of the island. Wathey thought it might be a good idea to start a marine business. He brought me next door to Lou Rosema who made things very easy. There were very few boats at that time, but the ferries needed maintenance and repair.

"From that day on—thirty years ago—St. Maarten's boating industry was developing at a very substantial rate, and it still continues to do so, which could be a risk in the current economic situation. People always look for rapid growth but don't look what the community's interest is. Sometimes



The desk of a busy man

you can't afford the increase. I realized that we really have to slow down and don't need to feel this as a problem. Actually I'm happy with the recession at the moment in the sense of slowing down. It's the only way the island can manage the growth."

Ferron especially points to the huge growth of the megayacht industry on the island which expanded enormously, and with it also Ferron's Budget Marine, now doing business in ten entities on 7 Caribbean islands.

But St. Maarten is and stays his home. "There is no turning back. Period! I even

didn't visit South Africa often. Only three times in all those years. I was aware of the fact that when you keep going back, you'll never separate."

When you visit this marine business wizard, don't expect a striking or fancy office. I needed an employee to show me the way to one of many similar doors in a row on the second floor somewhere at the back. Once inside, the chock-full desktop displays this busy man's workload.

On the walls, one small item attracted my attention when Ferron left the room for a moment: it was a framed certificate, proving the honor which was conferred upon him in 2005 when he received a Royal Decoration as Knight in the order of Oranje Nassau, bestowed by Queen Beatrix of the Netherlands for his exceptional voluntary and personal services—which include his founding, developing and promoting of the very popular St. Maarten Heineken Regatta, as well as being the chairman of the Caribbean Sailing Association.

As I confronted him with this sign of honor, Ferron showed a justifiable pleasure: "I was totally surprised, overwhelmed, moved!" Since then, the knighthood has motivated the Godfather of St. Maarten's marine business even more than ever. 

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



Ferron explains efforts toward an environmentally "green" regatta in 2009. At left, Heineken Regatta director Heather Tackling.

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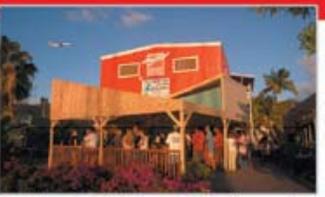
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MATCH POINTS FOR BUDGET MARINE

With all eight entries now confirmed, this year's Budget Marine Match Racing Cup at the St. Maarten Heineken Regatta is set to establish itself firmly on the ladder as one of key match racing events in the Caribbean. Besides Peter Isler, Gavin Brady, and Peter Holmberg—three of the world's most respected match racing skippers—there are other interesting names who'll be racing for cash prizes totalling \$10,000 at this ISAF-sanctioned Grade 5 event, including Colin Rathbun, Eugeniy Nikiforov, Jakub Pawluk, Chris Nesbitt and Marc Fitzgerald.

Racing, on Tuesday, March 2 during the run-up to St. Maarten Heineken Regatta, will be based on a round-robin format and sailed in Lagoon Sailboat Rental's fleet of six Jeanneau SunFast 20s without spinnakers. The one-day format and just six boats for eight teams means racing will be action-packed with crews swapping boats after every flight to ensure racing is kept as fair as possible.

With a silver medal from the 1988 Olympic Games, and a win for *Alinghi* at the 32nd America's Cup in 2007, listed among his exceptional sailing achievements, it wasn't particularly surprising to see Peter Holmberg clean up at last year's inaugural Budget Marine Match Racing Cup. The good news is: he enjoyed it so much, he'll be back to defend his title this year.

Holmberg, no stranger to island life, having been brought up in the US Virgin Islands, is always an avid supporter of Caribbean regattas and says he made sure he did most of the big events in the Caribbean last year as well as competing in the Louis Vuitton Pacific Series in New Zealand. "The Heineken is the big opener to the Caribbean season so I'm looking forward to racing against all the hot boats coming this year."

Sailing with team mates Ben Beer on jib and Maurice Kurg on mainsheet, Holmberg says the match racing is a great lead-in to the Heineken Regatta. "Match racing puts a premium on all aspects of racing, from crew work, to speed, to rules, so it's a great way to get me and my team in racing shape just before the big regatta."

Joining Holmberg at the event this year is the equally talented match racing pro Peter Isler. Isler is two-time winner of the

America's Cup and has a total of five America's Cup campaigns under his belt, including the position of Oracle's navigator in 2007 at the 32nd edition. Isler also was an active and successful skipper on the pro match racing tour in the late 80s and early 90s and sees the Budget Marine match racing event as a chance to get back on the helm and have some fun. "It's been so long since I steered any sort of regatta, my expectations are certainly tempered ... but it will be a lot of fun ... and that's why we are coming!"

Isler will be racing with a couple of his teammates from *Titan 15*, Artie Means from San Diego and C.T. Olander from Newport, Rhode Island. He says when he saw publicity about the match race, he thought it would be a fun start to Heineken Regatta. "Because it's only one day, I can afford the time—we start practice on Titan the day after the match race."

With Gavin Brady, another highly talented match racing helmsman and multiple America's Cup campaigner, joining the line up at the event, there'll be no shortage of top ranked competition on Simpson Bay Lagoon this month. "This will be the first match race event I will sail in 2010, and with good teams and great winds I am really looking forward to the racing," Brady said.

Colin Rathbun from the BVIs is another Caribbean race week regular and although he is known more on the fleet racing circuit sailing his IC24, he won the 2009 Pete Shiels Match Race, and notched up a creditable fourth place overall at the 2009 Carlos Aguilar Match Racing Regatta in St. Thomas. "Our claim to fame at that event," said Rathbun, "is to have beaten U.S. match racing pro Dave Perry. We barely slid through in front of him, but it's not every day an amateur sailor can say that."

Russian sailor Eugeniy Nikiforov, who's currently ranked 45th the ISAF Match Racing placings, will be back and hoping to improve on last year's third overall, while Marc Fitzgerald from the British yacht *Sojana* hopes to at least match the second place he achieved last year. Jakub Pawluk from Poland will make his debut at this event, while Chris Nesbitt and his team of Brian Janney and Isao Toyama, who've been match racing together for a year, hope to turn a few heads as they pit themselves against the professionals. "It's not often that we get to sail against America's Cup veterans and it should be a great learning experience for a new team like ours," Nesbitt said.

For full information on the Budget Marine Match Racing, the Gill Commodore's Cup, and the St. Maarten Heineken Regatta, including entry lists, entry forms and news, visit www.heinekenregatta.com.



Peter Holmberg, St. Thomas, helmsman (right) celebrated an America's Cup win in 2007 with Kirst Fedderson (left), St. Thomas, Rig Designer of Alinghi

Preview submitted by Budget Marine Match Racing Cup

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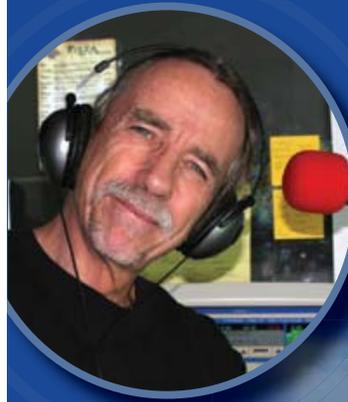


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RESCUERS REGATTA ORGANIZED BY ST. MAARTEN HEINEKEN REGATTA

TEAM SUNSAIL/SEA RESCUE ST. MAARTEN 2 TAKES THE WIN FOR 2009

The first annual Rescuers Regatta, organized in December by the St. Maarten Heineken Regatta office, was deemed a complete success. Teams competed from the Coast Guard, the St. Maarten Port Authority, Sea Rescue St. Maarten and the Regatta Steering Committee. Teams raced a triangle course in the lagoon close to Nettle Bay St. Martin. Team Sunsail/Sea Rescue 2, skippered by Willem Bliet, took the honor of first place with a total of 11 points. Team Lambordinghy of the Steering Committee, skippered by Rien Korteknie, took second place with a total of 15 points.

The event itself was born out the desire for the St. Maarten Yacht Club to have more contact socially with the members of the Coast Guard, Sea Rescues French and Dutch as well as the Port Authority, as they play such an important role in the St. Maarten Heineken Regatta.

Team Heineken Fun Sailing, comprised of Steering committee members, took fifth place, while Team Friends of Old Sailor Eddy Johnson, a combination team of The Port Authority and the Coast Guard, took a solid fourth place with 27 points. Third place was taken by team Sunsail/Sea Rescue 1, skippered by Jan Drost of Sea Rescue. Teams were also given prizes for best dressed, most

consistent, most time spent on the race course and best crew with the slowest boat.

This fun event achieved its goal by bringing these organizations together in a fun and enthusiastic way and the camaraderie

could be seen on the water, as trash talk was thrown around liberally while out on the race course. All those who participated enthusiastically want a repeat, as for many this was the first time they had sailed a race, and for some the first time in a sailboat!

The first place trophy, a large orange life ring, will be held in the Sea Rescue office until the next Rescuers Regatta, when it will be returned to the yacht Club until the new winner is crowned.

PHOTO COURTESY OF ST. MAARTEN HEINEKEN REGATTA



The winning team, Sunsail/Sea Rescue St. Maarten 2, celebrates victory

Report and photo submitted by St. Maarten Heineken Regatta



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HANUMAN WINS 15TH ANNUAL NEW YEAR'S EVE REGATTA

BY ELLEN LAMPERT-GRÉAUX

In spite of steady squalls, high seas, and winds gusting at 30 knots, the 15th annual New Year's Eve Regatta took place on December 31, 2009 on St. Barth. With only 16 boats crossing the finish line, the fleet was smaller than anticipated. The fastest boat to complete the modified around-the-island course was the 137-ft J-Class replica, *Hanuman*, a replica of *Endeavour II* built in 1937. *Hanuman* (named after the Hindu monkey god) was designed by naval architects, Dykstra & Partners, built at the Royal Huisman shipyard, and launched in March 2009. But with a time of one hour and 55 minutes, even the mighty *Hanuman* did not beat the record for mono-hulls (set in 2004 by the 147' Baltic yacht, *Visione*, which completed the course in 1 hour, 32 minutes, 7 seconds).

"I've sailed 10,000 miles on *Hanuman* and this was the most exciting day of sailing we've had on this boat," said Bruce Preston, *Hanuman's* captain, who participated in his first New Year's Eve Regatta and will see the name of the boat engraved on the winner's trophy. "The owner, Jim Clark, was at the helm for the entire race," added Preston, who joined *Hanuman* four months ago. "We got up to 14.6 knots of speed, with a crew of 14 for these very challenging conditions." The boat sails with a permanent crew of six.

None of the boats were able to raise spinnakers due to the rough conditions, and several boats did not finish the race. Donald Tofias, owner of the 76-ft W-Class *White Wings*, winner of Class 3, commented: "The seas were confused with 12' to 15' waves near

WINNERS 2009 NEW YEAR'S EVE REGATTA

Fastest boat: *Hanuman*
(1h, 55m)

RESULTS BY CLASS:

Class 1

1. *Corban*, Swan 40
2. *Iznogoud*
3. *Magic Carpet*

Class 2

1. *Merlin*
2. *Puffy*
3. *Orzo*

Class 3

1. *White Wings*
(W-Class 76')
2. *Lone Fox*
(65' ketch)
3. *Fearless*
(Alden 70')

Class 4

1. *DSK*, Swan 90
2. *Hanuman*,
J-Class replica
3. *Selene*, Swan 80



Hanuman, new J-Class replica, wins the 2009 New Year's Eve Regatta in Saint Barth

Toiny, swells from the north and high winds from the east. You have to remember that this is a wet water sport, but as I always say, yachting is the winner and we had a great day out on the water. It was very exciting at the finish when we were weaving through the megayachts and some of the guests were out on the deck cheering us on. When sailing, you have to be ready for whatever conditions present themselves."

This year, the conditions were certainly more challenging than usual, but the staff from the Saint Barth Yacht Club, the Port of Gustavia, and race founder/organizer Mark del Guidice took it all in stride. The 15th anniversary of the New Year's Eve Regatta will be an event to remember, with such special guests as Alistair Harrison, the new governor of Anguilla, sailing with Robert Towbin aboard the 1914 Fife ketch, *Sumurun*. Harrison noted that this was his first opportunity to visit to Saint Barth, where he met president Bruno Magras informally on the dock at the award ceremony for the regatta.

PHOTO BY ROSEMOND GRÉAUX

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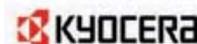
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VOILES DE SAINT-BARTH MAKES DEBUT APRIL 6 TO 11, 2010

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The local council in Saint Barthélemy, the tourist board and the Saint Barth Yacht Club are establishing a new sailing event from Tuesday to Sunday, April 6 to 11, open to classic and modern yachts, superyachts, racing-cruisers, as well as racing multihulls.

Three new partners joined the Voiles de St Barth early this year. Richard Mille Watches has become the headline partner, with the Banque des Antilles Françaises and the St. Barts Hoteliers Association as official partners. Poet and well known seascape artist, Titouan Lamazou (the first winner of the Vendée Globe), has designed the official event poster.

Saint Barthélemy has always included sailing races among its traditions and has made great use of its know-how. The desire to create a special event unique to Saint Barth, with the backing of François Tolède, member of the Saint Barth tourist board and in charge of special events at the Saint Barth Yacht Club, is the latest example in a long history of glorious yachting events on the island, ever since the Loulou's regatta, which in the seventies brought together up to 200 sail boats.

Using all the knowledge and expertise it has acquired in welcoming large yachts and racing boats, with a know-how that is recognised with such varied races as the Transat AG2R, the Route du Rosé and the St-Barth Bucket Regatta, Saint Barth is organising a week of racing in the best spirit of the sport with the finest yachts that can be found in this part of the world.

"We're looking forward to welcoming the big American yachts, which sail in the Caribbean in the winter months," explained Luc Poupon, the race director. "We are inviting the finest yachts in the world, including the maxi yachts, and racing-cruisers, and we hope that for this maiden event that no fewer than a hundred of the greatest classic and modern yachts will be appearing here."

We can therefore expect the jewels in the crown of the international racing world to be heading for Gustavia at the start of the spring of 2010. "Eighty percent of the sailors will be from a British or American background," added "Lucky" Poupon. "But the boats will be coming from all over the world, from the USA of course, but also from Mexico, South America, and we've even had requests from Poland and Hong Kong. It will really be an opportunity to discover yachts, many of which do not sail in European waters."

So we can be sure that the whole of the Caribbean sailing world will be celebrating at the start of next April. There will be a friendly and festive atmosphere ashore outside of the races and a special village will be set up for the racers and their sponsors. "We are



PHOTO COPYRIGHT DR

planning a lot of special events ashore, in order for the hundreds of sailors from around the world to have fun together," continued François Tolède. "The fact that we are an island means we attract motivated people, who come to Saint Barth for the charms of the island and the beauty of the racing yachts throughout this week."

Specific start areas will be set up according to the size of boat in order to make this a fair contest. "On the leeward side of the island, where the races will start, there are a number of possible courses off Gustavia or around the islands, which means that each class can enjoy a fair competition in the best spirit of the sport," explained Luc Poupon. "The trade winds tend to ease off in April, and we can legitimately hope for a steady easterly of around fifteen knots." Which means we can look forward to some great racing in the sunshine.

The world's finest yachts, from Classic yachts to Maxis, often with top names from ocean racing and regattas at the helm (Peter Holmberg, Russell Coutts), windy races, offering a spectacular show, an atmosphere ashore based around the simple pleasures of life ... under the auspices of the photographer, Patrick Demarchelier, the Voiles de Saint Barth will also be bringing together the traditional values of classic yachts and the spectacular modern approach of the newest Racing-Cruisers, to ensure that all those, who love beautiful boats will enjoy this event that the Saint Barthélemy council would like to see become a regular date on the calendar of the international yachting world. *For full details and daily program, see www.lesvoilesdesaintbarth.com*

Preview submitted by Les Voiles de St. Barth



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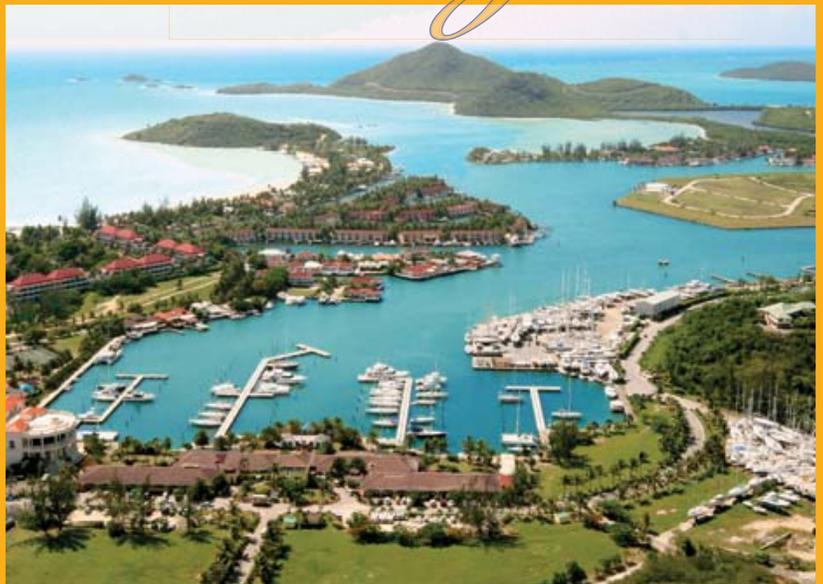
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BATTLE OF THE BIG BOATS NEXT MONTH AT ANTIGUA SAILING WEEK

43RD EDITION LAUNCHES APRIL 24 TO 30

With the likes of Niklas Zennstrom's 72-footer *Ran*, Tom Hill's custom Reichel/Pugh 75 *Titan 15*, Austin Fragomen's JV TP52 *Interlodge*, and Mike Slade's 100ft super maxi *ICAP Leopard* all toning up for 43rd edition of Antigua Sailing Week, competition is expected to be exceptionally challenging for this annual Caribbean extravaganza.

The smart-looking Judel-Vrolijk TP52 *Interlodge* underwent an extensive IRC conversion last year and was re-launched in October, which makes her a strong contender under IRC and certainly one to watch at the front of the big boat fleet.

At ASW last year, while competing on his Swan 42, Fragomen decided to purchase a TP52. Kris Matthews, captain, says having enjoyed the event so much in 2009 they were keen to compete again and bring the "new" boat. "We loved the racing, weather, and island's hospitality last year so that's why we have decided to return again!"

When *Interlodge* makes her debut under a different guise at ASW, she will have only competed in one regatta during the run-up. Matthews continued: "Her first big outing before Antigua Sailing Week will be at the International Rolex Regatta, St Thomas. Other than that it will be just a few tune-up sessions."

Team *Interlodge* and *Ran* will doubtless be keeping a weather eye on Tom Hill's 75-footer, *Titan 15*, which has already shown big fleet potential having won last year's early season Block Island Race when she was "fresh out the box." She's another three feet longer on the waterline than *Ran*, which means she'll have the upper hand by dictating racing from the front; but with some extremely talented sailors on all three teams, the results will be difficult to predict. Tim Powell from *Ran* confirmed: "We haven't raced either of these boats before but should imagine it will be very close."

Going by her current form, *Ran* has to rank among the favourites. In less than a year, the team has notched up a string of enviable results including overall wins in the Rolex Fastnet Race, Portofino Regatta, 2009 Capri Regatta, 2009 Maxi Worlds and most recently a 1st in IRC Div 1 at the Rolex Sydney Hobart Race. Powell says *Ran's* schedule

over the next couple of months has changed, which means they are now no longer competing in the RORC Caribbean 600. "This is due to time and shipping constraints," added Powell. "She has been left in Sydney where she will undergo a small refit, well deserved after a very busy and hectic 2009. She will ship direct from there to Antigua in time for Antigua Race Week."

For Antigua Sailing Week regulars, Mike Slade and his all-star team aboard 100ft super maxi *ICAP Leopard*, it's a case of unfinished business after a broken boom scuppered their chances of an overall Ocean Series win last year. Chris Sherlock, captain, says she'll be shipped to the Caribbean in time for the week. "Actually," added Sherlock, "we also hope to compete in Les Voiles de Saint Barth at the beginning of April which will be a good warm up for Antigua Sailing Week."

As far as local boats go, the Trinidad contingent is looking to take home some silverware. The Reichel/Pugh 44 *Storm* is set to turn a few heads if she can fulfill her ambition to win. According to Paul Amon of Soca Sailboats Ltd, *Storm* is one of a long line of Soca's boats that have together won every regatta in the Caribbean barring Antigua. *Storm* will be sailed by a totally Trini crew including owner/skipper Peter Peake, Peter Knox, Paul Amon, Mark Loe, Rocky Garcia, Mark Chapman, Nicko Gomes and Allan Alkins.

The schedule for ASW starts with Race 1 of the Ocean Series—the Guadeloupe to Antigua Race—on Friday, April 23, with racing for ASW series kicking off on Saturday afternoon following an early morning breakfast briefing at Antigua Yacht Club. The Yachting World Around the Island Race (Race 2 of the Ocean Series) is on Sunday, April 25, and the Round Redonda Race (Race 3 of the Ocean Series) takes place on Wednesday April 28 (lay day).

For regular, updated information, racing schedule, and to secure a place on the start line of Antigua Sailing Week and the Ocean Series 2010 go to www.sailingweek.com.

Preview submitted by Antigua Sailing Week

PHOTO COURTESY OF ANTIGUA SAILING WEEK



Underway: the 2009 Guadeloupe to Antigua Race

PHOTO BY TED MARTIN, PHOTO FANTASY ANTIGUA



TP 52 *Rio* took overall honors at ASW 2009



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NELSON'S PURSUIT RACE

A YEAR-END TRADITION IN ANTIGUA

Yet again the annual Nelson's Pursuit Race hosted by the Antigua Yacht Club was a great success. Held each year on 31st December, the race start and finish is off English Harbour, the entrance to Nelson's Dockyard.

The race is conducted from Fort Charlotte which is perched above the Pillars of Hercules and from where there is a commanding view of the whole of the course. Fort Charlotte is now used for the start/finish of a number of major races including the RORC Caribbean 600 (www.caribbean600.rorc.org), the Superyacht Cup (www.thesuperyachtcup.com) and occasionally for Antigua Sailing Week (www.sailingweek.com).

Despite being given their start times, some yachts managed to be early and others late. With years of practice at sailing in the Caribbean, Geoff Pidduck's *Biwi Magic*, succeeded in being precisely on time.

As is normal with a pursuit race, the slowest yacht starts first, and this year the honour fell to Ray Linnington's Carriacou ketch, the *Alexander Hamilton*. Surprisingly, it is an honour to be the slowest, as this yacht wears a very large French Tricolour ensign, and *Alexander Hamilton* very prominently displayed the flag from the top of her mizzen mast—the idea being that the "British" fleet will chase down and "capture" the fleeing "French" vessel.

Thirty nine yachts, the largest number on record, entered the race, although two were forced to withdraw before the start. Four more retired during the race due to equipment failures. With a fixed finish line, calculating the start times to ensure a fair race is no easy task, as the wind and sea conditions can vary quite substantially at this time of year. Fortunately, Antigua did not suffer the swells prevalent in much of the Caribbean following an unexpected but not entirely unseasonal storm. Relatively flat seas and winds around 15 knots, slightly more than predicted, made for an interesting race for both competitors and spectators.

Due to the slight unpredictability of the weather and the wide range of yachts, this year the various different types were split into classes, which also had the benefit of having more prizes to share around although there is always an excuse at this time of year to give everyone some form of prize. For example, the very English-owned *Alexander Hamilton* was awarded Best French Yacht, the prize, a Cat o' Nine Whip.



Prize Giving

Overall winner with an elapsed time of 89 minutes and first in the Big Yacht Class, plus the yacht which had travelled the furthest to take part in the race, was Tony Todd's *Liara*. Local yacht, Geoff Pidduck's *Biwi Magic*, was awarded a prize for Best Start and Robbie Ferron's catamaran, *Katzenellenbogen* (The Cat's Elbow), the fastest multihull.

Special mention was made of Mark and Debbie Reed who, with their two sons, Chris and Robert, have chartered a yacht for six of the Nelson's Pursuit Races to date. In those six races they have achieved both first and last places and survived nearly being cut in half by the charging superyacht *Rebecca*. For 2009 they chartered the very fast (but not quite fast enough) *Bella Pita* which came in second overall. *Bella Pita* also planned to take part in the RORC Caribbean 600 in February.

First in the Classic Class was Paul Deeth's *Petrana* and first in the Cruising Class was Paul Jackson's *Makenzi*. Sir Hugh Bailey's *Hugo B* led home the Cruiser Racers, whilst Jamie Dobb's *Lost Horizon* led the Racing Class.

Although the first yacht to start, *Alexander Hamilton* was "captured" by the whole of the "British" fleet and finished last with an elapsed time of 246 minutes. A splendid day was had by all, noted by the yachts crossing the finish line as they radioed their thanks to the Race Committee. 

Report and photo submitted by John Duffy

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ST. LUCIA YACHT CLUB'S WORLD ARC FLOTILLA

BOATERS GIVE CIRCUMNAVIGATORS A FESTIVE FAREWELL

It started with a chance conversation on C dock in Rodney Bay Marina, St Lucia. I'd recently arrived with the ARC and was chatting to the crew of one of the boats going on to the World ARC. "Our partners are trying to get out on a boat to wave us off from the start," said Graham the skipper. I replied, "I was thinking of taking *Sephina* (my 35ft ketch) out to the bay—would they like to be my crew?"

After a couple of phone calls, arrangements were finalised and the scene was set. With a much smaller fleet, it wouldn't be as spectacular as the start of the ARC in Las Palmas but I'd seen that as a participant, so this time as a spectator should be fun.

The Yacht Club flier for the flotilla offered a prize for the best-dressed yacht. Sorting the flags to suit the length of the stays took three hours, and *Sephina* looked a treat when all three strings were hoisted.

January 6th dawned bright and sunny, unlike my crew of ladies who cried off at the last minute having had a heavy night of partying. Fortunately,

I quickly managed to find a crewmate from another ARC yacht and slipped the lines at 11 a.m. to join the rest of the fleet in the bay. With a mixture of power and sail, the flotilla took shape in the wake of the World ARC fleet as we set a course for Castries.

Now the most interesting yacht in the flotilla was *Guiding Light*, a Maurice Griffiths design from 1936, sailed single-handed across the Atlantic by Roy, a Liverpoolian and a sailor for most of his life, with enough stories to keep us enthralled for months. As I'd used the halyards to hoist the flags, sailing wasn't an option for *Sephina* but, true to his word, Roy (even wearing his captain's hat) raised his sails and *Guiding Light* looked a picture as she sailed on a broad reach, surrounded by the rest of the fleet.

We followed *Hullabaloo* (the lead boat) into and around Castries harbour with Danielle (our photographer for the day) whizzing around on an IGY rib, snapping away with the camera. After the parade of sail for the cruise ships, the power boats soon took off at speed back to Rodney Bay, leaving the four remaining yachts, *Hot*



Hoisting a few Pitons after the flotilla



Guiding Light, most interesting boat in the 2009 ARC

Chocolate, *Grayling*, *Guiding Light* and *Sephina* to sail (or in my case motor) back at a more leisurely pace. As we came past "Barrel o' Beef" rock, the clouds were gathering and by the time we'd sailed into the bay the heavens had opened. Coming through the anchorage was a challenge in the poor visibility of the squall, but fortunately, as we reached the entrance to the marina, the rain had stopped and was soon followed by bright sunshine as we moored back onto C dock.

Cafe Ole in the Marina hosted the gathering of the crews during the rest of the afternoon; their new Boardwalk bar is proving to be a real success as it

provides just the right ambiance, right on the waterfront, informal and friendly. Needless to say, a few bottles of Piton were consumed as we waited for the results of the 'best dressed' competition. *Hullabaloo* took the powerboat prize and I'm pleased to report that *Sephina* took the sailboat prize—to each a bottle of Bounty Rum.

Many thanks to Danielle from the St Lucia Yacht Club for all the efforts put into organising the ARC and World ARC events, and for taking the photos (browse the SLYC website's Gallery www.stluciayachtclub.com to have a look). All in all a very enjoyable day! 

Editor's note: The World ARC 2010/11, with 35 boats registered, began a 15-month circumnavigation on January 6, 2010. For more information: www.worldcruising.com.

Flotilla report submitted by Duncan Gray, skipper of Sephina, ARC-2009 entry number 230

ADAM FOSTER

IGY'S GM AT RODNEY BAY

BY ANDREA BAILEY

I sat down with Adam Foster at Bosun's Restaurant in Rodney Bay Marina, Saint Lucia, in mid-December. It had been seven days since the first Atlantic Rally for Cruisers boat had arrived, and the ARC festivities were in full swing. Looking out at the water, most of the 232 slips were filled. The people walking by looked happy to be in the islands, and from what I'd seen on the docks, everyone was enjoying the world-class services that the marina had to offer. With a full service boatyard, shore power, and a sail loft on site, it was the perfect place to recharge after a long ocean voyage.

Foster had been at the marina since 4 a.m. working nonstop to guarantee that at Rodney Bay, that image of a smoothly-running marina was a reality. Foster has been General Manager at IGY's Rodney Bay Marina since August. As he explained, "My job is to make sure that every boat that comes in has the best, easiest time, and the least amount of stress, because the better time they have, the longer they're going to stay in the Caribbean." On any given day he could be doing anything from assisting with creating an itinerary, to provisioning or helping find the right person to fix a problem on board. He's not above taking out the trash or cleaning toilets, either.

Foster is from Sydney, Australia and has been working at marinas and boatyards since he was a teenager. He's one of about 250 certified Marina Managers in the world, receiving accreditation by the International Marine Certification Institute. Most recently, he ran Island Global Yachting's (IGY) marina education program, traveling to all of the IGY destinations to ensure a standard of maintenance, management, and customer service. But he always knew he wanted to manage a marina. "At the corporate level, you don't get the satisfaction of seeing jobs through from start to finish. I enjoy the day-to-day management and truly being a part of effecting change and overseeing projects."

The changes that have been made at Rodney Bay are expansive befitting a world-class yachting destination. With improvements being made throughout 2009, the marina now accommodates boats up to 200 feet in length and 14 feet of draft. There's more docking space and shore side amenities to keep everyone from guests to crew happy and entertained.

The boatyard has also undergone some impressive changes, from the new 75-ton and 40-ton Marine Travelifts to the three refit enclosures and expanded refueling services. Foster insists that St. Lucia will soon become the destination in the Caribbean for haulouts and maintenance procedures, and not just because of the improved marina offerings, either.



Adam Foster

PHOTO COURTESY OF ADAM FOSTER

"The staff is unbelievable," he said. "There is a massive depth of experience here, both on the docks and in the shipyard." All but two of his dock employees have been at Rodney Bay for five years or more, and when I asked him what the best part of his job was, he immediately replied, "The staff, hands down. If it wasn't for the staff making me feel so welcome, I wouldn't feel like I fit in here. The friendliness of the St. Lucian people is an advantage for us. Everyone is eager to go the extra mile"

So then what does he dislike about his job? "Not having more hours in the day to meet people that come in and make them feel welcome. It's frustrating knowing that I can't meet every crewmember and try and convince them to stay. My heart will always been in Australia, but Saint Lucia is stealing a part of it, that's for sure." ☺

BEQUIA EASTER REGATTA

APRIL 1 TO 5

GROWING EVENT EXPECTS 50-PLUS YACHTS IN 2010

Over last 29 years, the Bequia Easter Regatta has grown into one of the region's most popular and well-attended regattas, with visitors and competitors coming from all over the world to be in Bequia for the four days of racing action over the long Easter weekend.

Last year's record-breaking turnout of 50 yachts emphatically confirmed Bequia Regatta's popularity in the yacht racing and cruising community. In particular, the J24 Class, first



introduced in Bequia in 2005, and since 2006 with its own specially designed courses, is now arguably Bequia regatta's hottest and most competitive Class, thanks to the commitment of the Bequia Sailing Club to continually grow and develop this Class in parallel with the rising popularity of J24s in the region. In 2010, this commitment will bear fruit when the overall winner of Bequia J24 6-race series will also be crowned the first-ever J24 Southern Caribbean Champion.

Regatta 2009 also saw the creation of a new One Design Class for the 25-foot French "Surprise" racing boats which have been coming to Bequia in increasing numbers since their first visit over 10 years ago. Now officially with their own Class, a full turnout of all the 10 or more Martinican Surprises is anticipated this Easter, along with the usual strong French Racing Class entry.

But Bequia is not all about sweat and spinnakers. Two Cruising classes, including the ever-popular Cruising II Class specially tailored for cruisers, live-aboards and "regatta rookies," ensure that there really is something for practically everyone in Bequia's regatta. Add to that the spectacle of the colourful and hotly contested local double-ender three-race series, Lay Day activities, great hospitality and generous support from main sponsors SVG tourism Authority, Heineken, Mount Gay, Pepsi, Mountain Top Spring Water, Frangipani Hotel, Bequia Beach Hotel and a very warm welcome wherever you go, there's no reason not to make a date to be in Bequia this Easter!

For more information visit www.begos.com/easterregatta, email bsc@vincysurf.com

Preview and photo submitted by Bequia Sailing Club



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A SMALL RACE WITH BIG FUN

BY JAN HEIN

Boats trickled into Tyrell Bay for the Carriacou Sailing Series; three on a ship; two under tow; eight under sail. It was the 12th running of a small but mighty race with veteran crew who, like American Peggy Fisher-Cattan, declared, "It's the best race in the Caribbean." Since I've sampled some of the region's finest competitions, I skeptically signed on with the 43 foot Beneteau *Wayward* to see first-hand if the claim held water.

Jerome McQuilken, *Wayward's* owner and organizer of the series, brought me up to speed on the event that feeds into the Grenada Sailing Festival and the Tobago Carnival Regatta. "This is early in the season," he said. "This race is laid back, relaxed. This series is the smallest, each one gets bigger."

Wayward's crew for day one was a perfect mix of personalities from Trinidad, Grenada, Carriacou, Petite Martinique, Holland, Britain and the US, each with their own brand of English. Positions were assigned and the main raised against a wrestling breeze.

After Jerome announced, "Let's get ready to bless the deck," a bottle of rum appeared and crew hustled to the cockpit. He solemnly raised a capful to the sky, "To all of our ancestors, to our friends present and friends past, we honor your memory. To our loved ones. Bring us home safe and bring us home fast." A slosh hit the deck, the rest he downed, the cap was refilled and passed around until everyone partook of the old Scottish ritual.

The jib went up and we hit the course with plenty of opinion filling the air. Chief among the local talent was Carriacou's Hope McLawrence, 68, whose wizened face and agile body spoke of a life on the sea and a love for the water that surrounds his island. Effortlessly he called wind shifts, analyzed current, read the rocks and shallows and found the jobs that needed to be done.

With only nine boats in the racer/cruiser class and three in the Melges class, competition was fierce but safely-spaced, allowing for a day of uneventful sailing. After a mere two hours it ended, leaving plenty of daylight for the first party leg: the legendary lobster barbeque.



Wayward's crew led me onto the 96-foot motor vessel, *Kathryn M*, an oil platform supply ship from Trinidad that transported the fleet's finest, a scratch band and 100 lobsters to uninhabited Sandy Island for an outrageous, over-the-top fete. Open boats ferried revelers from ship to shore where they were greeted by the smell of grilled lobster and the world's largest cooler full of iced down drinks. The band played and people partied until food and the sun went down.

Day two saw more action that began when the aptly named *Melges*, *Crash Test III*, grazed the committee boat, luckily breaking only a spreader. An unofficial entrant, the steel ketch *Salai*, hit a reef off Mabouyu that held the sailors captive until cruiser/racer *Mary Murray* came to the rescue.

Darcy Carr of the Beneteau First Class 10, *Wajang*, recounted their excitement when a lifeline parted. "We were sailing along, had a little puff, I looked at the sails then down at my crew ... they were gone! They went off like peas in a pod!" Miraculously, Carr picked them up, hats and all, without ever dropping a sail.

The final day of racing delivered 27 knots winds with gusts to 40, making for a difficult start and some high stress driving downwind to the first mark, the outlying Sisters Rocks. *Wayward*, right on the stern of *Rasmus*, rounded the rocks on the inside so close that I wondered if I should stay on the boat or jump ashore.

On the upwind leg to Hillsborough, Archie Bethel sat on the rail calling the squalls, "Dis one gone knock us, den we run up. Drive she up J, up. Now!" It went on, one hard, long, salty tasting race with spinnaker sets and adroit navigating through coral studded shallows.

That evening it was the talk of the tent as awards, supplied by sponsors Peake Marine, Delta Seacor and Tyrell Bay Marina, were proudly accepted. The final prize for best pirate was presented, the DJ cranked up the already loud music ... and then the party began. 🎧

RACE RESULTS

RACER/CRUISER CLASS OVERALL WINNERS

1st Place – *Category V*
(38 foot Hobie)
2nd Place – *Wayward*
3rd Place – *Wajang*

MELGES CLASS OVERALL WINNERS

1st Place – *Drunken Monkey*
2nd Place – *Crash Test III*
3rd Place – *Wasabi*

TEN T&T SAILORS QUALIFY AS INSTRUCTORS

SAILING ASSOCIATION COURSE HELD IN DECEMBER

The day before Christmas Eve saw ten young sailors reach the end of a five day course qualifying them as Trinidad & Tobago Sailing Association Level 2 Dinghy Instructors. The last three days of the course were held at the TTSA sailing school in Chaguaramas. As part of the new National Sailing Scheme, ten sailors (four from Vessigny and six from Chaguaramas) were put through their paces by TTSA's visiting instructors, Steve Jackson and Seb Godsmark.

As well as being able to demonstrate sound sailing ability, the students were taught the basics of methods of instruction to enable them to pass on their sailing skills to others in a professional and knowledgeable way. In order to qualify for instructor training, the students had previously completed a power boat level 2 course and a safety boat operator course. In the New Year they had the chance to put their newly acquired skills to the test as the new TTSA sailing school term started on Saturday 16th January 2010. Children of all abilities from the age of 7 years and upwards were able to attend dinghy sailing lessons every Saturday and adults were able to enrol in lessons for beginners as well. As part of their ongoing training, the new instructors will also receive training in first aid and navigation in

the new year. On the presentation of his course completion certificate, participant Alianson Thomas said, "This is all I wanted for Christmas!"

The New Year also saw the first ever TTSA power boat course open to the general public. On January weekends, TTSA planned to hold two power boat level 2 (PBL2) courses open to anyone wishing to take part for the value price of TT\$ 1,000 including lunch and refreshments, with all equipment provided. Members of the public were invited to come and learn to drive a power boat safely and in accordance with international regulations. Successful students in the course receive a qualification which forms the basis for the International Certificate of Competence.

For further details contact the sailing school principal, Hedge Shuter, email youthsailingschool@yahoo.com, www.ttsailing.org.



PHOTO COURTESY OF TTSA

Left to right, Instructor Seb Godsmark, participant Alianson Thomas and instructor Steve Jackson

Report and photo submitted by TTSA



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COLORFUL SAILING IN THE ANNA BAY

CURAÇAO'S 26TH END OF THE YEAR'S RACE

ARTICLE AND PHOTOS BY ELS KROON



Duels between all kinds of sailing boats in the Anna bay

Curaçao's End of the Year's Race, traditionally held on the last Sunday of the year, was organized for the 26th time by race director Ivo van Dooren and the Sea Scouts of the Mgr. Verriet Group. Weather conditions were variable this year: 18 knot winds at the start, contrary to the calm on entering the Anna Bay, zoomed by the famous tall, colorful buildings, which usually causes unpredictable wind shifts.

Forty-three participating boats and windsurfers faced the feared calm, abruptly breaking off the pleasant and competitive headway at sea. For passengers of the cruise ship *Zuiderdam*, the crossing sails in the Bay were an additional attraction. The terraces in Punda also did well, providing a relaxed view at the races for locals and tourists. Renaissance's Riffort at the Otrabanda side provided the best view with the famous Handelskade as a beautiful backdrop.

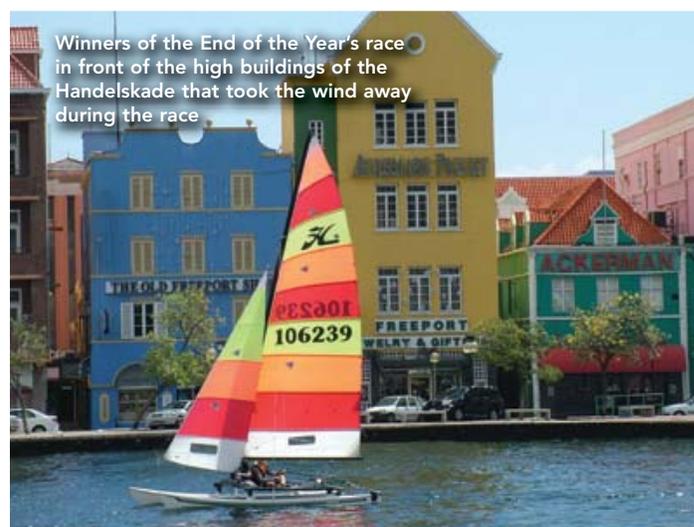
The End of the Year's Race traditionally is a catch up race with all types of sailboats and windsurfers starting at various times on handicap. Among the first finishing participants were catamarans, yachts from different classes, Sunfishes, and windsurfers.

Loes de Ruiter and Michiel Bot managed to pass the finishing line first in their catamaran, and won the race. *Venus Calippyge* surprisingly finished second, followed by the *Marlin*, manned by Sea Scouts—some came over from Holland, where they study, to participate in the race.

The race was concluded with the prize giving ceremony and the

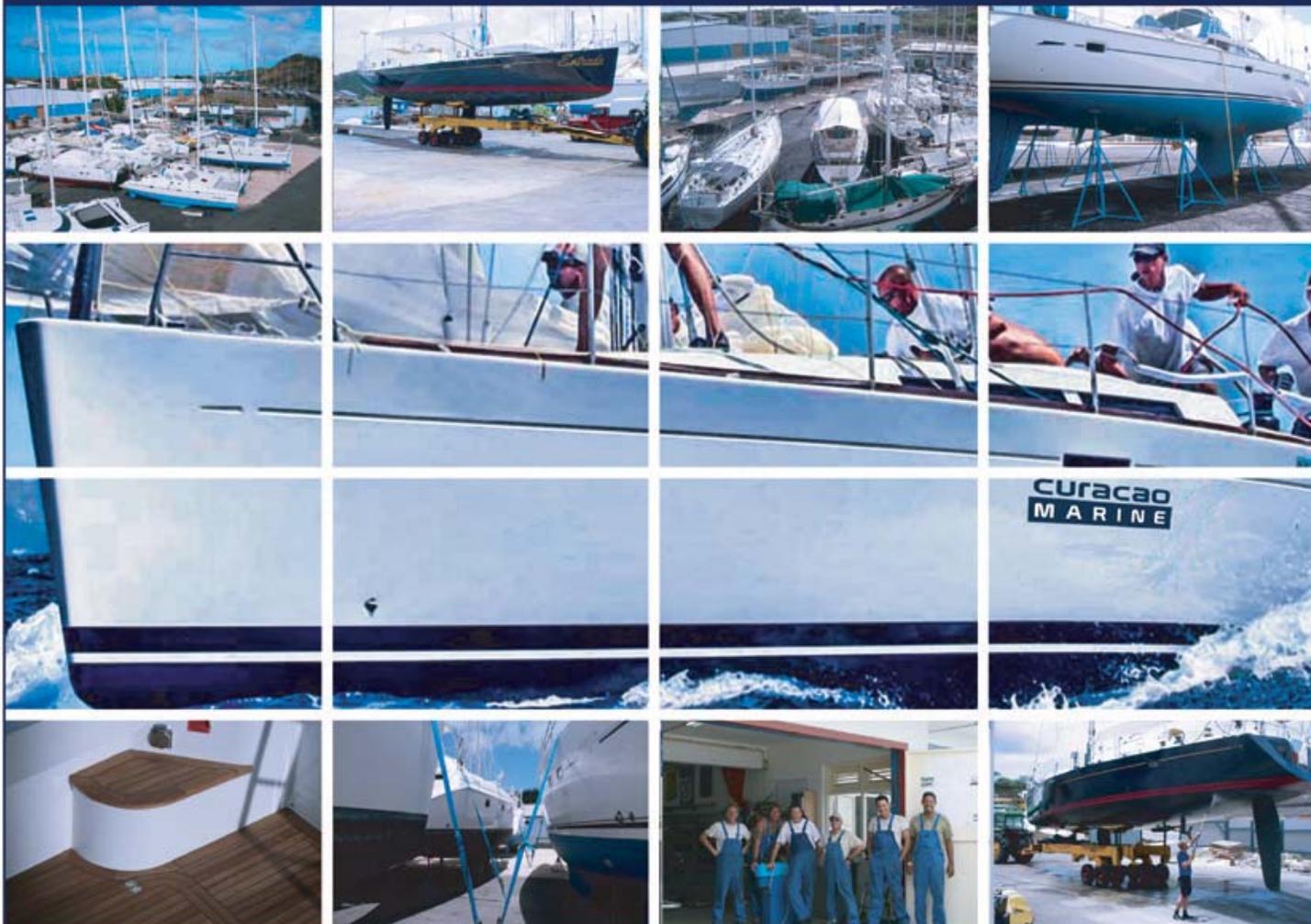
traditional "oliebollen" baked by the Sea Scouts Group which recently celebrated its 60 anniversary

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



Winners of the End of the Year's race in front of the high buildings of the Handelskade that took the wind away during the race

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THE DISH MARCH MADNESS

BY CAPTAIN JAN ROBINSON

There is a curious ailment that spreads across America every year as spring arrives ... basketballs thump, sneakers squeak, and crowds roar; they are all signals that basketball tournament fever has arrived. It's a condition called "March Madness." Others not afflicted by this disease fly in flocks to the Caribbean Islands and enjoy the sun, fun, and good food from easy-to-prepare recipes.

MENU:

SAILING CHICKEN WINGS
SURE FIRE RIB ROAST
ROASTED POTATOES
AMARETTO CARROTS
SIMPLY BROCCOLI
EASY CHERRY TARTS

SAILING CHICKEN WINGS

Preparation time: 10 mins. Cooking time: 50 mins. Serves: 8-10.

2-1/4 lbs. chicken wings, separated at joints (discard tips)

1 cup soy sauce

1 cup brown sugar

1/3 cup sherry

2 tsp coarse ground mustard

6 scallions cut in pieces

Combine all ingredients in a saucepan. Cover, heat to boiling and simmer for 30 minutes. Uncover and simmer 15 minutes longer, stir frequently. Serve hot or cold.

SURE FIRE RIB ROAST

Preparation time: 10 minutes. Cooking time: 5 - 6 hours. Serves: 10+.

This is a fun recipe to cook on board or at a home. Whether you are cooking a 10 lb or 20 lb rib roast, this is the only sure fire method. No other type of roast will do.

10 lb rib eye roast of beef

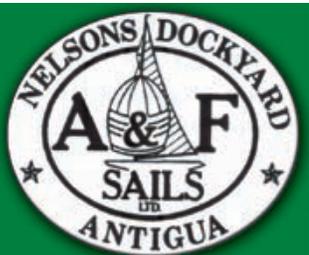
Olive oil

Sea salt

Freshly ground black pepper

Preheat oven to 350°F. Rub a completely thawed room temperature roast with olive oil, sea salt, and freshly ground black pepper. Put in the oven at 1 p.m. Cook for exactly one hour. Turn OFF oven and DO NOT OPEN OVEN DOOR ALL AFTERNOON. I usually put my potatoes in at the same time.

One hour before serving, turn oven ON to 350°F and cook for 45 minutes. Take the roast out of the oven and let it sit for 15 minutes before carving.



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By Captain Jan Robinson



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CARROTS AMARETTO

Preparation time: 10 minutes. Cooking time: 15 minutes. Serves: 8-10.

- 1 (16 oz) pkg of baby carrots
- 4 Tbs butter
- 1 Tbsp olive oil
- 4 oz blanched almonds, sliced
- 1/3 cup amaretto liqueur
- Salt and pepper

Sauté carrots in butter and oil in a large skillet until slightly cooked. Add almonds. When carrots are softening, but still have a crunch, add amaretto and warm through. Season with salt and pepper. So easy!

SIMPLY BROCCOLI

Preparation time: 10 minutes. Cooking time: 8 minutes. Serves: 8.

- 2 large bunches broccoli
- 4 cloves garlic
- 2/3 cup freshly grated parmesan
- 6 Tbsp butter
- Salt and pepper to taste

Cut broccoli into flowerettes, peel stems and cut into 3/4" pieces. Steam broccoli about four minutes (may be done ahead and refrigerated at this point). Just before serving, toss broccoli with butter and garlic over high heat and cook just until heated through. Remove from heat, add the cheese, toss to coat and serve immediately.



EASY CHERRY TARTS

Preparation time: 5 minutes. Cooking time: 20 minutes. Serves: 8.

- 2 cans cherry pie filling
- 8 small tart shells
- 1 pint whipping cream, whipped

Preheat oven to 375°F. Fill tart shells with cherry filling. Place on cookie sheet or muffin tins. Heat in oven until just heated through. Remove from oven, add whipped cream on top, and serve immediately. 

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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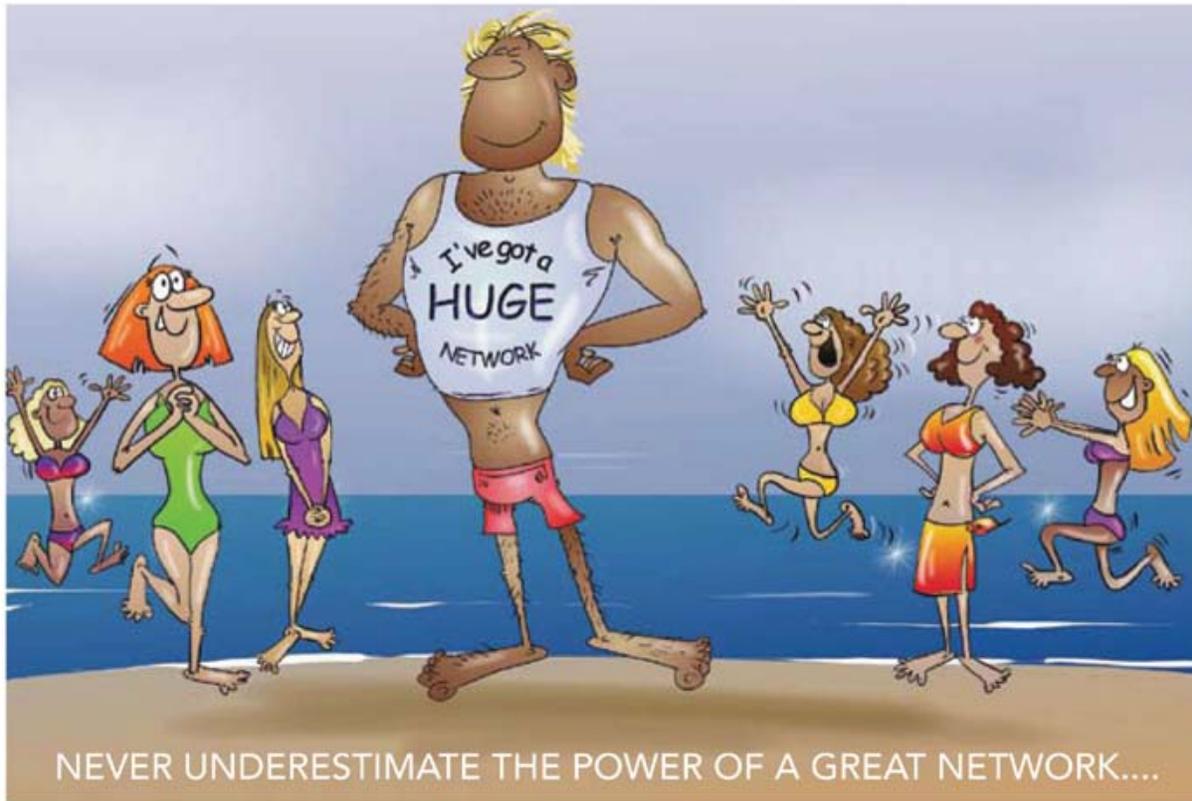
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Aruba	Renaissance Marina Aruba	297-588-0260	13'	200'	50	•	110/220	•	•	•	•	•	•	•	•	16/69	•
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Grenada	Grenada Marine	473-443-1667	15'	70'	4	•	110/220	•	•	•	•	•	•	•	•	16	FREE
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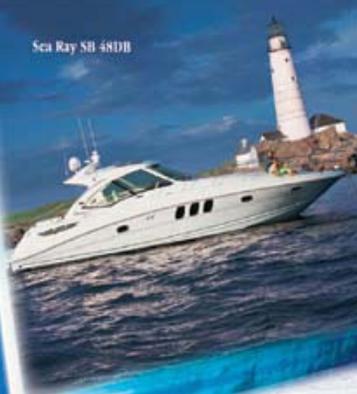
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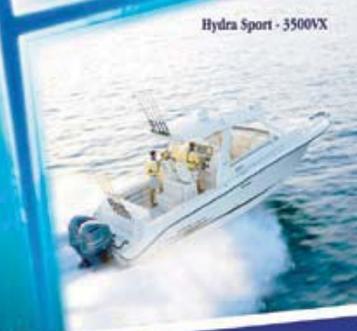


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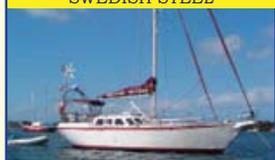
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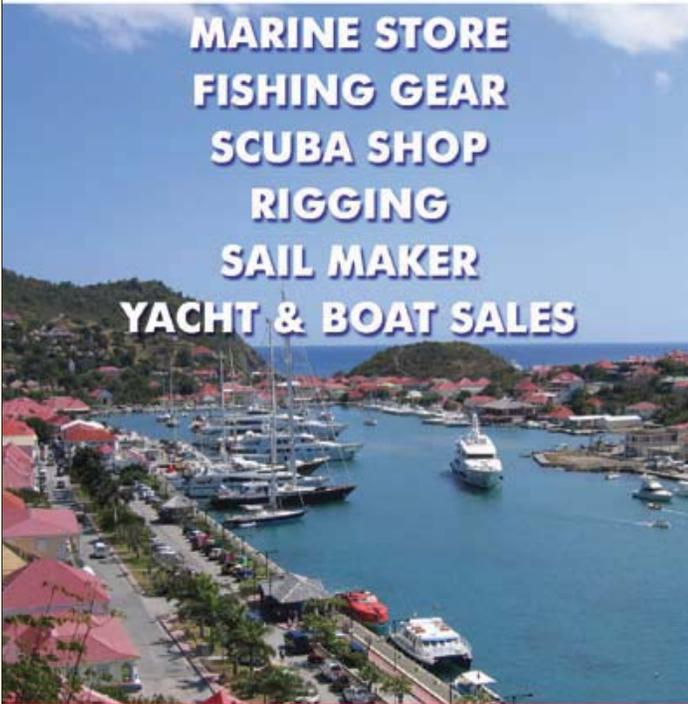
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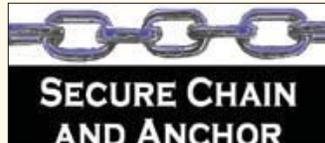
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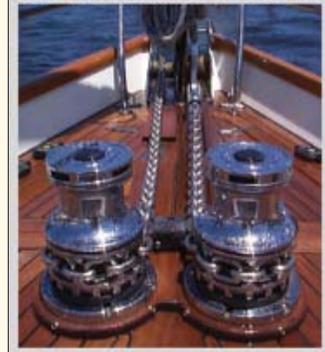


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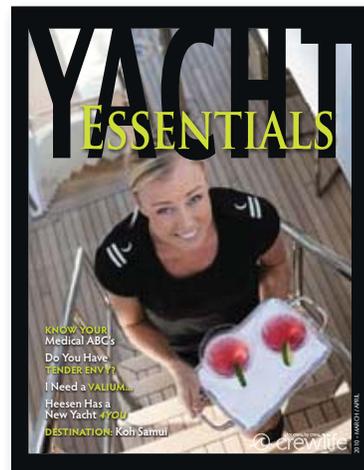
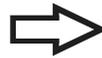
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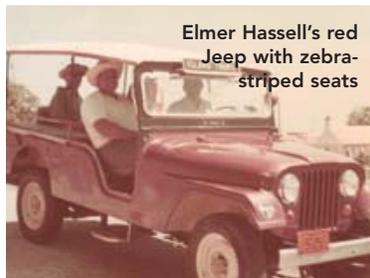
BY JEANNIE KUICH COPYRIGHT 2010

Whadda you do with your charter guests who are on their fourth charter and want a unique island to explore? If you are in the Dutch Antilles, take them to Saba.

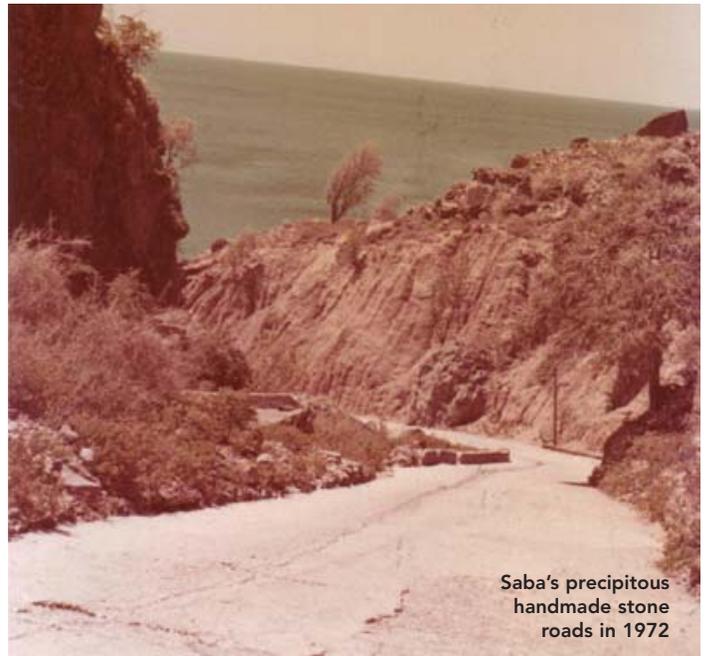
Saba is a unique island, as it almost seems like it should be in the Mediterranean rather than the Caribbean. In early times, once inhabited predominantly by white settlers, it appeared more European. Quite a few made their way as sea captains of large ships.

There's only one problem: there are no good anchorages. Saba is a stratovolcano and its highest mountain is Mt. Scenery at 2,828 feet, a lava dome. Saba last erupted in 1640 and one of its little towns, known as The Bottom, lies in its crater.

With seasoned charterers Dan and Joellen Hagge aboard in 1972, we all vetoed anchoring at the usually very rolly Ladder Bay, where the only close



Elmer Hassell's red Jeep with zebra-striped seats



Saba's precipitous handmade stone roads in 1972

access to civilization was almost straight up 800 hand-hewed stone steps to the town of The Bottom. This was before the ship dock was built.

Instead we flew there in a very small plane with an ex fighter pilot who decided to show us Saba by ear, that is, on your ear. It's always a necessity to fly over the runway first to clear the goats off, but our cheerful pilot also flew us sideways along all the hand-made stone roads built by the locals. This amazing feat, which the Dutch engineers adamantly argued couldn't be done, took up to twelve back-aching years.

Fortunately we met Elmer Hassell who took us up and down these incredibly steep roads in his red jeep, through spotless narrow streets in the charming, flower-decked villages of Hell's Gate, Windwardside and The Bottom. Elmer welcomed us into his home to meet his wife Estelle and his neighbors, who introduced us to their unique, delicate drawn work called Spanish Lace which has become one of Saba's "industries."

Today Saba is an ecological magnet for those who enjoy its particularly challenging hikes and for scuba divers who like to go to the edge, or in this case, down the steep sides of Saba which plunge hundreds of feet.

SKY LIGHTS

BY JEANNIE KUICH

March Spotlights

- Champagne-hued Saturn is at its brightest and biggest all night in the evening and spring begins on Saturday the 20th.

March Planet Particulars

- Saturn catches the eye mostly, but Venus now enters to challenge it on the evening racecourse with Mercury not far behind it at end of month. The campfire glow of Mars begins to fade as it creeps through the overhead.

March Brightest Navigation Stars

Dusk: Sirius, Canopus, Arcturus, Capella
Dawn: Vega, Arcturus, Antares, Altair

The Moon Sails Near

Wed. 3rd: the star Spica in Virgo in evening
Sat. 6th: the star Antares in Scorpius before dawn
Wed. 17th: Venus in evening
Sat. 20th: the Pleiades star sisters in evening
Wed. 24th: the star Pollux in Gemini in evening
Thu. 25th: Mars in evening
Sat. 27th: the star Regulus in Leo in evening
Mon. 29th: Saturn in late evening
Tue. 30th: the star Spica in Virgo in evening

Moon Phases

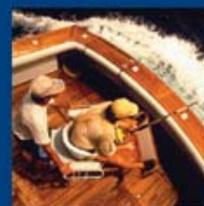
Sun. 7th: Last Quarter
Mon. 15th: New
Tue. 23rd: First Quarter
Tue. 30th: Full

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.

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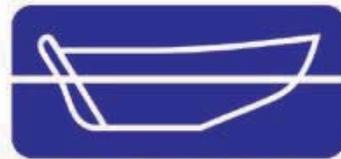


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