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JUNE 2010

THIS ISSUE:
Surfing in
Grenada



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EXCELLENCE**
in Bequia

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Racing A at
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Dear Sir/Madam,

In anticipation of reading about the awesome winnings of the *s/v Storm* at the Grenada Festival's Port Louis regatta, I was utterly disappointed to read through the entire article written by Jan Hein on page 74 of your April 2010 issue. Not only was there no photo of the *s/v Storm* throughout the entire two page spread, but there was also no mention of the vessel's winnings, which incidentally topped all the races.

S/v Storm is owned and fully sponsored by Peake Yacht Services Ltd of Chaguaramas, Trinidad. I have taken the liberty of providing you with details of *s/v Storm's* winnings, as follows:

1st in Racing Class
 1st Overall

I trust that your magazine will make the necessary amendments in your next issue, to enlighten your readers with the correct results.

Yours truly,
Peter Peake, Managing Director
 Peake Yacht Services Ltd



S/v Storm, competing at Antigua Sailing Week 2010

PHOTO BY TIM WRIGHT, PHOTOACTION.COM

Editor's note: On behalf of the *All at Sea* staff, I offer a heartfelt apology to Mr. Peake and his crew for our grave error in the April issue and the understandable disappointment it caused to those involved. I also want to thank him for bringing it to our attention so that we can give belated, proper credit. Please accept our congratulations to all who competed on *s/v Storm*, and to Peake Yacht Services, for an outstanding win at the Grenada Sailing Festival's Port Louis Regatta during the last week of January this year. —Chris Goodier

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 THE CARIBBEAN'S WATERFRONT MAGAZINE

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THE CARIBBEAN'S WATERFRONT MAGAZINE



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**PHOTO BY DEREK PICKELL,
WWW.IFGRENADA.COM**

Surf was up in Grenada for the island's first-ever surfing competition.

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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, JACQUES, & THANKS FOR READING *ALL AT SEA*!



I got a copy of *All at Sea* at the Annapolis Boat show this fall, a very interesting magazine, with relevant articles. It's winter here in Canada, and reading the articles will keep me dreaming of the beautiful Caribbean. I can't wait to get back to our St. Thomas home again ... and enjoy sailing in the warm waters.

—Jacques Leduc
Trois-Rivieres, Quebec, Canada

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ISLAND EVENTS & INTERESTS

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Carriacou

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Bonaire

Tobago

Trinidad

CARIBBEAN NEWS

A BRIEF LOOK INTO THE HAPPENINGS OF OUR WORLD

The Marina at Marigot Bay had high occupancy rate



Record-Breaking Season for Marina at Marigot Bay

St. Lucia's Marina at Marigot Bay, which opened for business in 2006, reported in late March that the 2010 Caribbean charter season broke all records, with occupancy rates that averaged 97% each month. The marina provides berthing and full services for mega yachts as well as mid-size yachts, both long stay and short-term visitors. www.marigotbay.com

Free Cruising Guide to the DR Now in 4th Edition

The Cruising Guide to the Dominican Republic is now available free online at: www.dominicanrepubliccruisingguide.com. The fourth edition of the guide has 35 more pages and includes seven additional harbors and anchorages, and can be downloaded in English or Spanish.

Rincon Sailing School Seeks Support

Rincon Sailing, a small sailing school on the west coast of Puerto Rico, began teaching in the spring of 2008 with two 15-year-old Sunfish. With an expanded fleet, the summer program last year grew to seven camps and 80 sailors, including 12 on full scholarships. "With the Mayaguez 2010 Caribbean and Central American Games, we are excited to showcase sailing and continue to introduce our sport to the children of Puerto Rico. We are looking for any boats, gear or equipment we can use for our camps this summer," said Jeanne and Jeff Sinclair. Contact them at 787.421.4700, rinconsailing@gmail.com, or through www.rinconsailing.com.

Tortola Junior Sailors Participate in Queen's Baton Relay

The BVI sea leg of the Commonwealth Games' Queens Baton Relay 2010 Delhi turned out to be a challenge of its own in March. With strong winds and high seas, the planned sailing fleet was reduced to three keelboats supported by safety boats. The Baton was carried by Pink Panther, the BVI Water Sports Centre flagship, driven by 15 year old

Jaye Noel, crewed by Jahmoi Albert and Baton Bearer Joseph Wells, escorted by a full complement of the Territory's safety at sea organizations. At the mouth of Road Harbour, as keelboat sailors Eben Meyers, Don-Tae Hodge and Delroy Gordon saw

the flotilla approaching, they began the last part of their sail toward the ferry docks and watching crowd. Once safely moored, the Baton was passed to Mark Chapman and continued its land-based course. A tradition since 1958, the relay is the curtain-raiser to the Games every four years, and was launched October 29, 2009 at Buckingham Palace by Her Majesty Queen Elizabeth II.



PHOTO COURTESY OF MELVILLE LETTSOME

Young Sailors took part in Tortola's Queen's Baton Relay in March

PRODUCT SPOTLIGHT

BITSTORM BAD BOY HIGH POWER WI-FI DEVICES

Bitstorm Inc. from Toronto, Ontario introduced three new Wi-Fi products this spring, BAD BOY Xtreme, Express and Unleashed, to get boaters connected to the internet whether in a marina, a yacht club or at anchor.

Optimized to use a 6dBi omni-directional antenna, they provide superior coverage with ranges in excess of five miles. The BAD BOY Xtreme and Express use an all digital cable that installs up to 300' from the computer, allowing optimal reception location, such as masthead, resulting in a clearer signal. Including a built-in router, they plug into the laptop's ethernet port. The Unleashed is an optional companion product that rebroadcasts the received Xtreme or Express Wi-Fi. Boaters can now use multiple simultaneous computers wirelessly, anywhere on their boat without a physical cable connection.

All are small, purpose-developed devices with no software to install, and work with any operating system. Kits start at \$99 US. Contact sales@bitstorm.com or visit their website at www.bitstorm.com.



New Channel Marking into Cole Bay Lagoon, St. Maarten

Lagoon Marina St. Maarten sent us the following update: Since February 2010 the channel toward Lagoon Marina and FKG in Cole Bay Lagoon has been marked clearly by the Lagoon Authority. The American system is used (red, right, return). The channel starts at the NW point of Simpson Bay Marina and runs across Cole Bay. Reportedly, this is a great improvement for yachts with a draft up to nine feet (10 ft. with high tide) because previously the marking of the channel was confusing.

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PASSAGES

Rudy Thompson, a former Commodore of the St. Thomas Yacht Club, died on April 24. He is survived by his wife of more than 50 years, Sheila, his children Chris and Hillary, and his grandchildren Cy and Brittany. "Rudy was addicted to the sea and served as a wonderful role model to many of our younger sailors, said yacht club manager Bill Canfield. "Part of what many relate to in 'Caribbean Regattas' was incorporated in Rudy's infectious demeanor and positive attitude. Whether he was racing or cruising, he did it to have fun ... more than most Rudy understood how to get the best out of life."

Correction

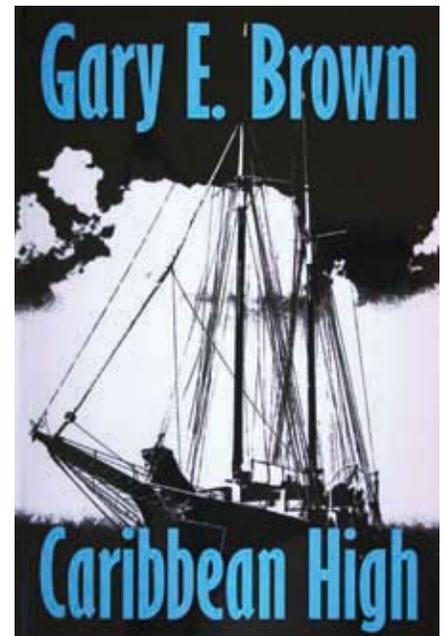
When Peter Muilenburg's article "Navigation 101" appeared in the April 2010 issue of *All at Sea*, the name of photographer Franklin Tulloch (www.earthboundstudios.com) who donated photos was omitted by mistake. We thank Mr. Tulloch for his fine images and apologize for not crediting him appropriately when the article ran.

Postponed: The Fishing Event, St. Martin

Organizer Bertrand Lacotte notified anglers on April 15 of his decision to postpone June's scheduled tournament for a year, citing an economic situation that is still difficult for some. "I apologize but unfortunately, after discussion, we have to take the decision to postpone the Fishing Event 2010 to 2011. It's not an easy decision but we cannot at the moment warranty the viability of the event."

Gary Brown's New Book

Long time *All at Sea* contributor, radio host and yachtsman Gary Brown can now add the title "author" to his CV. Brown's thriller "Caribbean High" follows three retired Special Forces officers in a gripping chase that begins in the steamy jungle and continues on the raging sea. The book is for anyone who enjoys a ripping yarn and is available online (and soon from Amazon.com as an E-book.) www.garyebrown.net



EVENT CALENDAR

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

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YACHT CLUB NEWS

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Royal British Virgin Islands Yacht Club

The club's Director of Sailing Kieren Williamson sent a report on the annual Virgin Queen Pizza Pursuit Race. "The morning of April 24th saw very little wind ... by 11 a.m., Mother Nature had made her mind up that there would be racing that day, and blessed us with 10 knots of breeze.

"The wind direction resulted in a change of course ... a Nanny Cay downwind start, Flannigan Island to port, Willy T to port, and back to Nanny Cay for an upwind finish.

"Downwind starts can be tricky in terms of timing, but *Lime* demonstrated how it should be done, hitting the line a second after the gun and getting the spinnaker flying within a few boats lengths. The rest of the fleet were snapping at her heels, and it made a fine sight as the fleet of spinnakers made their way off toward the horizon.

"The fleet were a close pack as they rounded the Willy T. Party goes cheered the fleet on as the competitors demonstrated their boat handling skills around Pirates Bight. *Lime* was still in the lead at this point as the fleet started the final beat to windward. The upwind leg was hard fought, as *Intac* closed the gap on *Lime* ... but an extra tack put in by *Intac* in the last few minutes cost them dear. This allowed *Lime* to take first place, with *Intac* having to settle for second place by just five seconds. *Sorceress* secured her podium position coming third across the line.

"Many thanks to Ed Stroh at Virgin Queen for providing prizes and after-race pizza to all the competitors."

St. Lucia Yacht Club

Bruce McDonald sent in a report on students who are restoring a dinghy at Rodney Bay Marina to be used as a training boat for St Lucia Yacht Club (SLYC) in their Junior Training Program: The restoration of an International 505 Class fiber glass racing dinghy might appear a small project but it has huge potential. The project, based in Island Global



St Lucia Yacht Club's Sailing Captain, Edgar Roe, (at left in red hat) gives advice



Eight pupils from Gros Islet's Secondary School are restoring an International 505 Class dinghy

PHOTOS BY DAVID PASCAL

Yachting's (IGY) Rodney Bay Marina is being undertaken by eight pupils, from Gros Islet's Secondary School, under some professional supervision.

"This is the first step in giving young people an insight into sailing and the skills required to succeed in the marine industry," said IGY's General Manager Adam Foster at the launch on Monday, March 29. IGY is providing tools, supervision, timber, location and almost anything else that's needed as part of their sponsorship.

The 505 and a Laser Dinghy were both donated to SLYC by Mrs. Nancy Marez, the daughter of former Rodney Bay Marina owner Archie Marez, who died in 2005. The sponsorship project was four months in the planning and SLYC's Sailing Captain Edgar Roe said, "SLYC has over 60 youngsters in the junior sailing program and it's more successful than ever, anyone's welcome and cost is dependent on enthusiasm ... the more the merrier."

St. Maarten Yacht Club

The club announced mid-April that the 21st Caribbean Laser Championships will take place June 12 – 13 in or near Orient Bay, St. Martin, sponsored by Heineken Premium Light. Registration is Friday, June 11 at the Papagayo Restaurant, Orient Beach, and racing will be Saturday and Sunday. The regatta is open to all boats of the Laser Class. Fees are \$100 for adults and \$60 for youth under 16 years. For information, contact info@smyc.com, or Frits Bus by email: fritsbus@caribserve.net.

St. Thomas Yacht Club

Following the Rolex Regatta, this year's Kirk Grybowski Award went to *All at Sea* writer Jan Robinson as outstanding volunteer. "Jan set an all time record for logo wear sales this year at the regatta," reported club manager Bill Canfield.

"Congratulations to the Antilles Sailing Team who have won the southeast regionals, in both team racing and fleet racing, the past two (April) weekends in Georgia and Florida. The team, led by their capable coach Kim Murtha, now heads off to Seattle and Stanford for the two high school national championships," Canfield announced to the club membership.

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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HEAVY WEATHER ADVICE FOR LIGHT WEIGHT SAILORS

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We recently sailed over 4,000 miles westward across the windy, wave-tossed Indian ocean. This journey reminded me why I'm such a Star Trek fan—not because I like science fiction but because I desperately want to be able to say, “Beam me up, Scotty!”

That's right—I'm an international weather wimp. The funny thing is that many sailors think I know something about heavy weather because I've ocean-sailed for the last five decades and circumnavigated a time or two. I don't. Everything I know about “storm tactics” can be summed up by hitting myself in the head with a hammer—as in, “Boy, it sure feels good when it is over.”

Like most sailors, I'm not brave at sea. Only later—while telling sea stories in a warm, cozy rum shop—am I courageous, valiant, heroic, noble, and/or smart.

Landlubbers love nautical myths—like the British gentlemen calmly sipping champagne on the slanted aft deck of the *Titanic* as the band sorrowfully played “Nearer My God to Thee!” I do not believe this is how the sinking went down. “... bitch took off with de kid and all her jewelry—left me wid empty pockets and a bar tab!” is a more likely scenario.

So I admit I'm not an expert on heavy weather. However, I know sailors who are. Thus I recently asked my dear friends Hin and Harry Parody, authors of *Stormy Tactics*, what was the most important piece of survival gear on their boat.

“... depends,” said Harry Parody.

Actually, any brand of incontinence product will do—but I found Harry's sage advice both honest and insightful. Yes, big waves really DO scare the crap out of you! That's why you need large cockpit scuppers as well—if you're going to pee at the sight of every 30 foot breaking wave in the Indian Ocean ... well, you'll need good drainage.

My wife Carolyn is an intelligent realist who has no respect for me. Her insight and vast knowledge concerning my character is based on long, sad experience: “They call them the *Roaring Forties* because I can't hear Fatty's cowardly whimpering over the wind-roar,” she says, “and the *Furious Fifties* because that's what I get when he won't head back toward the equator. I mean, the whole time we sailed around the Cape of Storms off the southern tip of South Africa—I kept screaming ‘... well, *this* 58 year-old menopausal woman is certainly furious ... !’”

Of course we've made massive progress in heavy weather management IF you have the proper (read *expensive*) survival equipment. Example: say you want to snap your rudder off. There are two

modern ways to do so. You can deploy your Paratech sea anchor and snap it off while having your vessel shoved backwards by a massive wave or you can deploy a Jordan series drogue off your transom to snap it off in a completely different manner. See why it is important to have options?

As faithful *All at Sea* readers know, I'm fascinated by nautical lingo. Example: a sailor puking into a marine toilet is said to be “... calling ‘Ralph’ on the big white phone.”

The fact is, my wife Carolyn also pukes like a metronome during heavy weather. If I want to join her, I simply balance my reduced-canvas vessel 45 degrees off the wind—and do so. This used to be called ‘heaving, too,’ but was shortened over time.

Ye old square-rigger sailors were a tough lot. They weren't coddled, no sirree. They didn't stoop to adult diapers or even Gore-tex foul weather jackets—back in those days ‘bare poles’ meant exactly that. And that's why there were no women aboard—with the naked sailors running around slippery decks, well, pole-vaulting overboard off Cape Horn could be a real possibility.

Many offshore sailors are so overwhelmed during a major storm that they do nothing—and only later “pretend” to be a good ship's husband when the weather clears. This is called “lying ahull” with good reason.

I know, I know, sailing across an ocean is a stone-age, caveman, mano-macho thing to do—even though, a few weeks ago, primitive sail craft were the only transportational devices moving across the Atlantic Ocean. (Icelandic volcanos don't affect *Wild Card's* performance or longevity a'tall!)

Of course, I must admit that I have learned a few tiny lessons during the last 100,000 ocean miles. For instance, *blame the weather forecast* is a tried-and-true storm tactic. Let's say you're sailing the Caribbean in mid-September and you get hit by a “surprise” hurricane. Let's also say NOAA predicts the storm to have 88 knots winds and you get one gust to 92 knots ... then you are allowed to blame the Federal Government of the United States of America for your dismasting.

That's fair.

Let's look at another common scenario: you are sailing along in a major gale with your spinnaker up—and your vessel suddenly gybes without your permission. This is what is commonly known as an “act of God” and you are completely in the clear.

Modern sailors and seamanship have come a long way. It used to be sailors read Bowditch, now they carefully pore over their insurance policy before a storm.

Yes, times change. Back in the 1960s, we used to brag how “well-lit” we were during a major blow ... now that's frowned upon.

It goes without saying that certain types of hull shapes do better than others. For instance—most trailerable sailboats survive hurri-

“Like most sailors, I'm not brave at sea. Only later—while telling sea stories in a warm, cozy rum shop—am I courageous, valiant, heroic, noble, and/or smart.”

“My wife Carolyn and I have a set routine when heavy weather strikes: she opens up our salt-stained encyclopedia and converts to all the major religions (why take chances, eh?) and I settle down with my iPod to listen to Elvis, Jim Morrison, Jimi Hendrix and Janis Joplin ... so that I can honestly say, if we don’t make it through the storm, ‘Hey! I was just listening to you guys!’”

afternoon with Tristan Jones—during which he attempted to fill up his wooden leg with rum. (It must have been going somewhere!) Anyway, there was a mirror on his cockpit table and a little gust of wind blew some white powder off it. Later I read about this incident in one of his books ...

“... it was blow’n so hard, it peeled the Awlgrip off our topsides! Yeah, I had to tuck a reef into the *ensign*. My ears were popping on the crests—and in the troughs, I was able to scoop up live lobsters. I can’t tell you the wind speed—as my anemometer only read to 100 knots. (But the spinning cups sounded louder than a military helicopter.) Oh, the waves were big ... so big that in the middle of the Pacific I could see both the Indian AND the Atlantic oceans ... big freak’n waves! And then she started to leak ... why, that boat sprung more leaks than the White House! Luckily I switched on my Monica Lewinsky—that’s what I call my big beautiful bilge pump—and she saved the day. During all this, because of my wooden leg ... well, I fell down more often than a David Letterman intern ...”

Some spouses, of course, use a survival storm to ... to shirk their matrimonial duties. I once had a girlfriend who claimed to be a virgin in seas over six inches—but she wasn’t my girlfriend for long.

My wife Carolyn and I have a set routine when heavy weather strikes: she opens up our salt-stained encyclopedia and converts to all the major religions (why take chances, eh?) and I settle down with my iPod to listen to Elvis, Jim Morrison, Jimi Hendrix and Janis Joplin ... so that I can honestly say, if we don’t make it through the storm, “Hey! I was just listening to you guys!”

In reality, the only real storm tactic I can offer is to keep your sense of humor dry. We were buried by a huge sea off Madagascar—and it swept our decks completely clean of diesel jugs, storm curtains, boat hooks, cockpit cushions, man-overboard poles—you name it. “Ah,” I shouted gaily at my wife, “... spring cleaning, Fatty-style!”

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.

canes ... if well-strapped to their trailers and moved to higher ground.

There are modern marine mathematical formulas that take the guesswork out of storm analysis. Take wave height, for example. If you take the actual size of the wave, multiply it by the years since and the number of drinks consumed during recital—you can get a very accurate measurement of what really happened.

All sailors are prone to exaggeration. For example, I once spent an



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BY JULIAN PUTLEY

Just the other day Charlie was busy going over the safety equipment on a yacht tied to the dock when a huge commotion erupted nearby. A little old lady was standing on the dock crying uncontrollably and was in a most distraught state of mind. A pretty young staff member of the charter yacht company was trying to console her but with little effect. It turned out that son-in-law had left mother-in-law on the dock and sailed off without her.

Half an hour later all was well. After frantic VHF communications the boat returned to the dock and retrieved the poor woman. It was all a big mistake—son-in-law thought mother-in-law was resting below in her cabin whereas in fact she had stepped ashore to use the toilet facilities.

It seemed that everything had returned to normal when they departed a second time but raised voices could be heard as they rounded the bend out of the marina. Now, there are ways to deal with uncomfortable situations. Charlie would have just explained that the waters in the channel can get lumpy and at least three Dramamine tablets would ensure no violent eruptions of breakfast. Then all would be serenity itself as mother-in-law slid into a coma.

In this particular case the trip, after such an inauspicious start, rapidly went downhill. Apparently differences of opinion led to violent arguments that might have turned even uglier if the son-in-law hadn't finally conceived a plan. At Trellis Bay, mother-in-law was ferried ashore in the dinghy to buy a couple of missing grocery items and was also informed not to miss the wonderful souvenirs at the artsy shops. The lady returned to rejoin the tender for transportation back to her yacht, but instead found her bag—with a note attached: "Big storm forecast. Get on the first plane out! Love you to bits! Son-in-law." She looked out into the bay and there was the boat steaming out of the anchorage at a fair rate of knots.

It was exactly as Charlie would have done and he wondered at the weird conundrums of telepathy.

Mother-in-law informed the charter base and explained the situation. The yacht was steaming back to the base for safety due to the impending storm and she was already at the airport. The workers at the base were perplexed; nothing but blue skies were on the horizon. At the end of the week the boat returned with a suntanned, happy crew. "I see you weathered the storm," said Charlie as he helped them tie up.

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

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THE WAVE OF THE FUTURE

MATCH RACING GROWING IN THE CARIBBEAN

BY CAROL M. BAREUTHER, RD

Most sailboat racing in the Caribbean is of the fleet type. That means more than two boats, often a dozen or more, compete in a class to see who wins based on ability, tactics, boat handling and oftentimes handicap. But match racing, where two identical sailboats duel one-on-one in a test of the skipper and crew's skill and mental acuity, is catching on in the Caribbean region.

Match racing isn't new. The best-known match race is the America's Cup, which first set sail back in 1870. However, according to the International Sailing Federation (ISAF), while there were only a handful of

Women's participation in the sport received a boost last year when Women's Keelboat Match Racing was added to the 2012 Summer Olympics. There are now avenues for junior sailors to compete. This year in the United States alone there are three Youth Match Racing Clinics for sailors ages 16 to 21, held in the run-up to the July 2010 Governor's Cup Match Race run by the Balboa Yacht Club in California.

Closer to home, there have been sporadic match racing events hosted on a number of islands. St. Thomas held the Marriott Frenchman's Reef International Match Race in 1997 and 1998, the first Grade One event in the Caribbean with big names such as Peter Gilmour,

Paul Cayard, James Spithill and Peter Holmberg. In 2000, the St. Croix Yacht Club hosted a match race that featured several top Caribbean skippers sailing Rhodes 19s. St. Lucia ran a match race for eight years in 50-foot yachts. This became a Grade Two event and was attended by skippers from the Caribbean, U.S., Canada, Ireland and the U.K. The BVI has hosted its Pete Sheals Memorial Match Race in IC24s since the early 2000s.

More recently, the Carlos Aguilar Match Race in St. Thomas has attracted talented women sailors such as Anna Tunnicliffe, Genny Tulloch and Liz Baylis. Last year, the Budget Marine Match Racing Cup debuted

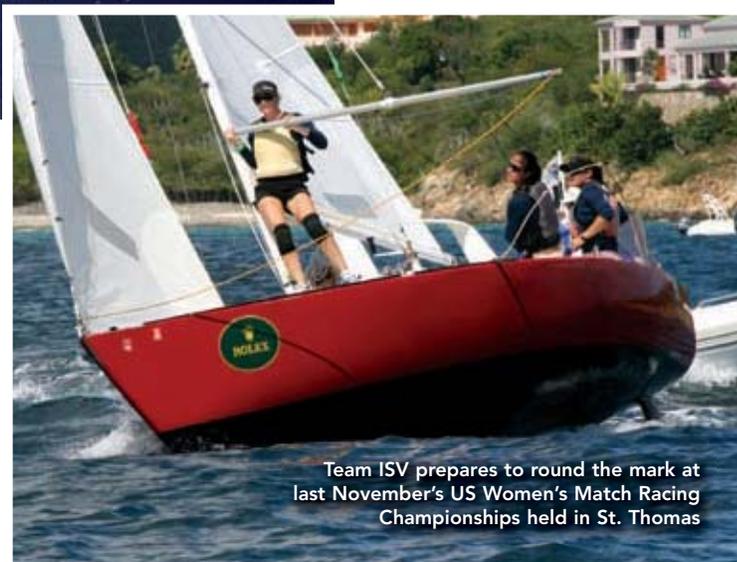


Taylor Canfield (far L), skipper in 2009's Carlos Aguilar Match Race

PHOTO BY DEAN BARNES

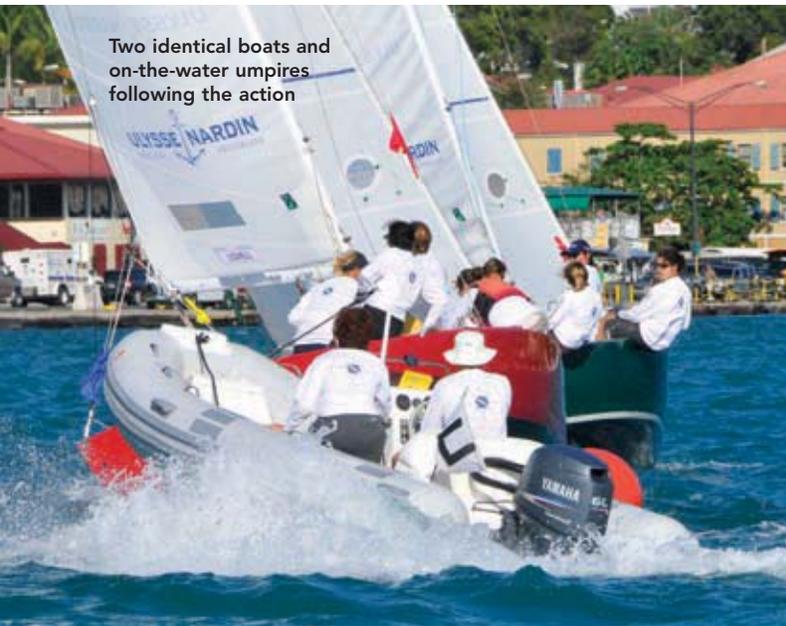
match racing regattas a decade ago, there are now many more—and there is a ranking system that awards points to skippers competing in these global events that ultimately positions their match racing prowess on the world stage.

Henry Menin from St. Thomas, who is ISAF's match racing committee chair, says, "Match racing is a hugely growing discipline. Match racing centers are popping up in the U.S. and Canada like mushrooms. Europe has long been a stronghold of the sport, especially countries such as Sweden, Denmark, France and Italy. In the Mediterranean, there are match racing events in Turkey and Greece and well as in Asian countries like Malaysia and China. New Zealand and Australia have been big players in match racing for years."



Team ISV prepares to round the mark at last November's US Women's Match Racing Championships held in St. Thomas

PHOTO BY CHRIS KENNAN



Two identical boats and on-the-water umpires following the action

PHOTO BY DEAN BARNES

at the St. Maarten Heineken Regatta, with sailors like Peter Holmberg, Peter Isler and Gavin Brady competing this year.

Match racing, says St. Maarten's Robbie Ferron, who started the Budget Marine event, "has a big interest factor because it seems so exciting—which it is."

"It's only you and your competitor," says St. Croix Chris Schreiber, "pushing the rules and trying to wear each other down. There's an intensity that you don't get in fleet racing."

St. Lucia's Michael Green says, "It's not all about going fast. It's like playing chess. Even first time match racers love it."

Currently 44th on the ISAF World Match Racing rankings, the highest ranking of any sailor in North America, Taylor Canfield of St. Thomas says he likes the aggressive aspect. "I like the way it puts me in a challenging position and then working my way out of it."

What are ways to grow match racing in the Caribbean?

The British Virgin Islands' Colin Rathbun, who is president of the IC24 class, says, "To get people interested, host a seminar at the local yacht club to explain the basics. We've had Henry Menin and Liz Baylis both conduct seminars. Then, you start to get a group of interested sailors who want to learn more."

St. Thomas' Verian Aguilar, an avid match racer who launched the Carlos Aguilar Match Race in memory of her late husband, says, "You only need two equal boats to get started—that's the best part."

These don't need to be big boats, says St. Thomas' Menin. "Lasers, 420s, and even Snipes will work."

A growing fleet of J/24s in the southern Caribbean is what St. Lucia's Green hopes to use for future match racing events. In addition to boats, Green says, "The next important thing is you need is both on-the-water judging and a full jury. There are now plenty of International Judges, especially in the Caribbean, who will come for just their airfare and accommodation."



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



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TEAM BVI RAISES FUNDS FOR OPTINAMS

JUNIOR SAILORS PREPARE FOR CANADA

BY CAROL M. BAREUTHER, RD

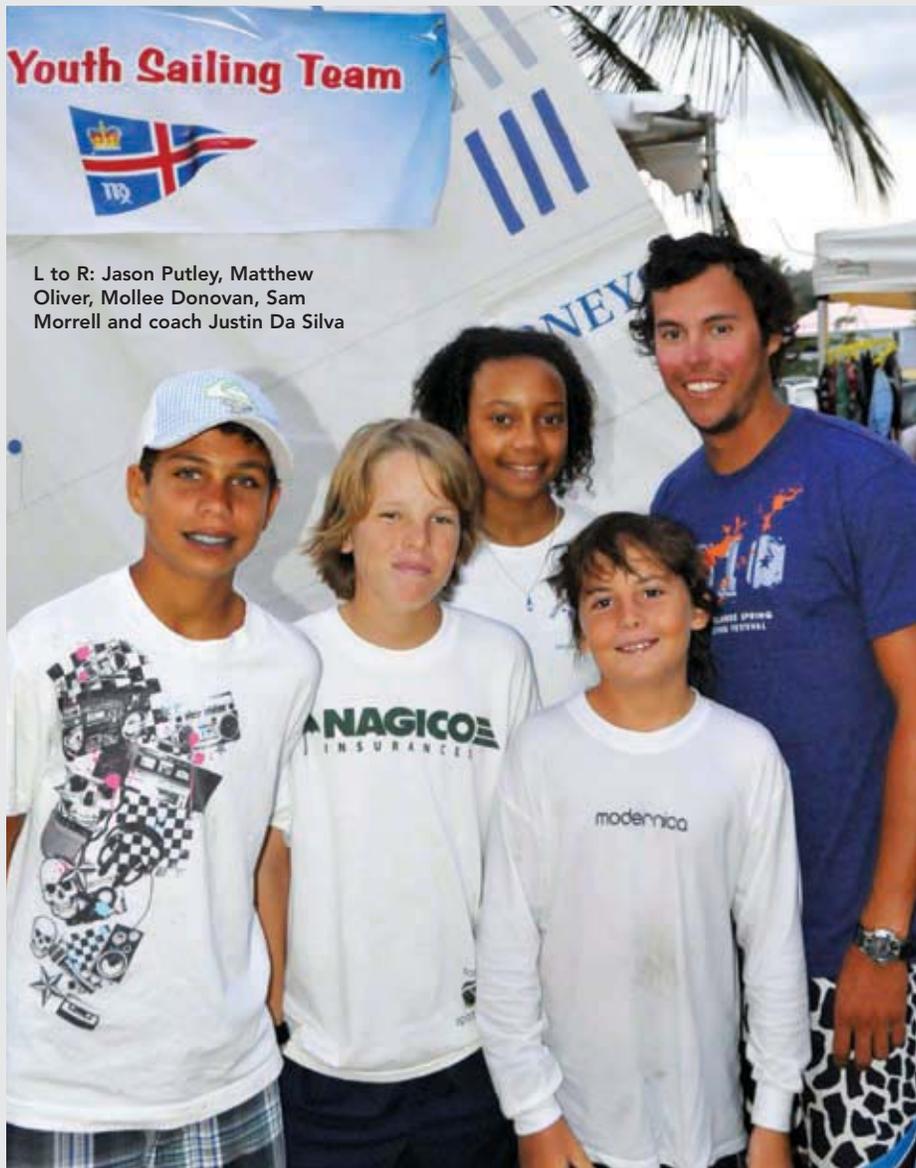
Some of the hardest working athletes at the BVI Spring Regatta & Sailing Festival were not sailing but selling. Their goal? Raising funds from raffle tickets so the five-member BVI Team Optimist (Molly Donovan, Matthew Oliver, Jason Putley, Sam Morrell and Robert Poole) from the Royal BVI Yacht Club can travel to the Optimist North American Championships (Optinams) this summer in Kingston, Ontario.

Over the past few years, the team has become a force in junior sailing in the Caribbean. Team members have traveled to and excelled at competitions as far away as Mexico, Curacao, the Dominican Republic and the United States. This talent and enthusiasm has emerged out of a growing junior sailing program at the Royal BVI Yacht Club.

"We can have up to 30 kids attend the summer camps," said Justin Da Silva from Toronto, Ontario who recently took over the coaching job from Chris Watters. "The after school program is for intermediate and advanced sailors, and we have anywhere from five to 10 kids at a time come out and sail on weeknights. The racing program, which includes both Optimists and Lasers, currently has eight kids."

Each country can only send five Optimist sailors to North American Championships. Therefore, one of Da Silva's first jobs on arrival was to select the events sailors would travel to in order to qualify. These included the Club Nautico de San Juan International Regatta and the St. Croix Yacht Club Hospice Regatta & Optimist Regatta, both held in February. Outstanding finishes included Morrell's first place in the White Fleet (age 10 and under) in San Juan and St Croix. Also in St. Croix, Putley, Donovan and Poole earned first, second and third place in the Blue Fleet (age 11 and 12), and Oliver took second place in the Red Fleet (age 13 to 15).

"I was really impressed with how they did," said Coach Da Silva. "It also enabled me to see what they need to work on in practices for this summer."



L to R: Jason Putley, Matthew Oliver, Mollee Donovan, Sam Morrell and coach Justin Da Silva

PHOTO BY DEAN BARNES

Team BVI members and their parents raised \$1500 last fall selling tacos at The Charter Yacht Society Yacht Show, raised enough to pay for everyone's airfare to the Optinams via sales of raffle tickets, and will host a fun day at Cane Garden Bay as another fundraiser before they depart.

Most of all, what are the sailors looking forward to this summer? "Meeting people and sailing in a different environment," said Donovan. "To improve on last year's performance," said Putley, who will race his third Optimist. "Travel to somewhere new and see what it's like to sail there," said Morrell. And finally, "To do the best I can and have fun," said Oliver.

NETHERLANDS ANTILLES JUNIORS COMPETE IN URUGUAY

LIGHT WINDS AT SOUTH AMERICAN OPTIMIST CHAMPIONSHIP

During the Optimist SudAmericano held over Easter in Uruguay, lightweight sailors were definitely in favour among the 168 from 18 countries who participated in Punta del Este. The 13-year-old champion, Ignacio Varisco, came from Argentina and weighed only 29 kilograms (64 lbs.)

The Netherlands Antilles Optimist (AHO) sailors, who like other Caribbean youth sailors excel with strong wind, found the sailing conditions challenging. Leslie Jenkins from Argentina coached the AHO team that consisted of Deion and Jorden van Rooijen, Louis Hendrixx, Odile van Aanholt and Rhone Findlay. Findlay from St. Maarten/St. Martin participated for the first time in an IODA event; he qualified for the AHO team at the Curacao Youth Sailing Championships in January.

Jorge Gonzales from Puerto Rico was the first North American sailor, at the 14th position. The best sailor from the AHO team was 13-year-old Louis Hendrixx (54th overall) who sailed all his races with great consistency, finishing each race between 14 and 20. The only female team member, 12-year-old Odile van Aanholt, won the fourth race and set the best individual result.

During the team racing event, the Netherlands Antilles just missed the podium behind two teams from the USA and Puerto Rico. When the wind picked up a little bit, Deion van Rooijen (14) concluded his Optimist career in Punta del Este by sailing a fourth place in the final race. Tactically and technically at his best, he decided to jump into a new boat, Splash, laser or Sunfish and to say goodbye to the Optimist with its sensitivity towards weight.

The AHO sailors from Curacao and St. Maarten/St. Martin are now preparing for the Optimam, which will be held in Kingston, Canada June 26 - July 4th. *More information can be found at www.ysna.info or at www.optiworld.org.*

AHO Team report & photo submitted by Marjolein van Aanholt



Odile van Aanholt

PHOTO BY MATIAS CAPIZZANO

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PINK LADY BEST BOAT, GAUL BEST ANGLER

AT 2ND ANNUAL PALMAS DEL MAR TOURNAMENT

BY CAROL M. BAREUTHER, RD

Only in its second year, the Palmas del Mar International Grand Slam Fishing Tournament, which was fished out of the new namesake marina in Humacao, Puerto Rico on April 24 and 25, is fast becoming one of the Caribbean's sought-after fishing tournaments. This year's event drew anglers and boats from as far away as New Jersey who, no doubt, had heard about the record 522-pound swordfish caught last year that set a new island record on 80-pound line.

The fish cooperated this year too. While no one caught a record or a grand slam (the catch of three different billfish in a single day to win the \$50,000 grand prize), a total of 13 marlin, one swordfish and 13 dolphin (mahimahi), 17 tuna and two wahoo were caught by the 25-boat fleet. The weather cooperated with mostly sunny skies and a light chop on the seas.

After two days of fishing, it was *Pink Lady* and its owner, Alberto "Pipo" Gaul, who earned both the Best Boat and Best Angler awards with 1,000 points. Right behind, with 700 points, were Jesus Montano and his boat, *Blue Bird*.



Blue Bird, with 450 points and three white marlin. Angler Jesús Montano (left in the photo) caught two of the white marlin

PHOTO BY JUAN FIGUEROA

NEWS FOR ARMCHAIR ANGLERS

Season Two of A Pescar TV, the only televised fishing show produced in Puerto Rico for the World Fishing Network, was released in April. It is aired throughout the Caribbean and Latin America in Spanish and English to over 65 million viewers.

"We never expected the tremendous impact that the show has had," said Yesie Acevedo, executive producer. Three professional Puerto Rican fishermen star on the show. Captain Ricardo Ferrer is the main host, Gustavo Pagan is the biologist and there's also Captain Francisco Rosario.

A Pescar is aired in Puerto Rico on local channel 13 every Saturday at 9:30 a.m. and 8 p.m. The show is also aired on Direct TV Channel 167. For more information, contact Ricardo Ferrer at referrer@apescar.tv

Wheezing, owned by José Rodríguez Santana, won Third Best Boat, with the catch of a blue marlin by angler Ricky Castro and a white marlin by angler Miguel Casul. *Wheezing* was the closest boat in the fleet to achieving a grand slam, only missing the catch of a sailfish.

Third Best Angler award went to Luis Lomba, Jr., who fished aboard the *Reel 'Em All*. The award for Best Lady Angler went to Ceci Rodriguez.

All anglers had their eyes trained on the big money prize from a grand slam catch. However, the fleet couldn't help thinking about swordfish and the possibility of breaking last year's island record catch. This is the only tournament of its kind in Puerto Rico which includes swordfish fishing. One swordfish was indeed caught; a 109-pounder by angler Wilo Ruby aboard the *Ambush*. Catching swordfish is a difficult task considering that this billfish is an extremely vigorous and powerful fighter.

Eduardo Montano won the Best Junior Angler award with the catch of two dolphin fish totaling 65 pounds, followed by Second Best Junior Angler, Juan José Boschetti Muñoz, who caught a 25 pound dolphin.

Most of the fish were caught to the south and east of Vieques in the famous "wall," a steep drop off that draws the baitfish on which billfish feed. The so-called "Bajo de Patillas" also has a "wall" created by a mount where marlin also swim in search of food. Both areas are within a mile or so offshore the Palmas del Mar Yacht Club.

Tournament chairman, Luis "Cuquito" Muñoz, was pleased with the turnout, catch and invites all anglers to fish next year.

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MERTENS TOP ANGLER, C-HUNTER TOP BOAT

AT BUDGET RENT-A-CAR DOLPHIN DERBY

The catch of a 37.48-pound dolphin (mahi-mahi) earned St. Thomas angler Ryan Mertens Top Angler and a \$1,000 cash prize at the Budget Rent A Car Dolphin Derby Fishing Tournament held April 11 and hosted by the Virgin Islands Game Fishing Club (VIGFC).

Fishing aboard the 44' Custom Sportfisherman *Bluefin II* helmed by his father, Capt. Don Mertens, Ryan Mertens said, "We headed south and we were fishing about three hours when we saw a few frigate birds. That's when we got the big one."

The winning fish was just over 17 pounds shy of the over 55-pound criteria to win the tournament's ultimate prize, \$25,000 in cash.

St. Thomas' Dr. Edward Saunders, fishing aboard *Irving's Son*, earned both the Second and Third Best Angler awards with catches of a 36.05-pound and 32.52-pound dolphin.

The Best Boat award for greatest number of dolphin caught by count came to a tie between St. Croix's *C-Hunter* and St. Thomas' *Mixed Bag*, both with six dolphin. However, *C-Hunter*, a 55-foot Hatteras owned and captained by Festus 'Fes' Pemberton, won the Best Boat title and pocketed the \$1,000 cash prize based on total length of fish caught. *C-Hunter's* six dolphin collectively measured 243.50 inches while *Mixed Bag's* catch measured in at 241.73 inches.

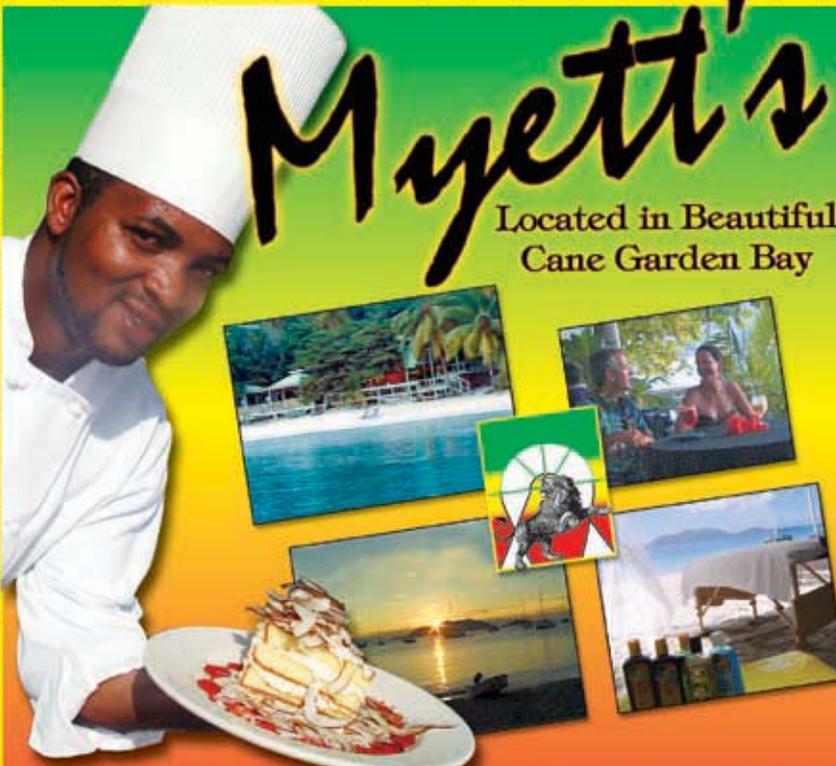


L to R: Kevin Lambert of Budget Rent-A-Car, Top Angler Ryan Mertens, and tournament director Jim Jamison

PHOTO COURTESY OF THE VIGFC

The VIGFC's next event is the 47th Annual July Open Billfish Tournament, set for July 23, 24 and 25. For more information, visit www.vigfc.com.

Report and photo courtesy of Virgin Islands Game Fishing Club



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WORKING IN THE ENGINE ROOM

BY PETER PATTERSON

As rewarding as aesthetic work is in reconditioning a vessel, the rubber really hits the road in the engine room. *Wired* has a great one. Not the dark stinky place that lurks under the cockpit of so many boats, but a real one with standing headroom; a clean, inviting, well-lit, ventilated home for the machinery that propels the vessel and powers the systems. It is obvious that a great deal of attention has been afforded this important space.

The problem is that there is still no escaping the fact that *Wired* is a 30 year-old boat, and harbors some old equipment and outdated thinking which extends to the onboard electrical system. Complex and cumbersome might be fitting adjectives. *Wired's* DC system is primarily 32 volts. Some people will already be gasping. Add to that a 24 volt system powered by two converters, two separate 12 volt systems for starting generators and operating electronic equipment, and both 120 and 240 volt AC systems, and you will begin to see the full picture.

It became obvious after I spent only a few days onboard that something was amiss in the system. Despite conservative use of DC powered lighting, the house batteries required frequent charging and in one instance after only a couple days' rest, one of the main engines refused to turn over.

After exploring the bilges and reading the manuals I found that the factory installation did not include a dedicated "house" bank as is now commonplace. Instead one bank of 32vdc starts the port engine and supplies the "32v Ships Service." The second 32v bank starts the second engine and originally powered some long-replaced navigational equipment. Making matters worse, on the original analogue voltage meter the difference between full charge and 50% is less than 1/8" of travel on the needle.

Although 32v systems are no longer commonly installed, there are advantages to high voltage/low amperage systems. Since changing to



The Blue Seas monitors are bright, clear and easy to read



The old analogue meter did not provide enough range to effectively monitor battery state-of-charge

12 or 24 volts would include replacing equipment and in some cases having to increase cable size, I decided a better solution would be to add an additional 32v bank for house loads and to install new digital voltage metering in the engine room.

Installing the meters is a simple task so I decided to begin there. I chose digital meters because the data is accurate and requires no interpretation. I chose Blue Seas Model 8235 which can monitor up to three banks. My final arrangement will have five banks so I chose to install two meters.

Installation was simple and straightforward. Step one was to find a good mounting location for the display panel. In our instance it made sense to install the meters in the engine room next to the selector switches and the breaker panels. In most instances the nav or helm positions might be appropriate. Make sure you chose a dry, accessible location with easy access for running wires and out of direct sunlight so the LED is easy to read.

I began by running a red 16 AWG "sensing" lead from each battery box to the meter. (One of these doubles as my power source). Each sensing wire should be continuous length with no splices. A crimp-on butt connects the sense wire a short lead on the meter. On the battery end, instead of connecting the lead to the positive post, I followed the instructions (and ABYC and C.G. rules) and inserted an inline fuse holder. Do not insert the fuse just yet.

Next I ran the negative conductor. This lead runs from the ground terminal on the meter to the negative buss. In my case I connected the grounds of both meters together and ran a single conductor to the common ground at the panel. (I had a spool of black # 16 AWG, but if you want to do a first rate job, start using yellow for your DC grounds.)

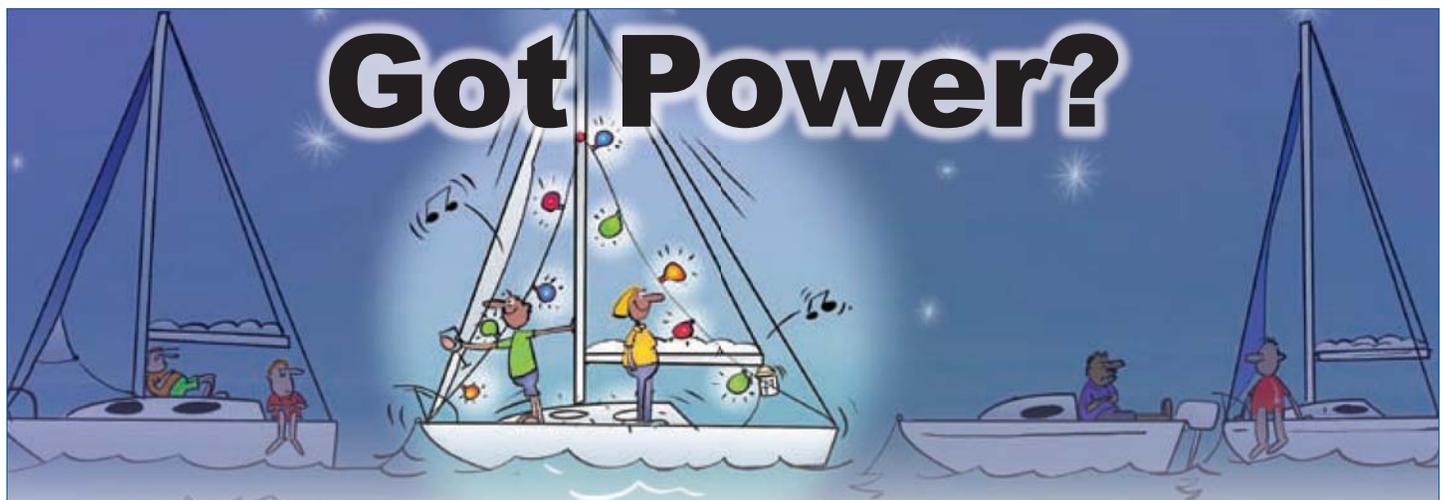
At this point I stopped to check the integrity of my crimps and connections and verified that my leads were straight and not pinched or chafed. I applied a number of plastic wire ties along the length of the conductors to ensure they are well supported and will not be subject to wear from vibration or stress. After one last check, I inserted a 1 amp fuse into each of the watertight inline fuse holders and pushed them together.

The system powered up instantly. Accurate, easy to read and easy to install, this was a DIY project with big dividends. 

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 re-invents himself.



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BOAT LAUNDERING

SAVING MONEY BY DOING IT ON BOARD

BY DAVID H. LYMAN © 2010

“It’s laundry day,” my wife announces at seven in the morning. “Strip your bunks. Get your laundry bags into the cockpit.” We are at anchor in Five Islands Bay on Antigua. Life goes on upon this floating home of ours and laundry is one thing that is a weekly requirement of living this life of freedom.

Laundry at home is easy and not too costly. There’s the washer and dryer and unlimited water and electricity. But in the islands a boat load of sheets, towels and clothing done ashore can cost \$50 to \$80 US. The only way we found to reduce the cost of laundry is to wear few clothes, if any, or do it ourselves on board.

Going ashore to do the laundry is always a possibility, of course, and you can catch up on e-mail, if there is WiFi, or read a novel—as long as you don’t mind the interruptions.

Julie, my English wife is compulsive about her laundry, so she did her homework before leaving Maine. The cost of installing a washer and drier on our 57 foot ketch, *Searcher*, was prohibitive. For example, Triton makes a Combo Washer Dryer for \$999. It weighs 167 pounds, and has a capacity of just under two cubic feet. Add in the cost of installation, plumbing, wiring and cabinetry and you could hire someone else to do your your laundry ... for years.

Julie read the cruising books and explored websites. She tried buckets, pails, hand scrubbing, wash boards, bathroom plumbers, kids’ wading pools as well as going ashore. She Googled the camping outfitting websites where there is a wealth of information and options. We now have our own laundry on board and it cost us less than \$200.

R2D2 Now Does our Laundry

Julie found a portable, manual, non-electric washing machine online. It looks like R2D2 from “Star Wars,” white, with a removable top, attached to a frame that sits on the cockpit seat. It has a hand crank at the side, but it’s flimsy, so we just spin the machine by hand. R2D2 cost around \$50 and accepts small batches of towels, sheets, shorts, T-shirts, undies, hats, pants and anything else that needs a good wash. A gallon or two of hot water and a small amount of detergent are added, the top screwed back in place, and 120 revolutions are enough to satisfy the discerning eye of my fastidious English wife.

Rinse Cycle

The freshly washed load is transferred into series of two rinse tubs, those plastic tubs with rope handles you buy at

stores like WalMart in the U.S. These are filled half full of fresh cool water, the clothes hand squeezed between tubs.

Wringer ‘Em Out

Getting the wash water out of wet clothes is the key to clean clothes. Hand wringing leaves behind rinse water which is full of residual dirt, dissolved salt and soap. When the water evaporates on the life lines, the dirt, salt and soap remain behind, so good wring is essential. Julie found a Mini Counter-top Spin Dryer at www.Laundry-Alternative.com, a glorified, electric salad spinner. The unit cost \$75, uses 110 AC current, which our generator provides, and takes about one minute to extract a gallon of rinse water from a single beach towel, or a bin full of clothing.

The machine is about two feet tall and made of plastic, with a see-through chamber so you can watch the basket inside spinning around at a great rate of knots. The water flows into the cockpit where it drains into the scuppers, rinsing out the cockpit floor in the process. This salad spinner extracts about 90% of the rinse water which also cuts drying time in half.

The kids help out on laundry day too and the work is done in a little over two hours. By breakfast time, the life lines are festooned with colorful fabric, drying in the tropical sun. My wife feels rather good about the whole process. She feels it is more ecologically sound than going to the laundromat, costs less, and puts the process under our control. 

David Lyman, who holds a U.S. Coast Guard master license, is a photographer, writer and former president of Rockport College in Maine. www.kidsonboats.com



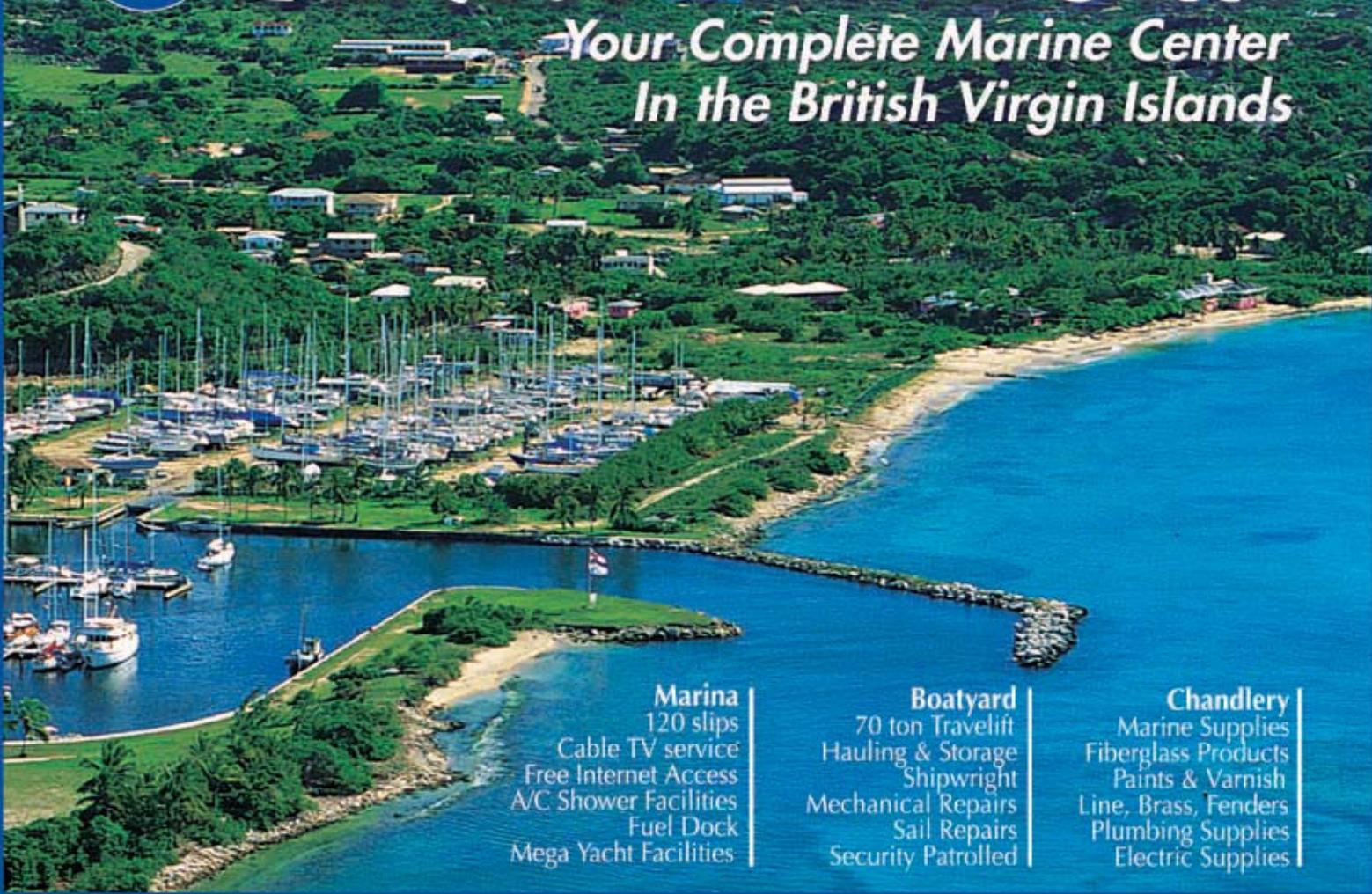
A “salad spinner” wringer will remove rinse water

PHOTO © 2010 DHLYMAN



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NEW ISLANDS DISCOVERED

SAILING THROUGH TRASH

BY BECKY DAYHUFF-BAUER

I first heard rumors of new islands in early 2000 but, as always, I waited for confirmation. As with all new discoveries, the naysayers' and skeptics' arguments against the new islands' existence seemed plausible so I waited.

Unlike other islands, these new islands were not formed by volcanic activity. But like other islands, they are subject to the effects of earthquake and tsunami activity. Moreover, these islands contradict the standard answer I give to landlubbers who think islands move. No longer can I answer that we anchor our islands so they do not move about.

The new islands do shift with the currents although they cannot tip over as one U.S. congressman recently stated might happen to Guam. These newly formed islands are not made of earth or rock; they are manmade.

Scientists studying the largest of the new islands know it by several names including the Pacific Trash Vortex, the Great Pacific Garbage Patch, and the Eastern Pacific Patch. This manmade floating island is located about halfway between California and Hawaii.

In addition to The Great Pacific Garbage Patch, the largest of this type of island discovered to date, there are more. The Western Pacific Patch off the coast of Japan and the North Pacific Subtropical Convergence Zone Patch covering a long, narrow area located north of the Hawaiian Islands. And, these may not be the only floating island discoveries. Expectations are high that an expedition launched in the Atlantic will, sadly, locate additional manmade islands.

NOAA predicted the development of the Great Pacific Garbage Patch between California and Hawaii in 1988 based upon a study by several Alaska scientists conducted between 1985 and 1988. The scientists collected and measured the amounts of marine debris floating in Northern Pacific. Consisting mainly of neustonic plastic, plastic floating on or just below the surface, the amounts of debris were astonishing.

Knowing the effects of the currents on movement of debris, NOAA predicted that the plastic debris would eventually come together in large masses in areas of the sea known as gyres, swirling circular areas of relatively calm water. In 1997, this prediction proved true when racing boat captain and oceanographer, Capt. Charles Moore, sailed back to California after completing the Los Angeles to Hawaii Transpac sailing race.

Captain Moore sailed through a remote area of the Pacific known as the North Pacific Gyre and subsequently reported in an essay for Natural History magazine that, "As I gazed from the deck at the surface of what ought to have been a pristine ocean, I was confronted, as far as the eye could see, with the sight of plastic. It seemed unbelievable, but I never found a clear spot. In the week it took to cross the subtropical high, no matter what time of day I looked, plastic debris was floating everywhere: bottles, bottle caps, wrappers, fragments."



In a remote, middle-of-nowhere area of the North Pacific now dubbed the North Pacific Subtropical Convergence Zone Patch, man's trash covered an area it took Captain Moore a week to sail across.

Although there is some debate as to the size of the Eastern Pacific Patch on which this chapter concentrates, conservative estimates say it is twice the size of Texas while others say it may well be the size of the continental United States.

The Eastern Pacific Patch, that floating on the surface or just below, represents only about 30% of the total. The remaining 70% has sunk to the bottom. The trash is comprised of approximately 80% plastic with the 20% balance made up of ghost nets, abandoned or lost fishing gear, buoys and bumpers, cloth, Styrofoam, metals of various sorts, lines, and glass. Included in the plastic are drink bottles, disposable diapers, grocery bags, lighters, six-pack holders, bottle caps, plastic filters, toys, balls, flip-flops, shoe soles, and even pieces of luggage.

Where does it come from? Most studying this issue say the trash that makes up the Eastern Pacific Garbage Patch comes from the western coast of the U.S. and from sources on or within a few miles of the coastline. A drink bottle thrown into a storm drain in San Francisco ends up in the ocean. A flip-flop lost in a creek finds its way downstream and into the sea. A family on a day sail in the bay tosses a used diaper into the water. Attendees at a beachside family reunion leave their Styrofoam drink cups and empty suntan lotion containers behind where it washes out to sea during high tide.

When I lived in a national forest in the mountains the amount of trash left behind after a weekend was shocking and puzzling. How can they carry it in full and have plenty of room to store it, but ... once it's empty, takes up less space, and weighs less, they cannot carry it back out? 🔄

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.

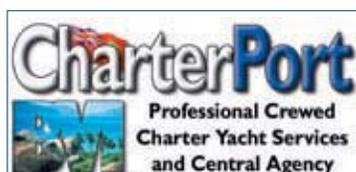


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SAIL SAFE AND SOUND

BY JAN HEIN

Your boat is booked, the bags are almost packed and you're counting down the days to a perfect charter sail-away vacation. It will be just that—as long as you tack around some health and safety issues common to tropical places.

There are a few safety checks you can make before you even leave home. If you have any health questions or concerns, consult your doctor before departure. Fill prescriptions and bring extras along in case your travel is delayed, along with spare glasses and contact lenses. Call your health insurance company so you understand your coverage in case you need to use it from afar—you may want to invest in a supplemental travel policy.

Most charter boats carry as standard equipment a first aid kit that includes basics for cuts, abrasions and burns. But prudent travelers pack along their favorite digestive or cold remedies and items like specialty tape, bandages and tweezers.



PHOTO BY CHRIS GOODIER

Sun overexposure is the easiest potential calamity to avoid simply by covering up. Why do you think racing sailors wear long sleeves? Rays bounce up from the water, even when you're under an awning, so bring along plenty of sunscreen. Good quality sunglasses will cut down on glare; add a safety strap so you don't lose them.

Drink a lot, and I don't mean rum, to stay energized

and hydrated in the heat. Drinking water, while generally very safe in the Caribbean, is a concern to some folks. If your system is fragile and you're susceptible to intestinal issues, drink only bottled beverages and avoid ice. Bring a portable water filter for onboard use.

If the sun doesn't knock you down, rolling seas may, so research and pack along a mal-de-mer remedy that will work for you and your crew if the weather goes south. If you get a cut, be sure to wash and treat the affected area well, as infection can set in and spread quickly in hot climates.

Tropical beaches are beautiful but sometimes hide shards of glass, coral and rust-laden objects you don't want to land on. Water shoes such as jellies, Crocs or sturdy flip-flops are a wise choice for coming



Protection from the strong Caribbean sun is essential

PHOTO BY CHRIS GOODIER

and going ashore. Shoes or dive booties also make a great barrier between feet and stingrays that sometimes lounge in the shallows.

Swimming in the Caribbean is part of why we go there so don't be afraid to dip in and have a look around. Jellyfish, rarely sighted, can offer up a sting. If you're unlucky enough to bump into one of these hard-to-spot creatures, get out of the water and rinse the area with fresh water followed by vinegar or a solution of baking soda. Do not rub the area as you'll only make it worse.

Lionfish also can inflict pain but not if you watch for them and stay out of their way. Sealice are a different issue, though, as you can't see them when they grab onto your suit and sting through it. The best prevention for these buggers is swimming naked because luckily they can't hold onto skin.

Some charter guests enjoying fishing—but know before you go. Fish containing ciguatera toxins are a reality in tropical waters and,

PRESCRIPTION FOR THE PERFECT CRUISE

- Check with your health insurance company regarding your coverage area
- Talk to your doctor before you leave home
- Carry with you all prescriptions (labeled) and bring extras
- Pack sunscreen, insect repellent and a simple first aid kit
- Study the area you'll be visiting in advance for hazards to avoid

since they do not look or smell suspicious, investigate the area you'll be fishing in and ask around when you get there. For instance, some locals say that barracuda should never be eaten near St. Marten but others maintain they are considered safe in the waters off Grenada. If you become ill after eating fish, seek medical help immediately.

“Most charter boats carry as standard equipment a first aid kit that includes basics for cuts, abrasions and burns. But prudent travelers pack along their favorite digestive or cold remedies and items like specialty tape, bandages and tweezers.”

Ashore you will encounter a few small but mighty creatures starting with those annoying no-see-um mosquitoes. Protective clothing can prevent some of the biting damage, but for face, hands and ankles, you'll want to add some smelly repellent. The bites, which can swell and itch you into a frenzy, are barely tolerable—but the diseases borne by these bad bugs aren't.

Another cruise-wrecking issue is the burn caused by the sap of the manchineel tree, found on many scrubby beaches. The tiny green apples they produce are even worse. Never eat anything picked from the ground or off a tree unless you are guided by a knowledgeable local you know and trust.

In the event you have an emergency, your best piece of gear will be the VHF radio or a cell phone that works locally. Don't be afraid to ask for help. Cruising sailors, locals and fellow bare boaters will gladly lend a hand. 

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



Bring along your own simple first aid kit—and don't forget the pirate bandaids

PHOTO BY JAN HEIN

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A CARIBBEAN FAMILY LEGACY

THREE GENERATIONS OF ISLAND WATER WORLD

BY JIM DICKERSON

My Grandfather, Harry Draper, vacationed on the island of St. Maarten for several years before retiring there with his wife, Audrey, at the age of 54. On their favorite island, he could play golf and they both could relax, and they lived in the lowlands region. He had retired from another family business, Draper King Cole Canning Company in Milton Delaware. But vacationing and golfing, to my grandfather's driven spirit, simply became boring.

He found a partner with Bob Halsey and together, in 1962, they opened the first Island Water World store in Philipsburg on the corner of A.C. Wathey Square. There they sold a limited inventory of marine supplies and sundries—at the time the biggest moneymaker was Dutch wooden shoes and souvenir windmills. They also tried a clothing line including T-shirts and beachwear.

In 1965 the partners decided to purchase a vacant lot in Cole Bay, and this is where Island Water World has been an icon on the landscape of Cole Bay and Simpson Bay Lagoon ever since.

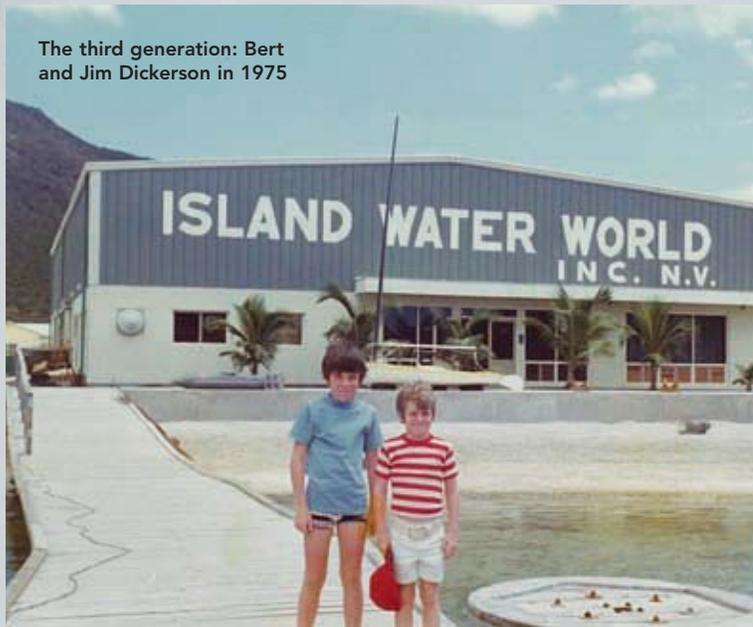
Albert Carty started with Island Water World in 1966. His mother Mim and father Amile worked for my grandparents at their home in the lowlands, and Albert would help tend their garden from time to time. My grandfather had shared with Albert his idea to build a store to put boats and motors together, and asked if Albert would be interested. Albert was.

At the time, Island Water World sold Sunfish sailboats, Seagull engines and Avon dinghies. In those days, Sunfish were big on the water in Philipsburg. Albert quickly learned to sail them and to repair Seagull engines. Later, Albert started working on Evinrude outboard engines.

Albert credits Bobby Velasquez of Bobby's Marina, as his mentor. At the time, Bobby worked as a mechanic and taught Albert his first lessons in engine repair. After Albert picked up his first screwdriver, he never put it down. Albert taught many of his co-workers how to use parts catalogues. He would spend a lot of his free time showing how engines were put together, from the parts books.

In 1972 Clifton Wilson arrived at Island Water World at the age of 18 to work as a bookkeeper. Clifton recalls of my grandfather, "There wasn't much of a bookkeeping system at the time and things were done kind of haphazardly. It took a while to get a reasonable book-keeping system going. Mr. Draper didn't like using calculators. He

The third generation: Bert and Jim Dickerson in 1975



PHOTOS COURTESY OF DICKERSON FAMILY AND ISLAND WATER WORLD

kept information in a green columnar pad and seemed to never agree with information from the manager at the time (Peter van Strien). I would hear him mumbling as he mentally made his calculations."

In the late 1970s, the company opened an outlet at the Great Bay Marina. That soon proved to be too small, and Island Water World then opened an outlet at Bobby's Marina where it remains today.

Clifton Wilson recalls Island Water World's managers through the years: Jeff Adams, Jan Matser, Pieter van Strien, Stuart and Robert Denike, Ed Dougherty, Bill Ritchie, Paul Marshall and now Sean Kennelly.

Paul Marshall arrived in St. Maarten shortly after completing his education at the University at Buffalo, fell in love with the island and vowed never to return to the snow. For the first couple of years, Marshall worked on the *Black Swan* owned by Doug Hazelton—better known as "Captain Crunch."

After the demise of the *Black Swan*, Marshall needed some way to finance his life in the Caribbean. So, in 1975 he began working for Island Water World as a parts Salesman. Paul survived a succession



Sean Kennelly, Johnathan Fisher and Chet Dickerson (from the second generation) at IWW, Grenada

of managers to eventually run the business; for many years, Paul Marshall was the face of Island Water World. He influenced the company with much of his character—great attention to detail, strong control and a sense of always doing the “right” thing, always choosing the moral high road.

In 1980 my grandfather passed away. His partner, Bob Halsey, soon approached my parents, Sally and Chet Dickerson, about selling his shares of Island Water World so he could focus on his emerging NAPA parts business on the island. At the time, my parents, my brother Bert and I had just moved back to Washington D.C. from living in Tokyo, Japan for six years. My father had worked for Monsanto and was relocated to become a lobbyist on Capitol Hill. My parents purchased Bob Halsey’s shares and immediately began to manage the financial aspects of Island Water World alongside Paul Marshall.

In 1994 Sean Kennelly arrived in St. Maarten and asked Paul for a job. Paul asked what he could do. Sean said he could improve stock turn, reduce inventories and increase profit—Paul gave Sean the job.

Sean recalls “The store was a dark, dusty affair that took up one-fourth of the building. Paul Rosen presided over his domain from an elevated office at the front. Lots of stuff in brown paper packets. There was a time where the store was going to closed.” Sean remembers that upon his arrival, Island Water World had just started using the accounting software Counterpoint—which crashed on a regular basis.

In the mid 1990s, Island Water World sold more boats and motors versus chandlery. Island Water World didn’t

make a huge profit and had inventory losses. The building in Cole Bay was also occupied by FKG (marine rigging and fabrication), Simpson Bay Diesel and St. Maarten Sail Loft. Sean had the drive to expand the store. The other companies moved out, Paul and Sean remodeled the store and Island Water World soon thereafter experienced a significant increase in Sales. I must not forget to mention Paul Rosen, truly an unsung hero in the reshaping and emergence of Island Water World.

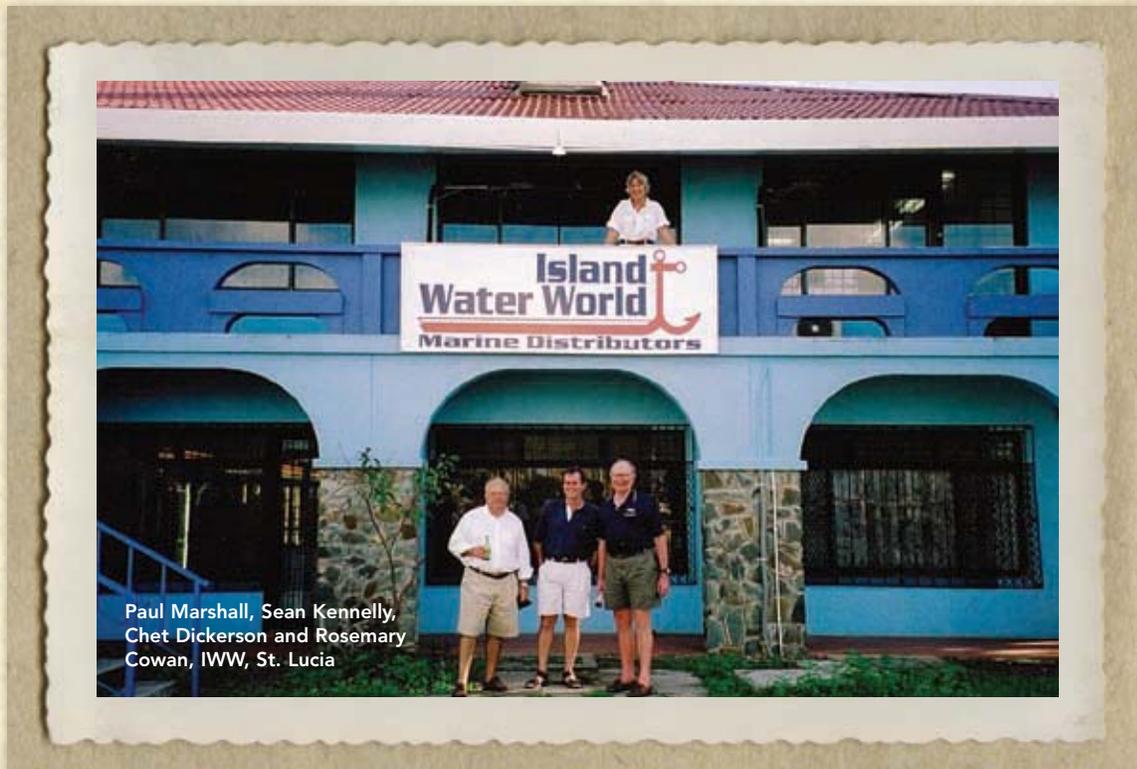
In 1997 Sean Kennelly and Paul Marshall started the Island Water World catalogue, and the following year opened the company’s first new store in Grenada. This was followed by a larger store in St. Georges, Grenada, and, in 2003, by another new store in Rodney Bay, St Lucia. In July 2005, the company purchased Dive Buddy, a successful scuba and snorkeling business based in St. Maarten, and continues to successfully develop Dive Buddy throughout the Caribbean.

In 2009 Island Water World launched their online store which, coupled with secure online credit card facilities and very competitive freight rates, allows sailors throughout the Caribbean easy access to Island Water Worlds huge product range.

My parents, Sally and Chet Dickerson, have been an integral part of expanding Island Water World to what it has become today. At the age of 41, I find myself based in Ocean City, Maryland, married to my beautiful wife Annemarie with my three children, Peyton, 15, Ross, 12 and Riley, 10. For the past 18 years, my wife and I have continued to manage her family legacy of running the Francis Scott Key Family Resort.

And for the past two years, I have been involved in helping manage the growth and ownership responsibilities of Island Water World stores in St Maarten, Grenada, St. Lucia and Curacao, and our ever-expanding online store, islandwaterworld.com.

None of this would be possible without what I have found in my family legacy: my friends and my co-workers at Island Water World—truly fantastic people with great pride and great values. 



Paul Marshall, Sean Kennelly, Chet Dickerson and Rosemary Cowan, IWW, St. Lucia

A minute makes the difference

RAN WINS RACING 1 AT ANTIGUA SAILING WEEK

With many class overall results resting on the last day's racing, a grand finale was guaranteed for the 43rd Antigua Sailing Week held April 24 to 30. In Division A, Racing 1, it was right down to the wire with the biggest boats in the fleet.

Titan—Tom and Dotty Hill's custom Reichel/Pugh 75—and Niklas Zennstrom's 72 foot, Judel Vrolijk-designed *Ran* engaged in their match-race style battle once again on the two-mile leg, windward/leeward course set just to the east of Falmouth. *Ran* however, pulled off a stylish win, beating *Titan* by just over a minute on corrected time. In doing so, she not only won her class, but also won Division A overall.

PHOTOS BY TIM WRIGHT

Niklas Zennstrom's 72 foot *Ran* won Racing 1 and Division A overall



LEE OVERLAY PARTNERS **TOPS** THREE-RACE OCEAN SERIES

For the second year running, Adrian Lee's Cookson 50, *Lee Overlay Partners*, defeated Peter Harrison's Farr 114, *Sojana*, to claim the overall title for the offshore series at Antigua Sailing Week.

"Offshore racing in Antigua is just fantastic, constant trades and ocean swell but for me it's more than just that," said Lee. "I am passionate about offshore racing but the sport shares so many values in business as well; skill, technology, experience, team work and a lot of persistence. My team have shown those qualities again this week and I would like to thank them all for their efforts."

Lee Overlay Partners international crew were first in the Guadeloupe race, third in the Round Antigua Race and second

in the Redonda race, three podium finishes in over 200 miles of yacht racing. —Submitted by Louay Habib



Lee Overlay Partners led the offshore Ocean Series

As he stepped ashore the final afternoon, Zennstrom, *Ran's* Swedish owner, said, "Fantastic weather, good breeze, good waves and tough competition is what Antigua Sailing Week is all about. We had amazing two-boat racing with *Titan* all week ... We really enjoyed it and I know the *Titan* guys did too ... It was a great way to end the regatta."

There was no great surprise to see *Sin Duda*—the American Santa Cruz 52 owned by Chicago-based Lindsey Duda and her 15-strong team—take an overall win of Racing 2, but Andrea Casale's Swan 90 *DSK Pioneer Investments* managed to break the 52s' complete domination of the class by winning the last race on corrected time.

Marc Glimcher and his team on *J/122 Catapult* secured an overall win of Racing 3 by winning the final race, beating Peter Peake and team on the extremely-competitive Reichel Pugh 44 Peake Yacht Services *Storm* by just two points overall.

Racing for the top spots in Division B was equally close, with many classes battling it out on the windward/leeward courses west of Falmouth. In Performance Cruising 1, Italian Marco Serafini and team on the FY61 *Tyke* secured their place at the top of the podium with a third place in the final race.

One of the closest fleets during the week was Performance Cruising 2 where competition, particularly among the Caribbean contingent, was

extremely high. Three Antigua boats took the top three places including Hugh Bailey's First 456 *Hugo B* whose win the final day confirmed first place overall, while Geoffrey Pidduck in his modified Six Metre, *Biwi Magic*, took second, confirming second place overall. Carlo Falcone in *Caccia alla Volpe* with just three points adrift took third overall.

In Cruising 1 Steve Kuhl and his British *Sunbeat IV* Jeanneau SO 49 team sailed a fantastic last race to secure first place overall.

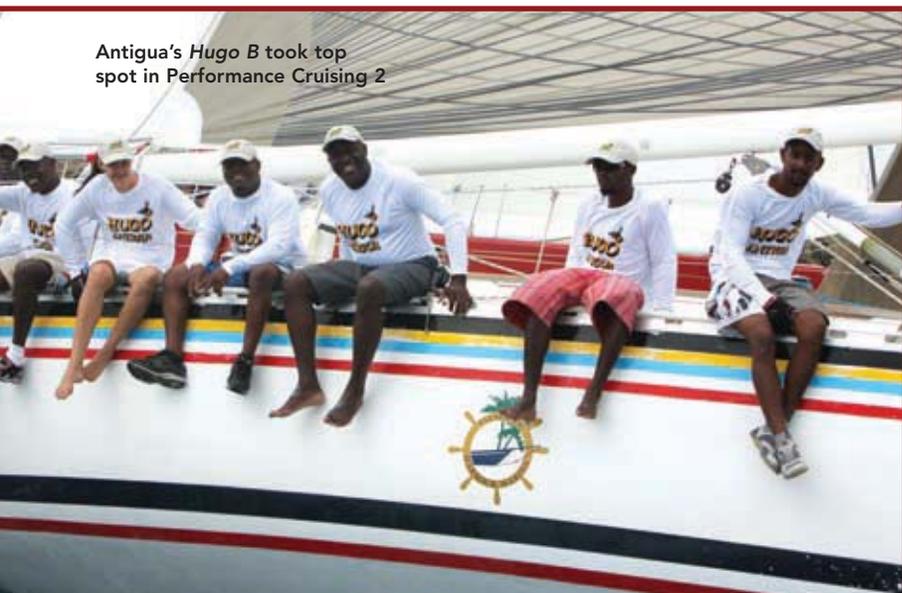
Rick Gormley in his First 38 *Elethea*, notched up another class win the final day in Cruising 2 but it was too late to make an impact on Burt Keenan's Frers 26-year-old Custom 48 *Acadia*, (which) sailed an impeccable series this week, not only taking first in class but an overall win of Cruising Class. Tactician Neil Harvey said, "We've had a great week and are proud to win this prestigious title."

The Bareboat Charter fleets were split into Gold and Silver fleets, determined by the results from the week's racing, and Herbert Muenzel's Dufour 455 KH+P *Sea You Later* won the Gold Fleet overall. This team, who've been racing together for 24 years, confirmed their average age of 70 years, which, according to Muenzel, means they have a total of 351 years of experience between them. Muenzel said, "We'd like to tell all those young people, there is still hope." The Silver Fleet winner, also from the KH+P Charter company, was the Dufour 40 *Fantasque* skippered by Martin Wambach.

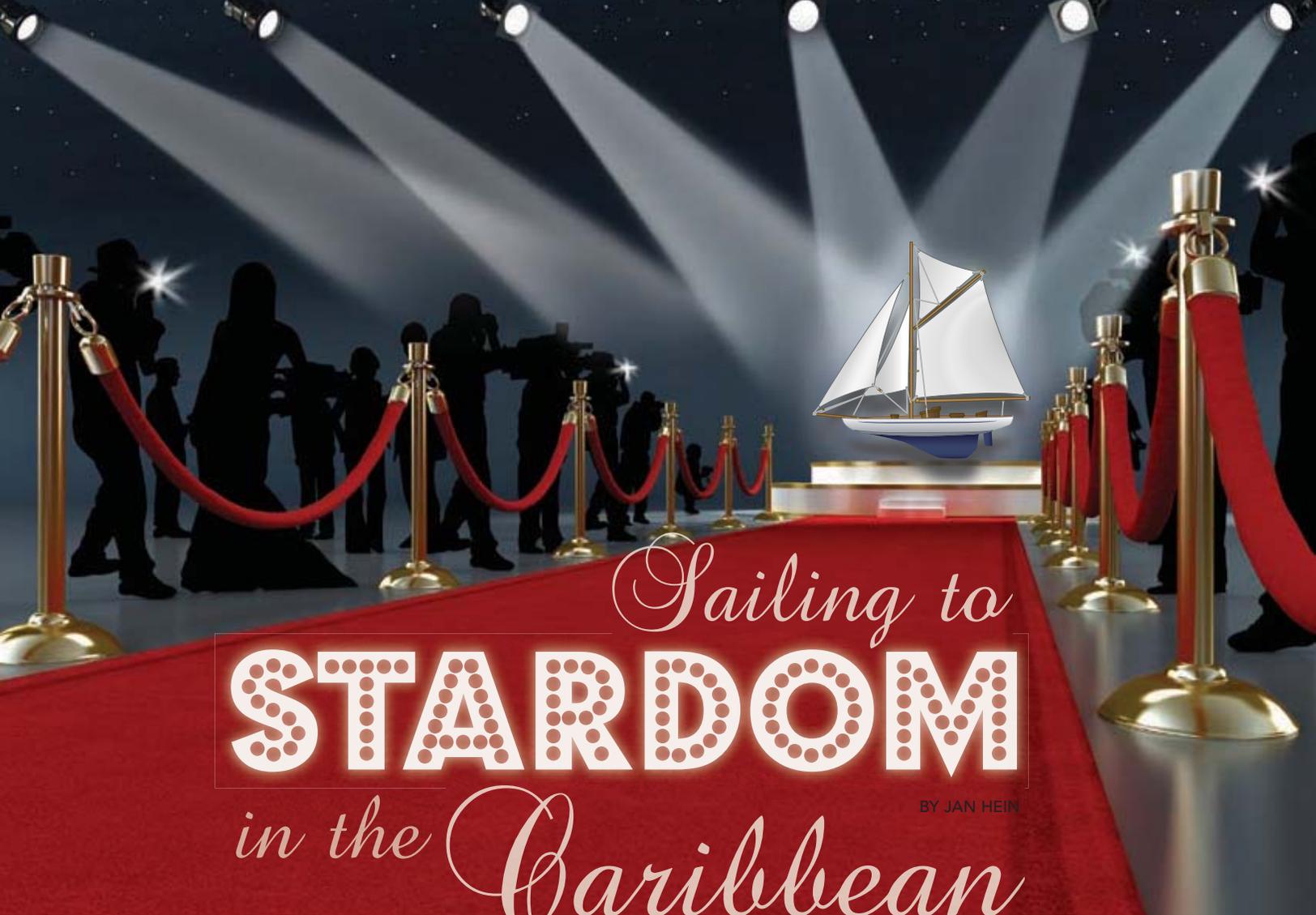
Five wins in a row for Robbie Ferron and team on Lagoon 410 *Katzenellenbogen* secured the win of the Cruising Multihull class, while Roman Paszke in the Polish 90ft catamaran *R-Six Team* had an enjoyable week learning about the boat in preparation for his forthcoming round the world voyage.

Prizegiving for the 43rd edition of Antigua Sailing took place the last evening at Nelson's Dockyard in English Harbour. For full results: www.sailingweek.com. 

Antigua's *Hugo B* took top spot in Performance Cruising 2



Report courtesy of Antigua Sailing Week/Sue Pelling



Sailing to **STARDOM** in the Caribbean

BY JAN HEIN

IS A FAMILIAR BOAT COMING TO A THEATER NEAR YOU?

● In the spring of 2009, movie scouts were combing the Virgin Islands, looking for 1950s-era boats as props for a new Johnny Depp flick. One of the agents gave his card to Angela Ebner, co-owner of the schooner *Patient Lady*, and when she later handed it to her husband, Michael, he tossed it in the trash. "I had to explain to him who Johnny Depp is," Ebner said.

Angela heard opportunity knocking on the companionway so she retrieved the card out and made a call. *Patient Lady*, she was told, would be perfect.

Now, who wouldn't want to be in a movie with Johnny Depp? But being business minded, Angela asked, "Are we doing this just for fun or do we get paid?" Paid, yes, including the chance to participate in an extraordinary adventure.

When Robin Clair-Pitts, owner of the Malabar schooner *Liberty*, received the same invite, she immediately called her captain, Thatcher Lord, who was in the middle of the St. Barth Bucket. He hustled back to St. John, readied the boat and they headed west along with the classics *Heron* and *Heart's Desire*.

Patient Lady, recently launched and aptly named after more than 30 years of construction, had a harder time getting ready. She had spars but no sails so the Ebners went looking for loaners. Since St. Thomas' sail



Actor Johnny Depp at work

PHOTO BY AUSTIN ROSS

maker, Manfred was close to completing theirs, he burned the midnight oil to finish and they hurriedly hanked them on. With winches affixed, and running rigging completed, they took a 90-minute test sail before turning west toward stardom on their maiden voyage.

Once in Puerto Rico at the Puerto del Ray Marina, the Ebners' original six contracted days began to stretch due to delays of weather, sea swell and movie mysteries. Some of the crew had jobs that would not wait and were flown home, VIP style, and returned in time for the action. "It was a lot like sailing," explained Angela. "Long periods of being bored and then everything happens at once."

Shooting was done in Naguabo, a quiet little town on the southeast corner of the island. "We went to look at the harbor before the set designers touched it and when it was finished, it was amazing how much they transformed it," Angela recounted. Magically it went from ordinary to a 50s' carnival scene.

"They built all these rum shanties full of old bottles, some half full, quarter full of apple juice," said Lord. "The champagne bottles were filled with ginger ale." No detail was spared.

After a bit of waiting in Nagoya, the boat jockeys finally came to stage the yachts. *Liberty*, at 70 feet, was deemed to have the biggest footprint so she was anchored out. *Heron* and *Patient Lady* were moved to the concrete dock where they grounded and pounded, causing yet another delay. Since Hollywood can make Spiderman fly, they can berth a few boats—so they brought in 100 running feet of extra dock along with airbags and divers who inched the vessels in.

Once the set was completed, the yacht crews, who would be extras, headed to Roosevelt Roads where football-field-sized tents were erected for wardrobe, hair and makeup.

"There were food service trailers, stations for hair, containers full of 1950s clothes," said Ebner. She wore authentic Keds, culottes and a white shirt. "The most amazing thing was that I was paid to have my hair cut by the same person who did Johnny Depp's." Husband Michael's transformation was so remarkable that when Angela later saw photos, she didn't recognize him.

Boats get ready for their close-ups



PHOTO BY ANGELA EBNER

Clair-Pitts described her makeover, "They poofed up my hair. Thatcher said I looked like Lauren Bacall." Beards were shaved but for some reason, only Lord's was spared.

On the day of shooting the Ebners were late getting to the meal. "Everyone was in costume," Angela said. "It was like going into the Twilight Zone."

Heron, the leading lady of the boats, was the actual stage for movie leads Depp and Amber Heard. "They started filming between our boats," said Angela, "and then on *Heron*."

Everyone agreed they were treated professionally by a stellar Hollywood crew. Clair-Pitts affirmed, "They treated the boats like stars and us with dignity." Ebner added, "The directors and producers were on our boat with great manners. They even asked permission to board."

Once it was a wrap, the 22 day sojourn to Fantasy Island ended and crews readied boats for the 60 mile sail home, where they found checks in the mail. They're now awaiting the opening of their soon-to-be-favorite movie that hopefully will be coming to a theater near you. 

LIGHTS, CAMERA, *sailing action*

I must admit our favorite movies with sailboats or sailing scenes are the ones that include our beloved Caribbean, "El Caribe" as we call it in Spanish. We especially like films which take place here in Puerto Rico and the Virgin Islands because this is our home.

"The Rum Diary," based on the novel by Hunter Thompson and featuring Johnny Depp, Amber Heard, Aaron Eckhart, Richard Jenkins and Giovanni Ribisi, among others, finished filming last year in Puerto Rico and should hit theaters in 2010. The story is about Paul Kemp, a freelance journalist, who finds himself at a critical turning point in his life while writing for a run-down newspaper in Puerto Rico in the 1950s.

We were fortunate to see some of the sailboats that will be in the movie and climbed aboard one of the schooners as guests. We met some sailors who will be in the movie and also took out sailing, on our own boat, the movie's executive producer, Patrick McCormick, and his family.

Our home waters have starred in other classics of the past. Kurt Russell and Martin Short's "Captain Ron," filmed in Puerto Rico and the Spanish Virgin Islands, included scenes at our home port, Marina Puerto Del Rey in Fajardo. Also on the list are Alan Alda's "The Four Seasons," filmed in part around the US-VIs, mostly St John; and "Two On the Isle," the story of Robb & Rodie White and their romance in Marina Cay, featuring Sidney Poitier, which was filmed entirely in the BVIs. —Capt. Tony Miro

PROFILE: FRANK VIRGINTINO

THE DOMINICAN REPUBLIC'S CRUISING AMBASSADOR

BY CAROL M. BAREUTHER, RD

Some Caribbean cruisers make their plans while thinking of only the curving chain from the Leeward to the Windward Islands. An avid cruiser, cruising guide author and marina designer and builder named Frank Virgintino wants them to remember to visit the northern Caribbean—especially the Dominican Republic.

"I've always loved sailboats and cruising," says Virgintino, a native New Yorker who, as he recounts, grew up frugally and was always captivated by tales of famous mariners who chased the horizon and visited far off lands.

Virgintino graduated from Bernard Baruch College with a degree in finance. One of his first jobs, in addition to teaching college-level finance, was handling the accounting for a small boatyard in the Bronx. He eventually bought out the owner and went on to build and own more than 20 marinas, mostly in the Northeastern U.S. One of these was the Minneford Yacht Yard, in City Island, NY, a facility famous for building several America's Cup Yachts.

Sailing has long been one of Virgintino's passions. He bought his first boat at the age of 23, a 35-foot Pearson yawl, and taught himself to sail. His cruising grounds over the last forty years have ranged from the Canadian Maritimes to the southern Caribbean.



President of Marina ZarPar, Rafael Baez (left) with General Manager, Cesar Loro (center) and Virgintino



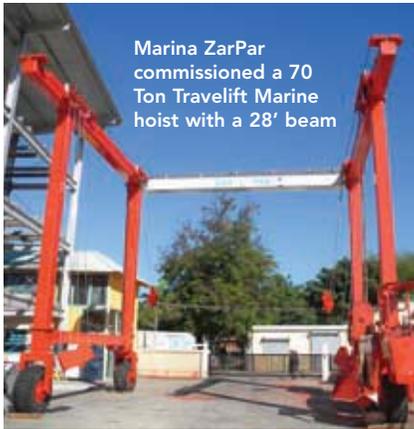
Marina ZarPar

Nearly twenty-five years ago, Virgintino first visited the Dominican Republic at the invitation of a friend. He fell in love with the island, its people and its culture, and bought a second home up near Pico Duarte, the highest mountain in all of the Caribbean. Down at sea level, his friendship with a businessman, Sr. Rafael Baez, sparked the idea for the construction of a new marina at Boca Chica.

"There was no marina facility to speak of on the south coast of the island," says Virgintino, "and no marina dedicated to cruisers. Many of the other marinas on the island are beautiful, but they are part of mixed use developments."

Baez, the principal owner of the 2008-opened Marina Zar Par, located 10 to 15 miles east of Santo Domingo, gave Virgintino a blank canvas and free reign to design the facility.

"I set it up for cruisers," he says. "He has everything I always looked for in a



Marina ZarPar commissioned a 70 Ton Travelift Marine hoist with a 28' beam

marina." This translates, for example, into finger piers with rounded edges and soft wood strips on the pilings to prevent scrapes and scratches. Ample dock carts, clean showers and restrooms, a captain's lounge, do-it-yourself laundry, an on-site restaurant (think fresh fish, homestyle rice and beans, and

cold beer), WiFi, a courtesy vehicle and complimentary rides to the airport round out the picture for cruising sailors. The marina is an official Seven Seas Cruising Association cruising station.

Marina ZarPar recently commissioned its 70 Ton Travelift Marine hoist, and the location of the new pit will allow boats with drafts of up to 10' to be hauled.

Once the design was drawn and meetings with planners and engineers were well underway, Virgintino moved onto his next project, writing a first-ever cruising guide to the Dominican Republic.

"Many cruisers will make a pit stop in Luperon to the north and then immediately head east," he says. "I wanted to let people know there is a northern and western Caribbean and to realize it's a beautiful virgin cruising ground."

Virgintino provisioned his 67' William Gordon ketch and embarked six crewmembers that hailed from the Dominican Republic, Haiti, Grenada and England, all bringing different talents. Together they cast off on a six-week circumnavigation of Hispanola to research his "Dominican Republic Cruising Guide" (free downloads in English or Spanish are available at: dominicanrepubliccruisingguide.com).

The route took the sailors from Boca Chica north to Cap Cana, down the northern shore past Luperon to Monte Cristi to the west, then south to Haiti with a stop at Île à Vache (Cow Island; a popular tourist destination) before returning back to Marina Zar Par.

"You think you know, but in writing this guide I got to be the student and learned just how extraordinary a cruising ground the Dominican Republic is," says Virgintino. "In many places, it's like being back in the 1960s. There are long stretches of white sand beaches with nobody around."

The first fifty pages of the Dominican Republic Cruising Guide are designed to put cruisers' misperceptions about the country to rest, Virgintino says. "I deal with the issues of bribes, tips, the military influence and tell cruisers how to navigate culturally, that is, how to smile, be gracious, how to say 'no' and what are the important 'code' words."

Virgintino isn't stopping in his quest to acquaint cruisers with the northern Caribbean. He set sail in May for a month-long circumnavigation of Jamaica and will soon come out with a cruising guide to this Caribbean country.

"I've always loved sailboats and cruising,' says Virgintino, a native New Yorker ..."

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ROLEX FARR 40 WORLDS DECIDED DOWN TO THE WIRE

NERONE WINS CHAMPIONSHIP FOR SECOND TIME



Nerone crew, 2010 Rolex
Farr 40 World Champions

PHOTO BY ROLEX / DANIEL FORSTER

The Rolex Farr 40 Worlds series held at Casa de Campo from April 21 to 24 was decided on the final race of the final day, raced in front of a huge spectator fleet from rubber ducks to 25 meter sport fishers.

Massimo Mezzaroma's *Nerone* (ITA) ended the day lauded champion over a field of ten boats, for the second time (first in 2003), having fought tooth and nail in a gladiatorial arena worthy of a blockbuster film. Guido Belgiorno-Nettis' *Transfusion* (AUS) were beaten at the last, but certainly not disgraced. The next Rolex Farr 40 World Championship will be held in Sydney in February 2011. What a rematch in prospect.

The final day started early. Principal Race Officer, Peter Reggio, knew he was in charge of a Worlds, and was determined to give the participants every chance to complete the scheduled ten races, in spite of losing the entire second day due to wind conditions.

For once the wind played ball—three races were held, all at the highest intensity, with the three main protagonists in contention for the laurels at the fore every time. Defending champion, Jim Richardson's *Barking Mad* (USA), chose the last day to put together their best daily tally of the series, scoring 2, 3, 1. The Australians on *Transfusion* held a two-point cushion at the start of the day; all they had to do was keep in front of *Nerone*. Easier said than done—*Transfusion*'s three-point advantage dissolved early into a one-point deficit.

The third race of the day, and tenth of the series as a whole, was sailed in a gusting, building breeze that at times caught the Farr 40 crews off-guard, especially as they headed downwind. The previous days of light-wind sailing had perhaps softened the usual battle-

hardened edge. *Barking Mad* took the race, leading from start to finish, while behind her there were twists and turns aplenty.

To those watching *Transfusion* and *Nerone* seemed inseparable, bound by a piece of elastic. However far apart they separated they always came back together. Initially, *Nerone* held the advantage, but the Aussies never gave up. In the circumstances, it looked all over by the second windward mark, but the run was in unsettling conditions: the strongest winds of the championship and sea-state stirred by the machinations of the avid spectator fleet. *Transfusion* tried their best, throwing a couple of gybes at *Nerone*, trying to draw an error. The Italians, though, had scented victory and sailed impeccably, even managing to roll over the top of *Transfusion* into second place. The noise and celebration started before the line was crossed. *Nerone* had won their second World Championship and deservedly so. Class Manager, Geoff Stagg, had commented the night before that "it takes luck as well as skill to win the Rolex Farr 40 Worlds." *Nerone* had certainly ridden the bucking bronco of luck most adeptly over the last four days.

The victor, Mezzaroma, said, "After last year at the Worlds in Sardinia we were a bit sad because losing in the last race of the series is very tough. This time we won! Sometimes it comes, sometimes it goes."

The 2011 Rolex Farr 40 World Championship will take place February 23 – 26, 2011 in Sydney, Australia. For this year's complete results: www.farr40worlds.com. 

Report from information submitted by Rolex Farr 40 Worlds



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NO OVERNIGHT VISITS ALLOWED IN CORAL REEF NATIONAL MONUMENT

BOATERS' GENERATOR AND ENGINE NOISES ARE AT ISSUE

BY LYNDA LOHR

Overnight visits are not allowed in St. John's V.I. Coral Reef National Monument except when a major storm threatens. This includes the popular Hurricane Hole, park officials said. Additionally, no anchoring is allowed except in emergencies. The monument has 11 day-use moorings for boats up to 60 feet, two dive moorings and six moorings for fishermen.

The monument, in the U.S. Virgin Islands, was established by former President Bill Clinton in 2001 to protect 12,708 acres of submerged lands. It's managed by staff at V.I. National Park and sits adjacent to park boundaries.

Don't expect any changes in the mooring situation until a management plan is in place. "We are in the process of doing a general management plan and subsequent plans to follow," monument and park superintendent Mark Hardgrove said. He anticipates that once the management plans for both the monument and the park are completed in about two years, overnight mooring would be allowed in the monument's section of Round Bay but still not in Hurricane Hole.

"They're in there looking for a peaceful, tranquil environment where they can hear the sounds of nature," Hardgrove said of Hurricane Hole. The issue is generators and loud engine noise, which interrupt Hurricane Hole's quiet.

Jeff Miller, a National Park Service biologist based at the park in St. John, and Rafe Boulon, the park's chief of resource management, both pointed out that the mangroves that fringe Hurricane Hole are one of the last protected stands of mangroves in the territory. Those mangroves serve as nurseries for many species of fish, corals and birds, which thrive in the monument's calm waters. The water is calm thanks to Hurricane Hole's location in a corner of Coral Bay.

"All of these relatively fragile marine treasures use the mangroves because of the protection they offer. These are where the youth of the marine environment comes from," Miller said. Boulon indicated that the monument also serves as a nursery for ole wife, a popular species on Caribbean menus, and as habitat for lobster. Additionally, he said that humpback whales visit during their winter migration.

Although the monument is a decade old, boaters don't seem to be getting the "no overnight visits and no anchoring" message. Boats, including megayachts, often drop anchor in the monument, but when the park staff discovers them, they're referred to one of the national park's 212 moorings located in park waters around St. John. Hardgrove said he recently attended a charter boat show on St. Thomas in hopes of getting the word out.

Commercial operators can't use the monument at all. Park management recently told several commercial day sail boats that they couldn't use the monument's waters until the management plan is in place. Those operators had permits to use national park waters, and erroneously assumed that the permits were good in the monument.



St. John resident Robin Gallup was using the monument for day charters aboard her boat, *Long Distance*. She was one of the ones who got a call. "I understand, but I wish it could be shorter," she said, referring to the two-year time frame to complete the monument management plan.

Gallup pointed out that many charter boats use the monument, particularly when the seas are rough along the north shore. "They swing into Hurricane Hole for their second snorkel," she said. Hardgrove said he envisions that once the plan is done, kayak and snorkel operations will get permits to use the monument.

Although there is no overnight anchoring or mooring most of the year, that changes when tropical systems like hurricanes threaten. Hurricane Hole has 101 spots on four hurricane mooring chains for boaters to use when storms are on their way. Registration is closed for the 2010 hurricane season, but the announcement about the 2011 season will come out in the spring.

Boats must be present in U.S. or British Virgin Island waters for at least 50 percent of the June 1 through Nov. 30 hurricane season to be eligible to use the hurricane chain.

Information on the mooring and anchoring rules is available at www.nps.gov/viis and at www.friendsvinp.org. For more on Hurricane Hole hurricane moorings, email Boulon at rafe_boulon@nps.gov or call 693-8950, extension 224. For more information on Coral Reef National Monument, call 340-776-6201.

Long time St. John resident Lynda Lohr lives in Coral Bay. A reporter by trade, she has written for numerous international, national, regional and local publications as well as travel and news websites.

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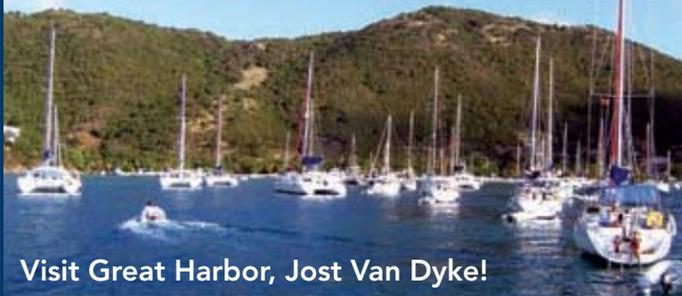
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SIR FRANCIS DRAKE CHANNEL GREET'S FLEET OF 103 IN APRIL

14 CLASSES COMPETE IN BVI SPRING REGATTA

ARTICLE AND PHOTOS BY TODD VANSICKLE

Thousands of sailors and visitors were drawn to the week-long 39th BVI Spring Regatta and Sailing Festival at Nanny Cay on Tortola from March 29 to April 4 this year. The regatta had 103 participating boats that competed in 14 classes on courses in the Sir Francis Drake Channel that consisted of island racing and windward/leeward marks.

Organizers were happy with the high standard sailing that took place. "It was down a little from last year, but there was higher quality in the racing classes," BVISR Chairman Bob Phillips said, adding that more than 20 countries were represented at the event which generated about \$3 million for the local economy.

Kevin Rowlette's *Rushin Rowlette* won the Racing D Class and was awarded Best BVI Boat. However, Rowlette presented the award to the crew of *Luxury Girl* whose captain, Guy Eldridge, died from a fall after competing in the first day of the Rolex Regatta in St. Thomas. Before the start of the regatta, the race committee boat called for a moment of silence over the VHF radio in his honor.

"I felt the award was for the best performance," Rowlette said. "And I felt performing under those circumstances was the most worthy." *Luxury Girl* would finish fifth in its class and was awarded the Spirit and Enthusiasm award, renamed in Mr. Eldridge's honor. The wooden plaque will be recreated with a replica of *Luxury Girl* for next year's event.

"Guy left us last week prematurely," Chris Haycraft said during the award ceremony. "He was a great competitor. He was an outstanding sailor ... Guy will be missed, but will not be forgotten." Haycraft introduced the *Luxury Girl* crew on stage, which included Eldridge's wife, Sue-Ellyn, who competed during the first day of the BVISR.

In the Multi Hull Division, *Team Nanny Cay* edged out the smaller boat *Piglet* in the four race series. Winning skipper Richard Wooldridge said the victory was due to his regular crew. "That pays dividends, when you sail with the same crew year in and year out."

"On the first two days, we weren't very good," said *Piglet*'s skipper Joe San Martin from St. Croix. *Piglet* had trouble with its spinnaker and locating marks on the courses. Next year the two sailors have agreed that they will swap boats for at least one race. "No more Mister Nice Guy," said San Martin.

The regatta added windsurfing and an International Yacht Club Challenge to this year's lineup. Three clubs participated in the challenge, including the BVI, Puerto Rico and Boston. The Puerto Rico



Titan 15

team won both the challenge and its class. PR skipper Gustavo Pinto said, "We'll be back to defend our title next year. This is definitely the start of something good and has really raised the standard of the bareboat class."

In the IC24 Class, first place would be decided in the last race when Fraitto Lugo's *Orion* pulled ahead of Colin Rathbun's *Team Lime*, which was leading by three points. Rathbun would have to settle for second place after finishing sixth.

After the award ceremony, *Titan 15*'s grinder Mark Strube was at the Regatta Village celebrating his team's victory in Racing A Class. "As a

Continued on page 53



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The crew of *Pipe Dream* hikes out during the first day of the regatta

team we came together really well," he said. "Things went smoothly." Titan15 replaced *Titan 14*, which was sold in Italy.

"This boat is way better," Strube said. "This boat is like a rocket ship—it's unbelievable." The *Titan 15* crew of 24 were staying at Sopers Hole, but made an effort to come to the Regatta Village each night by power boat. "The parties have been great; the people have been great; the racing has been great," Strube said.

The team headed to Antigua and then to the US East Coast to compete in several other regattas. "We reached our expectations," Strube said. "*Vela Veloce* was a tough competitor. They gave us a run for our money."

Todd O'Neil on *Three Harkoms* said he, "trims the jib and is the floor guy" on the boat, which took first place in the Racing E Division. O'Neil credits "good starts" for the crew's success. "The breeze wasn't the most favorable for us, but we did a good job with rig and kept the boat powered up."

It was O'Neil's first BVISR, as well as the crew's first time competing together at the regatta. However, they sailed in the Rolex Regatta in St. Thomas the week before and finished second, which he said provided valuable practice for the team.

O'Neil was impressed with how well the regatta was run. "The courses favor the bigger boats," he said. "But I guess it didn't affect us too negatively. We went crazy getting things done. We had jibs, reachers, spinnakers and we used them twice in one race—whatever it took."

The boat's crew was in bed by 11 p.m. on most nights. "We didn't really stay out too late," O'Neil said, "as winning teams usually don't. We all listened to the band from bed."

Each night the Regatta Village had live music by local musicians. On the last night, hundreds of people danced in the sand to a techno beat as the event came to a close.

This year's regatta fell on Easter Sunday, however, organizers planned appropriate activities. "When I realized the regatta was going to fall over Easter, I knew that this day is very important to many people of various religions and it would be very hard for them not to have a chance to give thanks and go to church if they were out sailing," BVISR Director Judy Petz said.

Patty Varga of St. Thomas, who was part of the mothership support boat for *Saga I*, attended the service along with more than 20 people on the beach at Nanny Cay. "I think it was a wonderful thing planned," Varga said. Later that day, about two dozen children scurried around the village looking for hidden plastic Easter eggs.

Organizers have already started planning for the 40th anniversary

and hope to have a high-profile musician and twice as many boats. "It is going to be bigger and better," said Bob Phillips. 

Todd VanSickle is a journalist living and working in the Virgin Islands.

RESULTS: FIRST IN CLASS

RACING A
Titan 15

JIB AND MAIN A
Clover III

RACING B
White Heat

JIB AND MAIN B
Saga I

RACING C
Bad Girl

BAREBOAT A
Re-Joyce

RACING D
Rushin Rowlette

BAREBOAT B
Pelican Pat

RACING E
Three Harkoms

MULTI HULL
Team Nanny Cay

RACING F
Pipe Dream

IC24
Orion

PERFORMANCE CRUISING
Cayennita Grande

WINDSURFING
Owen Watters

SUP: A HYBRID SPORT CROPS UP IN CARIBBEAN

STAND UP PADDLEBOARDING GROWS IN POPULARITY

BY JANE BAKEWELL

As stand up paddleboarding is gaining recognition in the Caribbean, it's also gaining a few new names. This surf-inspired sport is really a hybrid between paddle sports and surfing and is known by its enthusiastic fan club as "SUP" or just "stand up." It encompasses the benefits of the kayak experience—self propelled by paddles in a light vessel—with the thrill of surfing—catching "runners," (ocean swells that don't crest) for a long smooth ride.

Spotting a group of SUPers, can seem visually out of place at first. These "herons of the high seas," are standing upright on modified



PHOTOS BY JANE BAKEWELL

surfboards with six foot paddles, cruising along the open sea near reef breaks, or "gunkholing" in and out of quiet bays with mangroves. The sport is grabbing a following not just from the cross over surf crowd, but increasingly with soft adventure enthusiasts and families. The beauty is that SUP can be picked-up by a beginner in less than an hour.

Most boards range between nine and 14 feet in length (some longer) and provide a wide stable platform with a non-skid deck pad. The paddle motion is designed to make the board plane by pushing the water down and then dropping the pull for another reach. It's a great core work out that involves many different muscle groups and requires balance, agility and endurance.

Generally islands in the Caribbean that offer water sports such as surfing, windsurfing or kayaking will also provide equipment for SUP. In Puerto Rico, SUPers can take the nature route and enjoy Lake Carrizo (20 minutes outside San Juan) surrounded by lush hills or the Piniones Estuary (just east of Isla Verde), a mangrove forest inhabited by many varieties of birds, animals and sea life. Another two popular spots are San Juan Bay for off shore reefs or the Condado Lagoon.

In the U.S. Virgin Islands, the island of St. John boasts a national forest reserve which covers two thirds of the island. There SUPers can find hidden bays and coves only accessible by water. Last year three intrepid souls—two in kayaks and one on a SUP—circumnavigated the island for a story published in a popular canoe and kayak magazine. The adventure was described as both arduous and rewarding with the SUPer doing best on down wind courses and quiet bays. A SUP can support travel gear lashed to the bow with the paddler carrying additional backpack supplies.

The popularity of the sport in the BVI has grown as well. One used to see a few SUPers mixed in with the surfers at Josiah's Bay or Apple Bay. Now, it is not odd to see a flotilla of SUPs cruising the palm tree-lined shores of Brewer's Bay

or exploring the quiet coves of Little Jost Van Dyke. Water sports centers in Tortola report an increase of charter yachts that request a SUP rental as part of their cruising water sports equipment.

Both Puerto Rico and the BVI have recently begun promoting SUP as a competitive event as well. The 2009 San Juan SUP Run in November was the first professional stand up paddleboarding event in the Caribbean, attracting amateurs and pros from California and the USVI.

This year in the BVI over the last week of June will be the 26th annual Highland Spring HIHO windsurfing races, which have

now added SUP to the competition. Pros from the US, including Californian Ernie Johnson, winner of the pro paddle board event in San Juan, are expected in courses that vary from downwind runs to island circumnavigation. *For more information on this month's upcoming event: www.go-hiho.com.* 

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

VIRGIN GORDA VISAR CREW GETS **NEW BOAT**

A DOUBLE CELEBRATION IN THE BVI

During the Virgin Islands Search and Rescue's Governor's Reception, the Virgin Gorda team of volunteers got a very pleasant surprise. Phil Aspinall (VISAR President) proudly handed over the keys to the long awaited new rescue boat for the Virgin Gorda crew. The boat named *Gorda Peak IV* is a purpose-built 26' rescue rib outfitted with state of the art electronics and powered by twin 225 horsepower Yamaha engines.

Lars Giersing, crew chief of the Virgin Gorda team, was particularly happy with features of the new boat. "The VG rescue team cover an area that encompasses Cooper Island to Anegada; the larger size and power of this rib will enable us to cover a much wider range more efficiently."

"The Virgin Gorda crew have proven themselves time and again in rescues," said Aspinall. "With the addition of this new vessel they are better equipped to search larger areas, for longer and in the event of a rescue arrive on scene quicker and less fatigued, better able to assist the casualty."

Murray Maxwell, the Virgin Gorda Action Representative, said, "The new rescue boat is an exceptionally valuable tool for the Virgin Gorda based rescue team, and represents a great deal of effort and dedication both by VISAR members and VISAR's supporters in the community. We're grateful to everyone who helped make this possible."

The annual banquet, re-named the "Governors Gourmet Gathering," was a real hit this year and Rebecca Clarke VISAR executive officer, was grateful for the communities' support of the event. "The Governor serves as our patron for VISAR; we added the gourmet touch just last year and it has proven even more



rewarding. Between the ticket sales and auction, we raised close to \$20,000 for VISAR. In return for the amazing food and local support, we were able to promote the BVI's top notch culinary industry by hosting guest chefs," Clarke reported.

VISAR was founded in 1988 and was modeled on the Royal National Lifeboat Institution (RNLI) in the UK, the world's oldest lifeboat service. Like the RNLI and many other lifeboat services in Europe, it is an independent, volunteer-based organization funded almost entirely by charitable donations, and relies very heavily on the financial support of the local community, visitors to the British Virgin Islands and people like you. 

Report and photo submitted by Mike Rowe, Board Member VISAR and Course Director, Sail Caribbean Divers

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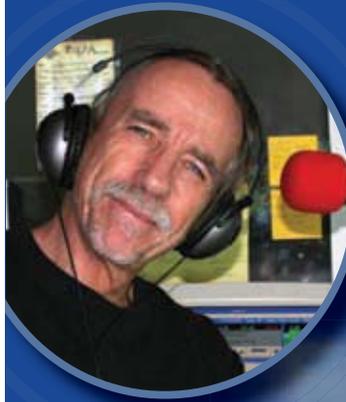
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BUDGET MARINE AND GILL PUT FOUL WEATHER GEAR TO THE TEST

ON THE WATER TRIALS ARE GEARED TO CARIBBEAN CONDITIONS

ARTICLE AND PHOTO BY GARY E. BROWN

If you have been sailing as long as I have, you may have owned a set of oilskins similar to the ones that I had all those years ago. You know the ones, they were usually all black, or an awful florescent orange that made you feel queasy to look at.



Budget Marine General Manager Christopher Marshall with some of the gear they have put to the test

I bought my first set of 'oilies' from the fishermen's co-operative. I also bought a pair of wellington boots and a sou'wester to go with them. All toggled up, I was ready to face my first gale at sea.

My oilskins were useless. After 15 minutes, I was wet through and that was before we hit any rain or flying spray. When conditions did deteriorate, my foul, foul weather gear scooped up the water and sent it up my sleeves where it met a deluge streaming south from around my neck. Mixed with sweat and condensation, the water continued its journey until it found a home in my equally useless sea boots.

Changes in foul weather gear came slowly to the leisure market and for years, clothes designed specifically for the yachtsman failed to deliver on their promise. Thankfully, that has now changed due, in part, to companies like Gill Marine and sailing teams here in the Caribbean.

Christopher Marshall is the General Manager of Budget Marine; he also leads their race team – one of a group of teams that test Gill clothing on the water, world wide. If you have ever raced a Melges 24, or seen one racing, then you will know why Marshall and his team were chosen to test sailing clothing. Melges 24s are fast, wet and require a lot of physical effort to sail. But it goes deeper than that. The Budget Marine Team sails exclusively in the Caribbean, and that's not the place to wear the same foul weather gear you would use while rounding Cape Horn. That's where on-the-water testing comes in.

Marshall says he just loves to sail, and getting to test a new line of clothing and supply ideas is a bonus. "We've been able to give the guys from Gill some good feedback about what we like and what we don't like. We tell them how we think things could be improved, and they take note. One thing that Gill has yet to make is a proper racing shoe. We've given them a lot of comments on what we would need and what

we would look for. They've taken notes and say they will come out with something, and it's really nice to be part of that process."

Gill North America President David Pritchard says involving sailors in the development of sailing clothing makes sense, especially when developing a new line of clothing for a specific area like the Caribbean. "Chris Marshall and his team test our gear, wear our clothing and send us ideas. It's a natural platform for testing. We provide the gear, they supply feedback. We have forms that they fill out and send back to us. We have new fabrics we are testing, and new ideas. A lot of them don't work out, but a lot of them do."

It's good to know that tomorrow's sailing gear has been developed, tried and tested here in the Caribbean. What became of my leaky old florescent oilskins? I cut them into strips. Best fishing lures I ever had! ☺

Author and journalist Gary Brown is the presenter of YachtBlast, Island 92's weekly sailing program broadcast from St. Maarten. Look for Gary's new thriller, "Caribbean High" on Amazon.com or visit garyebrown.net for details.

SKY LIGHTS BY JEANNIE KUICH

June Spotlights

- From the 3rd to the 9th just after sunset, two "eyes" peer in the west, pumpkin Mars to the left, the star bright Regulus in Leo to its left.
- The summer solstice begins on the 21st.

June Planet Particulars

- Although Mars may appear dimmer than Regulus, it is the slightly brighter of the two. They are closest on the third and best seen in binoculars. Venus commands the early evening and is followed by golden Saturn which sets around midnight at month's end while Jupiter takes up the slack, rising in early morning.

The Moon Sails Near

- Sun. 6th:** Jupiter in morning
- Thu. 10th:** Mercury and the Pleiades star sisters in predawn
- Mon. 14th:** Venus in early evening
- Thu. 17th:** Mars and the star Regulus in evening
- Sat. 19th:** Saturn at midnight
- Thu. 24th:** the star Antares in Scorpius in evening

Moon Phases

- Fri. 4th:** Last Quarter
- Sat. 12th:** New
- Sat. 19:** First Quarter
- Sat. 26th:** Full

June Brightest Navigation Stars

- Dusk:** Vega, Arcturus, Spica, Antares
- Dawn:** Sirius, Deneb, Procyon, Capella

FIRST OUTING OF LES VOILES DE SAINT BARTH A SUCCESS

TWENTY THREE BOATS COMPETE IN FIVE CLASSES

BY ELLEN LAMPERT GREAUX



Donald Tofias' 76' *White Wings*, winner of the Classic Yacht class

PHOTOS BY ROSEMOND GREAUX

The first edition of Les Voiles de Saint Barth—a new nautical event launched by the island of St Barthélemy and its Tourism Committee in conjunction with the Port of Gustavia and the St Barth Yacht Club—was deemed a success. With four days of racing, April 7 - 10, and 23 boats divided into five classes, the participation in this first year was lighter than the organizers had hoped for, but with a large budget and major sponsors—such as Richard Mille watches, Mount Gay Rum, and Tattinger Champagne among others—the event seems to have made a big enough splash to attract a much larger number of boats in 2011.

The five classes this year were Super Yacht, Classic, Racing, Racing-Cruising, and Racing-Multihull. Good winds and sunny weather prevailed and allowed for great racing. On day one, with 19 knots of wind from the East-Northeast, the boats enjoyed two courses set up by race director, French sailor Luc Poupon: 29 miles for the Super Yachts and 25 miles for the other classes.

Some of the best duels on the water were between the sloop *Rambler* and the ketch *Sojana*. *Rambler* ultimately won the Super Yacht class, but it was a bittersweet win, as a member of their crew, Australian sailor Peter “Spike” Dorian, died in a tragic accident (not related to the boat) the Monday before the race started. The crew decided to race in his memory, and putting their heart into it, took top honors. (A fund—<http://www.dorieanfamilyappeal.com/index.html>—has been set up to take donations for Dorian’s wife and two small children).

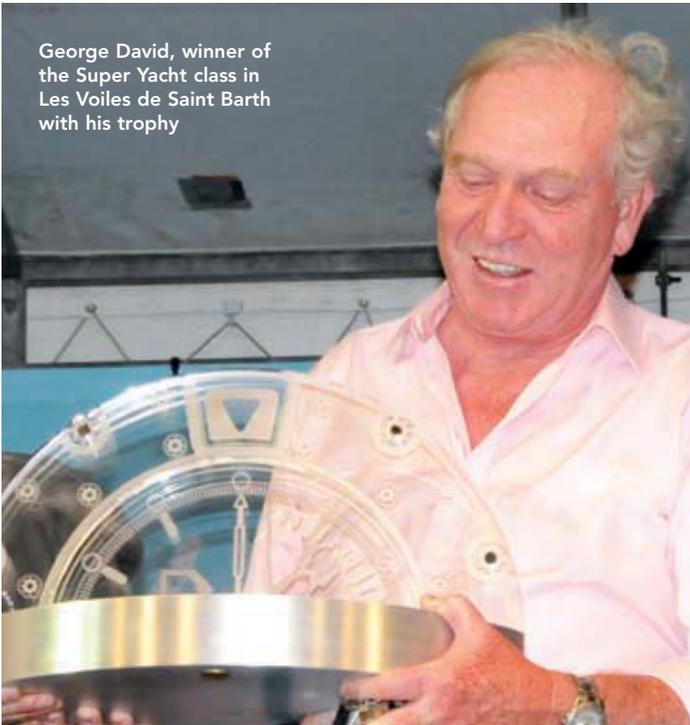


Rambler, winner of the Super Yacht Class

Another close battle was between the two entries from the stable of Donald Tofias, his 76' W-Class beauties *White Wings* and *Wild Horses*. With Tofias at the helm of *Wild Horses*, he prevailed after four days of racing to win the Classic division, but Faraday Rosenberg and her all-female crew aboard *White Wings* certainly gave him a run for this money and provided a great sailing match between these sister boats.

On day two, April 8, the wind increased to an average of 20 knots and the boats were having a blast as they

George David, winner of the Super Yacht class in Les Voiles de Saint Barth with his trophy



sailed around the island. Day three saw more of the same, with a new challenge of 19 miles for the smaller boats and 30 miles for the bigger yachts, or roughly halfway around the island and back. Day four, April 10, was another race around the island, roughly 22 miles, with another great performance and a fourth consecutive win in the Racing-Cruising class for Robert Velasquez, of Bobby's Marina in St. Maarten aboard *L'Espérance*, beating the Saint Barth local entry, Raymond Magras' *Speedy Nemo*, who took a well deserved second place in that class.

The awards ceremony took place at 6 p.m. on Saturday, April 10 on a stage built as part of the race village on the main dock, with fashion photographer Patrick Demarchlier, the "godfather" of the race, on hand along with Bruno Magras, the president of the Collectivity of Saint Barth and Anne Dentel, representing the island's hotel association. The next day, a large picnic was organized on the beach in Colombier to conclude this first edition of the event.

Tired but pleased, François Tolède, president of the organization committee for Les Voiles de Saint Barth, noted that everyone was satisfied with the results of their efforts and were ready to start working on next year: "We'll be back," he said. ☺

LES VOILES DE SAINT BARTH 2010 WINNERS

- Classic: *Wild Horses*
- Multi-Hull: *Escapade*
- Racing: *Lost Horizon*
- Racing Cruising: *L'Espérance*
- Super Yacht: *Rambler*

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ROWING ACROSS THE ATLANTIC

WOODVALE CHALLENGE BOATS ARRIVE ON ANTIGUA

ARTICLE AND PHOTOS © 2010 BY DAVID H. LYMAN

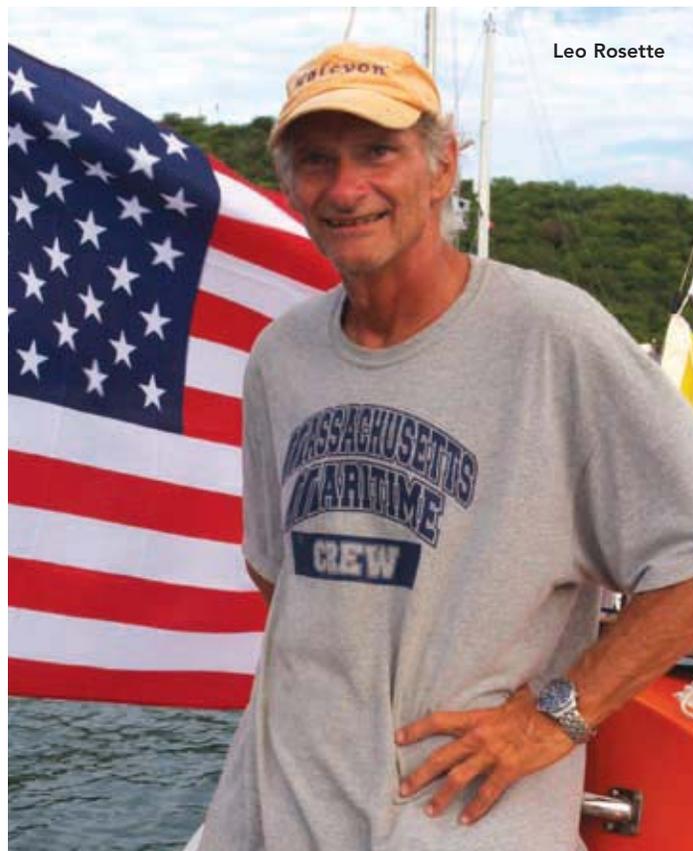
The last of the transatlantic rowers arrived in English Harbor, Antigua on April 24. James Ketchell completed the 2009/2010 Woodvale Challenge, a grueling 2,548 mile row across the Atlantic to Antigua in 110 days. Now, there are easier ways to reach this vacation island than to row thousands of miles, but the point is not getting to Antigua, it's the doing of it that counts.

This annual competition is one of the world's great "extreme sports." The ordeal is akin to other personal challenges like climbing Mount Everest, rounding Cape Horn, transiting the Northwest Passage or surviving a winter on a small boat locked in the ice of Antarctica.

More than 30 boats entered this year's Woodvale Challenge across the Atlantic. The winds and current helped push the fleet along, and while the towering waves could be daunting, no one capsized and no one was lost.

The field of over 50 rowers was made up of teams in two and four person boats, with 10 brave souls making the two to three month trip solo. One of teams was made up of two women, Melanie King, 37 and Anne Januszewski, 41, both from the UK. They made their crossing in 77 days. The record crossing time is 33 days and seven hours. The field of international participants included two Americans; the majority of the rowers were from the UK.

Ketchell (Ketch for short) from Hampshire, England arrived feeling "rather good ... what I'm looking for right now is a cheeseburger and a cold Coke." An account manager for Avnet Solutions, a UK IT firm, Ketch's voyage took two years of planning and preparation. His adventure, like most, cost just over \$25,000 in personal and corporate funds. Speedo contributed \$3000. Other companies provided gear, and his own company gave him eight months off to complete this personal quest. Upon stepping ashore at English Harbor, wobbly



Leo Rosette

and hungry, Ketch said lessons the voyage taught him included, "just keep going ... just keep going ..." A hand-written message over the companionway door was his constant reminder.

This annual challenge is not a competition—at two knots one can hardly call it a race. It's not about who comes in first or last. Every one who finishes wins. It's about the struggle one faces when confronted by forces far greater than oneself. "The ocean allowed me to make this passage," said one rower. Leo Rosette, a 59 year-old retired U.S. Marshal, who arrived after 102 days at sea, said, "The ocean gave me three lessons. One: be afraid. Two: don't be greedy, take what the ocean gives you. Three: the sea is unpredictable, it will suddenly change." Leo, who lost 35 pounds en route, said he would not do this again, but was glad for having completed the crossing. "The hardest part of this voyage will be the next 200 strokes to the landing area," the wiry ex-policeman told me when I met him at the entrance to English Harbor. "I'm looking at climbing Mount Everest in two years."

After all but one of the boats arrived (one poor soul was so far off course that he would have to be towed back to Antigua), Woodvale organized a Prize Giving and banquet in London, scheduled to be held May 22 for all the rowers. For more information: atlanticrowingrace09.com and www.woodvale-challenge.com. Read Ketch's blog at www.AtlanticAdventurer.com.



James Ketchell

FIRST CLASS ALL THE WAY

THE ANTIGUA CLASSIC YACHT REGATTA APRIL 15 - 20

ARTICLE AND PHOTOS BY JAN HEIN

Two days before the 23rd Antigua Classic Yacht Regatta a day-long deluge sent varnish and gold leaf artisans running for cover as blue tape trailed behind. The heavy rain dampened last minute touch-ups but not the spirit of the 50 plus beauties gathered for one of the world's most ostentatious yachting events.

The vessels, ranging in size from *Rebecca's* 140' to *Springtide's* 24' sailed in from an atlas of ports, each bearing a distinctive personality and rich, inimitable story. Many were repeat customers hoping to capture top honors but most returned for a guaranteed good time that first-time attendees quickly caught on to.

One of the initiates, *Guiding Light*, 42', sailed straight from Liverpool with only owner Roy Boughton onboard. The Gauntlet Sloop's 73 years did not diminish her speed or beauty and she earned several firsts and class Concourse d'Elegance. With a permanent smile on his face, Boughton proclaimed, "I've never enjoyed myself so much!"



Alexander Hamilton

Taru, a 40' Gaff Sloop designed and built by owner Chris Bowman, might have traveled the farthest but for sure did so in the oddest manner. Built in Sri Lanka to fit into a container, it was shipped first to Australia, then on to St. Maarten, where it was released and rigged. Bowman said the sail to Antigua was fast but nothing like the 18 knots they hit while surfing down waves under main and spinnaker in the final race.

The J-Boats *Ranger*, *Velsheda* and the recently-launched *Hanuman* were set to do battle until the new gal was pulled from the regatta, sparking speculation and deep disappointment. Knowing that the show must go on, *Velsheda* and *Ranger* hit the course hard, charging through the fleet like runaway freight trains, turning heads and sending many to grab a camera.

The ever-growing traditional class had three first time participants adding color and charisma to the predominantly Carriacou-built crowd. *Beauty of Petite Martinique*, 47' of deep blue tradition, held her own on the course and at every rum-soaked dock party.

These island built boats tie stern-to around Falmouth Harbor Marina creating Carriacou Corner where the most entertaining high-decibel debates occur. In the thick of it was *Margeta-O II*, 40', enjoying a holiday from her cargo/fishing career. For her builder/owner, Uncle Cyril Comptom (aka, Uncle C) and crew, it was pure fun both on the water and dockside. "Dis is de mose fun I ever had," he announced. Had he ventured over to *Pink Lady*, it might have gotten even better.

Each day's race was unpredictable, driven by the quirkiest weather conditions that changed around



Guiding Light

IN THE PINK AT THE ANTIGUA CLASSIC

As *Pink Lady* approached the final finish line of the Antigua Classic Yacht Regatta, skipper Kirsty Morrison announced their arrival on the VHF, "Committee boat, committee boat, *Pink Lady*. We are about to cross the finish line."

A chuckling, pleased voice responded, "Girls ... girls ... girls! Welcome back!" *Pink Lady*, with a rail of ladies hooting and saluting, crossed the line receiving a one-gun salute for their over the top performance.

The 37-foot Carriacou sloop did not win, didn't even place, but it finished vivaciously with grace and aplomb despite a string of obstacles.

Morrison hatched the pink plan after sailing in the 2007 Classic Regatta where she fell head-over-heels for the Carriacou-built boats. Smitten with their color and tradition she set out to buy or build one that would be perfectly painted for an all-female crew.

Some time later when she was on charter in the Grenadines, she spotted her dreamboat anchored off Palm Island and inquired about its availability. It wasn't for sale, lease or charter but after a relentless email campaign, Morrison wore down the resistance of owner Robert Barrett who agreed to let her sail it to Antigua for the race.

The boat, built in 1975 for fishing, had a few major issues which to Kirsty were no problem. She had it hauled in Carriacou for bottom work, snagged some sails in Bequia (retro-fitted with traditional PVC pipe battens) then sailed to St. Vincent where a new engine was installed.

Good to go, Morrison and a small but brave crew set off into fierce weather that battered them all the way to Falmouth Harbor. The next storm threat occurred in the customs office when she was asked to produce the ship's papers. She had a copy of the owner's bill of sale but since the boat had never been registered, there would be a problem completing the official forms. A chief officer was summoned; he did a bit of head shaking then picked up a pen and filled in the registration number: 00000.

During Morrison's voyage down the pink path, many invitations were sent to sailing girl-friends, but who would actually show remained a mystery until the night



Kirsty Morrison (steering *Pink Lady*) and Chris Mattson

before the first race. Team Pink, an international crew of 10, eagerly jumped onboard, attired in a uniform of matching bikinis, mini skirts and *Pink Lady*/Palm Island Ts. Tying the eye-catching ensemble together were hot pink hats that quickly became collector's items, some fetching impressive sums of money.

On the second day of racing, a magenta Sharpie appeared, the tool that would emblazon crew shirts with nicknames like Scary Mary, Psycho Betty, Killer B, Thirsty Kirsty and Typsy Gypsy. The rain that day artistically ran the ink creating a mean, tough font.

On the racecourse, the pink-on-pink boat couldn't help but catch the eye of the curious and every camera lens. What the ladies lacked in clothing was made up for with high-spirited enthusiasm that infected the entire fleet. Vessels sailed out of their way to cross paths with *Pink Lady*, offering shouts of gratitude and whistles of affection. So respected was *Pink Lady* that several large yachts ducked under the boat rather than steal her air.

Ashore, wearing a *Pink Lady* hat became a benefit, a key that opened doors to many a party and celebration. A hat produced compliments, beverages, dinners and a constant flow of smiles. Onboard, many discussions centered around the shore side largesse and privileges creating the need for a crew pact. Silence, the ladies realized, would be impossible so they all agreed that, "What Happens on *Pink Lady*, Stays There!"

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every mark. Rain was a major factor along with crazy, dark and stormy squalls that backed and filled. Regatta Chairman Kenny Combs, who has been at the Classic helm all 23 years, remarked, "It wasn't the windiest or the calmest regatta but it might have been the rainiest."

Although everyone sailed like gentlemen (because it is the Gentlemen's Race,) there were a few mishaps. *Spirited Lady of Fowey*, a 56' Spirit Yachts Sloop, took a ding in the stern. Numerous sails blew; lines parted; a back stay gave up. The 100' sloop *Gaia* had a monster-size main winch pulled from the deck, the force sending the drum to the deep.

The biggest collision happened when the 67' M Class Yawl, *Galatea*, was rammed in the starboard quarter, shoving the transom cap rail over to port, opening up planking seams on the way. Repairs were made but during the next day's race the mizzen mast gave out, leaving an even bigger mess. Within hours after limping back to the dock a substantial mountain of woodchips lay on deck and by dawn the sailors were ready to race, their efforts earning them the coveted Spirit of Regatta Trophy.

There were a few boats that had a hard time keeping up with the fleet but somehow managed to still make the post-race parties in time, a noble effort that has no prize. The crowd pleasing *Old Bob* seemed to have the best time crawling around the buoys, but right behind them was *Buxom*, a 33' Hanna ketch with the saltiest looking crew. The 30' Cornish Crabber, *Rainbow*, had an assist from the committee when the downwind mark was mysteriously moved out of her way.

Taking part in a regatta so full of flash and splendor is exhilarating, exhausting and, of course, thirst-inducing. A flotilla of kind sponsors, recognizing the sacrifice, put on a string of shore side events that wore down even the rummiest sailors. Parties on the AYC lawn, under red tents, dangerously on the dock, with champagne, sundowners, barbeque, Maine lobster, music, movies, slideshows—the heady, intoxicating mixture left many to wonder, what else would a sailor want? The answer, of course, is to return again and do it all again.



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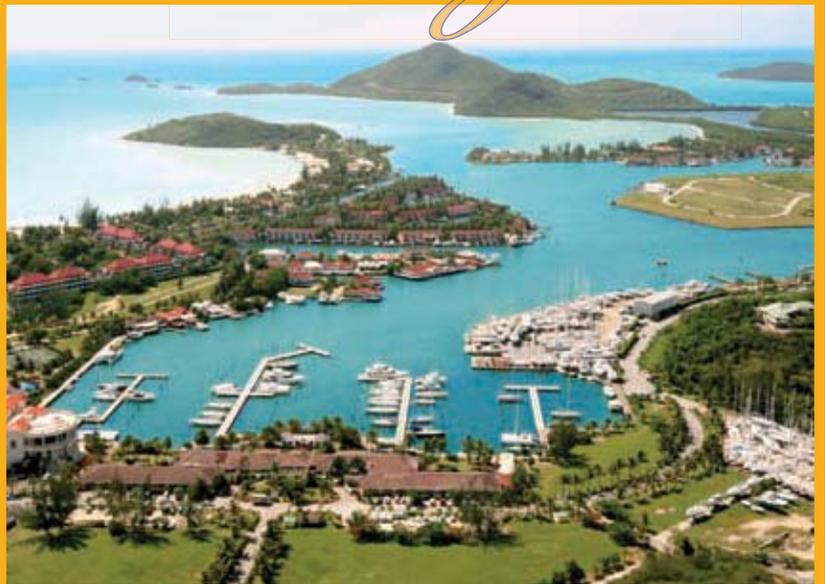
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EASTER EXCELLENCE

BEQUIA'S 29TH REGATTA

ARTICLE AND PHOTOS BY JAN HEIN

Days prior to the 29th running of Bequia's Easter Regatta, the Admiralty Bay anchorage began to swell dangerously. Race boats blew in from over a dozen countries, some bringing mother ships bearing supplies along with full-on fan clubs. Cruising boats, bareboats and spectating vessels squeezed into every available watery hole; high speed taxis ferried passengers helter skelter; and local boats delivered fuel, laundry, bread and lobster as a hive of inflatable dinghies buzzed the bay. Just when it seemed there was no more room at the inn, several base-booming ferries pulled in bearing hordes of gyrating visitors.

Ironically the real party started on April Fool's Day with a skippers' briefing amidst tents of free-flowing beverages supplied by the red hat rum runners, Mt. Gay. Captains and crew of a record 86 registered boats fueled up for four days of seriously fun competition organized by the Bequia Sailing Club.

Day one on the course, Good Friday, was just that. Winds were light but never gave up, allowing each boat to fly a full wardrobe of sails. The first leg, upwind of the line, was a bit of an obstacle course with a ship and one mega yacht anchored in the way, but the extra tacking

added drama along with a couple of minor collisions and a handful of near misses.

The J-24 Class rounded the mark in a cluster, popping chutes like a blossoming field of flowers. Sixteen entrants sailed hard to win the Bequia crown but also to grab top honors for the first sanctioned J-24 Southern Caribbean Championship.

Another one-design class was the 25-foot French Surprise boats that made the long trip from Martinique onboard ships. Their sponsor-



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emblazoned hulls colored the course and supplied plenty of reading material for nearby boats.

The second day of competition turned into a bumper-car ride with fading and fluky winds. The downwind mark near West Cay turned into a parking lot with plenty of high spirited road rage filling the air, but luckily, no one felt the need to use their horn.

The heart of the regatta, 33 double ended "fishing boats," started LeMans style from Lower Bay, boomed out and bailing. Seven separate starts created a parade of tradition hailing from Bequia, Canouan, Union and Carriacou.

Easter Sunday, termed Lay Day, was jam packed with one event after another. The Heineken Round the Island Race set off from Admiralty Bay, while in Friendship Bay, contestants and the curious filled the beach for the start of the fishing boat race. Busy sculptors took part in the Sand Castle Contest followed by a Crazy Craft Competition with four inventive, enthusiastic vessels that somehow sailed down the beach before losing all their bits.

For the final day of racing the weather blew in with true Caribbean conditions, perfect for the Admiralty Bay triangle course. Fishing boats had an added leg taking them out and around the south end of the island.

Each day's race was followed by an awards ceremony, but the finale held at the Gingerbread Hotel was the biggest and best. Nicola Redway,



Pre-race strategy session

FIRST PLACE OVERALL YACHT RESULTS

CRUISING CLASS I – *Petit Careme* –

Rawle Barrow –Trinidad

CRUISING CLASS II – *Trinity* – Doug Pinciario – USA

RACING CLASS – *Category 5* –

Richard Szyjan –Grenada

J-24 CLASS – *Hawkeye* – Robert Povey – Barbados

SURPRISE CLASS – *Clippers Ship* –

Manu Velasquez – France

FISHING BOAT OVERALL WINNERS

28 FOOT CLASS – *Lightning*

CLASS I – *Knowledge*

CLASS II – *My Love*

CLASS IV – *Unity*

CLASS V-A – *Tornado*

CLASS V-B – *Shamu*

CLASS VI – *Limbo Dance*

chief organizer of the perfectly-orchestrated regatta, emceed the presentation of prizes that included fishing gear, anchors, tool boxes, VHF radios, GPS units and other coveted boat gear. In an over-the-top effort to please, the committee keeps track of who gets what so that winners will receive a new thrill each year.

Former Prime Minister, the Honorable James Mitchell took the stage, joking to the revved-up crowd, "I regret and take responsibility for the lack of wind on the first two days. We're glad, though, that you got to see the blooming yellow pouie." Laughing, he continued, "I'm sorry there was a little crash of the yachts here and there. Sometimes that's needed to get them out of your way."

For many, the Bequia Easter Regatta was an inaugural event, but for one sailor it was the last, the retirement race of a legendary, lifetime career. Trinidad's Rawle Barrow drove his Beneteau 38, *Petit Careme*, to one first after another, netting him the overall win in the Cruising Class I. As he took the stage to collect a beautiful Bequia model boat, the crowd cheered for the man who in earlier days was an Olympic sailor.

More full and half models were placed into proud hands until the ceremony came to a propitious end as the sky opened up with much needed rain, sending everyone for cover. Participants would soon sail away, taking with them unforgettable memories and the words of Mr. Mitchell ... "You're always welcome here on this beautiful rock called Bequia."

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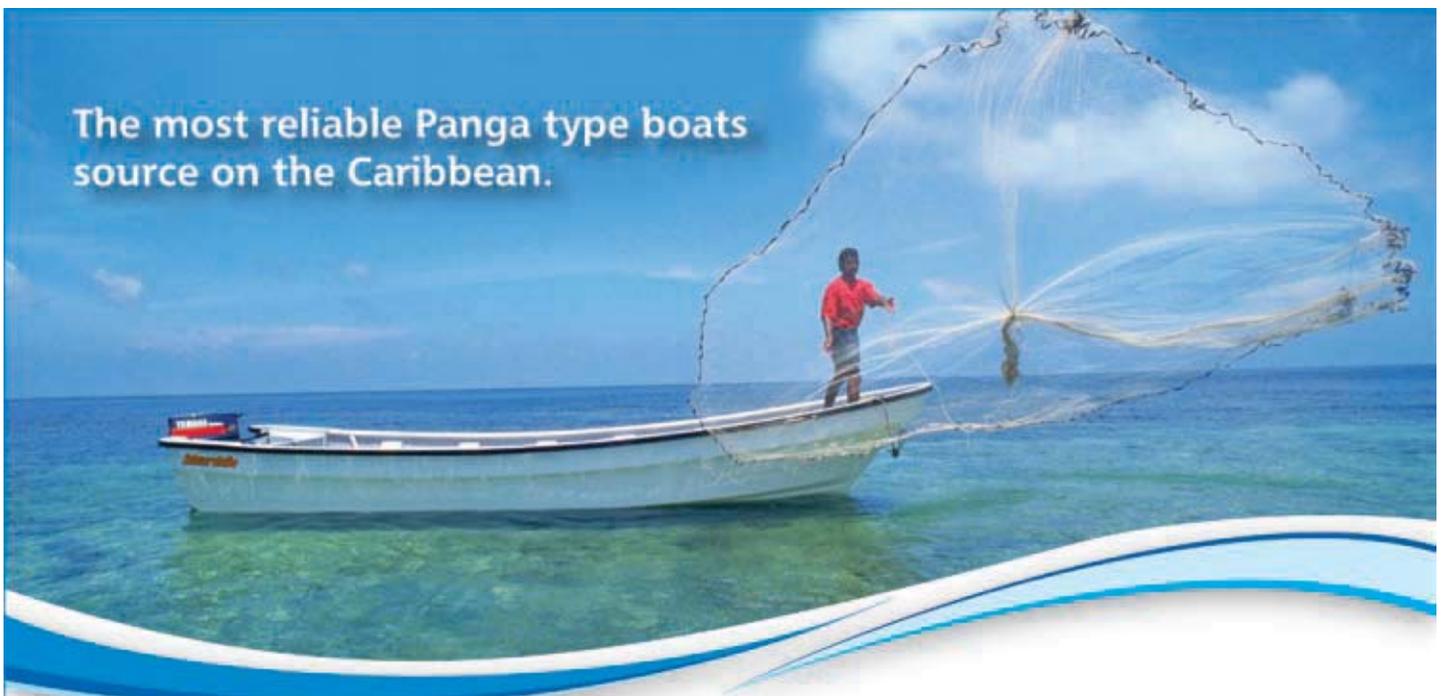
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SURF'S UP IN GRENADA

MED STUDENT ORGANIZES ISLAND'S FIRST SURF CONTEST

ARTICLE AND PHOTOS BY DEREK PICKELL

An American invasion sometime in the mid 1980s, a region of Spain, or perhaps spices—these are the things that people typically associate with Grenada, but not surfing. As the founder of Grenada's first and only surf shop, I have often been asked, "There's surf in Grenada?!?" Yes, like our neighboring islands of Barbados and Tobago, there is surf here, and under the right conditions it can be world class.

What Grenada lacks is a surfing culture or many local surfers. The community is mainly comprised of an ever-changing mix of American medical students studying at St. George's University, visiting sailors, and expatriates working on the island.

Last February, American medical student Craig Brown took a few hours away from studying to surf just north of the nation's capital at Cherry Hill. On the Caribbean side of the Island, the break there is normally sheltered from the usual easterly swell, but the northerly swell was now



creating eight-foot wave faces, and even the occasional overhead barrel. Returning home, Craig found that the forecast for the weekend was for light winds and an even larger swell.

It was the promise of this forecast that gave rise to Grenada's first surfing contest. Despite his demanding class and study schedule, Craig managed to organize the event in less than one week. Fifteen competitors would represent seven countries including Bermuda, the Bahamas, Norway, Puerto Rico, England, the United States and Grenada. Most were American medical students, but the event also

attracted one of Grenada's rare local surfers, Danny Donelan, sales and marketing manager for Camper Nicholson's Port Louis Marina.

The day of the contest, the swell was sufficient to provide an adequate platform for the competitors to thrill the crowd assembled above the waves. From Cherry Hill back yards, steps and patios or the modest homes perched on this cliffside overlooking the break, judges and spectators watched the action. Winds were stronger than expected, creating a slight chop, but it was otherwise a perfect Caribbean day. The northern swells that make this break work are often associated with stormy weather which can make for some unusual obstacles on the wave. The mouth of a river empties into the sea near the break bringing with it all matter of debris after a heavy rain. Surfers at Cherry Hill have been unexpectedly knocked from their boards by pieces of bamboo and even a dead goat! After the first round of surfing, it became clear that this would not be a contest for first place. Of the very capable field of surfers, Craig Brown was clearly the most skilled and the crowd's clear favorite. He rode the waves further toward the base of the cliff than the other competitors, and sent the crowd into a frenzy with his spectacular aerials maneuvers.

Word of the contest spread across the island, and spectators continued to arrive and fill the backyards. An enterprising local resident even opened an impromptu beer and barbecue chicken stand on the

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front porch. In a country where socca, reggae and dancehall are the exclusive music at any party, punk, rock, and ska now pumped from the stereo.

The semi-finals saw eight surfers battling in two heats for four spots in the final. During this round the spectators were not only treated to some exceptional surfing, but also some great freestyle rapping over the P.A. system by one of the local residents who welcomed everyone to Cherry Hill, and promoted her BBQ chicken and beer.



The swell continued to build for the final round, providing the final four with great waves to show off their skills to the judges. Bird stunned the roaring crowd after emerging victorious from the whitewater of a full barrel, but it wasn't enough to surpass Craig's aerials or Dave's wave shredding turns. After the judging, final standings were Craig Brown (Florida) first, Dave Capaldi (New Jersey) second and "Bird" De Los Rios (California) third, all American surfers and students at St. George's University. In a country where cricket and football (soccer) reign supreme, few young Grenadians have the inclination or opportunity to surf, but organizer Craig Brown hopes that the event will have inspired some of the local kids to get in the water. Since the contest, he has been working to get boards donated from companies in the United States down to Grenada for the kids of Cherry Hill.

All proceeds from the contest were donated to the Orphan Student Organization, a group of volunteer students and other members of the St. George's University community who are committed to providing care and assistance to abused neglected and abandoned children residing at the Bel Air and Queen Elizabeth Homes in Grenada.

Even though there were no dead goats to add to the excitement, a great day was had by spectators and surfers, who are all now eagerly anticipating the next contest.

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PORT LOUIS MARINA WELCOMES SUMMER-BASED YACHTS

NEW RATE STRUCTURE IN PLACE FOR 30 DAY-PLUS VISITORS

As Grenada's busy winter of 2010 ends, a season that saw a record turnout for the 17th Grenada Sailing Festival's Port Louis Regatta, All at Sea talked with Danny Donelan, Sales and Marketing Manager at Camper & Nicholson's Grenada location:

AAS: Is it time to relax and take a break?

DD: Far from it. We started gearing up in May to be ready for summer visitors. Basically, we think that Port Louis Marina is the perfect base for yachts during the summer months due to our location at 12 degrees North, outside of the main hurricane belt. And people come our way all year round for the great cruising in Grenada and the Grenadines.

AAS: What seasonal incentives are you offering this year?

DD: We have very low and affordable summer prices for yachts staying longer than one month for this summer. For example, from May 1 through October 31, daily rates start at just \$0.33/foot for a 32-foot yacht stay 30 days or longer.

AAS: Describe what visitors find now when they arrive at Port Louis.

DD: We now have 170 berths complete with all facilities; we probably have more alongside berths than most marinas in the Caribbean. Our rates include free internet (we have broadband connections, which means you can run your businesses or stay in touch with your family with our very high speed service), pump-out of sewage, some of the best bathroom facilities anywhere in the Caribbean, a pool and your own private beach. Other facilities include restaurants, boutiques, craft shops, sail maker & rigging, boat maintenance, chandlery, provisioning, convenience store, resort wear, car rental and taxis. Paid facilities will include water, power and cable TV.

AAS: Your summer rates are designed to attract yachts to make Port Louis their off-season base. What else will entice them?

DD: Our proximity to all of the good restaurants, chandleries, supermarkets, gyms, playing fields, tennis, basketball courts,



ON THE HARD IN GRENADA

SPICE ISLAND'S SERVICES FOR BOATERS: PART TWO

ARTICLE AND PHOTOS BY JAN HEIN

The Spice Island has it all—an abundance of anchorages, the freshest of food and the friendliest locals. For yachtsmen looking to work on or store their boat, there are three facilities available, eagerly awaiting your arrival and ready to serve your needs.

One of the first boatyards in the southern Caribbean, Spice Island Marine Services has been in the hands of the Evans family for 25 years. According to son and manager, Justin Evans, "The place was existing, run by a charter operation with a slipway. My Father and some investors bought it, put in a Travelift, a restaurant and docks." In 2002, to accommodate the growing industry, the operation was moved across the bay to True Blue and can now handle up to 200 boats.

Shipshape describes the yard where everything is spotless and in working order. Their 70 ton Travelift can haul boats 85 feet in length up to 25 feet wide. Their on site crew includes painters, woodworkers, folks who work on electrical engineering and refrigeration, diesel and outboard mechanics. Turbulence Rigging Shop and Sail Loft are next door as are fabrication experts, TechNicks. A well stocked Budget Marine and The Big Fish Restaurant and Bar are just outside the gates.

"We've done some pretty big jobs," said Evans. "We've put keels back on, repaired bows that were knocked off." Their biggest project to date was the rebuild of a 72 foot Farr that



Spice Island Marine

sank during Hurricane Ivan. "We rebuilt the entire boat."

Although owners are allowed to do their own work, the crew at Spice Island is more than happy to lend a hand. "We haven't turned down any job. We usually figure out a way to get things done." According to the high number of repeat clientele, they obviously do it well.

Customers storing their boat for hurricane season can opt for one piece welded steel cradles. Every boat in the yard is anchored with strapping attached to underground rigging wire, welded to plates and tested to breaking strengths up to 4-5 tons.

Grenada's newest place to haul out is a ten acre yard located on the southeast corner of the island in St David's Parish. Grenada Marine is a one-stop boatyard providing storage, repair and maintenance. Topping their specialties is a custom designed, 70 ton Travelift that can haul boats up to 32 feet wide. Summer



Justin Evans, manager
Spice Island Marine

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storage reaches up to 230 boats and, because of the hoist, many are multihulls.

On site accommodations include Customs and Immigration, Island Water World Chandlery, Turbulence Sail Loft and Canvas Shop and a restaurant/bar. Two jumbo work sheds house boats for paint projects, fiberglass/gelcoat jobs and other specialty projects.

The smallest of the lot in this region is Carriacou's Tyrell Bay Yacht Haulout. Tucked into a hillside, this facility began several decades ago with a slipway that is still in use today. Traditional boats as big as *Friendship Rose* and *Scaramouch* as well as some multihulls ride the rails for maintenance and repairs.

Other vessels travel ashore via a 50 ton lift, into a small yard that can handle several short stays as well as long term storage for 22. Owner Jerry Stewart explained his philosophy, "We're not interested in doing your maintenance but we can. There's no surcharge if you don't have work done. I want to run the kind of yard I'd want to haul in. We want to offer customer options."

Stewart keeps current catalogs for Budget Marine and Island Water World on hand, guaranteeing listed prices, with speedy delivery from Grenada. "It's a big change from the old days, when it was wise to sail in your own supplies," he said. Back then you bought epoxy in the yard by the pump and solvents by the beer bottle.

Grenada Marine



The small but talented crew of Tyrell Bay Yacht Haulout can provide pretty much any service you'll need. Conveniently located next door is the Carriacou Yacht Club with four rooms and one cottage for rent along with a small restaurant and bar.

All three of these yards are popular with cruisers especially for summer storage. It's advisable to contact them early concerning availability and reservations are recommended. 

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



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SECOND CURAÇAO CHALLENGE

PRELUDE TO IFCA'S 2011 WINDSURFING WORLDS?

ARTICLE AND PHOTOS BY ELS KROON

During this year's Easter weekend, sailing enthusiasts in Curaçao were commuting between Spanish Waters and the Sea Aquarium Beach, watching or participating in the Curaçao Regatta and the Curaçao Challenge International windsurf competition. The latter in particular attracted many spectators, an extra value for many tourists and local visitors at Curaçao's most famous beach.

It was a colorful spectacle, especially on Saturday and Sunday when the rookies, age seven to fourteen, sailed their own slalom course in the nearby breakwaters. Besides the colorful sails, the surfers' bright yellow jerseys created a happy Easter scene on the beach. Spectators saw talented kids in action from the ABC Islands, the Netherlands, the United States, Denmark and the Dominican Republic.

The more experienced surfers went out at sea for their four 500 meters down wind slalom tracks. On Saturday, they sailed a hefty (more than six miles) long-distance race from the event site to the beach of the Marriott hotel. The double scores count and the spectacular finish on the beach made the race even more exciting.

On Monday, participants and supporters moved to the home of Windsurfing Curaçao at Spanish Waters for the challenging second part: the first round of the Freestyle double elimination heats, which continued on Tuesday.

The last evening, a dinner awaited the surfers at Wet & Wild where winners were announced as well as the winner of the Insel Air ticket to Miami, at stake in the raffle held on the beach.



Jurgen Saragoza

The Challenge Curaçao could rejoice in the presence of the Belgian ISAF (International Sailing Federation) consultant and IFCA (International Funboard Class Association) President Bruno Wannemaeker. His presence confirmed the grand comeback of windsurfing in Curaçao in recent years, thanks to the efforts of the recently married Hilde & Ingmar Schnitzler, owners of the windsurfing school at Caracas Bay. The participation of 24 rookies confirmed that windsurfing is the "in" thing again in Curaçao.

At the lively prize giving ceremony on Tuesday, the organization of Curaçao Challenge concluded a successful second edition of the five-day international windsurfing event. While the unpredictable weather sometimes fooled the slalom windsurfers, the freestylers were blessed with strong wind gusts during the last two days of the competition.

The last heats, mostly fought out by young windsurfers from Aruba, Bonaire and Curaçao, created a lively atmosphere on Windsurfing Curaçao's headquarters.

Xenia Kessler's skills, achieved in the cold water around her homeland of Denmark, triumphed over the



ladies from the ABC islands. She finished in first place, while Bonairean Bjorn Saragoza took the win in the male over 18 category—the entire category was a Bonairean affair for the top three.

Under 18 it was Youp Schmit, also from Bonaire, who took the win, closely followed by Felix Martina from Curaçao. Under 14 Ethan Westera took the first prize to Aruba, while the well-performing Kai van der Lubbe from Curaçao came in second. Youp Schmit, competing in the Under 18's also tried to keep up in the 18+ category. Surprisingly he managed to do even better between big boys reaching the finals in the first round in this category. But his no-handed shove-it didn't prove big enough to defeat the wide variety of moves by Bjorn Saragoza in the final.

In the slalom a few surprising final results came out due to the double count of the long distance race. Victor Wederfoort from Curaçao won the most competitive Open Class and Ed de Groot (Curaçao) was first in the Sports Class. Amado Vrieswijk (Bonaire) was the best in the Under 18 class, Jürgen Saragoza (Bonaire) in the Under 14 class and Monique Meijer (Bonaire) in the women's category. Rookies Indigo Kooij, Jean Paul Da Silva Gois and Andre Da Silva Gois climbed the stage to be honored in their peer group.

The event travelled all over the world via the website. It was closely followed by over 1500 fans on social sites like Facebook and Twitter. Webmaster Sebastian Opschoor updated the site several times a day with reports, photos and film. Through the webcam at Windsurfing Curaçao, the Freestyle competition could be followed live. On the website www.curacaochallenge.com all results can be downloaded.

IFCA's President Wannemaeker positively reviewed the competition and its site at the beach, seriously considering the location for the IFCA slalom and freestyle Worlds to possibly take place in Curaçao next year. ☺

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

Victor Wederfoort and Amado Vrieswijk after the long distance race





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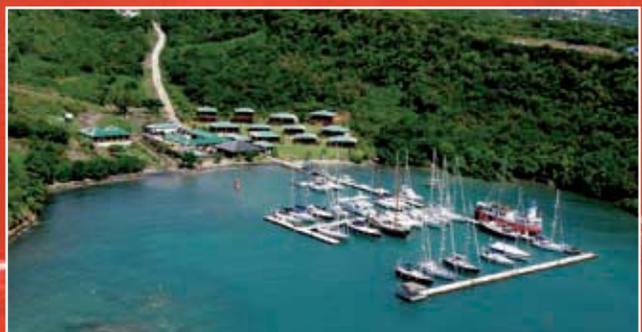


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Blue seas sunny weather, spectacular races, premium entertainment, international artists, the Heineken Regatta Village—all that and much more is coming to Curaçao. The third edition of the Heineken Regatta Curaçao will be held on November 12, 13 and 14, 2010.

This year the organization has added the Van Olst Commodores Cup on Friday November 12th, an extra day for the racing spinnaker class with back to back races starts and finishes out at sea in front of Willemstad.

The rest of the weekend, the battle is on for the main prize of the Heineken Regatta Curaçao, the prestigious Nibanc Cup. Not only did the interest of sailors and boat owners triple the last year, but also the event on shore has become a more attractive, entertaining and premium

program promising fun for all ages. What makes this Regatta real different?

- Unique and spectacular starts and finishes in the Annabay, right in the heart of Willemstad, the historic city center of Curaçao and on the UNESCO world heritage list.
- The only regatta that can be watched from shore. It is almost if you are in it.
- The Heineken Regatta Village where you can enjoy food, have a drink, see the races or get all information on the results.
- At night the village will be transformed in a premium concert area with performances of international artists.

Don't have your own boat? We also have the option to rent charter boats. For more information or updates: www.heinekenregattacuracao.com or follow developments on Facebook, Twitter or Hyves, and get ready for the opening Regatta of the 2011 sailing season: the Heineken Regatta Curaçao—Real Different! 

Preview submitted by Heineken Regatta Curaçao



PHOTO BY YACHT SHOTS BV
COURTESY OF HEINEKEN CURAÇAO

EASTER WEEKEND IN CURAÇAO

CHOCK FULL SAILING ACTIVITIES

ARTICLE AND PHOTO BY ELS KROON

Curaçao experienced two major sailing events over the Easter weekend. On Friday, 58 boats with more than a hundred sailors started on Spanish Waters for the 26th annual Curaçao Regatta at the Sea Scouts' headquarters, while the same number of windsurfers got ready for the second Curaçao Challenge (see report this issue.)

The Curaçao Regatta was a competitive, but friendly get-together between local sailing boats: yachts, Centaurs, Sunfish and Optimists. During the 26 years of its existence the event previously weighed up from a simple Sail-In for local yachts into an international cat sailing competition with participants from all over the world.

For the past few years however, it's back to the base: a two-day fun event for all local sailors with many short races in which tactical sailing skills of the participants can properly be compared. Ivo van Dooren and the Sea Scouts' leading couple, John and Annelies Ackermans, signed on for the perfect organization, spontaneously assisted by many volunteers who were very familiar with their jobs.

During the award ceremony in the Sea Scouts' boat house, the young Optimist B sailor Camiel Voigt was announced as the

overall winner, able to triumph in five races out of six. In front of a big crowd the names of all the sailors passed in review, sharing the cheers for the top three in each category, who received a commemorative medal.

For the 26th time the Curaçao Regatta proved to be a bliss in the days before Easter. "Actually the few committee meetings were a joy" said Jan Ackermans of the organizing committee. "Our formula is simple: Every class has its own coordinator and we centrally organize the starts and finishes, and the prize giving ceremony, in which the sea scouts play an important role. We feel blessed with such a dedicated and experienced team of volunteers. The Curaçao Regatta is here to stay—there will be a 27th edition next year! That's for sure." 



Overall winner,
Camiel Voigt

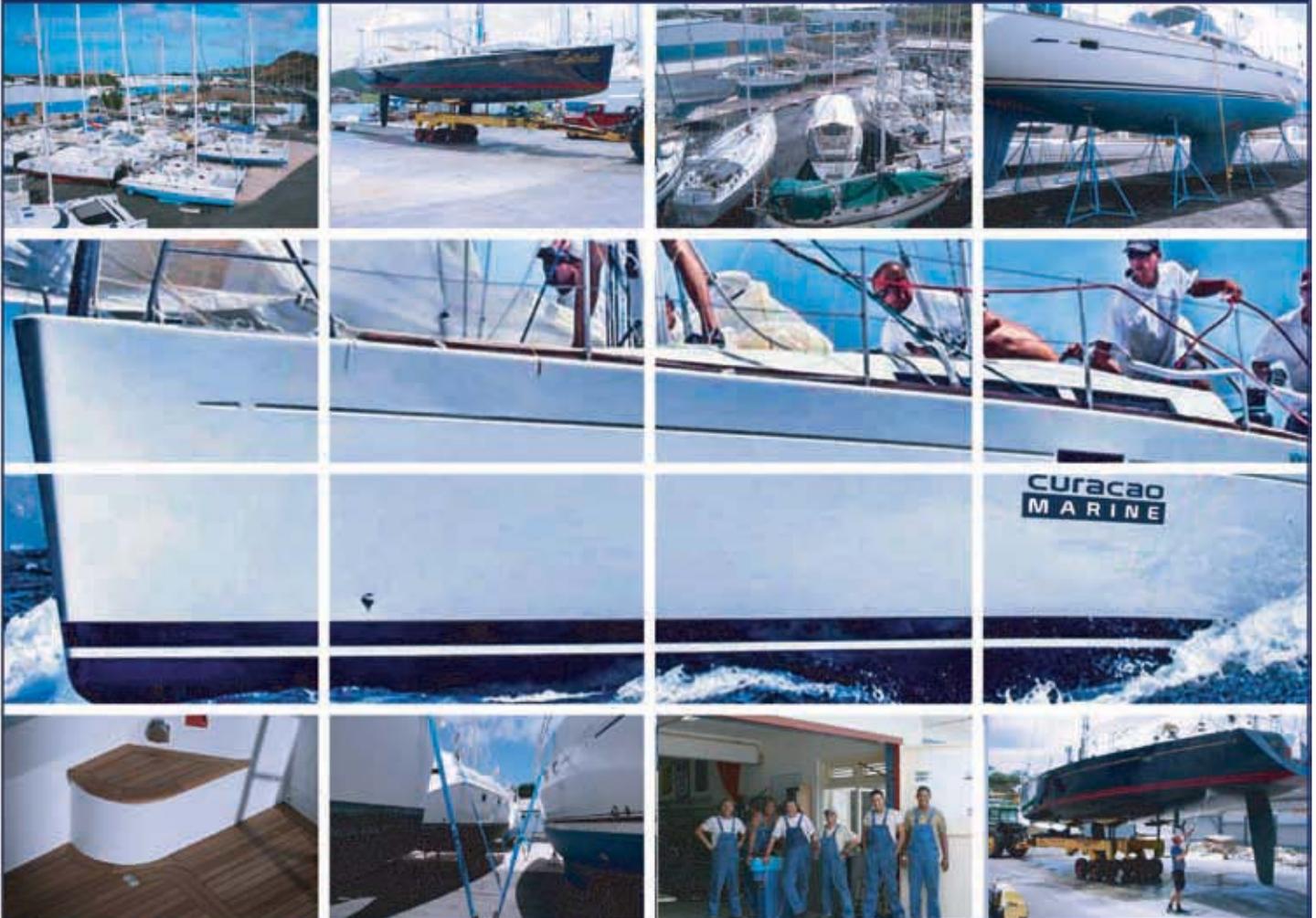
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ALL AT SEA'S CARIBBEAN MARINA GUIDE

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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	●
Curaçao	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
Jost Van Dyke	North Latitude Marina	248-495-9930	12'	50'	N/A	●	N/A		●	●						16	
Puerto Rico	Marina Pescaderia	787-717-3638	8'	65'	97	●	110/220		●	●	●	●	●	●	●	16/68	●
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 <small>an IGY destination™</small>	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 <small>an IGY destination™</small>	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 <small>an IGY destination™</small>	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 <small>an IGY destination™</small>	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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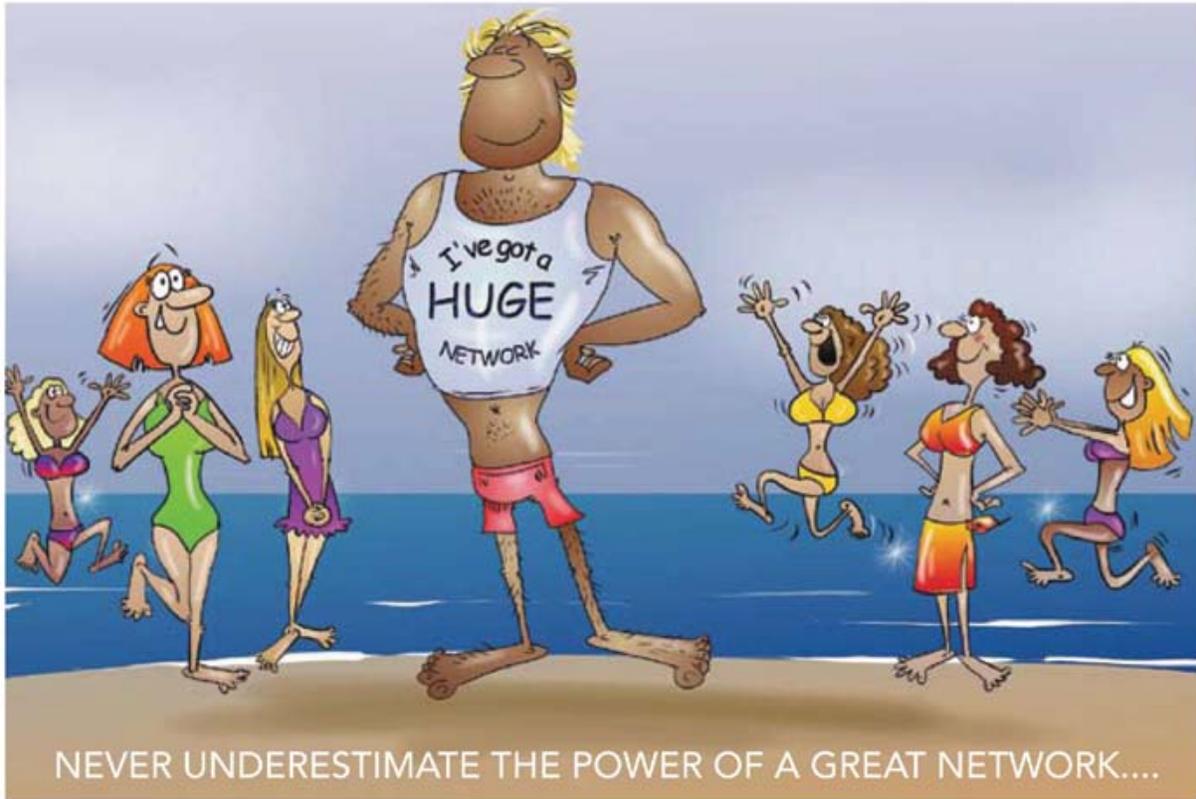


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2008 34 ft Gemini
105MC cat.
Very clean and ready to go.
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Spotless and pristine
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One owner \$119K



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Blue water sloop.
Clean and ready to go
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BLUEWATER READY
\$69K



2001 Lagoon 410 .
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with clean survey
\$275K



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



2001 Lagoon 38
Owners version
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1998 55 ft Baltec
cruising cat.
Built to German Lloyds
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Asking \$55K



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Asking \$109K



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44' CSY 1977 / 79
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44' Lagoon 440 2006
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38 Freedom, 1987

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36 Pearson, 1982

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30 Mainship Pilot, 2000

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- 55 1984 Baltic – Quality racer/cruiser equipped for liveaboard.....\$400,000
- 53 1968 Gallant Ketch – Heavily built passage maker, rare offering...\$149,500
- 49 1995 Hylas Semi-Custom – One owner, never chartered, must see...\$335,000
- 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 – Pilothouse ketch, strong and elegant...\$125,000
- 42 1989 Endeavour – CC Sloop, spacious aft cabin, well equipped...\$119,000
- 41 1982 Morgan OI – CC cruising ketch, Perkins, dinghy & more.....\$69,000
- 39 1974 South Sea – Steel passage maker, original owner, bring offers...\$55,000
- 38 2002 Voyage Catamaran – Private one owner cruising cat.....\$225,000
- 38 1978 Van de Stadt – Steel passage maker, ketch rig, new sails.....\$69,000
- 37 1979 Endeavour – Well equipped A-plan, Perkins, sloop rig.....\$46,500
- 35 1977 Pearson – Classic centerboard sloop, Yanmar, new bottom paint...\$25,000

- 30 1998 Maine Cat – Quality built cat with open design, great shape...\$90,000
- 27 1988 J-Boat – Stored on trailer, quality gear, race ready, offers...\$19,000

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- 57 2002 Carver – Voyager Pilothouse, luxury motor yacht, twin Volvos...\$499,000
- 48 1982 Hatteras – Cockpit motor yacht, many custom features, must see...\$249,000
- 42 1999 Cruisers – Twin cats, genset, fully loaded, great shape, reduced...\$175,000
- 38 1967 Camcraft – Aluminum crew boat in excellent shape after refit...\$50,000
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41' 1982 Sigma Marine Project US\$60,000.00



48' 1971 Motor Sailer
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48'1981 Viva Nautica
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45' 1988 Peterson Cutter
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41' 1985 Irwin Ketch
US\$85,000.00

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24'	2007 Tes 720	US\$55,000
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36'	1977 Roberts Home Built (located in Barbados)	US\$40,000
37.6'	1987 Topaz	US\$85,000
38'	1997 Beneteau	US\$100,000
39'	1968 Cheoy Lee Off Shore 40	reduced to US\$70,000
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41'	1982 Sigma Marine Project	US\$60,000
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45'	1998 Peterson cutter	US\$189,999
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46'	1988 Comet 460	US\$136,000

46'	2001 Tayana (Vancouver pilot house)	US\$329,000
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48'	1981 Viva Nautica	US\$148,500
50'	1974 Motor Yacht (locally built)	US\$80,000
50'	1991 Celestial Pilothouse	US\$268,000
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51'	1986 Beneteau	US\$225,000
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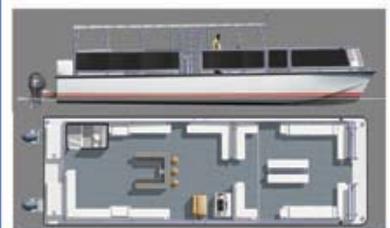
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2005 Island Packet 370





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BELIZE BAR & RESTAURANT, Caye Caulker. On the beach, 1/2 mile from the barrier reef! Asking: \$350,000, Gross: \$488,250, Cash Flow: \$137,688, Real Estate: \$400,000 (also for sale, not included in price) Year Established: 1978. Contact: Bruce Cook, 1-512-415-3033, brucealancook@gmail.com

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Wanted

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 SAIL-BOAT. 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

TO WHOM IT MAY CONCERN, I would like to sail the Caribbean this summer with experienced yachtie. Available to depart June 1st, 2010. Thank you, Susan. unbound@mindspring.com. EarthLink Revolves Around You.

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

FATHER'S DAY – SAINTLY OR SINFUL?

BY CAPTAIN JAN ROBINSON

This year it's on the 20th, a great day to spoil Dad with a delicious breakfast or lunch before you take him "shopping"! Or treat him to a saintly dinner of healthy mahi topped off by a sinful dessert.

MENU:

Breakfast: Scrambled Eggs, Peppers, Ham, and Tomatoes
Toasted English Muffins, Spicy Bloody Mary
Lunch: Mexican Lasagna, Green Salad, Fresh Bread Rolls
Dinner: Mahi Mahi Glazed with Ginger
Spinach and Artichoke Casserole, Rice
Dessert: Simply Sinful

SCRAMBLED EGGS, PEPPERS, HAM, AND TOMATOES

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

Olive oil	2 Tbsp olive oil
1 Tbsp butter	8 eggs, lightly beaten
2 green peppers, sliced	1/2 cup milk
1 onion, chopped	1 cup chopped fully cooked smoked ham or bacon
2 cloves garlic, chopped	1 tsp freshly ground pepper
1/4 tsp salt	1/2 cup grated sharp cheddar
Freshly ground black pepper	Garnish with parsley
1/2 tsp dried thyme leaves	
2 tomatoes, coarsely chopped	

Heat oil and butter in a large frying pan. Sauté green peppers, onion, and garlic. Cook until crisp-tender, about eight minutes. Add salt, pepper, thyme, and tomatoes. Heat through. Drain excess liquid from vegetables and place veggies on platter. Keep warm.

Heat olive oil in same skillet over medium heat until hot. Mix remaining ingredients, pour into skillet. Cook uncovered over low heat stirring frequently until eggs are thickened throughout but still moist, three to five minutes. Mound scrambled eggs in center of vegetables. Sprinkle with cheese and snipped parsley.

MEXICAN LASAGNA

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

2 lbs ground beef	1 chunk chorizo sausage (to your taste)/chili powder
1 Tbsp olive oil	1 pkg. sharp cheddar, shredded
1 large onion	1 pkg. Mozzarella cheese (or Jack cheese), shredded
1 pkg lasagna noodles, cooked	1 medium can chopped chilies
Sour cream, about 1 pint	1 large container cottage cheese
1-1/2 jar Ragù Spaghetti Sauce	
Grated/shredded Parmesan	

Preheat oven to 350°F. In a large frying pan heat oil and fry ground beef, chorizo and onion until slightly browned; drain off fat. In a greased baking dish place one layer of ground beef mixture, a layer of

chopped chilies, a layer of the two cheeses, a layer of lasagna noodles, a layer of cottage cheese and sour cream mixed together, next a layer of sauce. Repeat until all ingredients are used (at least two layers). Top with grated Parmesan. Place in oven until cheeses are melted, sauce bubbles, and top is slightly browned. Serve with a green salad

GINGER GLAZED MAHI MAHI

Preparation time: 5 mins. Marinating time: 20 mins.

Cooking time: 10 mins. Serves: 6.

3 Tbsp honey	1 Tbsp olive oil
3 Tbsp soy sauce	6 (6oz.) mahi mahi fillets
3 Tbsp balsamic vinegar	Salt and pepper to taste
2 tsp grated fresh ginger root	1 Tbsp olive oil
2 cloves garlic, crushed	

In a shallow glass dish, stir together the honey, soy sauce, balsamic vinegar, ginger, garlic and olive oil. Season fish fillets with salt and pepper and place in the dish (skin side down if fish has skin). Pour marinade over fish. Marinate for 20 minutes in refrigerator.

Heat oil in a large skillet over medium-high heat. Remove fish from the dish and reserve marinade. Fry fish for about five minutes on each side (turning only once) until fish flakes easily with a fork. Remove fillets to a warm serving platter and keep warm.

Pour reserved marinade into the skillet and heat over medium heat until the mixture reduces to a glaze consistency. Spoon glaze over fish and serve immediately. Serve over rice.

SPINACH AND ARTICHOKE CASSEROLE

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

2 (10 oz.) pkgs frozen chopped spinach	1 cup sour cream
1 (14 oz) can artichoke hearts	1/2 envelope onion soup mix
	Salt and pepper to taste

Preheat oven to 350°F. Cook spinach and drain well. Quarter artichokes. Combine all ingredients and place in a greased two quart casserole. Bake in oven.

SIMPLY SINFUL

Preparation time: 15 mins. Serves: 6.

1 pound cake	1/2 cup rum or amaretto
1 jar orange marmalade (strawberry, apricot, peach/pineapple)	2 bananas, peeled and sliced
	Whipped cream
Sliced almonds/chopped pecans/walnuts	

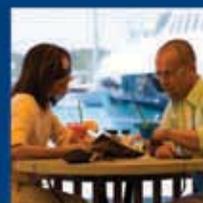
Slice pound cake lengthwise into three or four layers. Combine marmalade and rum. Spread on first layer of cake. Add layer of bananas followed by a layer of whipped cream. Place a layer of cake on top and repeat process until all layers are filled. Frost cake with remaining whipped cream and refrigerate until ready to serve. Sprinkle with nuts 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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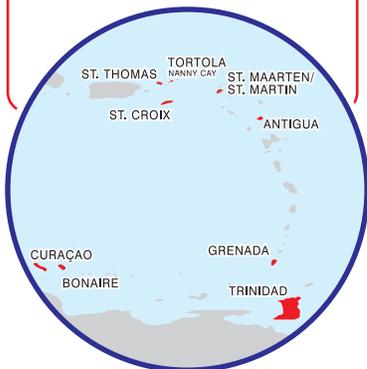


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