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APRIL 2010

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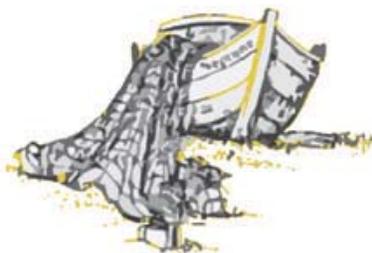


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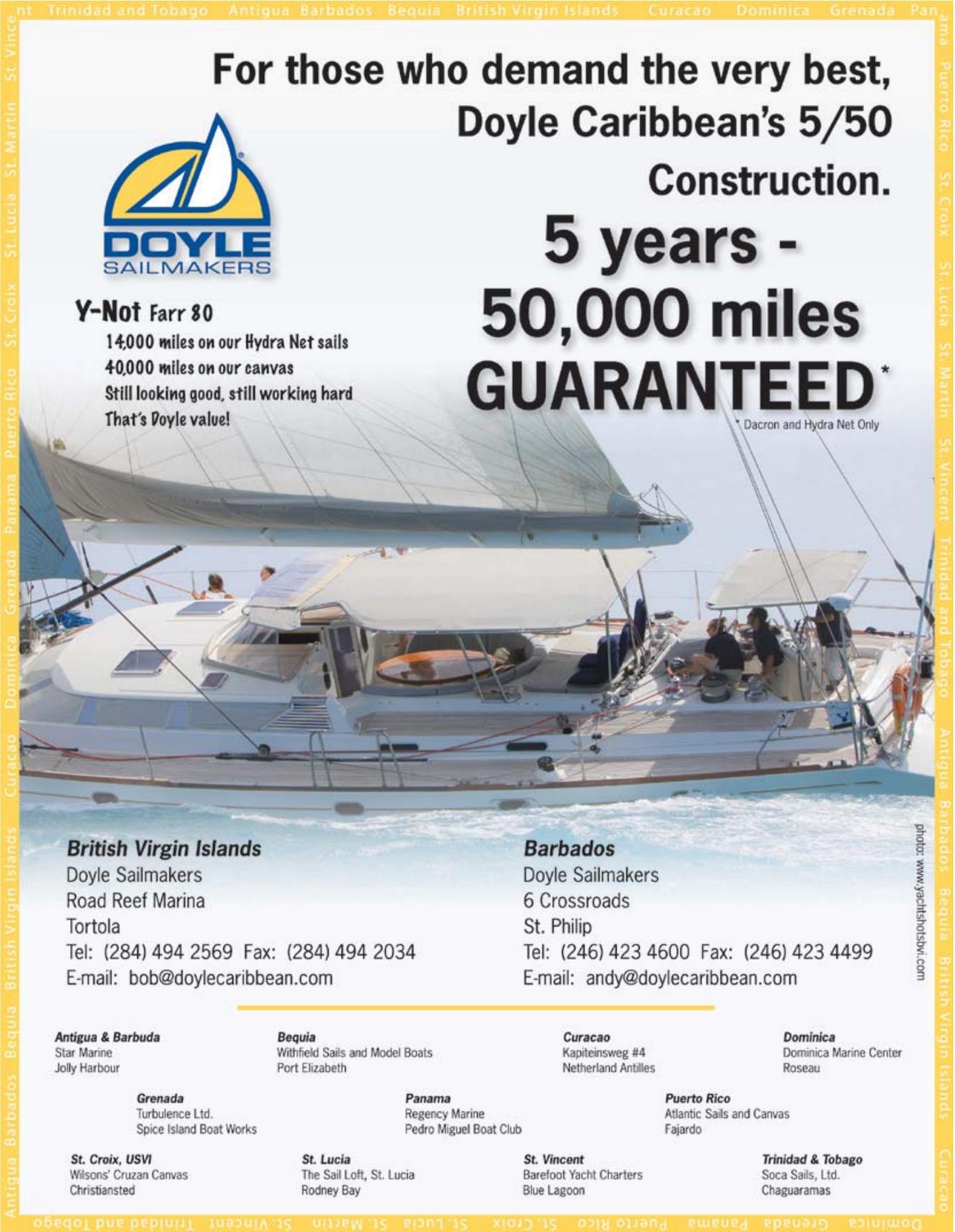
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LETTERS TO THE EDITOR

ALL AT SEA WANTS TO HEAR FROM YOU

SEND YOUR CORRESPONDENCE BY EMAIL TO EDITOR@ALLATSEA.NET, OR MAIL LETTERS TO: ALL AT SEA, PO BOX 7277, ST. THOMAS, VI 00801

Readers responded to Dustin Norlund's "Dr. IT" article about a personal, satellite-based message and location system in our February 2010 issue:



Dear All at Sea,

In regard to the article on the SPOT satellite messenger, we used the SPOT last year sailing between St. Thomas and Carriacou for five months with our two children. It was a gift from my father-in-law, for his peace of mind. It was both peace of mind and a learning experience for family and friends. Many who watched our progress used its integration with Google Maps (GM) to explore the area where we were visiting and sailing. We received emails asking about things they saw on GM—a nearby fort, a pretty bay, etc. The track feature was interesting. We received emails asking why we sailed that way! Squalls between Montserrat and Antigua sent us all over the chart and the track on the web looked pretty strange.

Though, the SPOT is not perfect. It does not always work as expected. There were plenty of missed messages (not sent by the unit), even though it had a clear view of the sky. Once, our last message was sent north of Guadeloupe and our "OK" messages we sent several times from Deshaies, Guadeloupe did not go through. Our family thought we were sitting offshore for a few days. Thus, it is NOT a replacement for an EPIRB. But it a great tool for peace of mind and even insurance. They offer GEOS search and rescue service for \$12.95 a year that includes \$100K in search and rescue services worldwide. The 911 button contacts the GEOS Search and Rescue Service and they take it from there. So, the SPOT is a great tool, but know its limitations.

— Gil Anspacher
S/V *Kauhalekai*, St. Thomas, VI

Dear All at Sea,

You said SPOT cost you \$150, but you didn't mention the \$100 yearly fee!

— Bill Dietrich, S/V *Magnolia*



Publisher:
CHRIS KENNAN
publisher@allatsea.net

Editorial Director:
CHRIS GOODIER
chrisgoodier@allatsea.net

Creative Director:
NICOLE KENNAN
nicole@allatsea.net

Art Director:
AMY KLINEDINST
amyk@allatsea.net

Graphic Designer:
NEVA HURLEY

Advertising:
International
RICHARD BARKER
richard@yachtesentials.com

Florida
LAURA PARENT
laura@yachtesentials.com

Accounting, Subscriptions:
accounting@allatsea.net

Owned and Published by
Kennan Holdings, LLC
P.O. Box 7277
St. Thomas, USVI 00801
phone (443) 321-3797
fax (340) 715-2827

The views and opinions of the contributors to this publication are not necessarily those of the publishers or editors. Accordingly, the publishers and editors disclaim all responsibility for such views and opinions.

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COVER SHOT:
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A wonderful spectacle of sail returns
 April 15 to 20. www.antiguaclassics.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,
LARRY & BARBARA,
& THANKS FOR READING
ALL AT SEA!



(L to R) Barbara and Larry, with visiting friends Micki and Chuck Harding (S/V *Corem Deo*), wait on Cuttyhunk Island, Massachusetts for the ferry to the mainland. We are presently moving our powerboat to Florida where we will live after we sell the sailboat.

— Larry and Barbara Vincent
S/V Celebration,
Cuttyhunk Island, MA

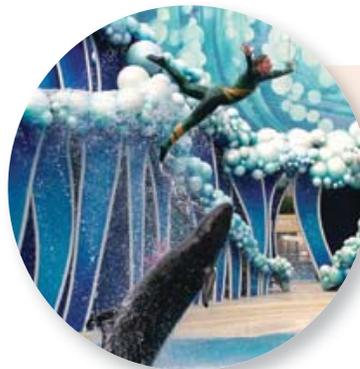
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ISLAND EVENTS & INTERESTS

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CARIBBEAN NEWS

A BRIEF LOOK INTO THE HAPPENINGS OF OUR WORLD

Grenada Lifts H1N1 Port Restrictions

The Marine & Yachting Association of Grenada reported in late February that, with the passing of the swine flu threat, restrictions regarding ports of entry for yachts have been lifted. The Ministry of Health has announced that entry requirements are now as they were pre-H1N1. A medical officer will be retained at The Grenada Yacht Club, but yachts can clear in at any of the ports of entry. *For more information, contact mayagadmin2@gmail.com.*

TruPlug® a Crowd-Pleaser at Spring U.S. Boat Shows

Forespar Products' TruPlug® sold briskly as an impulse buy for consumers at this winter's boat shows, the manufacturer reported. The award-winning item is a soft, cone-shaped plug designed to conform to the unpredictable shapes of most hull breaches. At the Miami International Boat Show, Forespar also featured its Marelon Integrated Plumbing System which drew multiple orders from boat-builders interested in its chrome mushroom thru-hull and remotely-operated ROV valves.



Hervé "RV" Nizard on his way to pick up his prize at the Island Water World Head Quarters in St. Maarten. He won the third and last Online Game prize draw, a Dinghy-Engine Combo, valued at US \$3200.

Pilot Nizard is Final Island Water World Online Game Winner

The third and last winner of a dinghy-outboard combo is sailor and airline pilot Hervé "RV" Nizard who resides on Dominica. From November till January, online shoppers at www.islandwaterworld.com were eligible to win a Walker Bay Air Floor Hypalon AF240 dinghy and a Mercury-5HP-outboard combo worth \$3,200 US.

New Fiberglass Repair Book Available

Roger Marshall's latest book, "Fiberglass Repair Illustrated," is now available in book store and chandleries. The 192-page paperback, which tells how to make repairs to a fiberglass boat and how to finish and paint those repairs, includes more than two hundred pictures and drawings.



Uplifting Days at Trinidad's Power Boats

Power Boats's new Acme 60-ton Marine Hoist is in operation, a big improvement over their previous 50-ton model. Along with lifting capacity 10 tons greater, the lift is substantially quicker at lifting boats and moves at a faster speed through the boatyard. The forestay clearance is about four feet more than on the previous model, which means the majority of sailboats up to about 46 feet LOA can now leave their forestays in place when being lifted.





Le Phare Bleu Staff Teams Compete for Best Oil Down

Grenada's Le Phare Bleu Marina and hotel's Swiss owners, Dieter Burkhalter and Jana Caniga held a Staff Oil Down Competition over the Independence weekend. Three staff teams entered and guests were invited to taste competing dishes of this Grenada culinary specialty. Winning team was Orange Slash.

PRODUCT SPOTLIGHT

ATL's new "FuelLocker"™ range extension fuel bladders

Planning a long voyage and worried about your boat's fuel capacity? ATL Inc. has introduced a new line of "FuelLocker"™ collapsible, on-deck fuel bladder tanks. "FuelLocker"™ carries design improvements that enable it to fill higher, carry more fuel and takes up less deck space. The bladder tanks are offered in standard sizes ranging from 100 gallons to 300 gallons and can be custom made. *Details:* www.pillowtanks.com



PASSAGES

On November 30, 2009, David M. Hamilton Sr., the founder of Hamilton Real Estate on St. Croix, died at the age of 84. He served in the Coast Guard at sea for three years, was awarded two bronze stars during World War II and moved to St. Croix in 1958 where he developed real estate. Hamilton was an avid yachtsman, sport fisherman and seaplane pilot, and was a member of the St. Croix Yacht Club.

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SAVE THE DATE

April 14 & 15, 9 a.m. - 5 p.m.: St Thomas Spring Yacht Show and Marine Trade Show, Yacht Haven Grande Marina: Join captains and crews of term charter yachts, day sail and tour operators as well as the boating public. Ship chandlers, provisioning and many other marine services will be represented. To register: www.vicl.org or contact the VICL office at 774-3944.

May 15 & 16: Sixth Annual Captain Oliver's Regatta, Oyster Pond, St. Maarten: Coors Light will sponsor, with categories for Beach cat, Racing monohull, Performance monohull, Cruising monohull, Racing multihull, Cruising multihull, Bareboat, Beach cat and Corporate Challenge. New is an addition of a three-day rally to Nevis the week prior to the regatta. www.coyc-sxm.com

Jamaica Lightning Bolt to be Greeted by the Real Thing

The 10-yacht Clipper 09-10 Round the World Yacht Race flotilla will spend a few festive days at Errol Flynn Marina in Port Antonia, Jamaica in mid-May. The crew of *Jamaica Lightning Bolt* will be greeted by the eponymous "World's Fastest Man," Jamaica's Usain Bolt, reports the marina's Dale Westin. The boat took second place in February's Race Six from Singapore to Qingdao. The Clipper 09-10 Race started from the north east coast of England on September 13, 2009 and will return to there on July 17, 2010.

American Eagle Resumes Service to Haiti

American Eagle announced plans to restart daily San Juan-Haiti service in March and also will operate two flights a day from Santo Domingo and Santiago in the Dominican Republic. AE and AA have made more than 30 relief flights to Port-au-Prince since the earthquake, according to AMR Corp., the airlines' parent company. AMR has more than 100 employees in Haiti and has operated in the country since 1971.

MERCURY MARINE HOSTS CARIBBEAN DEALERS

Mercury Marine Latin America & Caribbean held a distributor meeting and private cocktail reception on February 10 in Miramar, Florida to kick-off the 2010 Miami International Boat Show festivities. The event gave dealers the opportunity to meet face to face with the Latin America & Caribbean staff for the latest information on Mercury's services and products.



PHOTOS COURTESY OF MERCURY MARINE

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.

ANGUILLA

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4/15-20

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4/24-5/3

Antigua Sailing Week | [Sailing](#)
sailingweek.com | santossailingweek@candw.ag

5/22-24

AYC Green Island Weekend | [Sailing](#)
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BARBADOS

5/15-16
25th Annual Mount Gay Boatyard Regatta
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BEQUIA

4/2-5
Bequia Easter Regatta | [Sailing](#)
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BRITISH VIRGIN ISLANDS

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Spanish Town Fishermen's Jamboree
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4/28-5/1

Fontaine Pajot Owner's Rendez Vous 2010
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helene.de.fontainieu@fontaine-pajot.com

5/2

Atlantic Cup from Tortola to Bermuda
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36th Annual Foxy's Wooden Boat Regatta
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CUBA

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60th "Ernest Hemingway" Billfish Tournament
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Around Guadeloupe Regatta | [Sailing](#)
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5/1

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6th Annual Captain Oliver's Regatta | [Sailing](#)

5/20, 22

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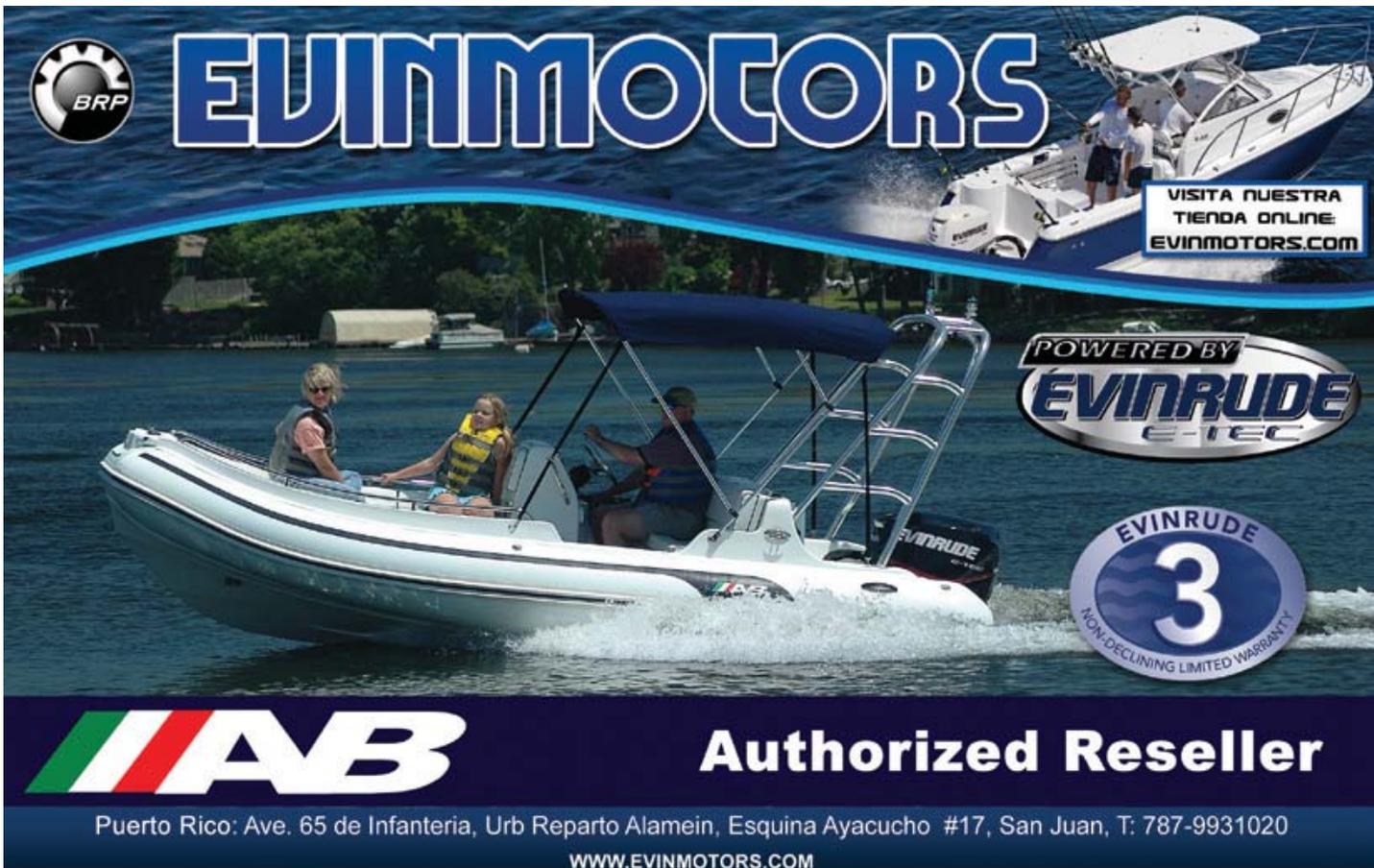
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4/6-9

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YACHT CLUB NEWS

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Antigua's Jolly Harbour Yacht Club

Pippa Pettingell, Youth Sailing Program Director 2010, sent us details on the third Caribbean Classic Rum Cruise to be hosted by the club in May, a "Cruise in Company" staged every year that visits Guadeloupe, Iles des Saintes, Marie Galante, Dominica, Martinique and St. Lucia. The main aim is to provide an insight into the development of rum distillation, with visits to historic and modern distilleries (and plenty of samples.) The fleet sets sail from Jolly Harbour, English Harbour or Falmouth Harbour in Antigua on Monday, May 3 for the anchorage of Deshaies, Guadeloupe. The cruise ends May 17 at Marigot Bay, St. Lucia. The cruise is led by Miramar Sailing Ltd. under the leadership of proprietors Brian Turton and Pippa. *Details: www.classicrumcruise.com, or email: info@miramarsailing.com.*

Hemingway International Yacht Club of Cuba

Comodore Escrich, a representative of the International Game Fish Association, invites anglers to participate in the 60th "Ernest Hemingway" Billfish Fishing Tournament May 24 to 29 in waters surrounding Havana. Thursday, May 27 will be a lay day. IGFA rules govern the tournament with tag and release. The Jury from the Cuban Sport Fishing Federation will take irrevocable decisions regarding the validation of captures.

Participants can use their own boats or rent them at Marina Hemingway. Registration will be 450 CUC (\$563 American dollars) per team from one to three anglers, and 100 CUC per additional angler (\$125 American dollars). Those who arrive in their own boats will have free mooring in Marina Hemingway, invitation for the welcoming cocktail, awards ceremony and closing dinner for all the team members. If you rent a boat, you will also have highly qualified crew, fishing tackle, bait, fuel and snacks. Those interested on accommodation can book in at Acuario hotel located in Marina Hemingway, or at other hotels in Havana.

In other news, the Sarasota (Florida) Yacht Club had hoped to organize a 100-boat international regatta to take place May 16, seeking to revive an annual competition that began in the 1930s. The club, however, did not receive permission from the U.S. Treasury Office of Foreign Assets Control in time to make preparations and the regatta has been postponed until 2011.

St. Maarten Yacht Club

The club's very readable newsletter, The Spinnaker, reported that SMYC member and well-known sailor Dr. Frits Bus went on an eight-day medical assistance trip to Haiti in January. He was stationed in the village of Jacmel where 90% of the population has been living in tents. "Frits arrived in Haiti with a large quantity of medical supplies donated by several St. Maarten pharmacies. Insel Air carried the extra luggage at no extra cost. At the Club, Ian Hope Ross donated 50—then a further 30—buckets which were

filled by the Red Cross with medical supplies and flown into Haiti. It is with a warm heart that we can report that the SMYC membership gave a huge amount for the Haitian people," the newsletter advised.

(U.S.) Virgin Islands Gamefishing Club

"Show Your Love to Haiti" raised \$15,000 for the USVI Haitian Relief Fund on Valentine's Day, Sunday, February 14. The event was hosted by the Northside Sportfishing Club, St. Thomas Fishermen's Association and Virgin Islands Game Fishing Club, and donated to the Community Foundation of the Virgin Islands' (CFVI) USVI Haitian Relief Fund.

Planes for the USVI Haitian Relief project depart regularly from St. Thomas to deliver volunteers and medical supplies in Haiti. Many community businesses donated food and drinks, and volunteers from the St. Thomas Fishermen's Association ran the bar.

Six children—Joshua LaPlace, Tyler Berry, Brianna Berry, Edwin Bryan and Adam Berry—manned the non-alcoholic Island Oasis machine for seven straight hours and made nearly \$800. Two other children, Brittany Petersen and Marie Jackson, sold 50/50 raffle tickets and made additional money. For more information about USVI Haitian Relief: www.usvihaitianrelief.org.



Kids manned the non-alcoholic Oasis stand & raised nearly \$800 for Haiti

PHOTO BY DEAN BARNES

Virgin Islands Sailing Association

Bill Canfield decided to step down as VISA's President after serving in the position on two occasions for about 17 years, and finished up after the Carlos Aguilar Race in November. VISA held its annual meeting via telephone conference on Jan 30. Phillip Shannon was elected President, Kim Jones Vice President, Karen Stanton, Secretary, Lyn Reid, Treasurer, and Peter Holmberg, Olympic VP. Class Reps are Tim Coyle 420 & I420, Laura Brego Opti, and Kim Jones Laser. "I think I have left VISA in a strong position and I also believe our recent sailing results speak for themselves as to how far we have traveled over the years," Bill said in February. "We have done many things that no other small country has come close to accomplishing in world sailing." 

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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GROUP THINK, ME THINKS **NOT!**

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My wife says I'm anti-social. That's baloney. I just hate people. I mean, people as in plural. I don't mind individual jerks—only groups of jerks. I don't like mobs either, and I consider two people a mob.

Part of the problem for the marine community is that we're all Alpha Males, even the women. By that I mean you can tell a sailor anything—but what to do. There is something about sniffing a lot of wind which makes us contrary. Let's put it another way—whatever you think, I don't.

My favorite shirt is red. I wear it almost every time I go ashore, every 30 days or so. I look wonderfully virile in it. But if you tell me your favorite color is red, I'll tell you mine is blue while thinking to myself, "... red is too flashy. Only show-offs like red. What a jerk!"

What does this have to do with boating? Lots. I'm currently sailing across the Indian Ocean with a group. Normally, I'm able to shake off any poor sap trying to be nice to me by simply saying, while sailing at night, "... let's tack inshore." Then, a few minutes later, I douse my running lights and tack back to seaward. True, some of these folks spend days searching for me, fearing I'm in distress—but they probably don't have anything else to do anyway.

It's not easy to glom on to me. If someone is following us and anchoring in all the same places, I just dive his anchor rode and put a couple of half-hitches around a coral head—then hastily leave before dawn.

If that fails, I use the old sand-in-the-outboard trick. As soon as they're hopelessly drifting out into ... say, the wide Pacific, I haul anchor and speed toward them. They sure look happy when I throttle down beside them. Alas, that happiness is short-lived as I shout, "... behind schedule. Gotta go. Have fun with those short oars!"

Oh, avoiding people can be enjoyable. On the VHF I tell little fibs like, "Cmap is right on!" and (on St. Thomas), "You clear in at Paul M. Pearson Gardens!"

It is just as much fun on the SSB. People are so gullible. I sent a winlink message to all the new Caribbean 1500 participants arriving in the BVI, informing them that all the islands in the Lesser Antilles had been given new lat/lons under the new Systematic Uniform Classification Category, Euro Research Standards (SUCKERS) and most of them believed it (even tho it put all the islands 100 miles to windward of Barbados).

"When I was dating, I used to tell the girl my life history and then say, '... but enough of me talking about me—let's give you a brief chance to talk about me!' Only one woman, my wife, ever said, 'Okay.'"

Okay, ego plays a part. When I was dating, I used to tell the girl my life history and then say, "... but enough of me talking about me—let's give you a brief chance to talk about me!" Only one woman, my wife, ever said, "Okay."

Of course, I see the advantages of the ARC. I mean, if you've commanded a large corporation, purchased a million dollar yacht, and decided to sail across the Atlantic ... of course, you'd want my buddy Jimmy Cornell to tell you when to go to the bathroom while on passage. ("After the net, will be a group defecation. Good luck, everybody!")

Of course, groups have to have leaders. If I'm the leader, fine. Things go well. But I've found from hard experience that if somebody/anybody else is the leader—it is disorganized chaos.

Most modern day leaders are subtle. For instance, the "leader" of our "informal" group assumed his position with the following statement on the net: "Let's have fun and not get uptight! You guys don't need a leader and I don't want the hassle of organizing a rally. So, that's about it ... save for ... no one should use the dinghy dock without a permit—which I'll be happy to issue. Our designated VHF channel is 67, with the net at Oh-Eight-Hundred. Don't chat on 67, switch to 77. The propane run is Wednesday. Anyone who'd like to pay homage to me can do so at The Stingy Skipper rhumshop around sundowner-time. I've recently issued a decree which states that if you don't voluntarily lock your dinghy and outboard—your arm will be macheted off ... that's right, lock it or lose it! Anyone wishing to contribute to the sterilization fund for mothers at-risk for having babies who may turn out to be pirates, can do so by stopping by the ketch *Do Gooder*. Oh, yes, if you're caught without a light at night while in your dinghy, both occupants will be raped. If nothing further, I'll close down the net. Thanks, everybody. Happy Sailing!"

"... you gotta admit, Fatty," my wowed wife said after that transmission, "he's good!"

I hate peer-pressure. It cuts down on my enjoyment of being bad to others. Plus, there's the wild rumors floating around. One guy who'd never met me reported he'd heard good things about us—which shows how out-of-touch-with-reality such dockside gossip can be.

It seems to me, sailing used to be about being alone and about self-reliance. Now it is about safety-in-numbers and avoiding individual responsibility.

Once you're a member of the group, you're beholden to that group. After all, you're on the same team and need to be a team player—or else.

A Korean sailor in our group came to me and said rudely, "My boat. SSB radio no workee. You look!"

My first reaction, of course, was to flip him the bird. Then I caught

myself. Good Samaritans have high status within the group. I decided to pretend to be nice. I went to his boat. His radio didn't work. It wasn't a marine radio. He didn't have an antenna tuner nor ground plane. He didn't have an amateur license and was intending to operate it illegally on the ham bands. "You fix!" he kept saying, louder and louder, as if I was hard of hearing.

Finally, I snapped. "... no, YOU fix," I said. "I fix *Wild Card!*"

"... I thought you Mister Nice Guy!" he sneered.

"... you thought wrong," I snarled back. "You don't want a friend, you want a highly-skilled, unpaid servant!"

... but, of course, the PC-group-think prevented me from pounding him over the head with a winch handle and making him even shorter.

You have to be careful what you say among the group. I try to be nice but it doesn't always work. "That's not the ugliest boat I've ever seen in 50 years of living aboard!" can be, and often is, misinterpreted. Ditto, "Your choice of a beamy Fatty Knees dinghy is a wise one—given the wifey's catamaran-wide butt!"

And some people just can't take a joke. I recently told the trimaran owner of *This Side Up* that you could determine a man's intelligence by taking his IQ and dividing it by the number of hulls he sails on. He didn't find it funny. In fact, he took a swing at me. "That was dumb," I said, "which only serves to prove my point!"

Of course, I attempt to be up-to-date. For example, I no longer refer to the throttle-jockeys aboard power craft as stinkpotters—the term "earth-warmers" is far more accurate and timely.

We have a squat motorsailor in our group—which is, perhaps, handsome to the designer's misaligned eye. When someone asked the definition thereof, my wife frowned when I shot back, "A vessel which does neither well."

Nor do the cruising catamarans approve of being called Windebegos, nor the day-charter cats, Cattlemarans. (Whew! All the fun names seem to be off-limits: Wet Snail 32, Outhouse 41, Bendytoe ...)

You have to be careful even describing the rigs these days. Calling a yawl an "under-endowed ketch" just isn't cool anymore. Ditto, calling a ketch a "backwards schooner." People can be so touchy.

Yes, I hate groups—and the feeling is entirely mutual. I'm really not sure if I'm looking forward to my departure as eagerly as they—or vice-versa. One thing I do know is that I've never been invited back to anything.

Editor's note: *Wild Card* is currently in convoy off Somalia, with huge signs in its rig that accurately describe how wealthy the crews of the other nearby yachts are. 

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.

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FLOGGINGS & OTHER FUN PUNISHMENTS

BY JULIAN PUTLEY

“The beatings will continue until morale improves” is the single most popular banner on T-shirts bought by tourists in the BVI. The irony is lost on no-one. But it was not long ago that flogging was an accepted and effective form of punishment meted out to school boys, mariners, law breakers and criminals. Charlie can remember his own purple, blue and black buttocks from school days a mere 30 years ago.

In the British navy the cruel and barbaric punishment of flogging was inflicted for relatively minor crimes, like stealing an extra weevil at lunch. And “six of the best” (the schoolboys’ beating) was pretty tame compared to a flogging with a cat o’ nine tails. Floggings were meted out to those found guilty of thieving, disobedience and mutiny.

A slice of bread stolen from a bakery would mean transportation to the penal colony of Australia; a voyage of months with no prospects at the end. At the other extreme during the 18th century, several mundane crimes were punishable by execution. The “Bloody Code,” as the regimen was known, was responsible for executing offenders for “scrumpling” (stealing apples from trees in a private orchard), use of obscene language, the cutting down of a tree, stealing a rabbit from a warren, being out and about with a blackened face (definitely worrisome for West Indian crew), poaching and damaging Westminster Bridge.

Charlie has found the recent historical revelations to be most helpful on his charters. He has made a list of offences and punishments and pinned them up on a conspicuous bulkhead.

1. Blocked head: six lashes
2. Being sea sick over the windward rail: ten lashes
3. Not allowing nubile young daughter to go ashore for drinks with captain: transportation to Australia
4. Whining about the weather: six lashes
5. Not leaving adequate tip: summary execution
6. Having hellacious hangover: forgiveness (occupational hazard)
7. Asking dumb questions: six lashes
8. Asking same dumb questions again: ten lashes
9. Not stowing items properly: six lashes
10. Leaving hatches or ports open while underway: transportation to anywhere miles from the sea
11. Whining about anything: six lashes
12. Not being ecstatic about the best sailing vacation in the world: the beatings shall continue until morale improves.

Hey, lubbers have to learn, and who am I to refute the rulings of our wise elders of yore? ☺

Julian Putley is the author of “The Drinking Man’s Guide to the BVI,” “Sunfun Calypso,” and “Sunfun Gospel.”



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"GREEN" REGATTAS GO GREENER

MORE CARIBBEAN MARINE EVENTS COME ON BOARD

BY CAROL M. BAREUTHER, RD

Sailing clean and "green" has moved beyond a one-year wonder to become a way of life at many Caribbean regattas. In fact, other marine events have started to add "going green" to their list of activities. The beneficiary, of course, is the ocean, the key ingredient to all nautical activities.

One of the first to take on a "green" initiative was the BVI Spring Regatta & Sailing Festival. "In 2007," said regatta director, Judy Petz, "the committee looked at the amount of glass bottles we accumulated in the regatta village. So in 2008, we started by recycling over 15,000 bottles with the help of a new local facility that had started a recycling center. Nanny Cay (Nanny Cay Marina and Resort) was also inspired and chose to keep the recycling bins on property to be used for all sailors and guests."

In 2009, the St. Maarten Heineken Regatta, BVI Spring Regatta & Sailing Festival and Antigua Sailing Week became three of over 40 events worldwide to partake in the Clean Regattas program. Clean Re-



Regatta chairman Robbie Ferron (far right) accepts a Clean Regatta bronze award in 2009 with Regatta direction Heather Tackling (2nd from right) from Sailors for the Sea representatives at left.

PHOTO COURTESY OF ST. MAARTEN HEINEKEN

gattas is a voluntary certification system that Sailors for the Sea (SFS), a Newport, RI-based nonprofit organization dedicated to marine conservation, designed in order to help regattas, yacht clubs and sailing programs reduce the impact on the environment and take steps to protect and restore the oceans.

"No matter how much one cares about protecting the health and integrity of the ocean," said Chris Mancini, SFS program director, "the fact of the matter is that bringing together a large group of individuals to sail together in a single body of water will exert an immense strain on that resource, and require greater attention and effort to prevent or repair that strain."

Rik von den Hoff, regatta assistant at the St. Maarten Heineken Regatta, said that last year, "Several sponsors provided us with environmentally-friendly materials. For example, Heineken, our main sponsor, decided not to use drinking straws. Sol (The Sol Group) supplied us with rolls of absorbent pads designed to soak up oil-based liquids such as fuel but repel water."

In addition, said von den Hoff, "The Regatta Office ordered all "green" towels, cups and toilet paper to use in the office. We also moved to paperless



Tools for going green at the St. Maarten Heineken

PHOTO COURTESY OF ST. MAARTEN HEINEKEN

registration as much as possible and reduced our usage by six cases of paper. Re-usable bow numbers, which had been used for years and were on the verge of being discontinued, were re-instated and repaired in order to continue using them."

At last year's Antigua Sailing Week, said Bernie Evan-Wong, a participant and one of the event organizers, "We began selling and encouraging the use of reusable shopping bags as opposed to disposable plastic bags."

In the BVI, with recycling already in place, organizers went one step further.

"The reduction of plastic water bottles was a perfect addition to our recycling," said Petz. "Our goal was to reduce at least 30 percent, but when Chuck Peterson from Clearwater offered to provide free water and refill all the reusable water bottles, which were donated by the BVI Tourist Board, we exceeded our goal."

This year, said Petz, "in addition to recycling, glass and plastic, we are implementing the use of biodegradable containers for the food vendors and bar cups." Take-out or take-away containers are normally made of Styrofoam, which can take years to disintegrate in landfill or the sea. Biodegradable containers and cups, which are supplied by Green Technology (BVI) Ltd, are made from sugar cane and, when deposited into a compost site, will disintegrate in 90 to 120 days. Even if they are burned as trash, there are no CFCs (chlorofluorocarbons) or toxic chemicals that filter into the air.

This year, the St. Maarten Heineken Regatta also moved to biodegradable cups, compliments of Heineken.

"It's important to communicate to event participants that this program is underway so every individual can participate," said SFS's Mancini.

One very beneficial effect of these initial efforts is proving itself – emulation. In addition to the St. Maarten, BVI and Antigua regattas, the BVI

Charter Yacht Show was also a Clean Regatta in 2009, and in 2010 the BVI Kite Jam and Les Voiles de St. Barth 2010 have also come onboard the Clean Regattas program.

The BVI's Petz said, "Our program to help reduce plastic by using refillable and reusable water bottles is now in almost every event in the BVI and elsewhere.

In addition to the positive effect on the environment, it is also a wonderful marketing vehicle, which we didn't recognize until we saw our water bottles being reused months later at another island's event."

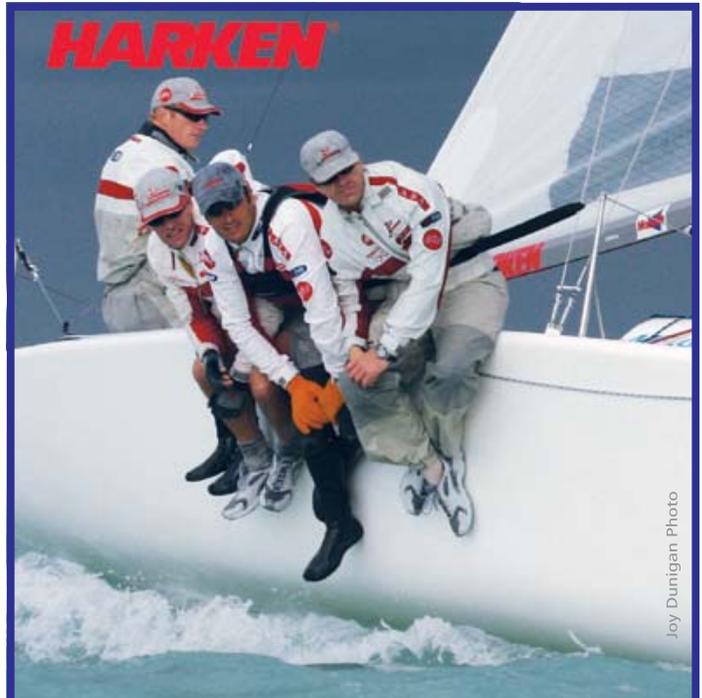
For more information about the Clean Regatta program, visit www.cleanregattas.org and register online. Or, for additional information, email cleanregattas@sailorsforthesea.org.

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



A water station to refill bottles saves on plastic use at the BVI Spring Regatta

PHOTO BY DEAN BARNES



Joy Dumigan Photo

WINNING CONTROL

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- 2000- America's Cup, Young Australia (19-years old, youngest skipper)
- 2003- America's Cup, OneWorld
- 2005- Winner, Melges 24 World Championship
- 2005- Winner, World Match Racing Championship
- 2007- America's Cup, Luna Rossa Challenge
- 2008- Joins Afterguard of BMW Oracle Racing
- 2008- Winner, Chicago to Mackinac Race, Genuine Risk
- 2008- Winner, Puerto Calero RC44 Gold Cup, Team Ceeref

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MAKING A CAT FOR A DOG FIGHT

AN INSIDE LOOK AT DESIGNING THE AL5 FOR THE AMERICA'S CUP

BY KIRST FEDDERSON



Alinghi

LUCA BUTTO/ALINGHI

The America's cup is a match race for a 159 year-old trophy first won by the yacht America from England. The original winners of the cup donated it as a perpetual trophy, governed by a document called the Deed of Gift. The Deed of Gift states:

"Any organized Yacht Club of a foreign country, incorporated, patented, or licensed by the legislature, admiralty, or other executive department, having for its annual regatta on ocean water course on the sea, or on an arm of the sea, or one which combines both, shall always be entitled to the right of sailing a match for this Cup, with a yacht or vessel propelled by sails only and constructed in the country to which the Challenging Club belongs, against any one yacht or vessel constructed in the country of the Club holding the Cup."

The intention of the donor, George L. Schuyler, is that the yacht clubs as gentlemen agree on the terms of the race. In case the parties could not agree on the terms, he set out some very general rules for the match. Only twice in the history of the cup have the clubs been unable to agree on the terms of the match. The first time was when Dennis Conner raced his wing-sailed catamaran against New Zealand's big white monohull; this type of an America's Cup is known as a DOG match as it refers directly to wording of the Deed of Gift. Since then it has become common practice for a team about to win the Cup to already have a chal-

lenge from a friendly yacht club negotiated to avoid the possibility of a hostile challenge.

On July 5, 2007, after successfully defending the 32nd America's Cup, *Alinghi* and its club, the Societe Nautique de Geneve, announced the Challenger of record, the CNEV, and outlined the protocol for the 33rd AC. For various reasons, including the fact that the yacht club, not the sailing team retains all rights to the Cup, the CNEV was a club that was formed two weeks before becoming the challenger of record.

Oracle submitted a challenge of its own specifying a yacht with a 90' length on waterline and 90' beam on waterline; *Alinghi* rejected *Oracle's* challenge. *Alinghi* already had what they believed was a valid challenge, and several other teams entered to participate. BMWO went to the New York Supreme court and began the most contentious legal battle in AC history. Needless to say, BMWO was successful in their legal assault, and became challenger for the second DOG match in history.

While the current situation has been damaging to the cup community and all the teams that have been left out of the competition, for the designers and sailors involved it has been a once-in-a-lifetime opportunity. In past campaigns, we have all worked under a very strict design rule that limits the design space that we designers can explore. For this campaign, the only rules were that

the length on load water line (LWL) not exceed 90', as spelled out in the Deed of Gift:

"The competing yachts or vessels, if of one mast, shall be not less than forty-four feet nor more than ninety feet on the load water-line; if of more than one mast they shall be not less than eighty feet nor more than one hundred and fifteen feet on the load water-line."

In this case, we had an absolutely blank sheet of paper to dream up the fastest boat to get around a race course. Can you imagine a kid in a candy store?

As a group we assembled at our team base in Valencia late in 2007 and began to develop an outline of areas to focus our design efforts. Any design effort usually begins with a review of previous designs, and a study of strengths and weaknesses of your competitor.

We began to develop a rough picture of the yacht that our competitor would race. Oracle had hired the French design firm VPLP, who had designed the most advanced ocean racing trimarans including *Groupama 3* and the recently-launched *Banque Populaire V*. The 90' beam and 90' LWL dimensions that BMWO specified in their challenge documents match the length to beam ratios of a lot of their recently launched designs. *Groupama 3* was a pretty new boat at the time and, although designed for ocean racing, had similar dimensions to what BMWO specified. It seemed logical that Oracle would develop a lighter grand prix version more optimized for inshore America's Cup racing. The thing that Oracle did not know at the time was what sort of wind they would be sailing in.

The challenger has the right to set the date of the match with their challenge, but the defender has the right to choose the venue and, in that sense, the wind conditions. Strategically, you try and evaluate the strengths and weaknesses of your opponent and then try to leverage your position to take advantage of their weakness. The *Alinghi* sailing team has a long history of racing super light-



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weight, massively overpowered multihulls on the nearly windless Lake Geneva. Since the BMWO design team had a history of experience with off shore around the world Trimarans, it was surely of no surprise then that we began thinking in terms of maximizing light wind performance. Since a light wind boat needs to be feather light, it was decided early on that we would be building a catamaran rather than a trimaran, since a catamaran is naturally lighter.

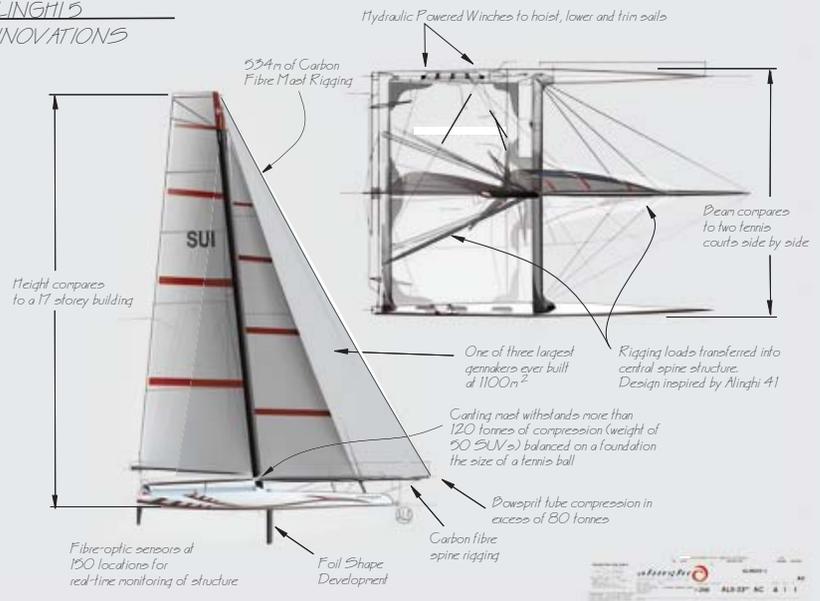
The Alinghi design team started this project with very little experience designing multihulls. To get up to speed on multihull design and sailing, we got to take some very interesting field trips. The design team joined in on one of the sailing sessions with Alain Gautier's *Foncia Orma 60* Trimaran in Lorient France, sailing in VX 40's in Valencia, Spain, and a relaunched version of *Le-black 41*, the famous Alinghi catamaran on Lake Geneva. During this phase, all parts of the design team started to formulate ideas and concepts for the big boat we were preparing to build.

My responsibility as the rig designer includes everything above the deck, basically the mast, boom, rigging, but not the sails. I like to use a car analogy to describe what the rig does. The sails are the engine of the boat, the platform (hulls and beams) in a multihull is the chassis, the centerboard-rudder package is the wheels, and the rig is the transmission. Like a car transmission, the rig takes the loads from the sails, and delivers it to forward motion of the hull and appendages, and like a car transmission with different speeds, the rig has controls to adjust the shape of the sails for variable conditions. It is logical then that I work very closely with the sail designers and also the platform designers and engineers. In fact, one of the great strengths of the Alinghi design team is that it is an extremely tight unit; everyone works extremely well with everyone else, something that is rare in an environment where everyone is arguably one of the best in the world at their area of expertise.

Initially, a lot of work is done to define the concept of the whole boat, including the rig. Unlike the rigs of the previous Cup class, these rigs cant-rake and rotate on a titanium ball the size of a tennis ball. Once you define the concept you enter what is called a design spiral, not because it makes your head spin, but because you are sort of like a dog chasing its own tail.

A computer model of the boat is built to evaluate the performance tradeoff of each design variable. You usually don't get anything for nothing—for example, increasing the overall beam of the boat will increase the heavy wind performance at the expense of being able to fly a hull earlier. The process of finding the optimum balance is a bit like the dog chasing its tail because each variable depends on the other. The sail designers may change one variable in his sail design which produces a new and different set of loads that the rig needs to react. This innocent change means that the structural design of the rig needs to be modified, which of course changes the structural weight, and hence there

ALINGHI 5 INNOVATIONS



BLUEPRINT COURTESY OF ALINGHI

is suddenly a new optimum hull shape. This of course means that the sail plan can be optimized to the new hull shape, and you see what I mean about the dog chasing its tail.

Eventually you do pull out of the spiral, not because you can't continue in the spiral, but because eventually you have to start building the boat. This is where the fun really starts because you have dozens of anxious builders looking for drawings to build the next piece of the puzzle. Unfortunately, the design team did not grow accordingly to the size and scope of the project. Needless to say it was an enormous challenge to complete the millions of calculations, produce the thousands of drawings, and build the hundreds of parts required to assemble the AL5.

The final test of the design came in February 2010 in Valencia Spain. Ultimately Alinghi was unsuccessful in their attempt to defend the America's cup. The scorecard makes the boats appear much more mismatched than I think that they really were (I may still be in denial).

Remember earlier in the story, about deciding to design for light wind conditions? That only works if you can end up sailing in light wind conditions. BMWO did a better job in their legal strategy than Alinghi, and managed to disqualify our venue choice of Ras Al Kamiah in the United Arab Emirates, which would have produced a light but stable building sea breeze. While the breeze during racing in Valencia appeared to be very light, at the top of the nearly 200 ft-tall mast, the breeze was slightly higher than AL5's sweet spot of under 8 knots.

Oracle did a great job on their part and produced an amazing wing sail, just months before the regatta. It was a pretty big gamble on their part because such a revolutionary new design can often have lots of unforeseen problems and jeopardize an entire campaign. All credit to their design team for producing such a weapon. 

Kirst Feddersen, engineer for Alinghi, lives on St. Thomas, USVI.

HEADING FOR HAITI

BY KERRY BIDDLE-CHADWICK



Ile La Vache – 18° 23'0" N and 72° 36'0" W off the SW coast of Haiti. That is where some of the humanitarian aid from St. Maarten is headed on cruising yachts taking part in the supply run.

Harry Birch, "Capt. Harry," from yacht *Fairwind* out of Tortola is recruiting cruisers from St. Maarten to take medical and other supplies from the St. Maarten Red Cross to Ile La Vache from where it will be taken by motorboat to the mainland. The main focus will be on the outer areas of the earthquake zone where the international relief agencies are not getting to.

The island is reported to have a safe anchorage from which to offload much needed supplies for people affected by the earthquake that devastated the city of Port-Au-Prince in January. Once the supplies have been offloaded, Pastor Papie Jean from the foundation Coeur Pour Haiti will take over the distribution, making sure it gets to the people who need it most.

Donna Lange, a Director of Oceans Watch North America, a NFP organization which links cruising yachts with needs in islands worldwide, is coordinating yachts from the Caribbean and internationally wanting to take part in a humanitarian run and can be contacted through the website www.oceanswatch.org, donna@oceanswatch.org.

Michael 'Beans' Gardiner, singer/songwriter/entertainer from Tortola and co-founder of the Good Samaritan Foundation on Ile La Vache can help with Customs clearance questions and any other information that you require about Ile La Vache. He can be contacted on 284 545 5595 or emailed at captbeans86@hotmail.com.

Kerry Biddle-Chadwick is a freelance writer on St. Maarten who has been writing for magazines in the Caribbean and online newspapers since 2006.



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STATE OF THE ART DEVELOPMENTS IN SUPER YACHT ENTERTAINMENT SYSTEMS

BY LOUAY HABIB

3-D Cinema is the latest trend for film and sports blockbusters, and the latest home entertainment systems are delivering a “theater quality” experience from the comfort of your own living room. In the same way, entertainment systems for large yachts have come a long way in recent years.

One example of companies developing such systems is Advanced New Technologies (ANT) based in Britain. ANT specializes in supplying technical solutions for super yachts and is involved with groundbreaking new projects featured on some of the most advanced vessels in the world, including 3D cinema and iPod applications.

3-D Action on Board

ANT is in the final design stages of a 14-person true 3-D cinema for a large super yacht. While home cinemas are frequently installed on super yachts, the company’s representatives say that new technologies, with a comprehensive understanding of the room size, shape acoustics and positioning requirements, will enable yacht owners and guests to enjoy a spectacular true cinema experience: the onscreen action, sound effects, musical score and dialogue.

The key element to the success of any onboard theater is that it needs to be designed from the ground up. Working in conjunction with the yacht’s designer and architect, a company that specializes in this technology can ensure that the physical layout and fixtures of the room will not interfere with the audio or visual presentation whilst maintaining the room’s aesthetics. To properly replicate a movie soundtrack, any theatre requires at least five speakers and one subwoofer.

The room needs to be designed around the system, otherwise it can result in a shortfall of performance. For example, specifying the best speakers for the room size and layout can be compromised if a wall

section has already been designed which does not give enough depth to fit the desired speaker. Other factors that need to be considered at design stage includes the room dynamics, accurate reproduction of frequencies, reverberation control, and noise insulation to ensure the home theatre is not affected by machinery noise on board or will itself disturb nearby cabins.

Power and Convenience with iPod

Yacht owners, crews and guests now have access to a powerful and convenient control of a multitude of passenger entertainment and comfort systems through one of the world’s most user-friendly and iconic devices.

The iPod lends itself perfectly to the multifunctional needs of modern yachts, where network compatibility and user friendliness are critical components. ANT has taken iPod integration beyond the standard auxiliary input into an onboard audio-visual system. With a fully connected docking station, not only does this send data to the device, but it importantly receives data back from the iPod, so that real-time entertainment information is fed-back directly to the master control system.

In addition to creating tailored entertainment and music zones with the iPod docking stations, ANT has also created “follow-me” and “party audio” from a single iPod source.

The company also uses the portable device as an additional or alternative touch panel for third party controllers on board: video on demand, CCTV, air conditioning, steward call functions and comfort systems like the remote and portable control of blinds and lighting systems.

At the moment, these iPod applications use a bespoke system but ANT is working closely with a development partner to achieve a control system designed around the iPod where users will be able to download a generic iPod app, making all of the functions ready to use by any iPod by downloading one piece of software. This will enable guests to use their own iPods to control the onboard systems. Systems from ANT are compatible with iPad, iPod, iPod Touch and iPhone.

The “wow!” factor, facilitated by these and other high tech developments that specialized companies like ANT are introducing, will make them “must have” features for super yachts. As with all new technology, it comes with a price, but it may not be long before 3-D Cinema and iPod applications become a part of everyday life afloat. 



Louay Habib is a freelance yachting journalist. For the past twenty years, he has competed at yachting regattas and offshore events all over the world and represented England in the 2004 Rolex Commodore's Cup. Louay writes for a variety of clients including; the Volvo Ocean Race and the Royal Ocean Racing Club.

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DR. IT'S TECH SOLUTIONS FOR BOATERS

WEATHER FORECASTS

Dear Dr. IT,

My husband wants to make a passage from the Bahamas south to Puerto Rico, which will take us around three to four days in our midsized sailboat. We have never made a passage of this length and generally sail locally in Florida and the Bahamas. We have an old weatherfax machine onboard that prints bad-looking charts WHEN it works. I am very worried about being without current, graphical forecasts while at sea. Help! I may have to fly instead of sail.

—Tricia B., *S/V Cocktails*

Tricia, your question is a very interesting one currently. In the past few years there have been great advances in not only the forecasting accuracy of meteorological models but also in the method that they are presented to the mariner. Today an interactive color graphical user interface is commonplace, whereas a few years back, a mariner had to rely on a black and white weather fax or transcribed voice communications.

Recently, I read that the one to three-day forecast models are around 95% accurate for stable climate locations and around 75% correct for less stable climates. With this in mind, and your passage being within this window, you can relax a bit with the data you will have when leaving port for your short trip. Either of these two rates seem very impressive to me for being able to predict wind, precipitation and temperature well into the future.

If you are still looking for an on-the-water solution, there are a few options. One obviously could spend the money for high speed, bi-directional, satellite communications gear, the end-all-be-all solution that allows much more than current weather. But the cost of equipment, cost of usage and footprint needed on the boat for installation is large.

Here are a couple ideas that will not break the bank or sink the boat. The first solution that comes to mind is XM satellite weather integrated into one of the major manufacturer's chart plotter systems. This system will provide you standard weather data and a multitude of information such as local NEXRAD radar, lighting, satellite images, and much more, all seamlessly integrated with your chart plotter while at sea. The catch is that you need a system that integrates with XM satellite weather and need to be in the XM coverage area for this solution to work. Neither of these two caveats sounds good for an active cruiser straying from coastal North American waters, although you should have coverage during most of your trip.

The second option, which is more powerful and does not require an integrated chart plotter system with XM capabilities, is called QuickLink by Baron. Quicklink is a graphical weather data service provided by running WxWorx on your onboard PC; it provides a wealth of information in a standard windows interface.



PHOTO BY NATIONAL WEATHER SERVICE

Although still in the beta testing phase, Baron says the solution will be released soon. Unlike XM coverage, this solution provides worldwide weather information—yes, nearly worldwide—via downloads provided by your own data connection. In your case, a satellite phone would be sufficient for the Quicklink downloads necessary on your trip. Baron goes the extra length to make downloads economical, providing compressed targeted downloads based upon your location.

While not a weather forecasting solution, I must also mention the blog of Dr. Jeff Masters from www.wunderground.com. This is one of my favorite sources of weather information, hands down. During the Caribbean tropical weather season, Masters writes daily blog entries about the tropics, discussing a variety of forecast models and of course any active storm systems. In these blogs, Masters not only discusses the forecast, but also explains why this forecast shows what it does and why—or why not—he agrees with the model.

Adding this educational “functional understanding” knowledge—why a storm is tracking the way it is, why a storm is intensifying or why a system will not develop—is not only very educational, but may ease some of your tension understanding how and why weather changes.

Tricia, pay good attention to the forecast while leaving, possibly invest in one of the solutions mentioned here, and enjoy the sail! ☺

GOT PROBLEMS? – send your Dr. IT questions to editor@allatsea.net

Dustin Norlund has lived aboard his Hylas 49 sailing extensively in the Caribbean and Central America and is presently involved in IT and software solutions at the enterprise level. He has also worked in marine electric and electronics services for yachts. www.nadagato.com or via email at hylas49@gmail.com.

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TWO CLASSICS GET SOME MUCH NEEDED ATTENTION

ARTICLE AND PHOTO BY PETER PATTERSON

Having been recently replaced by a newer, flashier model, and hailing from a land steeped in a tradition of boat builders and shipwrights, I eagerly accepted my friend's offer to hang out on his vintage Hatteras motor yacht and tinker with things while I reinvented myself under the Caribbean sun.

Arriving in St Thomas in early December 2009, having just narrowly escaped winter's arrival in the north, I was anxious to see how vintage this Hatteras would be and what kind of "tinkering" I might find that could be worth the pleasantries of having an island address for the winter.

What I found did not disappoint. *Wired*, despite her 1980 launch date, had held up nicely, the recipient of obvious attention. When launched, *Wired* was referred as a 64MY, but somewhere along the line, she was lengthened to 70' with the addition of a beautifully-executed custom fishing cockpit. Her engine room was bright, clean and well endowed with two 871Ti's and two Northern Light gensets. So far, I was coming out way ahead!

Unfortunately, what looks shiny and welcoming in the daylight can be scary and intimidating after darkness sets in. There is no more thorough introduction than your first night aboard a strange boat!

Winter's early sunset sent me looking for house lighting. Now, I come from a sailing background, and I understand being miserly with lighting, but are the lights supposed to flicker as a warning that you've exceeded your limit? Was there some good explanation why the shower I chose as my own refused to offer up a single drop of moisture? Minor inconveniences, for sure. First thing in the morning everything would be rosy again.

Then around midnight the shore power tripped. Why? There was nothing on. Except of course for four or five air conditioners, but how much can they draw? And if there was no power, then what was driving the sirens and buzzers that were announcing my dilemma throughout the marina? How were all the mosquitoes getting in? Was the water pump going to stop running sometime?

Eventually, exhausted and resigned to being fly bait, I drifted off to sleep, comfortable knowing this was no charity ball. I'd earn my keep. Despite her good looks and charm, age had taken a toll and there would be plenty of meaningful ways to pass the time onboard.

In the next few days, I would set about making lists, setting goals and prioritizing. Cosmetics, for sure. The harsh tropic sun had done a job on the teak and on the topside finishes. Electrical, check. My ABYC Systems-Tech training and a well-worn copy of Nigel Calder's Boat Owners Electrical and Mechanical Manual would be enough to clean up some of the DIY messes most boats harbor. I'll have the good sense to call a well trained professional for the big stuff. Mechanical, you bet. Things look good in the engine room but a thorough review and inspection is in order. I'll check filters, zincs, fluids, belts etc. What spares are on board? Are the necessary tools onboard to affect repairs? What records have been kept?

For those of you far enough along on your own list to spend your time reading, I'll share my notes and take you with me as I set out to breathe some new life into a worthy old boat. Over the next few months, join me as I take on restoring the brightwork and teak, spot repair and compound the topcoat, and service and inspect the mechanicals and electrics. I'll give you some opinions and share my experiences. Stay tuned. 

Peter Patterson is a Canadian Coast Guard certificated Master and an ABYC certified marine technician. He is a former Canadian Yachting Association Instructor/Evaluator and powerboat instructor. Currently he is on trickle charge while he reinvents himself.





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AGAIN, THE SEA PROVES IT AIN'T SO

THE GREEN SEA SLUG: A SOLAR-POWERED "PLANIMAL"

BY BECKY DAYHUFF-BAUER

Though I have a college degree, I didn't pay all that much attention to what any of my teachers and professors said. Even as an elementary student, I realized they were all too often simply relaying information they garnered from books; books written by historians, often repeating politically correct myths rather than truths, and scientists brainwashed into believing outdated scientific doctrine based on man's need to reign supreme over all other life forms.

Many of our readers remember lectures about how man has language and animals do not, man uses tools while animals do not and man is capable of emotion but animals are not. But we have since learned that many species other than man do use tools, have forms of language and show emotion.

Scientists now study the sounds and body language of other species, and I remember the astounded exclamations of biologists who first witnessed a chimpanzee making a tool in order to retrieve ants from a tree cavity.

Another fact drilled into our heads in school was that only plants produce chlorophyll. Not so says Dr. Sidney K. Pierce, University of South Florida Tampa, and his research partners! Once again, the sea, a universe so different from that on terra firma, has divulged another amazing secret.

In January 2010, Dr. Pierce announced that *Elysia chlorotica*, the leaf-shaped Green Sea Slug, does much more than store chlorophyll from the *Vaucheria* algae upon which it feeds; it also steals the algal genes that establish the ability to photosynthesize.

"Solar powered" sea slugs have been studied for a few decades and the common train of thought was that, as they sucked the sap from algal branches, they ingested some of the algae's chloroplast (photosynthesizing) cells. These ingested cells continued to live for a period in the slugs' gut where they produced chlorophyll, the sugars on which the slugs live. Eventually, however, the photosynthesizing ceased and the solar powered slugs had to feed again in order to replenish the chlorophyll supplies.

The more the various species of solar powered slugs were studied, the more it seemed that *Elysia chlorotica*, the Green Sea Slug, was somehow different. Unlike the other solar powered sea slugs, the Green Sea Slug only needed to feed once in its lifetime of approximately one year. As long as the Green Sea Slug had access to sunlight, it ate once as a brownish colored juvenile, turned green after its first meal, and did not eat again throughout its life.

Was it symbiosis, was the Green Sea Slug tucking away a beneficial form of life upon which it depended like corals and the algae tucked into their tiny crevices? No, the slug had no hitchhikers or boarders externally or internally. It had to be sunlight because as long as the Green Sea Slug could sunbathe, it did not have to eat.

However, if that were true, these animals had to be producing their own food. They were behaving like plants and had to be manufacturing chlorophyll.

In 2007, Dr. Pierce and his associates discovered that the Green Sea Slug genome incorporated photosynthesis-related algae genes ingested during their first feed. Even the embryos of the Green Sea Slug contained the algal photosynthetic genes that had to be inherited from the parents since the unhatched embryos had not yet been exposed to algae.

Pierce and his colleagues also found additional algal genes in the slugs' genome that related to the creation of photosynthetic pathways. Could the Green Sea Slug actually be an animal species that produced chlorophyll, the sugars thought only to be produced by plants?

To find out, Dr. Pierce's group isolated a group of slugs in the dark for five months. While the slugs still contained chloroplasts there was no chlorophyll found and all digestion and elimination of waste products had long since ceased. The unfed slugs were given an amino acid that contained a radioactive carbon that attached to chlorophyll.

The control group of the slugs was kept in the dark while the other was exposed to sunlight. The results turned the established definition of plants and animals upside down.

The unfed Green Sea Slugs kept in the dark did not produce chlorophyll and remained a ghostly pale; however, those exposed to sunlight were producing chlorophyll in spite of not feeding for five months. Their bright green coloration also returned. That the Green Sea Slug is an animal behaving like a plant was proven. It is an animal that actually photosynthesizes chlorophyll rather than merely kidnapping it. The Green Sea Slug is the first known "planimal."

As invertebrate zoologist John Zardus stated, "This could be a fusion of a plant and an animal — that's just cool." Zardus further commented, concerning the effects on evolutionary theories and the tree of life, the Green Sea Slug "raises the possibility of branch tips touching."

What other secrets may our seas reveal that could turn so many too-readily accepted "facts" on end?



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



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GREEN MARINE

ECO-FRIENDLY PRODUCTS FOR YOUR BOAT

BY BRAD KOVACH

As boaters, it's up to all of us to help protect the ecosystems that provide us so much joy. And with the growing availability of green marine products, there's really no reason for us not to do our part. We can do the "little things"—like running fans instead of air conditioning, using rechargeable batteries and recycling garbage—because even small steps matter.

In addition, an array of environmentally friendly wares like the collection listed here can be found locally at chandleries like Budget Marine (www.budgetmarine.com) and Island Water World (www.islandwaterworld.com).

One of the easiest and best ways to get started in the green marine movement is to use environmentally-responsible boat cleaning products. Why? Because they're not exorbitantly expensive, and we all know where your soapy runoff goes: straight into the water. Star

brite, a leading manufacturer of cleaners and polishes for cars and boats, offers its Sea Safe line, and you'd be hard pressed to find a part of your vessel not covered. There's bottom cleaner, deck cleaner, hull cleaner, teak cleaner, degreaser and more. It's all biodegradable (even the bottles) and totally safe for the sea.

Another big concern for boaters is bilge water contaminated by pollutants, because it too goes right overboard. Centek Industries has an answer with its BilgeKleen filter system, which installs to the bilge pump discharge line and automatically removes oil, gas and diesel fuel before they're spit into the ocean. The system also includes an absorbent pad for the bilge sump area to capture harmful contaminants where they form. A variety of BilgeKleen sizes are available to fit almost any application, from runabouts to commercial ships.

As you know, some of the hardest parts of a boat to reach are those under the surface that sit in salt water year-round. And when you do get a chance to clean them, they often require heavy-duty scouring with harsh acids or chemicals. Enter an eco-friendly solution: Barnacle Buster from TRAC Ecological Marine Products. It can quickly and safely remove marine growth and mineral deposits from engine heat exchangers, air conditioning systems, piping systems, outboards and outdrives with a non-toxic, biode-



SodaBlast in use

gradable chemical. In short, it dissolves the unwanted buildup and then dissolves itself without a destructive trace.

Once your running gear and wheels are growth-free, slap on a coat of Peller Primer and two coats of Peller Clean from SeaJet to keep them that way. This product is a transparent, eco-friendly release coating designed to keep your propellers, outboards and outdrives free from fouling. In addition to doing no harm, Peller Clean can improve boat performance and efficiency, ultimately resulting in less pollutants reaching the environment.

When it comes time to remove paint from your boat's bottom without harming the gelcoat, or the outdoors, SodaBlast offers a special formulation of non-toxic sodium bicarbonate – otherwise known as baking soda. (What doesn't it do?) In the SodaBlasting process, a stream of air-driven baking soda under high pressure is used to strip the paint and open up any blisters for repair without disturbing the integrity of the hull. The process takes 1/10th the time a traditional techniques, and isn't as caustic. SodaBlasting is available from a network of more than 180 contractors worldwide, including in the Caribbean.





What you put into your fuel tank can make a big difference in what comes out and how it affects the environment. Star Tron is a fuel additive that utilizes natural enzymes to improve fuel quality and prevent the formation of gums, resins and sludge. The result is enhanced power, improved fuel economy and reduced emissions. In other words, it's better

for your boat and better for the atmosphere. Plus, fuel treated with Star Tron is reported to stay fresh for up to two years.

Of course, being eco-friendly isn't just about chemicals and cleaners. The moving parts (particularly the heavy chains) of conventional mooring systems can damage sea beds that serve as vital marine habitats. With no moving parts to come in contact with the sea floor, the EzyRider Mooring System from Global Moorings Pty Ltd has virtually no impact on the marine environment. It works by using a unique shaft and buoy arrangement that holds the chain up off the sea bed and also results in less bobbing and reduced swing room. The EzyRider Mooring System can be installed to various anchoring systems in a wide range of vessel applications.

Alternative onboard energy sources can lengthen your battery life, and therefore save you having to change and dump your old ones in the ground. The SE-150 and SE-500 solar panels from Sunsei Solar are designed to use with 12-volt batteries (they're an ideal way to maintain the start battery on an infrequently used standby generator). The SE-150 is made to mount on the inside of a window or windshield with included suction cups. The SE-500 is weatherproof and can be mounted outside on a deck or railing.

Aerogen Wind Generators can charge lead acid and gel batteries when power is either not available or not suitable. And just like solar panels, once the wind generator is purchased, the power is free and can be used in a wide variety of situations. The Aero4gen is suitable for cruising and is quiet, safe, compact and lightweight, eliminating heavy mounting problems. ☺

Brad Kovach has served as a full-time and freelance writer/editor for Motor Boating, Boating World, ShowBoats International and Caribbean Travel & Life magazines. He is currently the editor of Yacht Essentials, the sister-publication of All at Sea.



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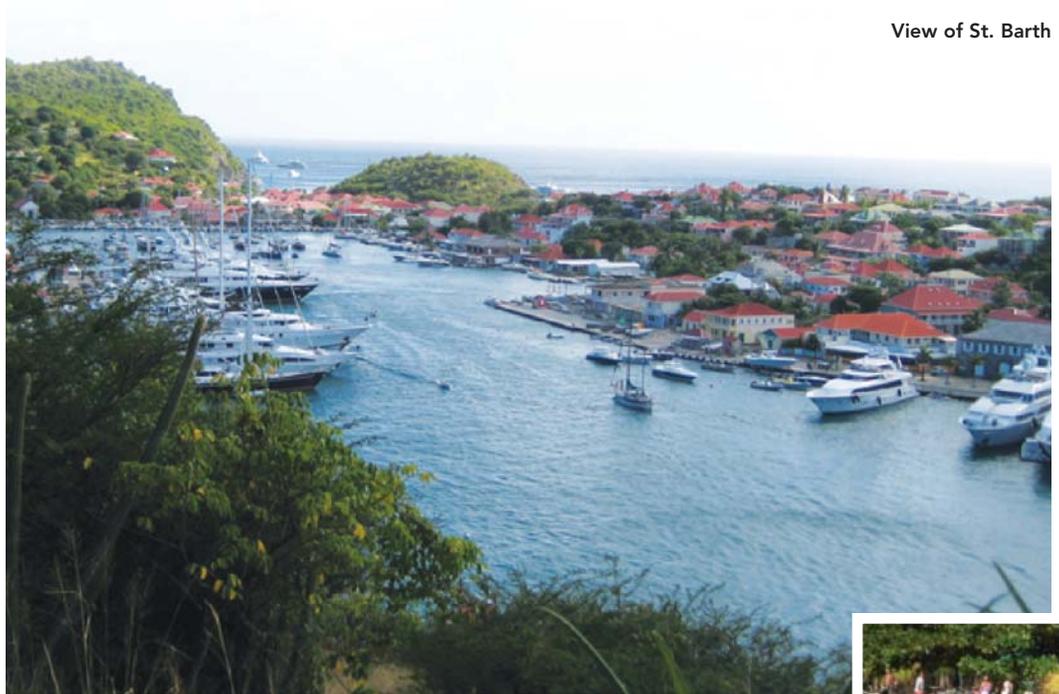
ST. SOMEWHERE

CHOOSING CHARTER DESTINATIONS

ARTICLE AND PHOTOS BY JAN HEIN

The choice of where to charter is based on a handful of factors that begin with skill and experience. In the Caribbean, some find that the perfect places to start making memories are in the Virgin Islands. The waters are, for the most part, protected by a long reef and unless you venture to Anegada, St Croix or the south side of St. John, you can enjoy the trade winds without the added challenge of testy ocean seas. Sir Francis Drake Channel, the hub of BVI sailing, can be cantankerous enough when the wind kicks up offering plenty of challenge for those who seek it. Mostly, though, it's as good as it gets; living up to the reputation as the best sailing spot on the planet.

The popularity of the BVI with sailing tourists has created an industry that caters to the wants and need of boat people. Anchorages are well marked, most have rental buoys, and guest docks make shore trips a breeze.



View of St. Barth



St. Maarten fishing boats

KNOW BEFORE YOU GO

- You could throw a dart at a Caribbean chart and plot your way from there but better yet, research to find your perfect charter getaway.
- Read charter company websites and speak with agents regarding the skill and experience level recommended for a specific area.
- Discuss with crew how eagerly you will sail, & pre-determine the level of adventure you want to undertake.
- Once you have an area or an island, in mind, research yacht options of size, sail/power, monohulls/catamarans.
- Investigate tourist board sites online for shore side cultural events and activities.
- Check for ease of flight schedules and hotel accommodations.

Chartering out of St. Maarten requires more experience because getting pretty much anywhere means leaving the lee and biting into unprotected waters. An average itinerary includes a circumnavigation of the island, stopping on both the French and Dutch sides as well as a day sail to Anguilla, St. Barth or both. Few anchorages have buoys which means dropping and setting an anchor is not optional. Dinghy docks are scarce, compared to the BVI, so knowing how to beach land the skiff in surf might come in handy.

Antigua is yet another step up the scale of sailing know-how, since neighboring islands are farther away and sister Barbuda is a minefield of reefs. Heading south, on down the island chain are charter bases at Guadeloupe, St. Lucia, St. Vincent and Grenada. Each presents a level of difficulty that should be taken into account by novice sailors before they consider chartering.

Another factor weighing into charter choice is the level of sailing intensity you're looking for. Some folks are content simply by sitting on a yacht while others can't wait to blast off for adventure. For many, a week away from the day-to-day grind needs to be anything but work: laid back and worry free rest and relaxation, punctuated by short, perfect sails and visits to great beach bars.

Others view a week on a boat in the tropics as an opportunity to sail hard and fast. For them, swimming, snorkeling and swinging in a hammock are superfluous activities that just get in the way of long days of sailing. All points on the liming scale can be achieved throughout the Caribbean with a carefully planned itinerary.

What you will find onshore and along the journey can be a driving force of which countries you want to visit. The Virgin Islands are full of local color but heading south you'll find even more. Big, open markets, funky rum shops, traditional boatbuilding, indigenous cuisine, steel pans and everywhere, characters and crazies you will long remember.

Every island in the Caribbean has its own cultural flavor and quirky norms, a personality all its own. Getting to know it can be a huge piece of your tropical trip. If you think you've "done" the BVI because you toured Tortola, you're just getting started. Keep sampling. Little Jost Van Dyke lies decades from the Mother Island; Anegada stretches a century away to the north. That big gal, Virgin Gorda, is a crazy combo of islands past and future.

Near the USVI, the "Spanish Virgin Islands" offer Latin flavor, via bareboat or crewed charter, and a chance to explore low key Vieques, Culebra and numerous tiny cays with quiet anchorages.

In the Leewards, St. Barth is a billion Euros from sleepy Anguilla while the buffer between them, St. Maarten, offers visitors its split personality with the Wild West Indies on the Dutch side and French country charm on the other. Antigua and Barbuda are salt and pepper. St. Kitts and Nevis, oil and water. On down the chain, Martinique, St. Lucia, the Grenadines, each has much to offer if you know what you want.



Finally, do a bit of research to see if your style of yacht is available. Not all bases have a full selection. And while you're on the computer, check out flight schedules and costs to your destination of interest as well as nearby accommodation options. Losing a day of charter because of a red-eye flight or an inconvenient hotel is no way to start your island time.

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

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The Workboat Regatta, traditionally held in conjunction with the Grenada Sailing Festival, busted loose this year with its own showy weekend of sailing on Grand Anse beach. The races, held February 6th and 7th, were the main event, but backing them up was a beach party complete with ear-splitting reggae, steel pans, barbeque fueled clouds and drinks that spewed from stands like fountains.

GRENADA'S WORKBOAT REGATTA

ARTICLE & PHOTOS BY JAN HEIN

Traditionally these open boats were used for fishing but the 32 that made their way from Carriacou, Petite Martinique and the communities of Gouyave, Sauteurs and Woburn were built for the sole purpose of winning. Some carry fully battened mains, a few have winches; small modern touches to ease the work of balancing speed and safety. To say that the boats are cranky is an understatement. The rails are frequently dipping in, driven down by sweeping mains and driving jibs.

Every crewman has a tough job; one drives, another works the main-sheet, someone tends the jib, all while jumping on and off the rail. Hiking out is a circus act of strength and contortion. One crew spends the race in the bilge bailing a steady source of water.

The races start from the beach, Le Mans style, with crew aboard except for one poor sucker on the beach. There is no gun, no countdown, just an announcer yelling "Go!" and they do. Boats shoot away and the last man standing has to run, wade and sometimes swim to reach his ride.



Hiking out

Races are by class, so as soon as one leaves, another crew sets up a commotion; dragging boats to the water, tightening rigs and loudly discussing strategy.

Saturday's conditions were nearly perfect; 15 steady knots with plenty of gusts to keep things interesting. The blasts, an asset to those who rode them out, were the demise of others who couldn't spill the wind and went down, fast. During each race, boats and crew bobbed in the

water awaiting a tow from overworked rescue vessels.

At the end of one race, two boats were neck and neck. The announcer shouted the action and the crowd, half in the water, went crazy when a fluky puff knocked one over and down. It looked like one more DNF but since they sunk just over the line, they were still in the running to win.

Winning in this regatta is not accomplished by crossing the line first. That helps, but more importantly, one crew has to leap from the boat, run to the committee-sanctioned drink tent and knock back a beverage. One competitor, James (Lager) Brathwaite explained it all clearly, "Dis ain sail'n. Dis drink'n! I've seen it hopen whey de boat finish firs

but dey don win cuz de udder drinker fost'r." The requirement to drink a glass of straight rum was, thankfully, altered to allow room in the cup for Coke. Juniors drink straight Coke.

Sunday's winds were blowing wide open, making it even more difficult to stay afloat. Those who sailed slowly and with caution had the chance to win, simply because half the fleet went down.

It was also Grenada's Independence Day and with so many people packed on the beach it was hard to see the sand. There were numerous sanctioned activities including the crowd-pleasing bungee pulling, and then the final races were staged.

Using five identical boats built for and owned by the Grenada Sailing Association, teams were formed for the National Jr. Championship, the National Sr. Championship and the big one, the Champion of Champions. Each sailing community nominated their best to bring home the trophy and \$1000 US prize money. Which boat they sailed in was determined by a draw.

Throughout the weekend, each race ignited the crowd but when those five boats hit the water for the final time it was pure pandemonium. Perfectly matched boat to boat, crew to crew they sailed tightly together twice around the buoys. Approaching the finish, Gouyave and Sauteurs were dead even until a fateful wind knocked one down. The Gouyave team crossed the line, jumped out and their boat was literally levitated up the beach to a place of honor. Above it the stage was set with a fleet of trophies that were handed out and received with enthusiastic Grenadian pride. 

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



Thumbs up

ST. LUCIA . Surprises

ARTICLE & PHOTOS BY ANDREA BAILEY

ZIPPING THROUGH A GREEN ADVENTURER'S PARADISE

We all know that cliché description of a Caribbean island: white sand beaches, crystal blue water, the relaxing sound of surf. But as someone who has lived on a Caribbean island the majority of my life, what I really love is when an island surprises, offering me more than a stock photo of a palm tree on a beach.

Enter Saint Lucia. At 239 square miles, she's not just another beautiful, small island in the Caribbean and, while she does boast her fair share of Sandals resorts and fancy beachfront hotels, Saint Lucia is really an adventurer's paradise.

For starters, the island is the arrival point for the Atlantic Rally for Cruisers (ARC), the largest transoceanic rally in the world. Every year in November, more than 200 boats leave Las Palmas de Gran Canaria for the warmer waters of the Caribbean, arriving in St. Lucia two to three weeks later.

None of the sailors really had to leave the many amenities of IGY's Rodney Bay, the marina serving as home base for the ARC, to find fun, especially considering the endless parties that were organized in their honor. But the ARC is a fleet of adventurous voyagers and, on arrival, many of them wanted even more excitement, especially this year, after great breeze the whole way gave these adrenaline junkies a taste for more action and speed.

It's exactly why the rally and the island of Saint Lucia were made for each other. With more than 78 hiking and biking trails, two scenic

Le Petite Piton
from Ladera Hotel
and Restaurant



Getting suited up for
a zip into the green



An ARC crew member on the zip line

mountains called the Pitons, and an array of waterfalls, boating, and athletic activities on the island, ARC crew didn't have to look far for a good time on dry land. Neither did I when I went to cover the arrival of the regatta in December. The ARC organizers had island tours and activities lined up and waiting for us.

The most popular activity in a group of thrill-seekers like ARC crew, of course, was ziplining. So in the spirit of the island and the event, I decided to face my fear of heights and join a group of crewmembers on the four-hour excursion put on by Treetop Adventures.

The tour company drove us across the island while our guide Kim fed us fun facts and tidbits of island history the whole way. A short drive and we had been transported to a completely different place, the rainforest; I had trouble believing we were on the same island and I was eager to see more. At the tour site, they put us into our harnesses and we were sent on our way into the green.

Eleven separate zip lines guided us high above running streams and across valleys in the mountains of the island's interior. No one seemed to mind when rain began to fall as we traveled through the trees, and even though my fear of heights made the treetop stops between lines almost unbearably terrifying, the view and the thrill of the entire experience kept me going. By the end, all I wanted was more.

The next day, to temper my sudden impatience with solid ground and a nice piece of beach, I took an island tour. Bypassing the capital, Castries, I traveled to Marigot Bay, the Anse La Ray Waterfall and Soufriere, where I got a beautiful view of the Pitons, a world heritage sight. I

also visited the sulphur springs and the Caribbean's only "drive-in volcano," where a natural mud bath of soothing warm water can be had for a few EC dollars.

A single day wasn't enough to cover all that there is to do on Saint Lucia, and words certainly don't make up for the warmth of the people and the stunning, vibrant colors that greet you at every turn along the mountains and rainforest. White sand beaches and calm blue waters are great. But give me a strong ocean breeze on a boat—or a physical inland challenge—and I'll take that any day of the week. 

Andrea Bailey is a sports writer and recent graduate of Georgetown University, Washington, DC. A former collegiate sailor, she has returned to her home island of St. Thomas, USVI.



A treetop pathway from one zip line point to another

Boat Schooling

Teaching Your Kids While Cruising the Caribbean

ARTICLE & PHOTOS BY DAVID H. LYMAN COPYRIGHT 2010

So here we are, six months into a two-year cruise on our Bowman 57 ketch *Searcher*, boat schooling our two kids, daughter Renaissance, eleven, and son Havana, nine. The adventure has been exciting, but boat schooling our kids has not been easy. From what other cruising, boat schooling parents tell us, it hasn't easy for them either. But the rewards far outweigh the negatives.

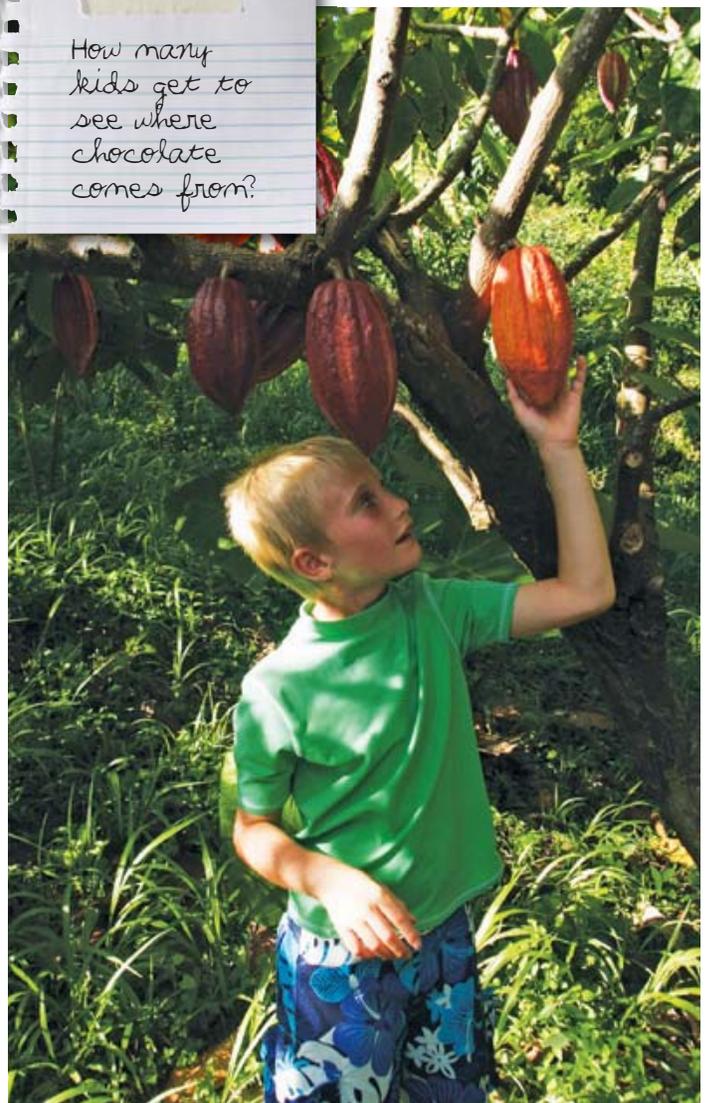
The good times are very good. We watch our kids get tan, become physically fit, take on responsibility, swim with dolphins, get involved in projects and share their curiosity about the world through which we sail. There are field trips ashore for visiting island markets, exploring mountain valleys, visiting a chocolate factory or a spice plantation, or sailing through the ash cloud of a volcano.

The onboard classroom work is the toughest, the math and reading exercises. We aim for a three hour block of boat schooling five days a week from nine a.m. to noon. I fear we fall short. But we as a family are living a dream and we are together exploring the world. Having the kids with us expands our adventure, introduces us to other cruising families and to things we'd not experience without our kids. This cruise is ultimately for them; we are along as guides.

The other families we've met in the Caribbean this winter are from Europe: the Netherlands, Norway and Sweden. Very few American families appear to be sailing with kids. Families are easy to spot, in a dinghy, on the dock or on deck. We are eager to "gam," to get the kids to the beach while we share information. Despite the language differences, our kids have the universal language of "play."

When we made the commitment to leave Maine and take our kids on an extended cruise, boat schooling options were one of our prime research projects. Maine Homeschoolers, a home schooling bookstore in Hope, Maine had workbooks, resources, teachers' guides and lesson plans available along with first-hand advice. There is a wonderful educational book store near Fort Burt in Road Town, Tortola, BVI. The Internet provided a wealth of links dealing with home schooling (nothing on Boat Schooling), but perhaps too much information. The

How many kids get to see where chocolate comes from?



most valuable sources of advice and information came from other moms and dads we met along the way who were, like us, inventing as they went along. A chat with our kids' two teachers before we left Maine helped us prepare for what was important to stress during our on-board classroom sessions.

Buying a home schooling package from Calvert or one of the other suppliers would not work for us. The other cruising parents we met agreed. Boat schooling is different than home schooling. We are in a living classroom, which requires a different mind-set. Why study Roman History, when you're sailing through Colonial America? What better way to learn about volcanoes than to sail through an ash cloud from Montserrat and taste a volcano!

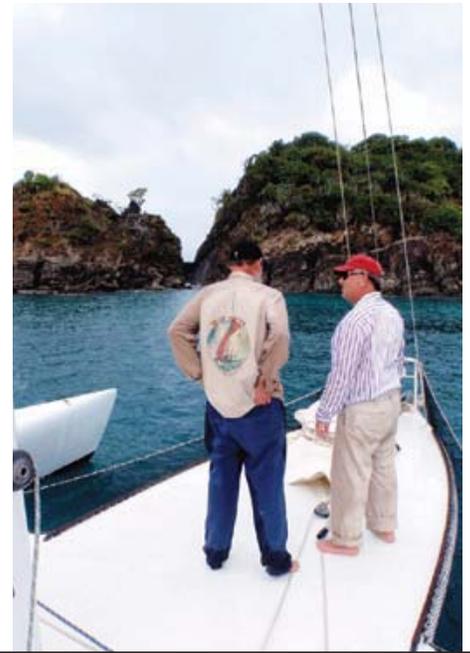
We have been using a mixture of workbooks from BrainQuest and Spectrum, along with a variety of support resources, including the Internet. We stocked the boat with lots of reference books like The American Museum of Natural History's mammoth book "Oceans" along with "Animals" and other books on geography, geology and the cruising guides. We have books on tape, a French language program on DVD. We have encouraged our kids to create their own books, to write stories, to include drawings, photos and sketches of the things they've seen and experienced. There are journal entries to make, podcasts of their verbal stories to record. Havana is just beginning to read "The Cat in the Hat" series, while Ren can be found tucked up forward, buried in the jib bag reading a book called "Julia Gillian," the adventures of three girls her age.

This is a special time for this family afloat. It is a gift we can give our children, an experience they will have with them for the rest of their lives. They will learn things from this voyage that other kids only read about in books. They are experiencing the world first hand, learning about the ocean and its fish and mammals, geology, weather systems, navigation, and about themselves. Kids learn best while on field trips, where the learning is interactive and real. That's what this family cruise is—an extended field trip.



David Lyman, who holds a US Coast Guard master license, is a photographer, writer and former President of Rockport College in Rockport, Maine. Follow the Lyman Family from as they learn and explore the Caribbean this year: www.KidsOnBoats.net.





Navigation 101

BY PETER MUILENBURG



On a school day in early December 2009, a group of teenagers clustered like bees about each other at the National Park visitor's center on St. John, U.S. Virgin Islands. It was early in the afternoon and one might have been forgiven for thinking those kids should have been in school.



However, those inclined to such churlish thoughts had the wind spilled from their sails when, not the dreary yellow school bus, but two sporty inflatable boats nosed up to the Park's finger dock and waved the kids aboard. They left the inner harbor at a sedate rate then throttled up and sped merrily out the harbor toward two magnificent vessels which many a would-be sailor lining the shore would give an eye tooth to sail on for an afternoon.

"... Navigation 101 ... incorporates the theoretical, academic work ... along with hands-on experience And it all takes place during regular school hours."

This is School? Well, yeah, here on St John. As Jimmy Buffet put it, "Changes in latitude, changes in attitude!" Welcome to Navigation 101, a sail training program for high school students enrolled in St. John's Giff Hill School. It incorporates the theoretical, academic work that underpins navigation—chart reading, plotting a course, figuring distance off with a sextant—along with hands-on experience, like tying in a reef, steering hard to windward without luffing and dead down wind without jibing. And it all takes place during regular school hours.

oceans under sail in another life. Bill wasn't going to buy the necessary yachts or even buy time aboard them. He and the whole idea depended on the backing given him by yacht captains and owners.

The day this writer came along on the trip, two boats volunteered, locally-famous *Virgin Fire* and a recent arrival, *Sarah Jane*, a Hood 60. The two vessels could not have been more dissimilar, or more instructive. *Virgin Fire* was a trimaran built light for speed. You could feel the power as the thing whiffed at a paltry air, then caught the main breeze and took off, G forces pressing people to their seats. *Sarah Jane* was steadier, more stable and not as fast, but picked up speed as the first tendrils of rain threatened.

The squall blew 30+ kts for a few minutes, then gradually piped down. The students were exhilarated, some of them staying topsides and getting soaked in the rain, others down below with their heads bent together over a local chart figuring which ranges would give the best visual bearings for the tip of Whistling Cay.

The students switched boats for the ride back and were duly impressed by the sea of bright work down below. *Sarah Jane's* interior was as posh as *Virgin Fire's* was bare. The engine on *Virgin Fire* consisted of a 40 hp



Many vessels call St. John their homeport. It is also the home of St. John KATS (Kids and the Sea), the world class children's sailing program which has turned out international champions (Devon Boulon in windsurfing). Thus the ground was tilled (so to speak) for someone like Bill Henderson to come along and set things in motion.

Bill is a long term St. John resident who has been an active sailor and a finish carpenter. He lived for years in a one room cottage on the south shore of Lovango Cay, hence his nickname "Lovango Bill." Ah, paradise found, where the fish swam fat on the reef right up to the shore.

Yet something was missing, a sense of greater purpose, of community. The idea of teaching students what he knew and loved about the sea and seafaring kept coming back to him. The idea was not new, but nobody had managed how to circumvent the public schools' fears of being sued.

Bill decided his best bet was to take his program to a private school which could be more flexible. The school's Board of Trustees decided to give it a try, and gave Bill the nod. No money, mind you, but that didn't bother him. He picked up valuable inside assistance in the person of Jill Darnly, a teacher at Giff Hill who has spent weeks at sea and crossed

outboard, whereas the engine on *Sarah Jane* was a Cummins diesel and his engine room was a spotless marvel of organization. It boasted water makers and a host of other accessories with spares for all.

"Which boat is better?" asked a student. "For what?" said another. The teachers' faces flared with satisfaction.

As it turned out, support for Nav 101's first semester was way beyond what they had expected—11 yachts and two dozen volunteers took part and everybody involved came away enthusiastic. For the youth, the class was an opportunity to be exposed to the broadening of consciousness that the sea imbues.

The new class was taking shape just when the earthquake hit Haiti. The class started by finding the nautical coordinates of Port au Prince. Now they've decided to sail the aid they have collected to Haiti, on a tall ship, no less. Good luck!

After spending most of his life in, on and by the sea, Peter Muilenburg wrote "*Adrift on a Sea of Blue Light.*" www.SailBreath.com

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A RECORD 80 SAILORS COMPETE

AT CLUB NAUTICO DE SAN JUAN INTERNATIONAL REGATTA

BY CAROL M. BAREUTHER, RD

Shifty winds that blew from a brisk 15 knots to a nearly calm 6 knots challenged the record 80 sailors competing in the 9th Annual Club Nautico de San Juan (CNSJ) International Regatta, held February 5 to 7. These conditions in San Juan Bay kept sailors on their tactical toes in this event, a 'must-do' for international dinghy sailors.

Participants represented Puerto Rico, the U.S. Virgin Islands, British Virgin Islands, the Dominican Republic, United States, Guatemala, Ecuador and the Netherlands, and competed in Lasers, Optimists, Sunfish and Snipes.

In Laser Standard class, Olympian Raul Aguayo from the Dominican Republic, who sailed in the 2008 Summer Games in Beijing, handily won with a nearly flawless string of first place bullets. "I competed in the regatta in 2004," said Aguayo. "It looks like the level of sailing skill in the region is getting higher every year."

Aguayo, who had sailed in US Sailing's 2010 Miami Olympic Class Regatta the weekend before, said, "My closest rival was Francisco Medina from Puerto Rico who has had a lot of experience in the boat and had good boat speed. Also, having Enrique Figueroa in the competition, who has sailed in more than one Olympics, made me keep an eye out."

The South American Laser Championships, Caribbean Laser Open and Laser North American Championships are all on Aguayo's schedule before July's Central American and Caribbean Games (CAC) in Mayaguez, Puerto Rico.

Puerto Rico's Ramon Gonzalez won Laser Radial class, while Jose Penagos from Guatemala topped Laser 4.7 class.

In Optimists, the largest of the fleets with 45 sailors, Puerto Rico's Andre Reguero won the advanced overall. "It was especially rewarding to win this regatta since it was in San Juan Bay where I learned to sail at age five," said Reguero.

Concentration, consistency in the starts and an ability to identify wind shifts served Reguero well. "My biggest competition was Matias Dyck from Ecuador, Nicholas Gartner from the Virgin Islands, and team mate Jorge Gonzalez. There was a close race between Gartner and I where we were neck and neck until the very last tack to cross the line."

Reguero will compete in the Optimist South American Championships in Uruguay, the Optimist North Americans in Canada and the Optimist Worlds in Malaysia later this year.

Romina De Julio from Ecuador won the beginner Optimist Green fleet.



PHOTO BY RAQUEL TORRES ARZOLA, COURTESY OF CLUB NAUTICO

Opti competitors

The CNSJ International Regatta was a qualifier for Puerto Rico sailors in Snipe Class for the CAC Games. Raul Rios and crew Antonio Sifre, won. The secret to Rios' success is "dedicating my time to the sport," he said. "If you don't have the passion and dedication, you will have a lot of trouble. Having fun is what it's all about."

Rios' biggest competition on the course was Marco Teixidor and crew Ricardo Latimer, who will also be competing in the CAC Games.

"The Snipe Class is trying hard to foment the class bringing the Snipe 2010 North Americans to Ponce, Puerto Rico," Rios said. "The Snipe is a very tactical and very technical boat, and with the I-420 which we also sail, the combination is the Olympic 470. My goal is to earn an Olympic medal in the 470 class."

Rios will compete in the Snipe Don Q Regatta, Snipe North Americans, ISAF Youth Worlds and CAC Games over the next few months.

Finally, a new class this year was Sunfish. Organizer Jose Berrios said, "We've been including the Sunfish in our local races as this is a class in the upcoming CAC Games. This regatta was not only good practice for the sailors, but also the race committee as it will be the same race committee serving at the CAC Games."

Puerto Rico's Fernando Monllor won Sunfish class. "I started training in the Sunfish right after I finished sailing Optimists in 2008 and haven't stopped since. For me, the Sunfish feels similar to an Optimist, but way faster," he says.

In this event, said Monllor, who will compete in the CAC Games, "I just tried to get a good start and sail with the wind shifts and have excellent boat speed. I try to give my best no matter who is sailing against me." For full results: www.nauticodesanjuan.com/sailingprogram/regatta_int.htm



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U.S. COAST GUARD TRAINING VESSEL WILL WELCOME VISITORS IN MAY

BY CAROL M. BAREUTHER, RD

The 295-foot, three-masted sailing vessel *Eagle* will make a port call in San Juan, Puerto Rico, May 7 to 10. The public is invited aboard to tour this majestic and historic vessel.

Captain Eric C. Jones, commanding officer of the USCGC *Eagle*, describes the vessel's upcoming mission: "As America's Tall Ship and the U.S. Coast Guard's primary afloat training platform, *Eagle* sails each summer in support of the Coast Guard Academy and the Coast Guard Leadership Development Center. Each year, over 600 cadets and officer candidates sail *Eagle*, getting their initial taste of life on the ocean and developing their professional seagoing skills on the decks of a square rigger."

To sail the *Eagle*, cadets handle more than 20,000 square feet of sail and five miles of rigging. There are over 200 lines that must be handled during a major ship's maneuver and cadets are tasked with learning the name and function of each and every line.

The present day *Eagle* is the seventh in a long line of cutters to bear this name, the first dating back to 1792 two years after the Revenue Cutter Service—the forerunner of today's Coast Guard—was founded by Nevis-born U.S. Treasury Secretary, Alexander Hamilton.

Today's *Eagle* was built in 1936 at the Blohm & Voss Shipyard in Hamburg, Germany as a training vessel for German Naval Cadets. Adolf Hitler christened her the Horst Wessel. Following World War II, the United States took the vessel as a war prize and commissioned her into the U.S. Coast Guard in 1946. Afterward, the *Eagle* was sailed from Bremerhaven, Germany, to its homeport in New London, Connecticut.

Captain Jones says, "In 2010, *Eagle* is fortunate to be able to voyage to the Caribbean Sea while taking part in a South American Tall Ships regatta called "Vela Sudamerica" which is celebrating the bicentennial of the independence of many South American nations. No visit to the Caribbean would be complete without a stop in historic San Juan, where we'll be able to open *Eagle* to the residents of Puerto Rico and, at the same time, allow the Coast Guard Academy classes of 2011 and 2013 to experience the famous hospitality and beautiful surroundings of 'La Isla de Encanto.'"

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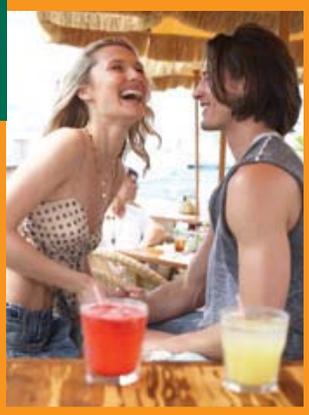
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MARINE ARTIST PAUL BORGHI

BY CAROL M. BAREUTHER, RD

Many of us see a fish as a fish and the sea as simply blue. Not Virgin Islands' marine artist Paul Borghi. The Massachusetts native and near 20-year resident of Water Island sees this same sea life in all its three-dimensional and colorful glory. That's why Borghi's art, everything from glass-carvings, logos, posters and T-shirt designs to fine art, is so popular.

Borghi is a natural born artist. "I remember the nuns in Catholic School would bring me from classroom to classroom to draw pictures of dinosaurs and elephants on the blackboards for the other students," he says. "I was only in first grade at the time."

Borghi's mother and father encouraged his artwork. "My father had artistic abilities and would draw caricatures of W.C. Fields and Shirley Temple, but he gave it up at age 16," Borghi says.

In high school, Borghi won first place awards in several art shows. He entered the U.S. Air Force, worked as a medic in Vietnam and then used the GI Bill to attend Vesper George School of Art in Boston and earn a commercial art degree.

"I didn't like living in the city. When I heard that antelope outnumbered people in Wyoming, I packed up the family and moved," he says.

There, in the great outdoors, Borghi turned his attention from the more restrictive realm of commercial art to fine art. His subjects were Rocky Mountain wildlife like elk, antelope and grizzly bears. He eventually earned a fine arts degree from the University of Wyoming.

While in school, he read an article in the Smithsonian about glass carving. Borghi experimented with the techniques, and his first piece depicted a grizzly bear pulling a trout out of a stream. As soon as he completed it, the carving was sold. His second design, a lion, sold quickly too. These fast sales and his enjoyment of the new medium enticed him to continue in the art of glass carving.

In 1974, Borghi and a couple of friends chartered a 41-foot sailboat and cruised in the Virgin Islands for three weeks. "I loved it and knew I wanted to come back to the islands again sometime," he says.



Back home, he opened his own graphic arts studio. "I named it Island Bound Graphics because I planned to move to the Virgin Islands when I earned enough money," he says.

That time came in 1990. He worked first as a bartender to set up his contacts and his studio. It didn't take long before he was firmly implanted in the local art world, concentrating in the areas of glass-carving (trophies for fishing tournaments and elaborate undersea scenes for power yachts), air brush designs for murals and T-shirts, and custom design work.

Then, Hurricane Marilyn hit in 1995 and Borghi's studio and all his supplies were destroyed. This disaster actually proved fateful and

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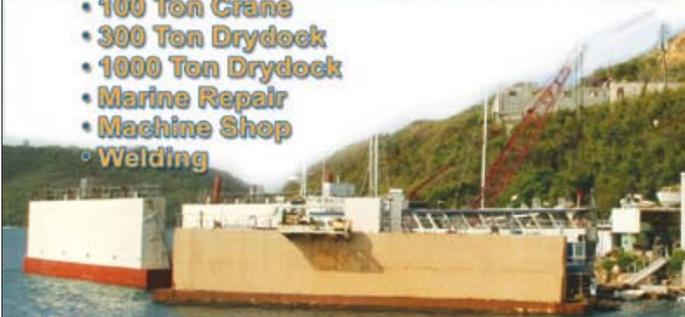


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ST. THOMAS



catapulted him into a whole new realm. Marc Blazer, owner of Blazing Photos, hired Borgi over several other graphic artists he interviewed to use high-tech computer techniques to restore damaged photos, even though Borgi knew little about computers.

"Marc said it was easier to teach an artist about computers than the other way around," he says. "The job was a lifesaver. I learned so much and was able to earn enough to rebuild my supplies and studio."

Rafe Boulon, chief of resource management for the Virgin Islands National Park, saw Borgi's work and hired him to create three fish identification posters for deep water, inshore and shallow water species. The posters are still available and are distributed to local schools. "I learned so much by doing that project," Borgi says.

Borgi's career took another evolution in the early 2000s when he earned his captain's license and started working as second captain with Steve Malpere on Peanut Gallery Sportsfishing Charters. He continues to captain today for David Pearsall, who bought the charter fishing business, now called Big Wave.

"I go out on charters in the morning and do my art in the afternoon," says Borgi. "It's wonderful. I see tuna, mahi, wahoo and also whales, dolphin and whale sharks. It really helps with my painting."

Not all of Borgi's encounters with the sea have been pleasant. He came face-to-face with a huge bull shark while swimming off Honeymoon Beach on Water Island and suffered from the effects of a ciguatera-contaminated mackerel for almost a year.

Still, he says, "I love living and doing my art on Water Island. After all, whenever I need inspiration, I just go to the beach. The water is my life." 

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ST. CROIX YACHT CLUB'S HOSPICE REGATTA

COMPETITION AND COMPASSION IN ACTION

Two very different days of weather, two rainbows, five dolphins and 66 entries on the starting line made for a good venue to raise funds and awareness for hospice on St. Croix, at the St. Croix Yacht Club Hospice Regatta, February 19-21.

Regatta director Julie San Martin announced the \$50,000 fund-raising goal was met through entry fees, donations and



Bad Girl and Ondeck



Atlantic Raider

sponsorships. Continuum Care Foundation director Tracy Sanders accepted the regatta proceeds with gratitude, saying they will be used immediately for medical equipment and medications to give patients end-of-life comfort and dignity.

Competition

On the one-design course inside Teague Bay, Chris Schreiber took honors in the Rhodes 19 class. He was challenged by wind shifts on Saturday, which put a premium on tactics and positioning. "Sunday was a gorgeous day," he said, "with 10-14 knots of steady breeze." Schreiber's life has been touched by Hospice, and he enjoyed having fun while benefiting those who need end of life care. Matthew Flood escaped the cold in Westbrook, CT, and sailed his chartered 19-foot keelboat to a second-place finish.

On the Buck Island Channel course, Robert Armstrong's J-100, *Bad Girl*, won the Spinnaker Racing class with an all-Crucian crew and six top three finishes. Though helmsman Jens Hookanson was born in St. Croix, he has lived in the U.S. since age 16 and had never sailed in the annual SCYC regatta. He liked the race to Christiansted, followed by windward-leeward courses in the Channel. Tactician Carlos Skov is key to the program, according to Hookanson.

Skov, who weighed in at eight cases of Cruzan Rum (the traditional prize for overall winning

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PHOTOS BY ROB JONES



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Jib & Main class heads to Christiansted Harbor

PHOTOS BY ELLEN SANPERE

boat), was especially touched by the win, as his mother was the first hospice patient on St. Croix. Armstrong and crew also received an invitation to the National Hospice Regatta Championships, to be sailed in Rochester, NY next June.

Chris Stanton and his brothers' *Devil 3* took second place, tied for points with Dave West's Melges 32, *Jurakan*. Jib & Main competitor Steve Schmidt was awarded the Commodore's Trophy for Best Visiting Yacht, SC-70 *Hotel California, Too*, (and best margaritas), and Tortola's Peter Haycraft won the Cape Air ticket raffle, as part of the Caribbean Ocean Racing Triangle (CORT) series.

While the weather did not permit the newly-added Kiteboard classes to get off the beach, all fifteen entrants opted to donate their entry fees to hospice and said they'd all be back next year.

The Optimist class sailed eleven races, with the overall trophy going to Sam Morrell, age 10, from Tortola. He's been sailing since he was seven, and said he was challenged by the shifty winds on Saturday. Sam took home his weight in sport drink and says he'll train a bit longer for next year's event.

Compassion

Tracy Sanders, director of Continuum Care, Inc., St. Croix's first hospice, was "stunned at the response" to the regatta and its



Two of the non-registered entrants

goals. A significant portion of the island's residents have inadequate insurance coverage, if any; funds raised by the regatta will help provide compassionate care for St. Croix's terminally ill patients. Pain and comfort medications, oxygen, adjustable beds, wheelchairs, walkers and other medical equipment can now be provided at no

cost. Hospice care also includes education and support for the patient's family, including grief counseling.

Continuum Care staffed a medical tent at the regatta, and treated sunburn, splinters, hangovers and one child who had a seizure. Supplies were donated by The Medicine Shoppe and Mt. Welcome Pharmacy, and the unused medical essentials will be further donated to Haiti relief.

Complete regatta results are available at www.stcroixregatta.com. The St. Croix Yacht Club Hospice Regatta is the first leg of the Caribbean Ocean Racing Triangle, which continued in Palmas Del Mar, PR, March 19, and ends at the first of this month in Tortola at the BVI Spring Regatta.



Report and photos submitted by St. Croix Yacht Club Hospice Regatta



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NEW LAWS FOR OLDER CHARTER BOATS

BVI GOVERNMENT TO ENFORCE SAFETY REQUIREMENTS

BY ANDREA BAILEY

If you operate a charter boat or "vessel for profit" and are planning to travel through the British Virgin Islands soon, take heed of the marine regulations. As of February 1, 2010, the BVIs have begun enforcing a more stringent set of safety requirements for "small commercial sailing and motor vessels." This includes not only boats that operate out of BVI ports, but also those that are passing through the territory's waters. All are expected to be in compliance with The Merchant Shipping (Safety of Commercial Sailing and Motor Vessels) Regulations, which were issued in 2004.



PHOTO BY CHRIS GOODIER

Enforcement of charter boat safety regulations was scheduled to begin this February in the BVIs

Originally, the document was slated to go into effect on February 1, 2005, but the deadline for compliance was pushed back in order to give boats time to get their registration and safety checks in order. According to a Marine Circular put out by the Virgin Islands Shipping Registry (VISR) on November 1, 2009, "A recent study of the current status of compliance of BVI's small commercial vessel fleet has revealed that while a large number of vessels have gained the required commercial certification, there still exists a substantial number of vessels which have failed to obtain the necessary certification to be able to operate legally, as commercial vessels, in the BVI." Those that are not in compliance may be subject to possible legal sanctions.

Changes in requirements include the necessity for a life raft—an operational dinghy does not count—as well as a stability test, which often includes a haul-out. Erik Ackerson of the Virgin Islands Charter Yacht League in the U.S. Virgin Islands said that charter boats scrambled to comply by the required date, but it has been difficult to accommodate such large demands in the middle of the charter season.

According to VISR, a small commercial vessel is classified as a "vessel that is less than twenty four (24) metres in load line length and in commercial use for sport or pleasure and which does not carry cargo or more than twelve (12) passengers." This may include anything from bare boats to fishing boats and even larger yachts on charter in the BVI. However, if the hull is under five years old, then the boat is exempt.

Reportedly, the USVI government's Governor is seeking to intervene on behalf of the St. Thomas charter community. Stay tuned for further developments.

For more info and a complete listing of requirements and marine notices on the subject, you can visit www.vishipping.gov.vg or email vishipping@gov.vg. The VIICL also has MCA forms available online at www.vicl.org.

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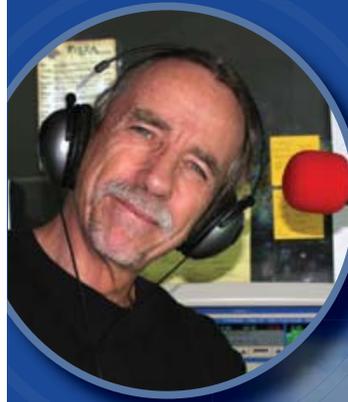


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SAMPLING ANCHORAGES ON ST. MAARTEN/ST. MARTIN

ARTICLE AND PHOTOS BY AMY LASSITER

Depending on your interests and cruising style, St. Maarten/St. Martin's anchorages and marinas offer something for everyone. The trade winds are well established at 20 knots from the NE, E and SE, and six foot seas are the norm. As I recently sailed around the island, my goal was to enjoy a few rare gems, special spots too distinctive to not mention:

Oyster Pond

Shared by both the French and Dutch side, Oyster Pond is an attractive shelter amidst the chaos of the waves during winter months. Of all of the places I sampled, it captured a piece of my heart. Perhaps this is a result of purchasing my new Benetau 393 here or maybe that the Dinghy Dock Bar has the best happy hour on the island! Whatever the reason, Oyster Pond is definitely not to be missed.

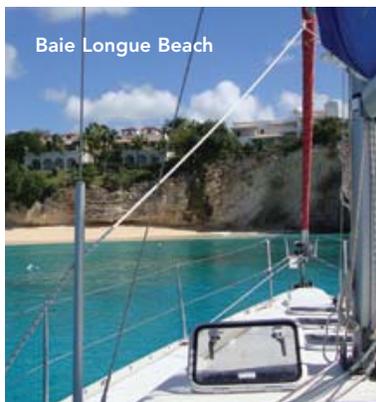
Although boats align the dock and float on moorings, the marina is relatively quiet and relaxed. Houses, hotels, restaurants and bars are nestled into the cliffside or sit subtly alongside the water, transforming the entire area into a quaint and comfortable village. There are facilities to load up on gas and water, a few French bakeries and mini-markets, and heaps of friendly faces.

The entrance is the main drawback as it can be challenging to maneuver through. Once inside, there is no place to anchor so be sure to call ahead to arrange for a berth, or ask for Pasqual the diver who manages the moorings that are available for rent.

Baie Longue

When you close your eyes and visualize the perfect "picture postcard" beach, you could very easily be daydreaming about Baie Longue. Located on the French side, this day anchorage is one that I visit quite often. Backing onto an exclusive resort, the white sand beach seems endless, perfect for taking a morning stroll or a late afternoon walk to watch the sun set. The water is crystal clear and the snorkeling is excellent. It's an ideal place for spotting schools of bright colored fish as they play by the keel or swim along the rocks of the headland on the east end.

The beach is sheltered and the sandy bottom makes anchoring in 20 feet of depth straightforward and uncomplicated. The wind is so light and consistent it would be easy to anchor for the night if it was permitted.



Kim Sha Beach

Compared to the tranquility of Baie Longue, Kim Sha is at the opposite end of the spectrum. Cornering Simpson Pay and Pelican Key, it is bursting with locals and tourists and promises life and activity throughout the day and long into the night. There are a number of dinghy docks nearby offering easy access to many restaurants, bars, casinos, water sports, and shops.

This leeward location is adjacent to the Dutch side bridge making it a top spot to admire the parade of mega yachts as they enter or exit the lagoon. Although the anchorage is a sheltered spot, when the wind blows from the north, it can be a bit too "rolly" for some. Another drawback may be the minimum cost of \$20 to anchor for the night or week.

With hundreds of moorings, plenty of marinas, and countless spots to anchor in, the choices are numerous and amazingly diverse for such a small island. In addition to those that I mentioned above, you won't want to miss the anchorages off of Tintamarre, Grand Case, Pinel, Great Bay, Friar's Bay, and Happy Bay. As for the marinas, be sure to check out Marina Royale and Fort Louis in Marigot as well as Palapa Marina, Isle del Sol, St. Maarten Yacht Club and Port de Plaisance along the edges of the Simpson Bay Lagoon.

No matter what anchorage or marina becomes your own "rare gem," the beauty and diversity of St. Maarten and its blue seas will beckon you to return.

Amy Lassiter is a freelance journalist who lives on a Beneteau 393 and writes for the Daily Herald newspaper in St. Maarten about boating and island life.

A BRIGHT SPARK ON THE SAILING SCENE

FARADAY ROSENBERG

BY GILLY GOBINET

Although female and only 27 years old, Faraday Rosenberg is currently skipper of the much-acclaimed W-class *White Wings*. She is the first of 1993 Antigua Yacht Club Summer Sailing Course group to go on and get her captain's ticket at age 18; her intense passion for sailing combined with sheer hard work have made her what she is today.

The unusually-named Faraday (her mother was inspired by a good friend who was a relation of the famous Michael Faraday) was born into sailing and spent much of her childhood cruising with her parents on *Ghostboat*. She was 11 when she started sailing Optimists and took part in the Antigua Yacht Club's Summer Sailing Course run by former Antiguan Olympic champions Carl James and Karen Porche. (Most of this group are still in the yachting industry and had a joyous reunion in January 2009 after meeting up on Facebook!)

This course thoroughly whetted Faraday's appetite for sailing and she went on to work summers at the Trinidad Yacht Club and the New York Sag Yacht Club. After finishing school, she went to the UK Sailing Academy at Cowes and gained her Yachtmaster at 18, the minimum age for holding this license.

Faraday's main interest was in racing sailboats and she went on to gain much experience in this field, starting on such boats as the Sydney 60 *Yes* in the Caribbean, the Farr 60s *Highland Fling* and *Numbers* and also racing Swans and Baltic Yachts. She has crossed the pond nine times in her career, working the cruiser/racer scene mainly as Mate on Swans, participating in all the major regattas in the Mediterranean (her favorite), the Caribbean and the USA.

She has also gained valuable experience from other boats, such as *Pace*, *Valkyrie*, *Alegria*, *Nikata*, *Crackerjack*, *Tiketitan* as well as from doing various deliveries. She worked for over two years as Mate on the Swan 60 *Bellarose*, doing the Mediterranean/Caribbean regattas. In 2005, she competed in the Crew Selection Process for TEAM ABN AMRO "boat 2", for the Volvo Ocean Race. She got through to final eight of the American Candidates and furthest female in entire selection process. In all she spent nine years constantly working and racing.

At one point, Faraday suddenly asked herself if this was the life she really wanted. Her interest in fashion and design prompted her to sign on for a course in fashion marketing in the UK. Whereas her marks were not bad and designing was very exciting, she only lasted two semesters: her passion for the sea was stronger, and she returned, reassured, to the life she found both highly exhilarating and deeply satisfactory.

Faraday decided that she would base her career on racing with the ultimate aim of running her own boat. The hard work and passion paid off in October last year when she was offered the job of skippering the W-class *White Wings*. Faraday was in the Mediterranean when the offer came in August, and had already made plans for the months to come. However, the call of the W was stronger and with much gratitude and anticipation, she decided to go with *White Wings*.



PHOTO COURTESY OF FARADAY ROSENBERG

She started her new job in Newport, going on to St Barth, where *White Wings* won her class the New Year's Eve Regatta. In 2010, she plans to take part in the Heineken in St. Martin, the Caribbean 600 and the Antiguan regattas—the Classic and Sailing Week, returning to the island that was her initial inspiration. Then there is the Bucket in St. Barth and the brand new Voile de St. Barth (the Caribbean equivalent of the Voile de St Tropez), followed by the BVI Spring Regatta.

Faraday is fully aware of the increased responsibility that being a Captain involves; she is answerable not only to her chef and to her mate, but also to the owners, guests and crew as a whole. She is delighted to be involved in the W-class program and is typically very modestly grateful for the opportunity. She is determined to prove her worth as skipper (which, judging from her previous record should not be too difficult!) and build up her reputation.

In the future, Faraday Rosenberg would perhaps like to move onto a Swan with a racing program, but for the moment is very happy to be where she is. She is living proof that hard work DOES pay off, despite a young age and gender, especially when combined with such a deep passion for the sea.

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



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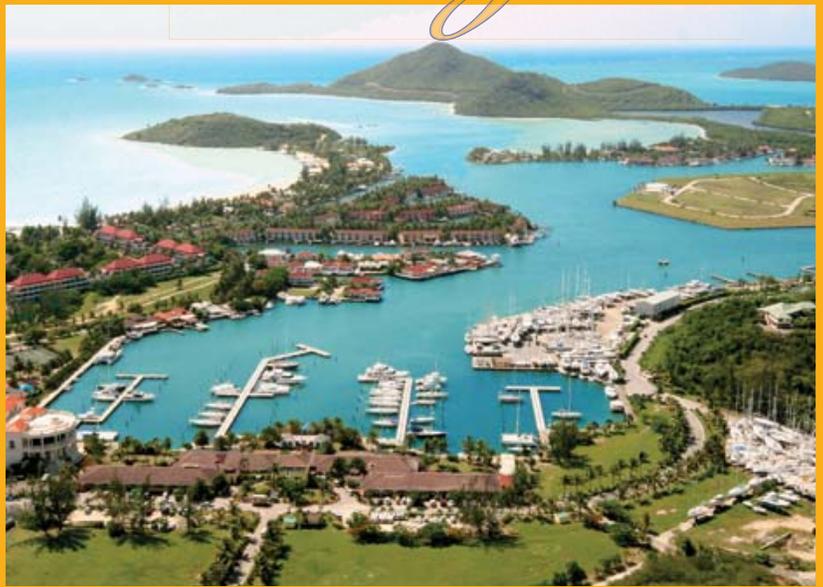
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LIGHT WINDS, HEAVY ENTHUSIASM AT RORC CARIBBEAN 600

As many sailing locations worldwide were gripped by winter's snow and ice, the 2010 RORC Caribbean 600 Race hosted by the Antigua Yacht Club departed English Harbour, Antigua on February 22. The event attracted crews from over 20 countries worldwide who were gripped by their own weather issues.

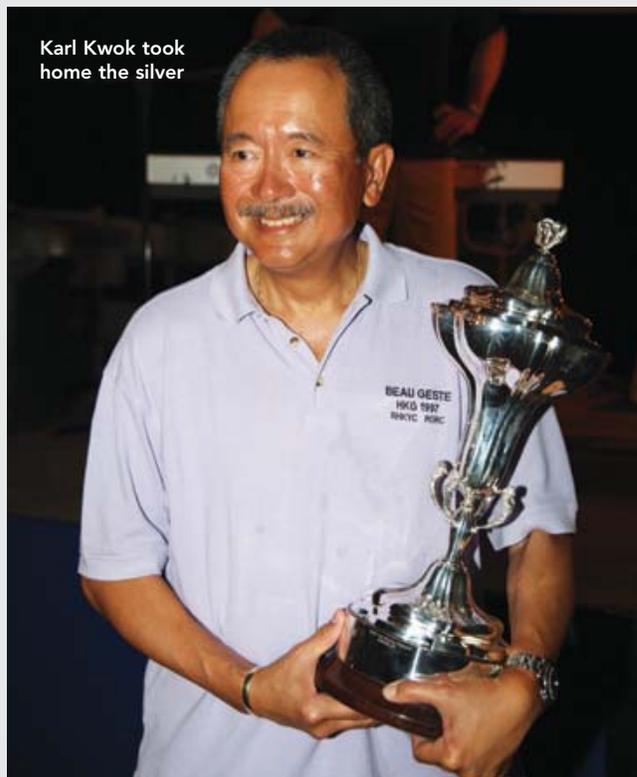
This second outing of the 605 nautical mile offshore event took the fleet to the north passing a mark off Barbuda, the islands of Nevis, Saba and St. Barth, to circle St. Maarten/Martin before heading down to Guadeloupe as the most southerly point, then back up to a mark off Barbuda before returning to finish in Antigua via Redonda.

Although unable to break the course record, Claude Thelier and John Burnie's ORMA 60, *Region Guadeloupe*, finished on Wednesday, February 24 at 18:49:03 in an elapsed time of two days, five hours, 59 minutes, 03 seconds. Just a few hours later, Karl Kwok's Farr 80, *Beau Geste*, claimed monohull line honours in an elapsed time of two days, 11 hours and 13 seconds.

This was the first time Karl Kwok has sailed in the Caribbean and, by the smile on his face, it won't be the last. His helmsman Gavin Brady said, "This race has something for everyone, certainly a race course where you have to concentrate all the time."

Danilo Salsi's Swan 90, *DSK Pioneer Investments*, finished on Thursday, February 25 at 11:25:41. The magnificent Swan was the second monohull home, but in the light conditions they were never going to beat *Beau Geste* to Antigua. "It was more Mediterranean than Caribbean," commented Salsi, "because the wind was much lighter and the wind shadow effects are something

Karl Kwok took home the silver



PHOTOS BY TIM WRIGHT COURTESY OF RORC C600

that we have to deal with in the Mediterranean."

At the prize giving on Friday, February 26, the undisputed star of the show was Karl Kwok. *Beau Geste* picked up the monohull

Continued on page 69



Beau Geste, swept the Caribbean 600

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Continued from page 67

line honours trophy, Class Super Zero trophy and the RORC Caribbean 600 trophy for best yacht overall in IRC. Winner overall of the CSA division and second place overall under IRC was Richard Oland's Southern Cross 52, *Vela Veloce*.

"I have never cleaned up as well before so it feels really good," smiled Karl Kwok. "*Beau Geste* races all over the world and I

would like to invite all of the competitors we come across to do this race. The sailing is as good as can be."

Due to the loss of wind on day three, most yachts retired and turned on their engines, with just eight of 22 IRC yachts finishing. However, one refused to throw in the towel. On Sunday, February 28, two days after prize-giving, having spent six nights at sea, Willy Bessaint and Benoit Reffe's Class 40, *Tradition Guadeloupe* crossed the finish line in the early hours. A large contingent greeted them, including Elizabeth Jordan, Commodore of the Antigua Yacht Club, and Ian Loffhagen, RORC Racing manager. Every yacht was welcomed back to Antigua, regardless of the time.

"We were never going to retire," Said Willy Bessaint dockside. "The RORC Caribbean 600 is a big part of my training for the Route de Rhum, which I will be racing solo, later in the year." After a quick shower, the two sailors set sail for home (Guadeloupe) and work. The last yacht in the 2010 RORC Caribbean 600 was finally accounted for. *Full results:* www.caribbean600.rorc.org



The fleet, off to a good start February 22

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WIN SOME, LOSE SOME: *WINSOME*

BY GILLY GOBINET



Last year Don Ward's delightful Cherubini 44 *Winsome* not only won her class, she also came a record first in all four races in the Antigua Classic Yacht Regatta. Having former rival Hans Lammers, at the helm was a definite plus and we look forward to similar successes this month.

Accountant Don Ward came to Antigua in 1973 on a three-year contract, and like so many others, stayed. He became interested in sailing when he "rescued" a discarded 10ft Puffin in 1974. Proudly setting off downwind in Dickenson Bay, he had no idea how to get back and had to be rescued. Then followed a succession of boats: a Sunfish, a Mirror dinghy, a GP 14 dinghy, a homemade 22ft plywood day-sailer; a Contessa 26, and an S&S 34 for 14 years, which everybody loved.

During this period, Don was learning both to sail and to navigate by trial and error. The latter—or reefs hit in the absence of a depth sounder—became immortalized as red dots on Don's Antigua chart hanging in his office. The need for third party help and/or some serious kedging were the criteria for awarding a red dot.

Since then, Don likes to think his navigation skills have improved with more advanced instruments. However, he never had a problem negotiating the entrance to Nonsuch Bay, using

the time-honored method of eyeballing, until he acquired his Garmin Chart Plotter. Ending up on several occasions in seven feet of water in Spithead Channel led him to question seriously the accuracy of his set of state-of-the-art equipment.

After a year with a Dehler 36, Don decided he had to have a pretty boat. He had read about the Cherubini 44 in Ferenc Mate's "Best Sailing Boats in the World" and went scouring Florida for one, but to no avail. In the airport on his way back, he picked up "Sail" magazine—and there was *Winsome* for sale. Fortunately, Jol and Judy Byerley were able to go and secure the sale on his behalf, as work commitments prevented Don from going himself.

Winsome has participated in the Antigua Classic Yacht Regatta every year since her purchase in 1995, with Jol Byerley at the helm the first two years. Over the years, friends, family and houseguests have all taken part but it is only comparatively recently that a really good crew came together. These number inter alia Gerry Bardoe ("Chippy"), Graham Knight and Geoff Pidduck—the latter sits quietly on the rail, saying little, then gets off Don's boat to go and win his class in Antigua Sailing Week. George Bridger is another regular—he fixes everything; Manfred Schweizer, skipper

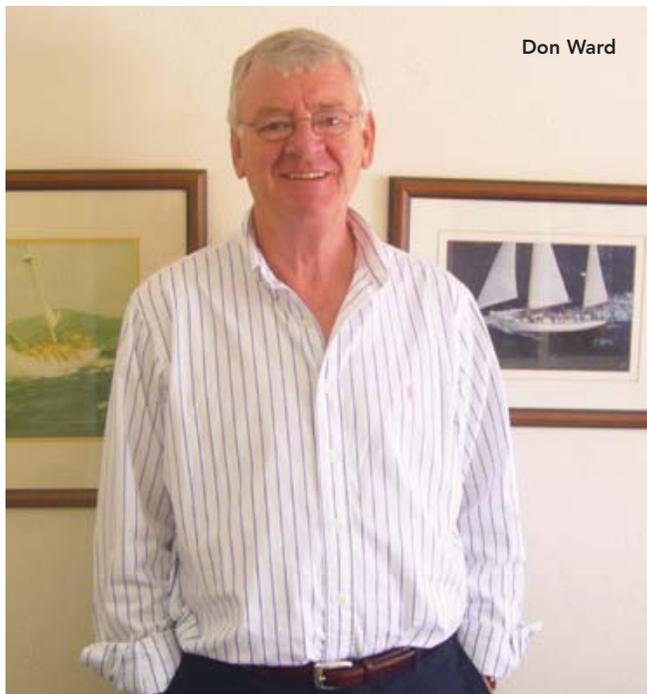
of Pedlar, has also crewed, and a newcomer to the island, Martyn Davis, is another quiet, competent guy.

In 2009, Hans and Cathy Lammers came aboard. Hans is both highly competent and competitive, and he helmed upwind and the starts of the races; most boats prefer the Committee boat end of the start line, but Hans prefers the pin end, which has clean air, and is invariably successful. Don's preferred race in the Antigua Classics is the Canon, with its four reaches. *Winsome* always wins that. The only time she did not get the gun was when pitted against a Cherubini 48, later defeated on handicap.

Don enthusiastically sails *Winsome* in the Classic Regatta single-handed races, coming a respectable third last year. His favorite race was coming back from Barbuda in a pursuit race one year: once he got in the groove, he tied down the helm, sat forward in the shade and went through the fleet! Last year, Hans Lammers was spotter in the Classic Single Handed Race and Don found it a total luxury to have someone point out potential hazards arising from, for example, a lazy sheet wrapping itself around a windlass. Don is convinced that *Winsome's* overall success in the Classics was largely due to Hans' superb quality and experience.

Winsome's most recent race, with new sail drops, was the Round the Island race in Antigua in January 2010, not one of her notable successes. The wind, out of the south, was deceptively calm, and rather than put on the reefing lines, Don and the crew had another cup of coffee and set off into 25-30 knot winds.

Although *Winsome* remains very close to Don's heart, he is seriously considering replacing her with something more comfortable. However, for those of us lucky enough to have sailed upon her or watched her win in the Antigua Yacht Classic Regattas, we hope she and Don will continue their excellent relationship for many years to come.



Don Ward

PHOTOS COURTESY OF DON WARD

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VISIONE OVERALL WINNER AT A WINDY ANTIGUA SUPERYACHT CUP

TOP SAILORS REVIEW NEW SUPERYACHT RACING PROTOCOL

With windy conditions, this year's Antigua Superyacht Cup course needed to take into account not only the weather and sea conditions but the optimal "guest experience," ensuring a bit of excitement, comfortable reaching and a beat up the coast to admire the beautiful scenery off the south coast of Antigua.

and took the lead coming up the final beat to win the first race by over four minutes.

It is an interesting time for superyacht racing as the SYC organizers have been working with the Bucket Regattas to develop a new superyacht racing protocol. With all the talent in town, a meeting was called on Tuesday night to gain valuable



Checking out the competition at the Antigua Superyacht Cup



Plotting tactics on winning boat Visione



PHOTOS BY CHRIS KENNAN

input to the first draft of the protocol. All the participating yacht Captains were invited, along with a wide cross-section of top racing skippers and long-time Bucket supporters.

Robbie Doyle and Peter Holmberg, who were sailing on *P2*, Earl Williams, Alistair Tait and Dan Jackson from *Ranger*, as well as Jens Christensen from North Sails and Garth Brewer from *Visione*, aired their views on the protocol. The intention of the protocol is to provide the safest, fairest and most appropriate format for racing

"It was a day for the ketches" commented Mike Quilter on *Ranger* the first day out. "It may be a small fleet but they are all excellent boats, and without the genniker, we just could not keep up; but the boss and guests had a great day out."

Sojana may not have been convinced with Quilter's ketch theory, breaking the mizzen boom they had to complete the course with just the mainsail and jib. *Visione*, the powerful 45m Baltic that started 25 minutes after *Rebecca* sailed a clean race

RESULTS OVERALL

- 1st *Visione* - 4 points
- 2nd *Sojana* - 10 points
- 3rd *Ranger* - 10 points
- 4th *P2* - 11 points
- 5th *Rebecca* - 11 points



Another day at the office
for Justin on *Visione*

superyachts which currently has the audience split between the ISAF racing rules and the amended COLREGS protocol.

The first day ended with crews taking over Nelson's Dockyard, dressed up as Pirates of the Caribbean, for a barbecue on the dock, live music and plenty of Antiguan rum punch.

On day two, January 29, rain and winds up to 30 knots were forecast, causing boats to reef in their mains. *Sojana* did not start, and *Visione* held the lead, followed by *Rebecca* and *P2*.

On day three, despite the set-back of not being able to hoist any mizzen sails, *Sojana* managed to hold off the rest of the fleet and win the third and final race of the Superyacht Cup Antigua 2010.

Bucket ratings expert, Jim Teeters worked out *Sojana's* temporary sloop rating after they suffered a broken mizzen boom on the first day, and gave them a four minute start advantage over second starting boat, *Rebecca*, and a 29 minute start on *Visione*.

It was another windy day with plenty of action for these immensely powerful superyachts. Flying full mains and maximum downwind sails, they raced around the 24 mile course in just two and a half hours. The breeze picked up on the final beat to the high 20s and *Visione* closed the gap on *Sojana*, finishing just 51 seconds behind her.

An elated Peter Harrison, owner of *Sojana*, cheered as he crossed the line in first place, a much improved day out for him and his crew. *Ranger* and *P2* had a tight battle all day, crossing tacks several times.

Throughout the three days of racing, the emphasis on sailing safe was high on everyone's mind, and the superyacht racing protocol was put to the test by the experts, without incident or protest.

The event closed with a grand Prize Giving Buffet dinner at the Copper & Lumber Hotel in Nelson's Dockyard. www.thesuperyachtcup.com

Information submitted by Antigua Superyacht Cup

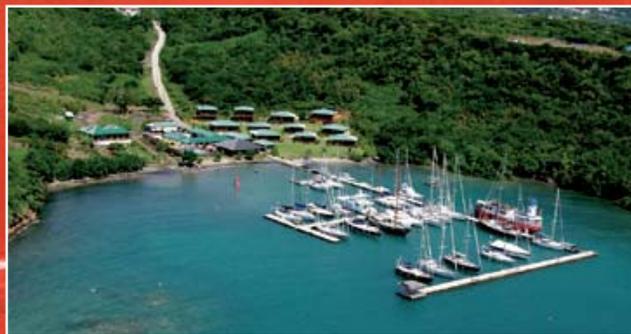


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GRENADA SAILING FESTIVAL'S PORT LOUIS REGATTA

BIGGEST FLEET EVER TURNS OUT FOR PURE SPICE

BY JAN HEIN

Two thousand ten was a record-breaking year for the Grenada Sailing Series as it launched into its 17th year during the final weekend of January. Those on 44 boats, the biggest fleet ever, would testify that it was also a record breaker for gear failure, blown sails, close calls and bilge pumping.

Four exhilarating, exhausting days of racing took place along the southwest end of the island from St. Georges to Prickly Bay with winds delivering no less than 20 plus knots of propulsion. Had they been steady, it would have been "smooth sailing" but with erratic and frequent gusts, some hitting 40 knots, it provided the fleet with plenty of white knuckle moments. Those winds, coupled with opposing currents on the south coast produced agitated seas that made steering seem like a wrestling match.



PHOTO COURTESY OF GRENADA SAILING FESTIVAL

RESULTS

RACING CLASS 1

- 1st** - *Tanga Langa 3*
- 2nd** - *Lost Horizon*
- 3rd** - *Akarana*

BOVAL CHARTER CLASS

- 1st** - *Alemata 3*
- 2nd** - *Ben's Inspiration*
- 3rd** - *Life of Reilly*

CRUISING CLASS 2

- 1st** - *Pentanemos*
- 2nd** - *Wayward*
- 3rd** - *Survivor*

J-24

- 1st** - *Hawkeye*
- 2nd** - *Die Hard*
- 3rd** - *Impulse*

MULTIHULL

- 1st** - *Suave*
- 2nd** - *Ti Kanot*
- 3rd** - *Sasha*

Tony McQuilken of *Wayward* reported, "There was a lot of sail ripping. Wives and other onshore crew were running around with bags full of sails, trying to get them repaired quickly." McQuilken was the voice of experience since on the third day, *Wayward* lost two headsails. "We completed the race running bald headed." Even so, thanks to a crackerjack crew and attrition of the competition, they finished the day in third place. Smiling, he added, "It's all fun and games, right?"

The Beneteau First 47.7, *Tanga Langa 3*, lost their steering at the start of day three. "It was a good thing it was on the south coast," said crew, Champie Evans. "The yard is there. Got it fixed. Went out for the second race which I think we won." Indeed they did.

There was a lot of talk blowing around about a frequent need to bail. Water that didn't make it below from waves cracking off the bow found its way there by high jumping windward rails and deeply dipping leeward combings. And then there were hatches—*Wayward* reported pumping out an easy 1000 gallons after a bow wave forced open a hatch by breaking the latch.

Certainly the Trinidad based J-24, *Ambushe*, had to remove a load of sea water after they were t-boned and holed by sister ship *Impulse*. "We went around the top mark," a crew reported calmly, "jibed and, well, things just got out of control." The sizeable hole didn't delay them though; a quick repair and they were back at it the next day.

Another J-24, *Blew by You*, did not get off as easy. During the very first race, in extremely rough conditions, the boat bit into a bomber wave causing a broach. The forward hatch, temporarily open to pass a sail through, swallowed up the sea and the boat went down off Pt. Saline. Everyone was quickly retrieved, no injuries were sustained and, since the boat sank in relatively shallow water, attempts will be made to salvage it.

Although this was the first year that a schedule division occurred, running the workboat races the following week, the fun was multiplied by the extra days of racing and celebratory events. For big boat racers, other changes included longer courses, new deep-water marks, one day of sailing dedicated to an ocean race and an extended South Coast Ocean triangle.

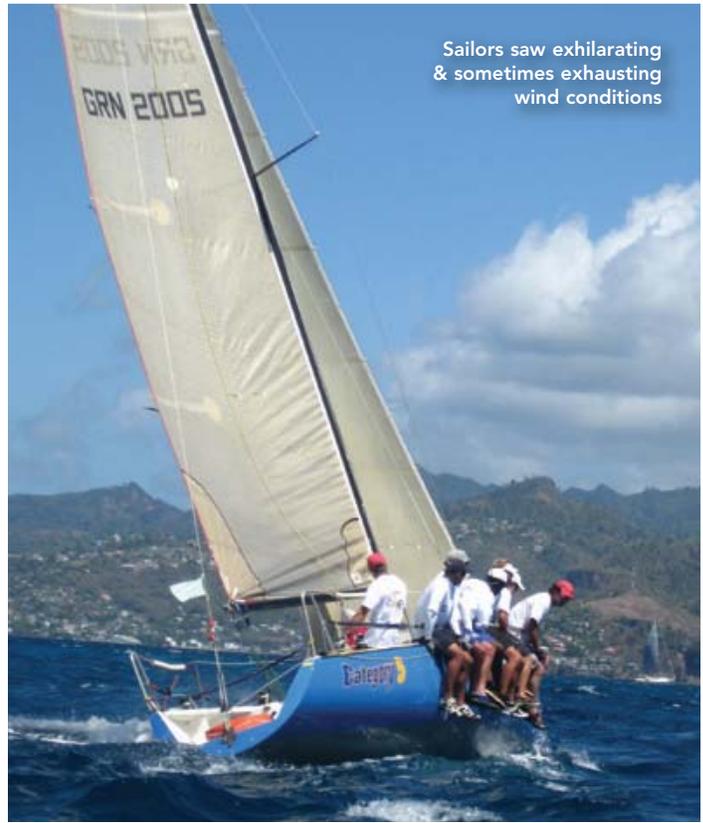
Since the event is traditionally called "Pure Sail, Pure Spice," there was plenty of entertainment both on the course and off. A jumbo pod of porpoises raced with the fleet on day three and a few boats reported sharing the course with a bale of turtles.

Four days of racing required five days of parties, each with a theme and purpose. Participants were treated to Tivoli drummers, local reggae, disco fever, the Dick Adams Blues Band and a Feel'n Hot, Hot Hot Party featuring everyone's favorite, those inimitable Mt. Gay Hats. Special lighting was provided by the year's biggest and brightest full moon.

Camper & Nicholsons Port Louis Marina provided a luxurious venue and a team of generous sponsors went all out to welcome and pamper captains, crew and guests.



PHOTO BY JAN HEIN



Sailors saw exhilarating & sometimes exhausting wind conditions



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41ST SPICE ISLAND BILLFISH TOURNAMENT DRAWS 244 ANGLERS

TRINIS TAKE TOP BOAT HONORS

BY CAROL M. BAREUTHER, RD

Sports fishermen from Trinidad & Tobago (T&T) proved their bill-fishing prowess for the fourth year in a row when *Papasan*, a 65-foot Hatteras owned by angler Anthony Brash, won the Top Boat title at the 41st Spice Island Billfish Tournament held January 25 to 28 out of Grenada.

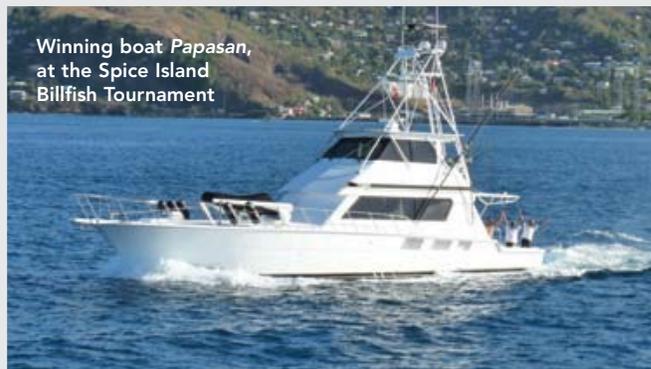
Papasan and Brash, who also won Top Angler, had their work cut out for them as this year's tournament saw the participation of a near record fleet of 51 boats and 244 anglers hailing from Antigua, St. Lucia, Martinique, Barbados, Grenada, Trinidad & Tobago and the U.K. In fact, *Papasan* didn't score its win until the clock ran out on the final day of fishing.

The weather for the first two days of the tournament was very sunny, no cloud cover, but with rough conditions, said *Papasan's* Brash, who has fished this event since 1981 and placed as high as second top boat. "We fished in water depths of 6,000-feet approximately 15 miles west of St. Georges."

The fleet made an awesome sight powering out of St. Georges harbor for the Bimini start on the first day. The Trinis were hot from the get go. *Par T Time* released the first blue marlin of the tournament shortly after lines in. By day's end, the top slots on the scoreboard were all filled with T&T boats. *Temptation* released three blues to take the lead. *Blue Fever's* hat trick of a blue and white marlin release put them in second, while *Papasan* rounded out the day in third with the release of two sailfish and a blue marlin.

Day two, Grenada's *Crazy Baldhead* added a blue marlin and sailfish release to their first day score and took over the lead. Meanwhile, *Blue Fever* released a sailfish to hold steady in second place, while Brash on *Papasan* released his first blue marlin to hang onto third place in boat category.

The last day, *Papasan* needed to catch at least one fish to move into the top spot – and that was if *Crazy Baldhead* and *Blue Fever* went fishless. Brash describes his fate-deciding catch this way: "It was around 2 p.m. and I was relaxing on the fighting chair when I had a very small strike. I thought it was a barracuda, but still released the drag on the rod to free spool. Two seconds later, I put the drag to full strike position and the water turned white as the blue marlin tried to shake the hook out of its mouth. The water was very rough and conditions were windy and the marlin had *Papasan* backing into the waves."



A half hour into the fight, when the marlin was about 100 feet behind the boat, a big wave broke over *Papasan's* stern soaking the crew and setting off three bilge pumps that tripped the breaker in the engine room. Brash eventually got the marlin to the back of the boat, but the fish was feisty and ran off with more line. Nearly an hour later, he finally reeled in the fish and successfully made the release.

Meanwhile, *Crazy Baldhead* and *Blue Fever* indeed remained fishless by Lines Out, giving *Papasan* the win.

"Normally when we go fishing our success ratio of a strike then a hookup is around 50 percent," says Brash. "But for some reason on this tournament we had five billfish strike our rods – three blue marlin and two sailfish – and released all."

In addition to winning Top Boat and Top Angler prizes, *Papasan* earned entry into the 2011 International Game Fish Association (IGFA) Offshore Championship.

The SIBT is the first leg of the 2010 Southern Caribbean Billfish Circuit, a three-year-old series that includes six tournaments on the islands of Grenada, Barbados, Martinique, St. Lucia, Trinidad and Tobago. For full results visit: www.sibtgrenada.com

PHOTO COURTESY OF SPICE ISLAND BILLFISH TOURNAMENT

PHOTO COURTESY OF ANTHONY BRASH



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NEWS NOTES FROM CURAÇAO

ARTICLES AND PHOTOS BY ELS KROON



Sea World in San Diego received a stranded pilot whale in January that beached in Curaçao last summer

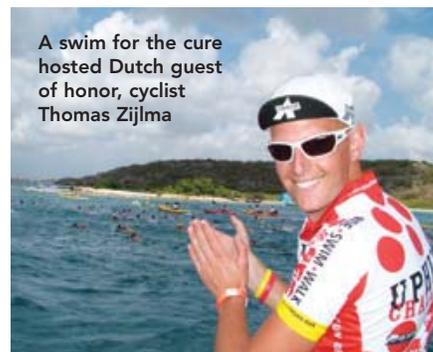
Stranded Pilot Whale from Curaçao Transported to Sea World

Months after the stranded pilot whale "Capt Sully" was found, more dead than alive, on a beach in Curaçao last July he got healthy and strong again thanks to the care of the local Sea Aquarium's dolphin trainers and hundreds of volunteers. The trainers tried to let the young male whale adapt to the wild again while a school of pilot whales

passed by, but the whale came back several times. In January, Capt Sully was transported to Sea World in San Diego where he'll join the pilot whale group for the Horizons Show in which humans and sea mammals intensively interact. SeaWorld, which received international publicity in February following the drowning death of an Orca whale trainer in Orlando, has a scope of additional activities beyond entertainment, including involvement in scientific research, wildlife preservation, marine-life education, environmental stewardship and rescue and rehabilitation programs.

Swim, Walk & Ride for the Roses Raises \$250,000 US for Cancer Cure in Curaçao

The start of swim for the roses, part of the sixth Ride for the Roses fundraising event in Curaçao for cancer research and a cure was supported by the Dutch guest of honor, Thomas Zijlma, who survived testicle cancer and is now a recognized cyclist. A crowd of 800 people



A swim for the cure hosted Dutch guest of honor, cyclist Thomas Zijlma

participated in the swim, while a total of 3200 swam, rode or walked for the Roses, after the example of the famous American cyclist Lance Armstrong who also fought and survived cancer, bringing in 400,000 guilders (US \$ 250,000) for the good cause.

Curaçao Students Learn Aboard Zuiderdam

Highly motivated students from Curises and UDC (University of the Dutch Caribbean), two Tourism Management Training Schools in Curaçao, got a look behind the scenes aboard Holland America Line's Zuiderdam on February 5 and 15 while the ship was in port. Two groups of ten students and their supervisors were welcomed by hotel manager Kees van Santen in the ship's "Crow's nest," the lounge on the tenth deck with a panoramic view over the harbor. The Assistant Manager for culinary operations, Ricardo Pijpers, guided the students through the ship and discussed the environmental operating aspects of the cruise company. The Dutch assistant manager, who studied at the Hotel School in Leeuwarden, explained all operations in the three main departments. This visit was the first time that one of the company's ships granted a tour for students in Curaçao.

SKY LIGHTS

BY JEANNIE KUICH

April Spotlights

- Mercury is at its best evening display this year.
- The Lyrid meteor shower is predicted to be strong this year after midnight.

April Planet Particulars

- Mercury makes its best challenge to Venus when they are closest on the 3rd on the evening racecourse, but Venus always wins in the end.
- Plucky Mars has started to dwindle but remains visible all month until early morning hours. Champagne-hued Saturn rules the night sky but is challenged by Jupiter later on the morning racecourse.

April Brightest Navigation Stars

Dusk: Sirius, Arcturus, Procyon, Capella
Dawn: Vega, Arcturus, Fomalhaut, Altair

The Moon Sails Near

Sat. 2nd: the star Antares in Scorpius before dawn
Sun. 11th: Jupiter before dawn
Thu. 15th: Mercury in evening
Fri. 16th: Venus in evening
Sat. 17th: the Pleiades star sisters in evening
Tue. 20th: the star Pollux in Gemini in late evening
Thu. 22nd: Mars in evening
Fri. 23rd: the star Regulus in Leo in evening
Sun. 25th: Saturn in late evening
Tue. 27th: the star Spica in Virgo in late evening
Fri. 30th: the star Antares in Scorpius before dawn

Moon Phases

Tue. 6th: Last Quarter
Wed. 14th: New
Wed. 21st: First Quarter
Wed. 28th: Full

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

GREAT RESULTS FOR JUNIOR ANGLERS

EVERTSZ AND VAN VLIET WIN TOURNAMENT

BY ELS KROON AND TEAM BIMINI TWIST

In the weekend of January 28th through 31st, a total of 30 fishing teams on seagoing vessels registered for the Bonaire International Blue Marlin Tournament 2010, held in the waters around the beautiful island of Bonaire. Event Organizer Robur de Vries again offered a great tournament with authentic island style ambiance. The tournament was a catch and release event.

Among the big game fishermen there were two junior anglers from Curaçao, Willem Evertsz and Dirk van Vliet as "Team Bimini Twist," together with their friend, coach and fishing team captain, Jeff. In two days they raised a total of five blue marlin, winning the tournament with a total of 900 points. Both anglers had the time of their lives as they climbed the stage to be officially installed as the Winners of the Bonaire International Blue Marlin Tournament 2010.

For decades now, Marlin in the waters around the ABC Islands have been fearing the van Vliet family, as grandfather and very successful big game angler Dirk van Vliet Sr. tipped numerous titles, including a World Championship, accompanied by his son Robert van Vliet who also needs



Junior anglers Willem and Dirk, raising a blue marlin during the Bonaire International Blue Marlin Tournament 2010

PHOTO COURTESY OF TEAM BIMINI TWIST

no introduction in the world of big game fishing. Robert van Vliet is a true champion and also record holder for more than 25 years with a blue marlin of 803 pounds. Both anglers' names appear on the famous belt at the International Game Fish Association museum in Florida, USA.

Now and again a new threat is posed for the blue marlin: Grandson Dirkje van Vliet has surfaced. A new generation tournament winner—suggesting that sports fishing might be in the genes.

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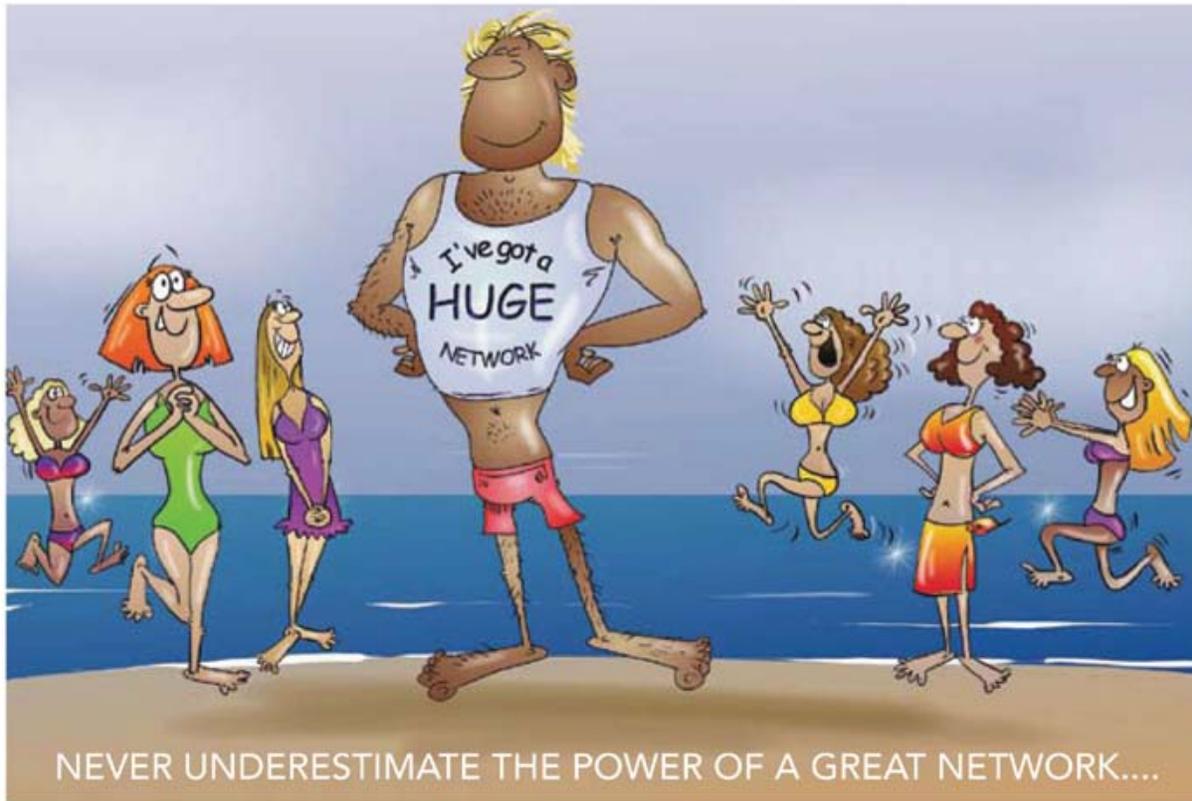
CARIBBEAN MARINAS

ALL AT SEA'S CARIBBEAN MARINA GUIDE

			Maximum Draft	Maximum Length	# of Slips	Fresh Water	Electrical Supply	Cable/ Satellite TV	Diesel	Gas	Shower/WC	Laundry	Provisioning	Bar/ Restaurant	Security	VHF Channel	Wireless Internet
Antigua	Jolly Harbour Marina	268-462-6042	10'	250'	158	•	110/220	Cable	•	•	•	•	•	•	•	68	•
Aruba	Renaissance Marina Aruba	297-588-0260	13'	200'	50	•	110/220	•	•	•	•	•	•	•	•	16/69	•
Curacao	Seru Boca	599-767-9042	14'	150'	140	•	127/220	•	•	•	•	•	•	•	•	67	•
Dominican Republic	Marina Zar Par	809-523-5858	12'	120'	110	•	110/220 308	•	•	•	•	•	•	•	•	5	FREE
Dominican Republic	Ocean World Marina	809-970-3373	12' +	250'	104	•	110/220	•	•	•	•	•	•	•	•	16/68	•
Grenada	Clarkes Court Bay Marina	473-439-2593	13'	60'	52	•	110/220	•	•	•	•	•	•	•	•	16/74	USB access
Grenada	Grenada Marine	473-443-1667	15'	70'	4	•	110/220	•	•	•	•	•	•	•	•	16	FREE
Grenada	Le Phare Bleu Marina	473-444-2400	15'	120'	60	•	110/220/480	•	•	•	•	•	•	•	•	16	FREE
Grenada	Port Louis Marina	473-435-7431	14.76'	90m	170	•	110/208/220/ 230/240/400/ 480/630V	•	•	•	•	•	•	•	•	14	FREE
Grenada	Prickly Bay Marina	473-439-5265	17'	200'	10	•	110/220/ 308	•	•	•	•	•	•	•	•	16	•
Guadeloupe	Marina Bas-du-Fort	590 590 936 620	15.5'	210'	1,100	•	110/220/380	•	•	•	•	•	•	•	•	9	FREE
Jamaica	Errol Flynn Marina & Shipyard	876-715-6044	32'	600'	33	•	110/220/480 1&3PH 50/60HZ	Cable	•	•	•	•	•	•	•	16/9	FREE
Puerto Rico	Puerto del Rey Marina	787-860-1000	15'	260'	1,000	•	120/208	Cable	•	•	•	•	•	•	•	16/71	•
Puerto Rico	Sunbay Marina	787-863-0313	12'	75'	287	•	110/220	Cable	•	•	•	•	•	•	•	16/12	•
St. Croix	St. Croix Marine	340-773-0289	11'	150'	44	•	110/220	•	•	•	•	•	•	•	•	16/18	•
St. Lucia	Rodney Bay Marina an IGY destination™	758-452-0324	15'	220'	232	•	110/220	•	•	•	•	•	•	•	•	16/17	•
St. Lucia	The Marina at Marigot Bay	758-451-4275	16'	250'	40	•	110/220/380 50/60 Hz	Cable	•	•	•	•	•	•	•	16/12	•
St. Maarten	Island Water World Marina	599-544-5310	8'	90'	54	•	Available	Cable	•	•	•	•	•	•	•	74	•
St. Maarten	Lagoon Marina Cole Bay Wtrft	599-544-2611	9'	100'	45	•	110/220	•	•	•	•	•	•	•	•	16	FREE
St. Maarten	Simpson Bay Marina an IGY destination™	599-544-2309	14'	200'	126	•	110/220/ 480	•	•	•	•	•	•	•	•	16/79	•
St. Martin	Captain Oliver's	590-590-87- 33-47	10'	150'	160	•	110/240	•	•	•	•	•	•	•	•	16/67	•
St. Thomas	American Yacht Harbor an IGY destination™	340-775-6454	9.5'	110'	106	•	110/240	•	•	•	•	•	•	•	•	16/11	•
Tortola, BVI	Nanny Cay Marina	284-494-2512	12'	125'	200	•	110/220	•	•	•	•	•	•	•	•	16	•
Tortola, BVI	Soper's Hole	284-495-4589	25'	170'	50	•	110/240	Cable	•	•	•	•	•	•	•	16	Cafe
Tortola, BVI	Village Cay Marina an IGY destination™	284-494-2771	12'	200'	106	•	110/220/ 308	Cable	•	•	•	•	•	•	•	16/71	Hard- line at Slip
Trinidad	Power Boats Ltd	868-634-4346	13'	65'	40	•	115/220	•	•	•	•	•	•	•	•	72	•
Virgin Gorda	Virgin Gorda Yacht Harbour	284-495-550	10'	180'	94	•	110/220	•	•	•	•	•	•	•	•	16/11	•

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"Victoria"
 4 Cabins/4 Heads
 Located in Tortola, B.V.I.
 Asking **\$499,000**

2003 GIB'SEA 51



"Moon Shadow"
 5 Cabins/5 Heads
 Located in Tortola, B.V.I.
 Asking **\$195,000**

2003 BENETEAU 50



"Banana"
 4 Cabins/4 Heads
 Located in Tortola, B.V.I.
 Asking **\$185,000**

2001 DUFOUR CLASSIC 50



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

2004 LEOPARD 47



"Enchantress II"
 4 Cabins/4 Heads
 Located in Tortola, B.V.I.
 Asking **\$324,950**

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2005 CYCLADES 43



"Leap of Faith"
 3 Cabins/3 Heads
 Located in Tortola, B.V.I.
 Asking **\$140,000**

2001 GIB'SEA 43



"Crazy Diamond"
 4 Cabins/4 Heads
 Located in Tortola, B.V.I.
 Asking **\$100,000**

2005 LEOPARD 43



"Panasea"
 4 Cabins/4 Heads
 Located in Tortola, B.V.I.
 Asking **\$290,000**

2005 OCEANIS 42CC



"Obsession"
 2 Cabins / 2 Heads
 Located in Tortola, B.V.I.
 Asking **\$155,000**

1999 SUN ODYSSEY 42.2



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

2004 LAGOON 410



"Island Girl"
 4 Cabins / 4 Heads
 Located in Tortola, B.V.I.
 Asking **\$245,000**

2005 OCEANIS 39



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

2005 OCEANIS 373



"Mullardoch"
 3 Cabins / 2 Heads
 Located in Tortola, B.V.I.
 Asking **\$95,000**

2002 OCEANIS 343



"Moon Wind"
 2 Cabins / 1 Heads
 Located in Tortola, B.V.I.
 Asking **\$70,000**

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1995 51 ft Beneteau 510.
Five cabin. Spotless.
\$159K



1981 49ft Hughes
Columbia CC sloop.
Great condition
Budget Blue water cruiser.
\$49K



1991 J 39 REGATTA
WINNER. Cruising boat
for the man who wants
a little more speed.
\$70K offers



Calypso Marine 36' Pirogue.
Twin 200 Yamahas
\$89K



1983 Lello 34
Blue water sloop.
Clean and ready to go
\$34K



2002 31 ft Maxim
Good Runner
\$59K



2001 Lagoon 410 .
Awesome condition
with clean survey
\$275K



1997 56 Ft Reinke
Aluminium Deck Saloon
Gorgeous Beast
\$499K



2003 32 Contender
with 2005 225hp
Four strokes.
Rigged and ready to go.
\$95K



1988 Jeanneau Sunkiss 47
Lots of new gear.
\$129K



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



1977 43 ft Waquiez
Amphitrite. Bullet proof
Blue water cruiser. New
engine and rigging.
\$109K



1978 ISLANDER 55 JBoat.
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Stunning performance
and old world charm.
Refitted 2009. \$295K



1977 31 ft Dolphin sloop
Solid English
classic 4 tonner
\$29K



1981 36 ft Maxi Sloop.
Clean. Swedish Pedigree
Liveaboard
\$59K



1990 42 ft Carver.
Spotless and pristine
\$175K



1995 Roberts 45
Charter Version
\$109K



Dynamique 62.
One careful owner
since new.
Quite Magnificent
\$595K Reduced!



1992 Reinke Super 10
Aluminium 38 ft
\$99K



1985 Dynamique 50
Express. Blue water
ready BARGAIN!!!
90K Euro



1978 Islander 36.
Serious Blue Water
Cruiser.
\$24K



1988 42 Baltic Magnum.
Clean racer Cruiser.
\$134K



31 ft Classic Bertram
Flybridge Sportsfish.
Immaculate throughout!
Offers entertained.



1094 Aloha 34 ft Sloop.
Good clean
Budget priced liveaboard.
\$39K



2003 48 ft Sea Ray
Motor Yacht
Excellent condition
\$299K



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



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



Beneteau 473
Clean with New sails
and new hatches.
New Listing



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

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2001 67' Lagoon
€1,500,000



2007 73' Executive
\$2,400,000



1995 37' Lagoon
\$159,900



2003 57' Lagoon 570
€825,000



2001 47' Catana
\$479,000



2001 38' Fountaine Pajot
\$199,000



2000 36' PDQ Capella
\$199,000



1995 41' Catana 411
\$229,000



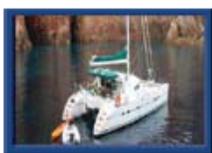
1999 43' Nautitech
\$259,000



2006 36' Jaguar
\$295,000



2006 46' Dolphin
\$575,000



1999 47' Lagoon
€300,000



2002 50' Contour
\$395,000



2001 44' Voyage
\$320,000



2006 46' Dolphin
\$539,000



1988 60' Chantier Pinta
\$399,000



2010 40' Fusion
\$549,000



2004 47' Catana
€470,000



2005 46' Dolphin
\$550,000



1999 60' Berkstresser
\$580,000



1998 40' Manta
\$245,000



1982 44' Trevor Banks
\$75,000



1998 41' Lagoon 410
\$255,000



1992 48' Privilege
\$399,000



2001 50' Horizon
€405,000



2002 Catana 582
\$1,299,000



1996 42' Fountaine Pajot
€159,500



1999 60' Fountaine Pajot
\$665,000

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34' 1980 Wharram Tangaroa US\$35,000.00



30' 1984 Carter 30
US\$35,000.00



50' 1974 Motor Yacht locally built
US\$80,000.00



45' 1998 Peterson Cutter
US\$189,999.00



48' 1971 Motor Sailer
US\$90,000.00

MONOHULLS

30'	1984 Carter 30	US\$35,000
32'	1978 Rival MDC	US\$35,000
34'	1978 Steel Sloop (ROB)	US\$30,000
34'	1980 Wharram Tangaroa	US\$35,000
36'	1977 Roberts Home Built (located in Barbados)	US\$40,000
38'	1987 Topaz	US\$85,000
38'	1997 Beneteau	US\$100,000
39'	1968 Cheoy Lee Off Shore 40	reduced to US\$70,000
40'	1981 Divorine Steel	US\$50,000
40'	1986 TaShing Tashiba (excellent condition)	reduced to US\$179,500
40'	2002 Hermine DI (launched 2008)	EU264,000
41'	1982 Sigma Marine Project	US\$60,000
41'	1985 Irwin Ketch	US\$85,000
42'	1986 Endeavour	US\$98,000
43'	1999 Wauquiez Pilot Saloon	EU247,500
43'	1985 Gitana	US\$115,000
45'	1998 Peterson cutter	US\$189,999

45'	1999 Passport a/c 44	US\$365,000
46'	2001 Tayana (Vancouver pilot house)	US\$329,000
48'	1971 Motor Sailer	US\$90,000
50'	1974 Motor Yacht (locally built)	US\$80,000
50'	1991 Celestial Pilothouse	US\$268,000
50'	2001 Beneteau	EU188,000
51'	1986 Beneteau	US\$225,000
51'	1990 Jeanneau Sun Odyssey	reduced to EU99,000
53'	1984 Amel Custom Mango	US\$269,000
55'	1979 Herreshoff Marco Polo	US\$170,000
55'	1998 Zerft Motor Sailer (must sell!!!)	US\$40,000
56'	1973 Visch Motor Yacht	US\$175,000
75'	1976 Murry Peterson Coaster (Schooner)	US\$40,000

MULTI-HULLS

33'	1988 Dean Ocean Comber	US\$145,000
40'	1999 Woods Catamaran	US\$247,500
54'	1980 Norman Cross Trimaran	US\$350,000






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Luxury Blue Water Cruiser, 2
Available Starting @ \$645K



58' Voyage Yachts 580 2005
Luxury Caribbean Cat
Asking \$990K



52' Endeavour 1990
Very Clean, Comfortable,
Great Condition. Asking \$149K



49' CT 1985
Cruise Equipped. Great Price!
Asking \$169K



47' Bluewater / Vagabond '87
All Furling, Best Value. Reduced
Asking \$169K



47' Gulfstar 1979
Great Price and Value
Asking \$89K



46' Fontaine Pajot Bahia '01
Exceptionally Clean, Many
Upgrades. Asking \$349K



46' Morgan 461 1979 / '82
Lots of Goodies, Sturdy Build
2 Available Starting @ \$79K



45' Beneteau 445 1994
Fast Caribbean Sailer
2 Available Asking 99K



45' Robertson & Caine '99
Well Equipped and Maintain'd
Asking \$270K



45' Downeaster 1979
Rare Schooner, Deck Salon
REDUCED! Asking \$99K



45' Jeanneau Sun Ody. 45.2
1999/2000. Beautifully Kept
2 Available Starting @ \$109K



44' Mason 1987
Beautiful and Loaded!
Asking \$250K



44' Fontaine Pajot
Immaculate, Luxurious, and
Economical Asking \$650K



44' Lagoon 440 2006
Owner's Version. Loaded
Asking \$575K

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44' Lagoon 440 2006
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Layout. Asking \$525K



43' Beneteau Idylle 13.5 '84
Nicely Upgraded, Great
Offshore Design Asking \$89K



43' Gulfstar 43 MKII 1977
Lots of Gear, Spacious
Asking \$69K



42' Hallberg-Rassy 1984
Major Refit, Just Reduced
Asking \$149K



42' Endeavour 1990
Clean, Well Maintained, Lots of
Gear. Asking \$119K



42' Island Packet 2001
Immaculate and Solid Vessel
Asking \$320K



42' Lagoon 420 2008
Keen Price, New Yanmars
Asking \$475K



42' Pearson 424 1978
Great Value
Asking \$44.9K



40' Beneteau Oceanis 400 '93
Very Well Maintained, Lots of
Upgrades. Asking \$115K



40' Beneteau M-405 1994
Great Design. Significant
Upgrades. Asking \$95K



38' Beneteau 1991
Fast boat, Spacious
Great Price. \$59K



38' Freedom 1988
Very Well Kept.
Asking 98K



37' Fontaine Pajot 2003
Well Kept and Spacious
Power Cat. Asking 185K



36' Cheoy Lee 1971
Beautiful Caribbean Cruiser
Asking \$49K



35' Beneteau 351 1994
Great Caribbean Cruiser
Asking \$55K



35' Camper Nicholson
Rebuilt Engine, Great Value
Asking \$49K



32' Bavaria 2003
Perfect Caribbean Cruiser
Asking \$59K



32' Beneteau 321 98/99
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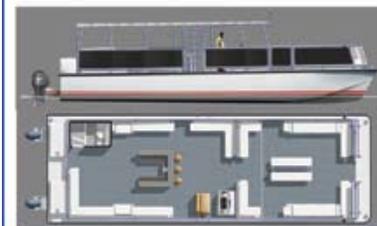
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44 Beneteau 445 Oceanis, 1993
New Yanmar in 04, wind & solar davits, watermaker, sail away liveaboard \$129,000



55 Angel Cockpit Motor Yacht, 1986
Twin Cats, twin gens. owner's layout
Perfect fish or dive boat, bring offers \$295,000



42 Endeavour Center Cockpit Sloop, 1989
2 cabin, 2 head, Yanmar, genset, a/c,
Complete galley, very comfortable cruiser \$125,000



38 Voyage 380 Catamaran, 2002
One owner, never chartered, owner's layout
Yanmars, equipped for liveaboard cruising \$225,000



36 Pearson Cutter, 1982
New engine 06, new rigging 07
many upgrades, bring offers \$59,000



27 J-Boat, 1988
Race ready, CORT champ
6 sails, tack tick & much more \$19,000

SAIL

- 49 1995 Hylas Semi-Custom – One owner, never chartered, must see...\$335,000
- 48 1974 Maple Leaf – Vintage Canadian built CC cruiser, price to sell...\$89,000
- 48 1970 Hughes Yawl – Classic S&S performance center cockpit cruiser...\$110,000
- 45 1992 Catalina / Morgan – CC Sloop, huge aft cabin, loaded, dinghy...\$145,000
- 45 1978 Endurance Windboats – Plothouse ketch, strong and elegant...\$125,000
- 41 1982 Morgan OI – CC cruising ketch, Perkins, dinghy & more...\$69,000
- 39 1974 South Sea – Steel passage maker, original owner, bring offers...\$65,000
- 38 1978 Van de Stadt – Steel passage maker, ketch rig, new sails...\$69,000
- 30 1998 Maine Cat – Quality built, twin Yamaha, 3 sails, great price...\$90,000

POWER

- 57 2002 Carver – Voyager Plothouse, luxury motor yacht, twin Volvos...\$495,000
- 42 1999 Cruisers – Twin cats, genset, fully loaded, great shape, reduced...\$175,000
- 40 1999 Tiara Hardtop Express – Twin cats, genset, ready to cruise...\$239,000
- 38 1967 Camcraft – Aluminum crew boat in excellent shape after refit \$50,000
- 37 2005 Fontaine Pajot – Power Cat, Yanmars, one owner, great shape \$360,000
- 31 1998 Searay Sundancer – Twin Mercruisers, genset, a/c, offers \$59,000
- 30 1993 Luhrs tournament – Twin Volvos, tower, cabin, swim platform...\$69,000
- 26 1985 Fortier – Quality picnic boat, single Volvo, cuddy cabin...\$42,900

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31' 1994 Tiara
\$70,000



46' 2000 Jeanneau 45.2
\$159,900



34' 1983 Hunter
\$32,000



50' 1978 Gulfstar Ketch
\$99,900



32' 2003 Sea Ray Express
\$95,000



48' 1999 Dyna Craft MY
\$299,500

SAIL

28' '78 Cape Dory, Classic, Refit 6/07.....\$35K
33' '73 Pearson 10M sloop, refit,\$25K
34' '83 Hunter, Yanmar, Radar.....\$32K
36' '80 Albin Stratus 75K w/business\$45K
38' '67 LeComte, classic, great cond.....\$80K
40' '84 Endeavour, ready to cruise.....\$79.9K
41' '80 Morgan Out Isl, Well maintained..\$69K
43' '85 Morgan Catalina, stepped transom ..\$89K
44' '77 CSY Sloop, new rigging\$115K
46' '00 Jeanneau 3 strms.great cond.....\$159.9K

49' '79 Transpacific Ketch, loaded \$180K
50' '78 Gulfstar Ketch, Classic, 3 strms..\$99.9K
50' '78 Nautor Motorsailer, refit, excellent cond.\$370K
60' '82 Nautical Ketch, 4 strms, charter or cruise.\$219K

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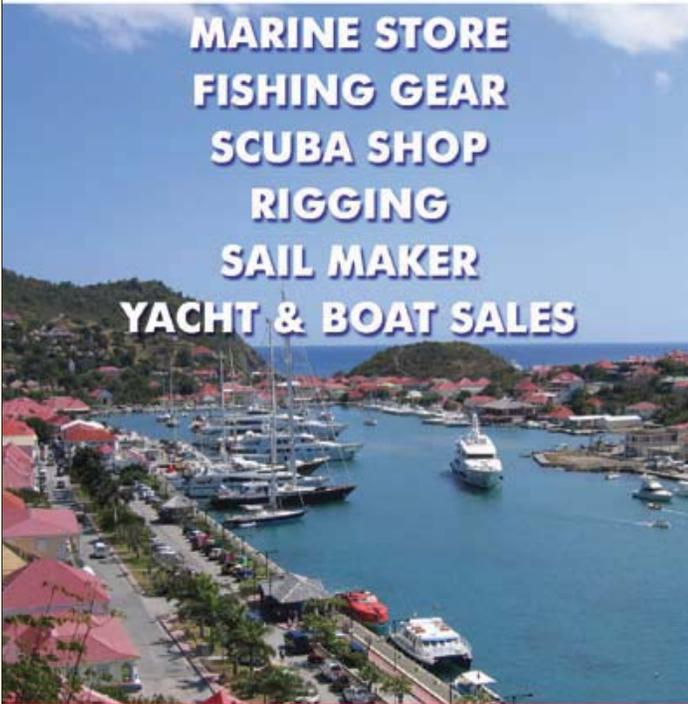
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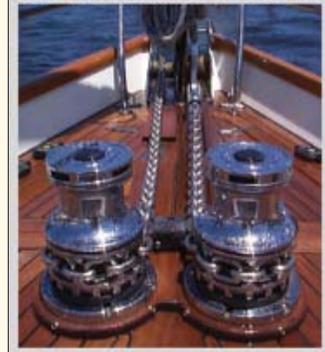


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I'VE GOT EXPERIENCE FAIRING AND PAINTING YACHTS FOR 8 YEARS. I use to work for English company. I can be very useful for your company. If you are interested I can give you more details. At the moment busy in South Africa, gunboat company. my E-mail: rubezh1975@rambler.ru

CAPTAIN AVAILABLE FOR DAY, DELIVERY OR LONG TERM. Mature, experienced USCG licensed Master for 100 ton Power or Sail. Might relocate for the right position. Email John at jrnickel@aol.com

Wanted

WANT TO BE ON TV? TV Producer seeking Cruising Family for documentary TV show. Looking for a cruising family with two charismatic teenagers interested in being on TV. If interested, email Brooke at best0210@comcast.net.

WANTED: DESPERATE SAILOR SEEKS UNUSED YACHT. Sold my 44' ketch last year; can't afford replacement. Is there anyone not using their yacht and would like me to get her bottom wet again? Will pay for reasonable maintenance etc. nigel@leaversassociates.com

TRADE, 2-FAMILY, 2-STORY, CONCRETE HOUSE FOR SAILBOAT. 8-B, 4-B in ground pool w-waterfall jacuzzi, furnished, walk to schools, 5 min. shopping. \$195.K - value, clear title, no debt, owner P.O Box 1901, Ponce, Puerto Rico 00733, cell# 787-732-3767 in English.

SUSTAINABLE EARTH INC. The Caribbean Alternate Energy company is looking for solar and wind residential systems installers and salesmen/promoters among the boating community. You live aboard and look for a contract based job opportunity? You have experience installing solar and wind systems? Stay on your boat and travel to the islands where and when we need installation. Call or email us: solar@sustainableearth.dm (767) 440 4404

CARRIACOU CHILDREN'S EDUCATION FUND NEEDS DONATIONS of boat gear, household items, clean used clothing for children and adults, school supplies and cold hard cash. Leave donations with the staff at the Carriacou Yacht Club, Tyrrel Bay. This will be our tenth year: to date, over \$106,000 has provided school uniforms, free lunch for hungry children, scholarships to the Carriacou branch of TA Marryshow Community College, and grants for building computer labs at three primary schools. We are making a difference!! And you can help that effort. Major fund raising activities July 27-30, 2010, directly preceding Carriacou Regatta Festival. For more info, contact boatmillie@aol.com

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THE DISH

EASY EASTER BUFFET

BY CAPTAIN JAN ROBINSON

Serve your Easter ham with assorted chutneys or fruits salsas you can make in minutes. But when handling hot peppers to make your own delicious chutneys, wear rubber gloves to protect skin!

Send suggestions of foods you would like to read about, and any special easy recipes that you may like to share, to: Jan@allatsea.net. Happy cooking!

EASY EASTER BUFFET MENU:

SPIRAL-SLICED HAM
SWEET-N-HOT APPLE CHUTNEY
SPRING VEGETABLE VINAIGRETTE
DILLED POTATO SALAD
PANNA COTTA AND FRUIT

SPIRAL-SLICED HAM

Preparation time 5 minutes. Cooking time: 1-1/2 hours. Serves: 12.

1 (5-6 pound) spiral-sliced ham

Preheat oven to 350°F. Place ham in shallow pan and heat in oven, uncovered, for about 1-1/2 hours or until an inserted meat thermometer reads 140° F. (about 15 minutes per pound).

SWEET-N-HOT APPLE CHUTNEY

Preparation time: 10 mins. Cooking time: 10 mins. Makes: about 2 cups.

- 2 cups rice wine vinegar**
- 3/4 cup brown sugar**
- 1/2 red bell pepper, seeded and diced**
- 1 poblano chili pepper, seeded and diced**
- 2 jalapeno chili peppers, seeded and diced**
- 2 Tbsp minced red onion**
- 3 green apples, peeled, cored and diced**
- 2 Tbsp fresh lemon juice**

In large saucepan bring vinegar to a boil, stir in brown sugar to dissolve. Add all other ingredients except apples and lemon juice; boil eight minutes. Add apples and simmer until apples are tender but retain their shape. Remove from heat, stir in lemon juice. Cover and refrigerate until ready to serve. Serve cold or at room temperature.

SPRING VEGETABLES WITH WHITE WINE VINAIGRETTE

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

- 1/2 lb small zucchini squash, trimmed**
- 1/2 lb small yellow squash, trimmed**
- 1/2 lb green beans, trimmed and halved**

- 1 small bunch broccoli, florets only**
 - 1/2 lb sugar snap peas**
 - 1 red bell pepper, seeded and cut into strips**
 - 1 (4oz.) jar artichoke hearts, chilled, drained and halved**
- Garnish: radishes**

WHITE WINE VINAIGRETTE

- 1 cup olive oil**
- 1/2 cup white wine vinegar**
- 2 tsp Dijon-style mustard**
- 1/2 tsp salt**
- 1/2 tsp black pepper**

Heat large saucepan of water to boiling. Blanch squashes five minutes; beans three minutes; broccoli florets two minutes; peas two minutes; and pepper strips one minute separately, removing each from pan with slotted spoon, rinsing in cold water and chilling. Combine oil, vinegar, mustard, salt and pepper in jar with tight-fitting lid. Cover and refrigerate.

To serve, cut zucchini and yellow squash into 3 x 1/2-inch strips. Arrange all of the blanched vegetables and artichoke hearts on a platter. Shake salad dressing well and drizzle over vegetables. Garnish platter with radishes.

DILLED POTATO SALAD

Preparation time: 15 minutes. Refrigerate: overnight. Serves: 12.

- 8 medium potatoes, cooked, peeled and cubed**
- 3 hard cooked eggs, chopped**
- 1 cup sour cream**
- 3-4 Tbsp. mayonnaise**
- 1 Tbsp. vinegar**
- 1/2 medium onion, grated**
- 1 Tbsp. dried dill weed**
- Salt to taste**
- Fresh ground black pepper to taste**

Put potatoes in bowl. Mix all remaining ingredients. Gently coat potatoes with dressing. Refrigerate overnight.

PANNA COTTA (COOKED CREAM)

Preparation time: 10 minutes. Cooking time: 5 minutes.

Chilling time: 3 hours or up to 24 hours. Serves: 6.

- 1 Pkg plain gelatin**
- 1/2 cup cold water**
- 2-1/2 cups heavy cream**
- 1 cup sugar**
- 2-1/2 cups buttermilk**
- 1/4 tsp salt**
- 2 cups sliced fresh fruit or berries**

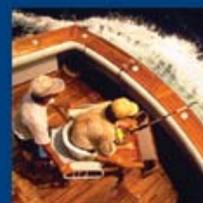
In a small bowl, sprinkle the gelatin over the cold water. Let sit for three minutes. Meanwhile, in a large saucepan, beat the cream and sugar over low heat until sugar dissolves. Remove from heat and stir the softened gelatin into the warm cream. Stir in buttermilk and salt. Fill individual glass bowls or one large glass bowl with the fruit. Ladle the cream mixture over the fruit. Cover and refrigerate for at least three hours or up to 24 hours before serving.

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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TOH/MFS009.8A3S

The 9.8 HP motor has the shift lever located on the front of the motor for easier operation. The air-intake system has a large volume air silencer to ensure engine starting and to suppress air-intake noise during engine operation.

This motor has a wide anti-cavitation plate which effectively restrains the propeller from cavitating. The large trim tab helps to achieve effortless steering at high speeds whilst also providing corrosion protection.



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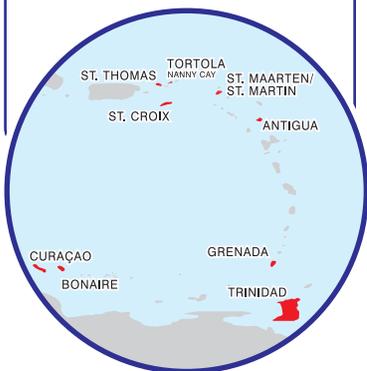


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