

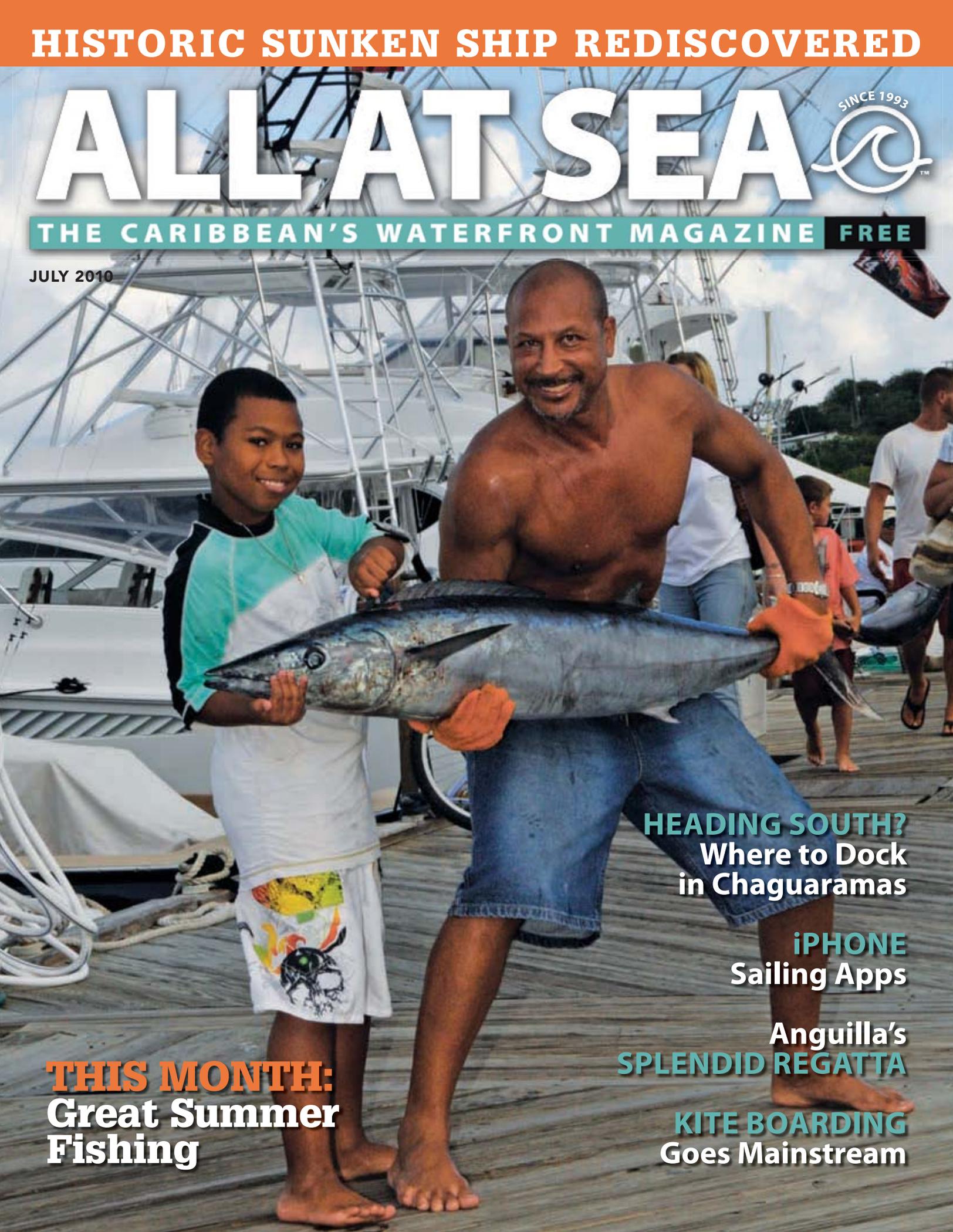
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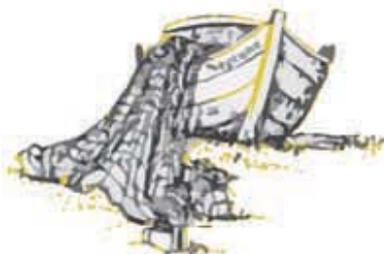


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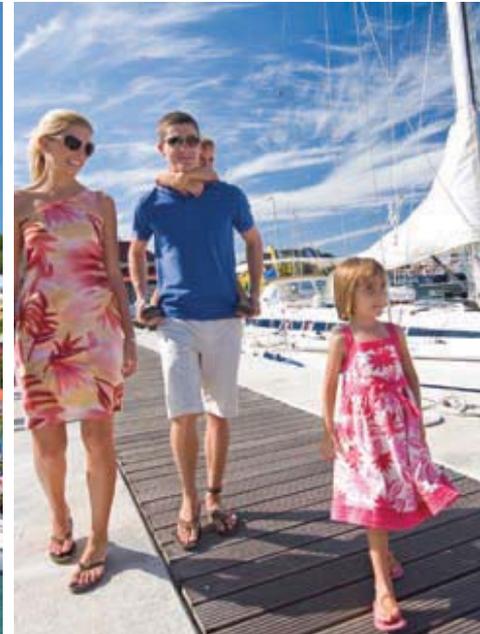
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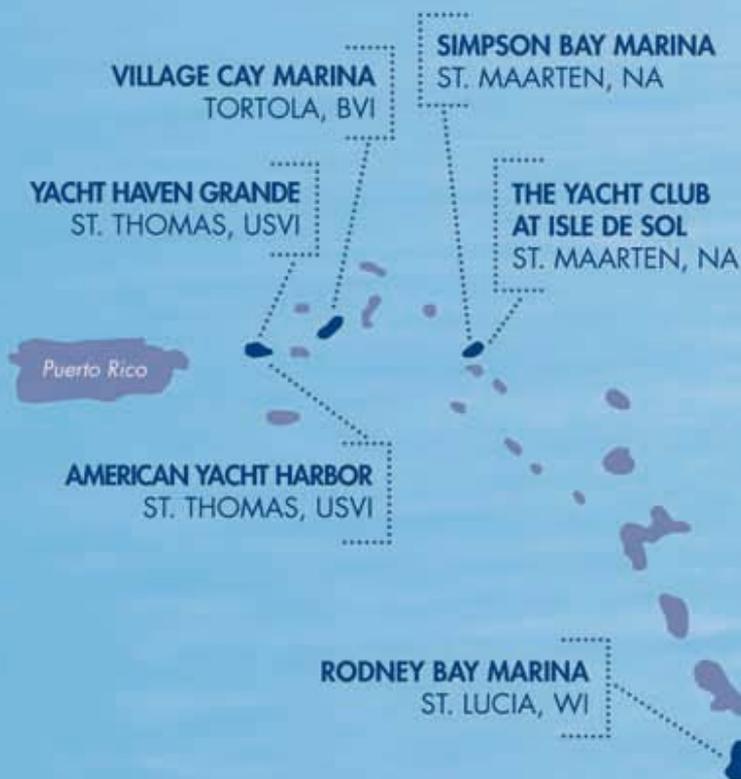


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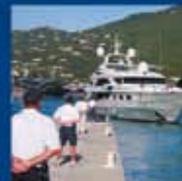
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*Not All Amenities at All Locations

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THE CARIBBEAN'S WATERFRONT MAGAZINE



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COVER SHOT:

PHOTO BY DEAN BARNES

Summer is prime time for fishing tournaments in the U.S. Virgin Islands.

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SERVICE.

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

WHERE IN THE WORLD?

CONGRATULATIONS, TIM & ANGELA, AND THANKS FOR READING ALL AT SEA!



My husband Tim and I charter our 46-foot Hunter sailboat in the fabulous Virgin Islands. This picture was taken on Christmas day at Christmas Cove on St. James Island. A good time was had by all, although the lightning storm later that evening put a slight damper on the festivities!

—Angela Cordts
s/v Spirit

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ISLAND EVENTS & INTERESTS

ALL AT SEA'S
CARIBBEAN COVERAGE



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Heart of Sailing
Opens PR Chapter



Puerto Rico

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

British (B.V.I.) Virgin Islands

Anguilla

St. Maarten/St. Martin
St. Barthelemy

Barbuda

Antigua

Montserrat

St Eustatius
St Kitts & Nevis

Guadeloupe

Dominica

Martinique

St Lucia

St Vincent & Grenadines

Barbados

Bequia

Carriacou

Grenada

Tobago

Trinidad



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Profile: John Holmberg



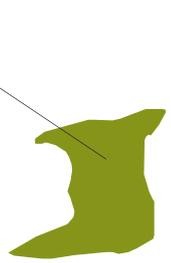
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Caribbean Sea



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Bonaire



CARIBBEAN NEWS

A BRIEF LOOK INTO THE HAPPENINGS OF OUR WORLD



Jamaica Lightning Bolt crew arrives at Errol Flynn Marina, Port Antonio

PHOTOS BY HEATHER EWING/CLIPPER VENTURES PLC

Jamaica Lightning Bolt Visits Home Port

Port Antonio, Jamaica welcomed the 10-yacht Clipper 09-10 Round the World Yacht Race to Errol Flynn Marina in mid-May. The event started on September 13 from the Humber on the UK's east coast and will return there this month after 35,000 miles of ocean racing. "We're a bit disappointed we didn't win the race to our home port," said Pete Stirling, skipper of *Jamaica Lightning Bolt*, which finished fifth. Tourism officials, drummers and dancers welcomed almost 200 of the crew plus their families and friends to Port Antonio for festivities before departure from Port Antonio to New York May 24.

This Month: CAC Games Bring Athletes to Puerto Rico

The Central American and Caribbean Sports Games take place July 21 to 30, 2010 out of Magaguez on Puerto Rico's West Coast, and are expected to draw almost 5,000 competitors. Sailing classes include Sunfish, Laser Standard, Laser Radial, Snipe, Hobie Cat and J24, along with windsurfing classes for men and women competitors. The most recent of the quadrennial games, held in the middle year between Summer Olympics, was in Cartagena, Colombia in 2006. www.mayaguez2010.com



The Clipper fleet in Errol Flynn Marina

St. Lucia's Didier Assumes New Role

The new Director of Yachting for St. Lucia, Cuthbert Didier, will work for a two year period on a contractual basis with the Ministry of Tourism. Didier, who served as General Manager of the Rodney Bay Marina, says his agenda will include shaping policy for the yachting sector, getting an accurate assessment of the contribution yachting makes to the economy and capitalizing on employment opportunities.

Free Cruiser's Guide: French Cay Harbor, Roatan, Honduras

Jerry Blakeslee, now Dockmaster at Fantasy Island Marina in Roatan, has created a free guide for marine services, eating places, medical care, shopping and more. See the marina's Facebook page or contact him for a copy if you plan to cruise Central America. "It is a 'work in progress' and will be constantly updated and revised with input from cruisers and local businesses," Blakeslee said in May. "If you have something to contribute, please send me an email." fidockmaster@yahoo.com

BVI Yacht Sales Moves

Karen Simpson reported that BVI Yacht Sales moved in mid-May to an office on the ground floor of "B" dock in Nanny Cay, Tortola. Chris and Karen Simpson, who have owned the company for more than a decade, will now be in the location formerly occupied by Catamaran Charters. Contact them via Tel: 1-284-494-3260, Fax 1-284-494-3535 or Cell 1-284-499-2312. www.bviyachtsales.com

Grenada Government Changes Cruising Permits

The Marine and Yachting Association of Grenada (MAYAG) advised in May that the Government of Grenada has reviewed fees for visiting yachts and, in line with much of the Caribbean, the cruising permit fee is now charged on a monthly rather than "one time" basis. Monthly cruising permit fees range from EC\$50 to EC\$150 depending on length overall. Complete months spent in boatyards are exempt from the above fees.

MAYAG has requested that the exemption also be applied to time on the dock in marinas, and has proposed an amnesty period for yachts already in Grenada with an old "one time" cruising permit. MAYAG is awaiting confirmation from Customs on these requests and will provide more information when available. Yachts in transit continue to pay only 2.5% on imported parts and supplies, and yacht services—including dockage and yard storage—for foreign flagged vessels are exempt from VAT. For more information: mayagadmin2@gmail.com.

Customs & Immigration Now Open at Le Phare Bleu Marina, Grenada

Lynn at Le Phare Bleu in Petite Calivigny Bay reported in May that the C&I office is now fully operational Monday to Friday 8 a.m. - 4 p.m. and weekends, including holidays, 9 a.m. - 2 p.m. (Phone

473 443 3236.) The marina's mini market opened last November and offers freshly-baked bread, fresh produce, wine and more, six days a week. Underwater Solutions is a new company operating from Le Phare Bleu, offering professional diving service including underwater repairs. www.lepharebleu.com



The graphic features a tropical beach scene with a palm tree and a treasure chest overflowing with gold coins. A can of Sea Hawk Islands 77 Plus paint is prominently displayed inside the chest. The text 'Sea Hawk PREMIUM YACHT FINISHES' is in the top left, and 'Islands 77 Plus' is in a large, stylized font. The words 'TREASURE HUNT' are written in large, bold, yellow letters across the center. A yellow starburst contains the text 'GOLDEN TICKET IS STILL OUT THERE'. Below the chest, a list of product features is provided. At the bottom, the text 'Tin-Free Antifouling' is written in a large, elegant font. The overall background is a textured, parchment-like surface.

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Islands 77 Plus

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Sunsail Plans Belize Charter Location

Sunsail will open its eighth base on the Caribbean Sea this November in Placencia, Belize, Central America. Clients will be able to charter the Sunsail 384 catamaran, cruise the 185-mile Belizean coast and discover the Mesoamerican Barrier Reef, the longest unbroken reef in the western hemisphere. "Belize offers an outstanding mix of unbeatable sailing conditions and an abundance of wildlife with undiscovered treasures," said Cheryl Powell, Sunsail's Chief Operating Officer. Sunsail was founded in 1974 and is owned by TUI Travel, PLC. www.sunsail.com

Island Water World Opens Curaçao Branch

In late May, Caribbean chandlery Island Water World expected a final container of goods from St. Maarten to arrive on Curaçao for the summer opening of their newest store



Island Water World opens new Curaçao store this summer

PHOTO BY ELS KROON

at Caracasbaaiweg. The new outlet joins their physical locations in St. Maarten (Cole Bay and Bobby's Marina), St. Lucia and Grenada, and their online store. Three generations of the same family have owned the company since Harry Draper opened the first Island Water World store on St. Maarten in 1962. www.islandwaterworld.com

EVENT CALENDAR

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

ANGUILLA

8/1
Anguilla Pursuit Race | **Sailing** | smyc.com

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

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19th Annual Firecracker 500 Race
Sailing | weyc.net | mcmechanics@surfbvi.com
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CARRIACOU

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Royal British Virgin Islands Yacht Club

The club's new Captain of Sailing, Guy Phoenix, sent *All at Sea* a calendar of coming events including the BVI Premier's Cup, July 10 and 11, and another race on July 18 with special meaning. "The Manhattan Yacht Club race has been renamed to the Guy Eldridge Memorial Race to honour our late Captain of Sailing. The race is run every year in conjunction with BVI West End Yacht Club and the Manhattan Yacht Club," said Phoenix. (Editor's note: Guy Eldridge died in March after concluding a day of sailing during the 2010 St. Thomas Rolex Regatta. *All at Sea's* May issue included an incorrectly-identified photo with our Passages entry regarding Guy Eldridge's death; we most sincerely apologize to his family and friends for this error.)



Guy Eldridge

PHOTO BY DEAN BARNES

St. Thomas Yacht Club

The club announced recently that, through the efforts of CEO Ed Thomas, The West Indian Company came on board this year to sponsor first place prizes in both Cruising and the Beachcat divisions of the club's international regatta. Commodore William Newbold said, "We approached WICO and Mr. Thomas, and they were very receptive, as they fully appreciate the positive effects these sailing events have on our local economy and worldwide image of our islands."

As a result, four local sailors are on their way to great destinations this year. John Holmberg and his son Kai won the Beachcat division and are using their prize to charter a Hobbie Cat and represent the US Virgin Islands in the Caribbean and Central American Games in Puerto Rico this July. "I have dreamed all my life of going

"I have dreamed all my life of going out and sailing with my son, now I get to do that and also try and bring a medal home for the Virgin Islands," Holmberg said.

out and sailing with my son, now I get to do that and also try and bring a medal home for the Virgin Islands," Holmberg said. "Life is good!" John and Kai will be joining a strong VI team supported by the VI Olympic Committee who will sail in five classes at the CAC games.

St. Croix sailors Tony and Ellen Sanpere sailed their yacht, *Cayennita*, to first place in the cruising division. Tony is celebrating his 70th birthday this year and will be using the prize for a transatlantic cruise home from an autumn trip to Europe. "Tony and Ellen probably hold the record for most Rolex Regatta appearances in a row as they have supported the event loyally for 38 years," reported club manager Bill Canfield.

Next year's St. Thomas International Regatta / International Rolex Regatta will again be sailed the last weekend in March and more information may be gained from the website www.rolexcupregatta.com or directly from STYC at stycisv@gmail.com.



Guy (in red hat at the helm) competing in the 2009 BVI Spring Regatta

PHOTO BY TODD VANSICKLE COURTESY OF BVI SPRING REGATTA

St. Maarten Yacht Club

May 22 saw the first day of the club's Stuyvesant series for Optimist and Lasers. The Optimist fleets fleet saw great improvement and competition, with 11 boats on the water (four in Gold fleet and seven in Silver). "In the Laser fleet, we had Harry and Stephane battling each other, which was great to see; we had a new comer in racing John Leone, who enjoyed his afternoon and will improve with every race," the club's newsletter reported. "The LSR fleet had eight boats with two new participants in Hans van Mameren and Claudio Buitenhuis, who enjoyed the racing."

Caribbean Sailing Association

President Cary Byerley recently created the Caribbean Sailing Association page on Facebook, attracting more than 200 members in a short time. "Please invite all your friends to become a member—and we'll really make this free medium work for us. Facebook has over 40 million users—and is free," urged the May CSA Newsletter. 

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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THE AGONY OF OUR AGENTS

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More and more international ports are demanding cruising yachts use a “mandatory” agent to clear through customs and immigration. The reason for this bureaucratic shift is simple: it facilitates graft and streamlines corruption. The agent, while pretending to act in the best interests of the vessel that hires him, is, in reality, in cahoots with government officials to rip off the visiting sailor.

I’m currently in Egypt, where they’ve perfected ripping off the visitor into a fine art. Actually, it is more than merely a fine art—it has become part of the national consciousness. An astounding number of Egyptians have based their “public service” careers on solely ripping off the passer-by, not on doing any useful bureaucratic work (or even pretending to).

Example: the notoriously corrupt Suez Canal.

Hiring an agent here isn’t an option, it is a requirement. The government likes to pretend that there are different ship’s agents, competing with each other in a free market place. This is not the reality—basically it is all one agent-group in conspiracy with the myriad government officials to maximize corruption while minimizing their public exposure.

The government forces you to hire the agent and, for that, the agent agrees to kick back a sizable amount of the money he charges back “under the table” to the government ... so that all the petty bureaucrats making \$10,000 annually are able to drive foreign SUVs or live in fancy houses.

Now, this wouldn’t be so bad if this was where it stopped—one guy (called an agent) who rips you off and shares his ill-gotten gains with his fellow co-conspirators. But it doesn’t stop there. Once such unmitigated greed is unleashed and the foxes are feasting in the chicken coop, there’s no logical end to the exploitation.

Here in Egypt, the agent is in charge of everything. You can’t do anything (even go ashore) without his consent. You are his victim, continuously. He has, by finely formulated rule & reg, the sole right to rip you off and disperse your money in the generous quantities he sees fit.

I “elected” to hire a well-known agent for the sum of \$80. He immediately came out in a dinghy and took \$340 US (in cash) from me—



Suez Yacht Club dock with Wild Card on right and Macy (white ketch) to the left

“Here in Egypt, the agent is in charge of everything. You can’t do anything (even go ashore) without his consent. You are his victim, continuously. He has, by finely formulated rule & reg, the sole right to rip you off and disperse your money in the generous quantities he sees fit.”

without issuing me a receipt of any kind. If I refuse or question this, he does not allow me tie up to the Suez Yacht Club and I’m forced to endlessly “circle” my vessel in the turning basin for a day or two until I come to my senses. (“Coming to your senses” or “being reasonable” in Egypt is asking, in a docile manner, how much you should pay to whom—and then paying it without a whimper.)

I repeat: I cannot tie up or transit the canal without immediately paying this agent any-and-all monies demanded—and he is a very creative guy when it comes to dreaming up new and imaginative fees.

In many international ports, a vessel can get “duty-free” fuel as it clears out—not so in Egypt. Here I have to buy the fuel (which costs less than 20 cents a liter at the gas pump) through my agent—who charges me 90 cents a liter for fuel from the same pump and ADDITIONALLY shorts me on the quantity—so my 20 liter jugs are only partially full. (See what I mean about greed-without-limits?)

The Suez Canal transit fees are based on a complicated tonnage formula—so they can both confuse and cheat the victim easier. A measurer comes down to your vessel—not to measure it but to communicate he won’t measure it incorrectly if you are “reasonable” to him. (He wants a bribe.)

I’m not sure exactly how the minutiae of this scam works—but I suspect he and my agent “say” the tonnage fee is one thing, charge a too-high fee without issuing any receipt, and then pay a far smaller fee—and everyone is rich and happy except the-poor-victim.

Of course, the Rolex-watch-bearing measurer comes out in a very large, very heavy fenderless craft. It has a well-muscled skipper who holds it alongside to prevent it from beating your boat’s topsides to death in the greasy harbor swell. Somehow, the corrupt measurer is in subtle communication with the bicep-blessed sadist-guy

Continued on page 20

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Continued from page 18



outside—because whenever he wants ... the waiting vessel starts smashing into your vessel, doing severe gel-coat damage in the heavy chop.

Your first impulse it, of course, to rush on deck to fend off—which would leave the grinning measurer down below (my, what big trouser pockets you have, sir!) unobserved in your main cabin ... surrounded by your easily picked-though possessions.

So you don't completely fend off nor do you completely stop watching for "shoplifting" either—you attempt to do both, while the measurer grins and the dinghy guys grins ... and everyone waits for you to be "reasonable."

Going through the Suez Canal without killing anyone is the hardest thing I have ever done.

At any moment, the capricious agent can (and does) appear, demand various sums of money, gets it without issuing a receipt, and disappears while muttering how hard he is working for your benefit.

Every time you meet your agent, he expects to be lavishly, slavishly thanked for ripping you off. If you refuse to do so, you suffer, suffer, and suffer some more.

Of course, many different agencies want to join in on this highly-profitable, very enjoyable, "let's torment the rich Westerner" fun. Since Egypt can't raise the canal fees hourly or every day, they just "discover" new fees to be charged.

Example: you have to have insurance to transit the Suez Canal. "I'm all set," you might think—because you already have extensive insurance. "Sorry," says the agent. "Your insurance is not good with us here in Suez, only OUR insurance counts ... which is a tad pricey!"

See how reasonable the agent you hire is?

"Of course, many different agencies want to join in on this highly-profitable, very enjoyable, 'let's torment the rich Westerner' fun. Since Egypt can't raise the canal fees hourly or every day, they just 'discover' new fees to be charged."

Occasionally, a bunch of yachts will desire to transit at the same time. They are sometimes mysteriously held back for a variety of vague reasons: a warship is transiting, President Mubarak is waterskiing nearby, the desert crosswinds are too high, or the astrological signs are wrong. Finally, when the pent-up desire to transit is at a fever pitch, the truth is revealed—there are a few slots for yachts available. And just maybe—just maybe—with the proper incentives ...

Wait, it gets worse—much worse.

I've sailed around the world a time or two—across the Indian, Atlantic and Pacific oceans. The Suez Canal is a large drainage ditch between the Red Sea and the Med. Canal navigation is fairly straightforward. Basically it boils down to "don't hit the sides." Duh.

I have to bring a pilot aboard (actually, two different pilots on two different days) to make the tedious transit.

This wouldn't be so bad if it was just a do-nothing job for some rich spoiled Egyptian kid—but it is fair worse than that.

You are expected to bribe the pilot ... or, oops, your vessel might be run aground or hit a large iron buoy by "mistake."

In essence, you're doomed if you do and doomed if you don't.

There are two horrible missteps you can make with your pilot—one is if you elect to bribe him. There's no end to his ever-expanding demands. He not only wants a hundred dollars (US) and cartons of cigarettes for himself, he demands money and cigarettes for his numerous friends along the way. He will keep making you stop at various dangerous "transit stations" along the route to pay off an important person ... which is just a friend he desires to throw some graft to. If you readily pay him and his numerous friends—you'll also have to pay the entire boat's crew which drops him off and picks him up too.

Ultimately, the number of people you pay is only limited by his imagination and how many people he can get to crowd around with their hands out—which is plenty in a poor country like Egypt.

Of course, you can elect not to bribe your pilot—after all, he is already well-paid to do nothing on your boat all day long. But this means he will spend hours and hours and hours whining & threatening you for greater and greater sums of money—a demeaning process



“Of course, not all Suez pilots are thieves or extortionists—but enough are that the entire system is designed to protect the guilty. (Both our pilots didn’t appear to be thieves—but the first one nearly struck a large nav aid within minutes of grabbing the tiller—I had to knock him aside to avoid collision—and the final one wasn’t content with his generous bribe. He wanted shirts, shoes, sunglasses, too ... even the ship’s binoculars!)”

which often culminates with the angry pilot telling you that your vessel will be rammed and intentionally damaged by his giant steel pick-up vessel unless you pay him a large bribe immediately.

This is not an idle threat—just ask the German skipper of the Bavaria 38 *Blue Pearl* who was intentionally and severely damaged in a “pay dispute” with a pilot boat of Port Said.

If you are outraged at this “gloves off” attempt

at extortion and attempt to report it to the ‘Suez Canal authorities’ via your VHF radio—the Canal officials won’t respond to you—while nonchalantly chatting to everyone-else-and-their-brother on Channel 16.

The systemic corruption of the Suez Canal is this blatant.

Don’t forget that the pilot is sharing your home—is aboard your actual residence—for many, many hours. It is difficult to navigate your vessel AND keep an eagle-eye on him. If there’s an “emergency” in the Canal—say, a potential collision, for example—you better not take your eye off the grinning pilot!

Of course, not all Suez pilots are thieves or extortionists—but enough are that the entire system is designed to protect the guilty. (Both our pilots didn’t appear to be the thieves—but the first one nearly struck a large nav aid within minutes of grabbing the tiller—I had to knock him aside to avoid collision—and the final one wasn’t content with his generous bribe. He wanted shirts, shoes, sunglasses, too ... even the ship’s binoculars!)

One brazen Suez pilot, who crushed his vessel’s stem by hitting a giant, highly-visible fixed nav aid, was completely outraged when he didn’t receive his customary tip for “services rendered.”

Yes, the Suez Canal authority is justifiable known throughout the world for the way it conducts itself.

Is this the way of the future? Are yachtsmen the new “perfect victims” of greedy Third World scammers? Will the inability to graciously-accept being blatantly ripped-off disqualify sailors from enjoying their circumnavigation? Are the Somali pirates actually relatively honest and benign Red Sea players in comparison to the out-of-control Arab governments? Will Egypt ultimately be known for what it is—a government of greedy thugs—or as imaginative, creative role-models of “modern marine services?”

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.” This article is based upon Fatty’s two recent canal transits, plus brief interviews with 24+ other 2010 Suez Canal users. For more Fat-flashes, see fattygoodlander.com.



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TOES IN THE SAND

BY JULIAN PUTLEY

It is no wonder that the Virgin Islands are recognized as the sailing capital of the world. There are so many beautiful and protected anchorages in close proximity, so many beach bars and great restaurants, a proliferation of protected coral reefs for diving and snorkeling and many trails for hiking. Add to this a “treasure island,” a geological wonder, “the Baths,” an atoll-like island, Anegada, and an island named after a pirate, Jost van Dyke. “If people can’t have a good time in the VI they can’t have a good time anywhere,” explains Charlie with a smile. Then he tries to ascertain what type of cruise his guests would like: laid back at quiet anchorages, party every night, fine dining or barbecue on the boat.

“If people can’t have a good time in the VI they can’t have a good time anywhere,’ explains Charlie with a smile.”

One of Charlie’s recent charter parties was particularly fond of adult beverages, happy hours of laughter and dinner out. One beautiful night out at the Anegada Reef Hotel we were enjoying a wonderful dinner beachside, toes in the sand, when the subject of boat names came up. The lady, Betty, somewhat tipsy, said that she was going to name their new boat Toes in the Sand after the incredible night they were enjoying. Husband Joe agreed but thought it might be a tad long so Charlie intervened and suggested the acronym.

It took a few seconds but eventually a few chuckles broke through except that Betty had turned slightly red and was attempting to change the subject. It was then that Charlie noticed that she was rather flat-chested and that perhaps he’d made a SNAFU (another acronym).

Joe thought that the idea of an acronym for a boat’s name was a winner. For the rest of the meal he kept coming up with ideas. “What about Sailing Into Stormy Seas?” No that might evoke the wrath of Poseidon. “What about Tropical Islands Please Salty Yachtsmen?” Charlie thought this might be appropriate since Joe had just ordered a third bottle of wine. By this time Betty was getting right into the swing of things and, in fact, had come round to the idea of Toes in the Sand. Then Joe came up with Navigating under Tropical Skies and everyone agreed this was a winner.

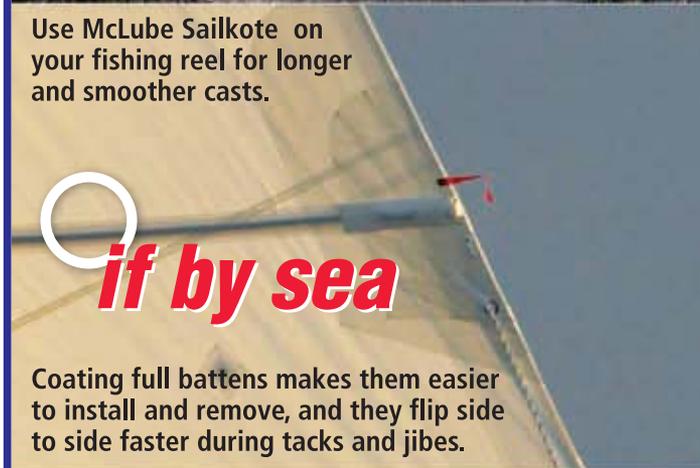
So if you see a boat out there in the next few months with those acronyms on the transom, you’ll know the origin of the name. And you can blame Charlie and the sandy beach outside the Anegada Reef Hotel.

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



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BY PETER PATTERSON



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If you read last month's column (June 2010 *All at Sea: Working in the Engine Room*), you know we decided to add an additional 32v battery bank for the house loads on *Wired*, a vintage Hatteras yacht. This is not a particularly complicated undertaking, but it does require an understanding of basic DC electrical practices and safe work habits, as well as access to good references for guidance on cable sizes, overcurrent protection and the like.

Unfortunately, or perhaps fortunately, depending on your perspective, the time I spent inside the main electrical panel installing the new voltage meters revealed an issue of more immediate concern which would have to be corrected before any new projects would be started.

Like virtually every 30 year-old boat, *Wired* has had her share of mechanics, electricians and others installing, replacing and otherwise contributing to her systems. Somewhere along the way, perhaps as part of her re-powering, much of her primary cable had been replaced. The original factory wiring is neat and professional, employing high quality marine grade materials.

The "rewiring" is also reasonably neat but unfortunately, instead of employing marine grade materials, someone decided to utilize 600v welding cable. This is common and by now many readers are saying "there is nothing wrong with that." Wrong! This is not an acceptable practice. Don't do it—and if it already has been done, fix it. Now!

"The 'rewiring' is also reasonably neat but unfortunately, instead of employing marine grade materials, someone decided to utilize 600v welding cable. This is common and by now many readers are saying 'there is nothing wrong with that.' Wrong!"

If you disagree with me and you're still reading, let me tell you why it's wrong. After all, it says right on it 600 Volts. That's way more than we'll ever ask it to carry. It's big, often bigger than the cables being replaced. If it can handle a welder, what could be the issue? Well, I'll give you two. Two really big ones!

First there's the insulation.

The standard welding cable from an auto parts store or electrical supply house has rubber insulation. The use of rubber for insulation is one of the features that make welding cable so flexible and easy to work. Marine battery cable will be insulated with PVC or cross-linked polyethylene. Despite making the cable stiff and heavy, this is an important difference. The reason this matters is that rubber insulation will not survive the constant attack from warm salt water, diesel or gasoline fuel, bilge cleaner, cleaning solvents and heat that are typical in the engine room and bilge of a yacht. Over time the insulation on welding cable will soften and expand. Eventually it will become a gooey, moisture-laden mess allowing water to leak in and current to leak out.

The second reason is equally important. You may already know that marine wire differs from household wire in that the conductors (typically copper) in marine wire are made from multiple strands, whereas household wire is typically a solid conductor. If you really did your homework, you might also know that the difference between marine wire and what you might purchase in an auto parts store is that the copper conductors in "marine cable" are passed through a bath of tin before the insulation covers them up.

This is not done simply to increase the cost. "Tinning" the wire prevents water from wicking up through the capillaries between the strands. This is the second big difference between marine battery cable and welding cable. Welding cable is not tinned and its construction will allow water to wick up inside the insulation where it will corrode the thin copper strands, creating unwanted resistance and weakening the cable.

This truly is a case of "you get what you pay for." Though welding cable can be installed for 25 – 30% of the cost of proper cable, this is not a place where you want to skimp. The results will range from the mere inconvenience of having a sticky mess in your wiring bundle to voltage loss at critical components like your starter—and potentially dangerous or even lethal consequences resulting from compromised insulation or broken conductors.

Replacing six runs averaging twenty feet long with 4/0 including end fittings took about two days and cost around \$1,000 in materials: a sound investment in safety, performance and peace of mind. ☺

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



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iSAILING

SAILING APPS FOR IPHONES

BY TONY MIRÓ

The 21st century is a great time to be a sailor. Even though every prudent sailor still should have a VHF, paper nautical charts, compass, etc., sailors nowadays have a lot more tools available to assist them while they sail our oceans safely and efficiently.

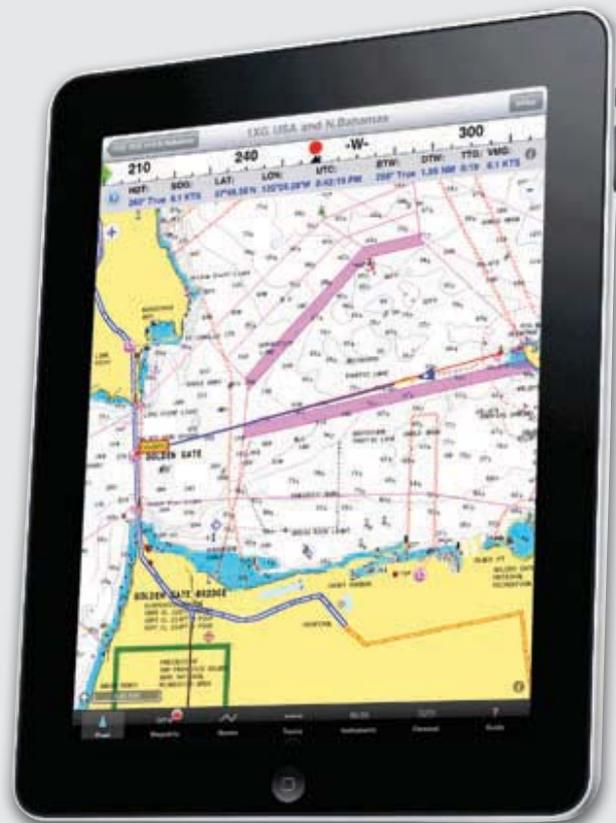
The other day a friend and fellow sailor asked my opinion on the iPad and whether I or anyone at home had an iPod. I counted in my mind and the answer was ... yes, we do. Seven iPods: three Shuffles, a Classic, two iTouch and an iPhone! My friend was amazed.

Regarding the iPad, I added, I don't know what to say but the iPhone is great, so the iPad must be awesome given the much larger screen size! His questions got me intrigued so I sailed right into the "weblands" to see what the iPhone and iPad can do for us sailors.

This is what I found. After loading iTunes and doing a quick search on the AppStore using the keyword "sail," over 100 applications showed up. Using the keyword "yacht," we got over 75 apps, and finally "boat" gave us over 150 apps! Just amazing.

If you take the time to read the comments and reviews, you'll find there are apps for learning to sail, learning sailing lingo, trimming your sails, navigating, checking weather, checking tides and currents, learning sailboat racing rules, tying knots, cruising guides, yachting services directories, sailing games, etc., etc.

Some of our favorites are Navionics for Caribbean charts and GPS functionality on your iPhone for \$19.99, WindFinder and WindGuru for weather info and Sailboat Championships. That's a game where you can go from rookie to Gold Cup sail-or while racing around the buoys in one afternoon. It is like that old saying, if you can think of it then there is probably an app for that!



Navionics nautical charts are available for the USA East, USA West, USA Central, USA Great Lakes, Caribbean & Central America, as well as Gold Mediterranean and UK/Holland.

For the price of a hand-held monochrome GPS, you can now have an iPhone to plot where you are on land or at sea, listen to music, play games and even make some phone calls! So what are you waiting for?

Although right now the iPhone (3.5-inch diagonal) apps outnumber the iPad (9.7-inch diagonal) apps about 10 to one, it is only a matter of time before the developers upgrade their apps to take advantage of all that extra screen real estate.

If you think this Apple technology is not amazing enough to invest in right now, then wait a few years ... when "skinput" technology becomes available, which will make your entire body a touch interface ... how cool is that?



Capt. Tony Miró is a life-long sailor, photographer and web developer who lives in Puerto Rico and sails aboard a Hunter 376 ¡Nada Mas! He runs various sailing web sites incl. sailboatspecs.com, caribesailing-adventures.com and tonymiro.com



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44TH ANTIGUA & BARBUDA SPORT FISHING TOURNAMENT

ANTIGUA'S MISS ASHLEY WINS WITH 700 POINTS

BY CAROL M. BAREUTHER, RD

Down-to-the-wire excitement characterized the close competition at the 44th Antigua and Barbuda Sport Fishing Tournament fished out of Nelson's Dockyard May 21 to 23. It wasn't until lines out on the final day of fishing that the Antigua-based team aboard *Miss Ashley*, Phillip Shoul's 32-foot Outrage Boston Whaler captained by Brian Nunes, learned they had won the Marlin Division with the release of two blue and one white marlin.

Miss Ashley was among 43 boats hailing from Antigua, St. Lucia, St. Thomas, St. Barth and Guadeloupe that were lured to enter by over \$20,000 in cash prizes. The fleet, off for a sunrise Bimini start on the first day of fishing, spread out as far south as Guadeloupe and north between Antigua and Barbuda. However the bulk of the boats, *Miss Ashley* included, throttled straight for the South Bank, a fertile fishing ground some 13 miles south of Antigua.

"We fished the bank for about two hours with no luck, so we changed course and ran for an hour about 10 miles east of the bank," said Capt. Nunes, relating *Miss Ashley's* winning fish tale. "Our only luck out there was a proper wetting from heavy rain showers which lasted about an hour."

Nunes monitored the VHF all morning, hearing that a few boats had hooked up blue marlin and a few had released their fish. It wasn't until the afternoon that the *Miss Ashley* team released its first blue marlin, about a 260-pounder, after finding it under some birds. The team fished the rest of the day along the southeast corner of Antigua where there were lots of birds, but they didn't catch another fish. By



Winning boat *Miss Ashley* and crew receive trophy from tourism authority's Colin James

day's end, only five boats had released one blue marlin apiece, so the tournament was still anyone's to win.

The next morning, Nunes headed out at 5:30 to the southeast drop off to try for some early fish where he had seen birds the day before. "On our arrival we noticed that there were no birds, so we left to try a spot where the boat *Overdraft* had raised at least six marlin the day before," he said.

The change in location was fateful, as the *Miss Ashley* team released its second blue marlin, about a 160-pounder, en route. They didn't have any more luck for several hours, although they still hoped to get at least one more release to widen the gap—and their lead—on points.

Then, in the afternoon, said Nunes, "We heard that Eli Fuller had boarded a blue marlin, but we had no idea of the size, so it was nail-biting time." Fuller's fish later turned out to be 18 pounds under the 300 pound minimum release weight so it didn't count.

Mid-afternoon, Nunes received a fateful call on the radio from Capt. Frank Hart on *Overdraft*. After Hart told Nunes that the current had changed from the day before, Nunes decided to try fishing between the South Bank and Antigua.

"It paid off," Nunes said. "We picked up our third fish, a white marlin of approximately 40 pounds, which gave us a total of 700 points with the three fish."

The day wasn't over and there were a couple of boats fighting fish right up to the 4 p.m. lines out. The *Miss Ashley* team had to wait till all boats had returned to port before they could celebrate.

"I think we all had a good tournament, says Nunes, "with lots of rum and fun."

For full results of both the Marlin and Sport Fish divisions: www.antiguabarbudasportfishing.com



Partying at Nelson's Dockyard

PHOTOS BY JOSEPH JONES PHOTOGRAPHY



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GRENADIAN TEAM BEATS ALL IN 2010 MARLIN MADNESS TOURNAMENT

CRAZY HORSE WINS 30TH TTGFA EVENT



PHOTO COURTESY OF TTGFA

Winning Team Crazy Horse at prize giving in Pigeon Point, Tobago

The Grenada fishing team captained by Derick Steele, with crew members Robert Evans, Richard McIntyre and Leslie Ramdhanny of *Crazy Horse*, won the 30th Trinidad and Tobago Game Fishing Association (TTGFA) Marlin Madness International Game Fishing Tournament held April 21 to 24 out of Pigeon Point, Tobago.

This prestigious tournament that is sponsored by the Ministry of Sport and Youth Affairs (MSYA), The Tobago House of Assembly (THA) and Carib Beer has always been a popular event for local and international anglers, especially since 2008 when the IGFA Male Junior Atlantic Blue Marlin World Record was broken with a whopping 890-pound catch by junior angler Sean Mendonca (15 years old at the time) on board *Indigo*. The following year another massive Blue Marlin was caught by Jovan Jangoo on board *Reel Finatic*. This time the catch came in at 825 pounds.

The 2010 tournament was keenly contested by 128 anglers on 27 boats. The first day saw four teams in the running (*Machapure*, *Southern Cross*, *Blue Fever* and *Another Tool*) as each caught one Blue Marlin. But it was on the second day that team *Crazy Horse* broke away from the pack when they had a triple release (Two Blue Marlins and a Sailfish). No other boat released a billfish that day and it proved to be the deciding factor in the three-day tournament.

“The biggest Dolphin (56.8 pounds) was caught on the first day by angler David Brash of team Papasan ...”

Team *Ring Leader* came from behind on the final day to release two Blue Marlins, but it was not good enough to beat team *Southern Cross* as they caught one more Blue Marlin on the final day to place them in second position and just ahead of *Ring Leader* who had to settle for third place.

Fourth place went to team *Blue Fever* with *Another Tool* taking fifth place. *Finesse* came sixth, and *Knot Easy* and *Machapure* placed seventh and eighth respectively.

Mark Laquis of *Southern Cross* copped the best angler prize, and team mate Jimmy Aboud won best junior angler.

The biggest Dolphin (56.8 pounds) was caught on the first day by angler David Brash of team *Papasan* while Mark Simmons of *Grand Slam 11* caught the largest Wahoo which weighed in at 25.4 pounds.

The President of the TTGFA, Richard De Vertueil, said the tournament was again a huge success even though no large fish were brought to the scale as in previous years. He thanked sponsors which included Platinum Sponsors The Ministry of Sport and Youth Affairs (MSYA) and The Tobago House of Assembly (THA); Gold Sponsor Carib Beer; Silver Sponsors Black Bart, Sure Parts Ltd, Cargo Consolidators, Real Marketing and Evian Water; and Bronze Sponsors Budget Marine, Casfab Ltd, Gatorade, Smirnoff and Reel Tackle & Seafood Ltd.

Report submitted by Steven Valdez



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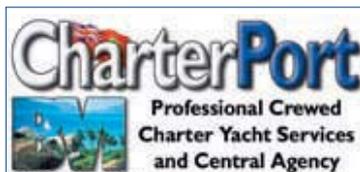
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USVI JUNIOR & COLLEGE SAILORS ON A **WINNING** STREAK

KIDS HAVE SUMMER OF INTERNATIONAL COMPETITION AHEAD

BY CAROL M. BAREUTHER, RD



Antilles School Sailing Team at Baker Qualifiers in Sarasota in May. L to R: Max Nickbarg, Chelsea Laing, Tyler Rice, William Bailey, Nikki Barnes, Isabelle Teare, Serina Cipullo, Olin Davis, Jordan Ladd, Coach Kimberly Murtha.

PHOTO COURTESY OF ANTILLES SCHOOL SAILING TEAM

Something is going right with sail training in the U.S. Virgin Islands. Both high school and college sailors are dominating major national and international competitions. We can only expect more of the same as these sailors, and the junior Opti sailors too, embark on summer vacations that will take them to the upper echelons of the sailing world.

Looking Back

In the last year, St. John's Max Nickbarg, a senior at Antilles School and member of the St. Thomas Yacht Club (STYC), won the Cressy Trophy or High School Singlehanded National Championship sailing Lasers in Corpus Christi, Texas.

Nickbarg is a member of the Antilles School Sailing Team that didn't just qualify—but won qualifiers—for the ISSA National High School Doublehanded Fleet Racing Championships for the Clifford Mallory Trophy, where they ultimately finished 8th out of 12 teams in 30-plus knot winds in Long Island Sound, and May's ISSA National Team Racing Championship for the Baker Trophy where they finished eighth.

"The biggest strength our team has is that they know what they need to do and do it," says Antilles School sailing coach, Kimberly

"The biggest strength our team has is that they know what they need to do and do it," says Antilles School sailing coach, Kimberly Murtha."

Murtha. "They understand it's important to do their best in every race and that every race counts in the final score."

On the college scene, STYC sailors Cy Thompson, Thomas Barrows and Taylor Canfield have been making waves and racking up wins in New England where they sail for Roger Williams, Yale and Boston College, respectively, and in national competitions. The latest was the first weekend in May and the simultaneous East and West qualifiers for the ICSA/Gill Coed National Championship. Winning division A and B skippers in each semi-final qualifier numbered among them Thompson (A division winner in the West), Barrows (A division winner in the West), and Canfield (B division winner in the East). No other state, country or even region of the



Taylor Canfield at the 2010 ICSA/Gill National Championships

PHOTO BY GTSFOTOS.COM

U.S. could count such a concentrated rack up of highly placed finishes as the USVI guys.

In addition, Barrows, who will graduate this year and return to Yale as assistant head sailing coach while pursuing an Olympic Laser campaign, was awarded the Senior Trophy and Sailor of the Year in the New England Intercollegiate Sailing Association.

Canfield, while attending Boston College and sailing the dinghy circuit, also match raced his way to a rank of 41st (May 19, 2010) in the world. He'll head to Chicago for a third summer to both coach and compete in eight match race events all over the U.S.

Meanwhile, in the realm of Junior Sailing, Ian Barrows, Thomas' teenage brother, finished second at the Byte CII World Championships in Cannes, France, this spring. What's Barrows' comment about his near win? "Singapore next," he says.

Looking Forward

Ian Barrows is STYC's pick to compete in the first Youth Olympic Games, to be held in Singapore, August 14 to 26. He'll be sailing a Byte. Before that, Barrows will join five other STYC sailors at the International 420 Worlds, held the last of July in Haifa, Israel. Joining him will be Ian Coyle as crew, as well as Alex Coyle as skipper with Alec Tayler as crew, and girls' team with Nikki Barnes as skipper and Agustina Barbuta as crew.

Coyle and Tayler as well as Barnes and Barbuta in the I420, and William Bailey in Lasers, will represent the U.S. Virgin Islands at the Volvo Youth Sailing ISAF World Championship, in Istanbul, Turkey, from July 8-17.

Before these two events, the Coyle brothers, Tayler, Barnes and Barbuta will attend a training clinic in Barcelona and then Coyle and Tayler and Barnes and Coyle will sail in Kiel Week in Germany, in June.

In addition to the ISAF Youth Worlds, Bailey will be competing in the Laser Radial North Americans in Galveston, the US Nationals in Milwaukee and U.S. Sailing's Youth Championships in California.

Bailey will be joined at Youth Champs by Tyler Rice, who will skipper a Club 420 with St. Croix's Billy Gibbons as crew. Rice will also sail in the Buzzards Bay Regatta and U.S. 420 Team Racing Nationals.

Rice, Bailey, and Christopher Cilliers are among the sailors that may sail in the Governor's Cup Youth Match Race in California this summer.

In the Optimist Class, five STYC sailors—Colin Brego, Nicholas Gartner, Thomas Walden, Scott McKenzie, Taylor Ladd and Christopher Murphy—will compete in the Optimist North Americans in Kingston, Canada.

The foundation for a strong future in any sport is in its youth. The STYC has built its house upon the rock with a strong and fun

junior sail training program that will surely produce even more skilled sailors in years to come.

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

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BUYING THE TIME OF YOUR LIFE

PURCHASING A SAILBOAT TO PLACE INTO CHARTER

BY JAN HEIN

If a seven to 10-day Caribbean charter isn't enough, but full time cruising would tip you over the edge, there's a compromise available. Purchasing a boat and placing it in the hands of a charter company just might be the ticket for ample on-the-water time without the relentless expense and responsibility of running your own boat. Put simply, you buy it, use it and someone else does the work.

Buying or owning a boat placed into charter eliminates the day-to-day, nickel-and-dime hassles of moorage, insurance and chasing down the small and large parts that sooner or later break. You won't need to

haps the Med, Tonga, the Seychelles, the Bahamas or Phuket are on your radar and if so, you will want to work with a worldwide company that allows you to go yachting around the globe without the long passages involved in getting there.

One of the largest charter yacht companies in the world, TUI Marine, includes the extensive Moorings and Sunsail fleets. After 40 years in the business, the company's staff is experienced at helping potential yacht owners chose the right vessel, whether a monohull, catamaran, sail or power boat. An owner in the program can enjoy up to 12 weeks each year on his or her own boat or on a sister ship at many of their exotic locations. There's guaranteed income involved that will cover mortgage payments. As your vessel ages, TUI Marine provides the option of selling it, upgrading to a new one or possibly placing it in a second tier charter program with Footloose.

Richard Spindler, publisher of California's Latitude 38 Magazine, purchased a used, Leopard 45 cat for \$270,000 and put her into a yacht management program at BVI Yacht Charters. Their compound in Tortola doesn't have a pool or high end restaurant, amenities provided by some larger companies. But for Spindler, who can't wait to put up the sails, it works just fine. "It's basic big bang for the buck," he said. "I love the personal service and great attitude at BVI." He's allowed to use the boat whenever he wants, for as long as he wants, which for the past several years has been 10 to 12 weeks in high season each year. He's happy with the care his boat has received and, best of all, "I haven't had to put another cent in since."



The galley of a Sunsail 384

PHOTO COURTESY OF SUNSAIL

call the mechanic, the sail maker or the boatyard. When the head breaks, it won't be your dreaded job to fix it. All of the maintenance and hassles will be managed by the company you chose; all expenses rolled into one, offset by the money your investment will return.

Begin by deciding upon your favorite yachting destination. If the Virgin Islands are where you'd like to spend your time, check out the numerous charter management companies in that area; each has different offerings. If you'd like to sample more Caribbean islands, look to the yacht management systems that have multiple bases in the region; there are several. Per-



The Beneteau 46, a frequent choice for monohull yacht charters

PHOTO COURTESY OF BENETEAU USA



A familiar sight in the BVIs: a Mooring's 4600 charter yacht

PHOTO COURTESY OF THE MOORINGS

Another satisfied owner of a yacht placed into charter, Larry Harasym, a Pennsylvania surgeon, took a different tack. He and his wife Sandra purchased a new boat through Sun Yachts, giving them the ability to configure the interior as they wanted with equipment to suit their needs. The Harasym's arranged to use it annually beyond the standard time allotment which meant, of course, decreased income. "We did not purchase the boat primarily for chartering. We purchased it for us," he said. Their boat, *Beats Working*, was successfully in the hands of Sun Yachts for several years. "Someone to look after the boat, especially during hurricane season was an advantage. For anyone living a distance away from where their boat is docked or moored, it is comforting to know that the vessel is being cared for." Once the Harasym's moved to St. Croix in the U.S. Virgin Islands to live year round, they took it out of charter.

If owning a charter boat sounds too good to be true, be aware there are some issues, relatively minor. "When a boat is in charter with a fleet, equipment that was originally included on the boat will often be transferred to other boats," Dr. Harasym said. He cited examples of missing winch handles, cushions or propane tanks—but all was replaced by the company.

In some respects, your charter yacht will be like a rental condo unit that floats; a familiar place without the personal touch of home but with spectacular, ever-changing scenery. And like all vacation getaways, it will be a place where you can make a boatload of memories. ☺

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

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Georgie Tuson's Carriacou studio

Carriacou's Georgie Tuson

ARTICLE AND PHOTOS BY JAN HEIN

The artist is so comfortably at home in her seaside studio that one might think she's been there all along. The two-room wooden structure, perched on a low bluff, overlooks Windward and the reef-spattered waters that stretch away to Petite Martinique, Petite St Vincent, Union and the islets of the Grenadines. Snippets of the view are interrupted by Crayola-colored cottages and small boats bobbing offshore, creating a scene straight from a storybook.

For Georgie Tuson, the route to her slice of heaven was anything but direct and certainly not simple. Raised in England by seafaring parents, she set sail at a tender age to deliver a few boats and see the world. She and the skipper eventually purchased a small steel vessel, complete with an assortment of charts, sailing from Portugal to England, France and up the canals to Paris. The charts guided their dreams and voyages, to Turkey, Greece, all through the Med.

After three years of cruising they made an unlikely sail to tumultuous Lebanon where, in 1989, they found no other yachts in a climate of unrest. "We hauled the boat there," Georgie said. "The yard guy told us that if things got bad on shore, they'd axe the boat loose." Not daunted by trouble, their next daring voyage was to Israel.

Bowls on the shelf ready to be shipped out





Georgie in her studio

Travels continued to Gibraltar, the Canaries and on to Africa, navigating up the Gambia River after a stop in Dakar. Along the way, Georgie was constantly creating, using her hands and color, much from little. It was during that river sojourn that art teamed with profit and she first showed her work at an unlikely gallery above a hair salon. Earnings from fabric creations were supplemented with massage and teaching English. A metamorphosis happened there because, she explained, "When you travel, you meet all sorts of characters. You can re-invent yourself."

Africa left a lasting influence of inspiration derived from big, bold markets, wild animals and primitive craft. It deepened on the next voyage, still further off the beaten path, to Bissagos Islands off Guinea Bissau. Again the only yacht, in a place ignored by time, they painstakingly navigated through areas of strong currents where sand banks constantly changed the bottom. Onshore, a National Geographic story unfolded of tribespeople and exotic animals. "We traded with them a bit but eventually our stores onboard began to run low so we crossed the Atlantic."

Twenty-two days later the Brazilian city of Salvador rose from the horizon. "The buildings were so tall; it was an amazing sight after years in Africa."

Brazil joined Georgie's palette. "A lot of my travels have gone into what I do," she said. "The city was lovely; carnival and the little islands, so much color." She collected more hues and images in Trinidad and Tobago

along with what has become her trademark. "One Christmas, I wanted to buy presents but we had no money for it. I went to the market, bought some calabash bowls and painted them. Everyone said they were so great that people wanted to buy them."

So she began working on a bench under the boat, on the hard, painting in earnest. The first batch sold swiftly, launching an art career that soon outgrew the boat. Vessel number two, also steel, had a workbench and, with more room to paint, the horizon of galleries expanded from the Virgin Islands through the Leewards, the Windwards, down the chain to Trinidad.

On Georgie's first visit to Carriacou, a tight connection was formed. She set up shop onshore, in the back of a sail loft, hired an assistant and again, as orders increased, she outgrew the space.

Like Goldilocks, Georgie has finally found a place that is just right, a perfect piece of Paradise. There are several local fellows who help gather the gourds and a few others who cut and clean them. And Wendy, her very first employee, works beside her, priming, varnishing, labeling, packing, doing whatever is needed to keep things on the move.

The ample room and extra help have been great for Georgie's creativity. Last year she enjoyed her first exhibition at Antigua's Harmony Hall, featuring paintings on canvas and wood of fanciful island people and places; brightly clad women, babies and chickens, priests and mermaids, each with a story to tell.

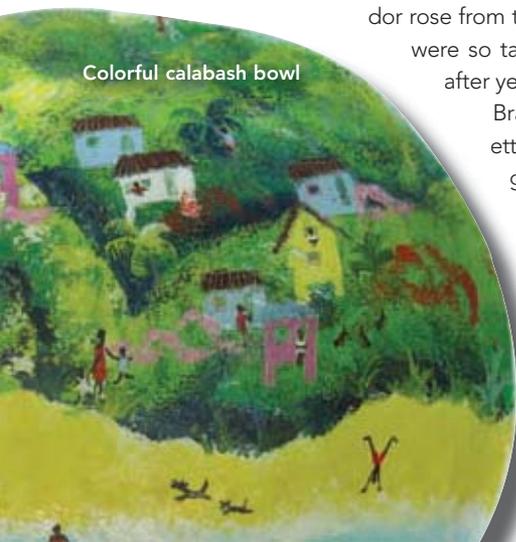
The wood she paints on has its own story, combed from the beach or gathered as off-cuts from the local boats under construction. "I find some pieces on the tracks of the old plantation routes," she said. Other found objects—glass, seeds, bits that wash ashore—find their way into a Georgie Tuson image.

Georgie's latest masterpiece is a new daughter, an addition to a busy brood of children who blow in and out like the winds that sweep her workbench. Contact her at Ggdesigns2003@hotmail.com



PHOTO OF PAINTING COURTESY OF GEORGIE TUSON

Teddy Bear



Colorful calabash bowl

Kite Boarding Interest GROWS

SPORT BECAME NEW CLASS
AT 2010 CARIBBEAN REGATTAS

BY CAROL M. BAREUTHER, RD

As often is the case, race boats and their colorful spinnakers were mere specks on the horizon from the vantage point from those watching from ashore the new Yacht Club at Puerto Rico's Palmas del Mar. But this year, one racing class was up close and personal.

Shoreside spectators stood transfixed while watching sailors in the first-ever kite-boarding class at the Puerto Rico Heineken International Regatta. Even if you didn't have a clue about the course, competition or closeness of point scores, watching kites jump 60 feet in the air while spinning was definitely a winning sight.

Kite boarding is a sport that combines wakeboarding, windsurfing, surfing, paragliding and even skateboarding into an amazing board riding experience. It's one of the fast growing wind sports and was officially recognized in 2008 by the International Sailing Federation—the first step to ultimately becoming an Olympic sport.

The Caribbean has become a hotbed for kite boarding, said Chris Boyle, who operates Cosmic Kites in Cabarete, Dominican Republic. "I would estimate that the number of kites has increased at least 10 times in the last 10 years."

Boyle, who accompanied professional freestyle riders Alex Soto and Robinson Hilario from the Dominican Republic to the Puerto Rico regatta, added, "We're seeing more pro riders coming from the Caribbean. Examples are Andre Phillip from Antigua and current wave riding champion Jan Marcos Rivers from the Dominican Republic. We're also seeing more girls join the sport. And we're seeing more sailors come to our school to take kiting lessons. When I am in places like the British Virgin Islands, I see kite gear stowed on many a cruiser."



PHOTOS, CLOCKWISE FROM TOP LEFT:
Cloudy skies, bright spirits at Aruba Hi-Winds 2010
BVI Kite Jam 2010 (top right & bottom right)
BVI Kite Jam this February was the brainchild of Richard Branson





New kite boarding events have launched in the last few years. For example, the Aruba Hi-Winds, the largest amateur windsurfing competition in the Caribbean, has added racing and freestyle courses for kite boarders. The Dominican Republic hosted the first annual Cabarete Summer Festival last year, which included a five-day international kite boarding championship attended by over 30 riders.

In February, the first-ever BVI Kite Jam launched out of Necker Island with 32 amateur and 12 pro riders. The gathering was the brainchild of Sir Richard Branson and Kite Jam partner, Charlie Smith, who kite boarded together in South Africa and thought the BVI would be the perfect location to host an event.

This year marked the first time that kite boarding became a class at major Caribbean regattas such as the St. Croix Yacht Club Hospice Regatta and the Puerto Rico Heineken International Regatta.

Julie San Martin, St. Croix regatta director, said, "We were approached by Isabelle Picard, the wife of Bill Kraft, who teaches kite boarding here on St. Croix. Isabelle is an avid kite boarder and would like to try qualifying for the Olympics. We had 13 sign ups." Unfortunately, winds didn't meet the minimum 10 to 12 knots to launch the new class.

"We had a meeting both days at 9 a.m. for a go/no go decision - it was no go on both days," said San Martin. "If we had been able to race, it was going to be on a sausage and a triangle course, with the standard five minute start with flags. The point was to practice ISAF racing around the buoys." The regatta committee plans to offer a kite boarding class again at its 2011 event.

In Puerto Rico, 35 riders signed up. David Kerr, who ran the race committee for the dinghy and kite boarding classes, said, "The intentions were to do course racing Friday and Saturday and a free-style competition in front of the beach on Sunday." Winds proved fluky, but the committee was able to get off a couple of races.

"It opened up a whole new view to me as to the possibilities of kite boarding events here in the Caribbean," Kerr said. "Every boat has a sailor with a different outlook to sailing. For example, monohull sailors think differently from catamaran sailors, laser sailors versus Hobie cat sailors. Well, kite boarders have a different approach also. I'm going to try to learn from them a little more before next year so we can do a better job with them."

Cosmic Kites' Boyle hopes more regattas will consider adding a kite boarding class. "The return on investment is good. It doesn't cost nearly as much to run the kiting classes as the sailing classes. The entry fees may be lower too, but that just brings more participants to the events and opens the events up to a whole new category of corporate sponsorships. Kite boarding is also a really fun spectator sport."

TOP LEFT IMAGE: PHOTO COURTESY OF MAARTJE DOLFING, ARUBA HI-WINDS 2010, WWW.HIWINDS-ARUBA.COM; REST OF IMAGES: ERIN CALMES/KETAFILMS.COM

Historic Ship REIDISCOVERED

off Anguilla Coast

Sunken Vessel Played Heroic Role in Evacuation of Dunkirk

BY STEVE DONAHUE

In the late 1980s, on the tiny island of Anguilla (1992 population 9,000) in the British West Indies, a group of visionaries decided to clear abandoned/derelict ships from the beaches and harbors and create artificial reefs/dive sites off-shore. By 1990, a total of seven ships were refloated, towed off the north coast of Anguilla and scuttled in 60 – 80 feet of water.

Unfortunately, in September 1995, Category Five Hurricane Luis made a direct hit on Anguilla, destroying the buoy marking the location of one of the wrecks—the 130 foot inter-island freighter *M/V Meppel*—along with records and maps kept at the Fisheries Department that showed the location of the wreck. Because of the usual poor underwater visibility in this area, after the hurricane this wreck was never found.

In 2009, I received an email from a L/Cpl. Rebekah Anderson in the UK, enquiring about the location and condition of the *Mep-*

pel; her grandfather had once been its captain in the 1940s when it was named *Hilda*. Questions were asked of local dive operators and fishermen, and most thought the wreck had been moved by Luis—or possibly even torn apart—as it had not been seen since 1995. When Rebekah was told that the wreck was lost, she wrote back with some additional information which led the Anguilla Archaeological and Historical Society to make a more detailed search of the area for the ship.

The Society also researched the history of the ship through public records and Rebekah's family. "Operation Dynamo," the May 1940 evacuation of 338,000 Allied troops from Dunkirk on the north coast of France, was one of the most celebrated military events in British history—ironically, a direct result of one of her most crushing defeats. That same month, the 130 foot Dutch freighter *Hilda*, owned by Geert Zoutman and captained by his son



Hilda under power in early days – probably shortly after launching

Hemmo Zoutman (Rebekah's grandfather), was "loaned" to Britain for the duration of the war, and immediately placed into service in "Operation Dynamo." (Geert was later imprisoned in occupied Holland, and then escaped, because he refused to tell the Germans where his boat was.)

The *Hilda* arrived at Dunkirk 28 May, put into the beach (her draft was only 8.5 feet) and took on 500 allied troops who waded out. These were delivered to waiting destroyers, then another 400 were shuttled out, and finally that day, 100 serious casualties were shuttled to destroyers. On the 29th, the *Hilda* took on another 600 evacuees but because of heavy shelling of destroyers, was forced to deliver the troops directly to Dover, in the UK. She returned to Dunkirk on the 31st towing six smaller boats to be used for the evacuation, and evacuated another 600 troops to destroyers. Her final pick-up was 100 troops on 1 June, but while delivering these troops to the destroyer *Keith*, both the *Keith* and the smaller M/S *Skipjack* were shelled, and *Hilda* picked up the survivors from both. Finally, while returning to England, dive bombers sank two smaller private boats (the *Scotia* and *Brighten*) in convoy with *Hilda*, so she also picked up these survivors, disembarking a total of 530 troops and survivors at Ramsgate, UK. She returned to Dunkirk one last time on 3 June, but found no troops to evacuate.



The cabin structure is still visible

Official records show that *Hilda* evacuated a total of 835 troops to the UK, while experiencing constant shelling from shore batteries but, as can be seen from the ship's log entries, she rescued many hundreds more from the beach to waiting destroyers. She served the remainder of the war years doing barrage balloon duty and after the war, went back into service with the Zoutman family. She was finally sold in 1970, renamed the *Meppel*, then sailed many years as an inter-island freighter in the Caribbean until the mid-1980s, when she was abandoned in Anguilla.

Once the true history of the *Meppel* was learned, I, along with Marine Archeologist Lilli Azevedo and dive operator Douglas "Dougie" Carty, began a further search for the wreck. In October 2009, the Governor's Office arranged for the loan of the helicopter from the visiting HMS *Iron Duke* in an unsuccessful attempt to locate the wreck from the air. Dougie continued the search on many of his dive trips at his own expense, and finally—on 23 March, 2010—he located the wreck by chance off the north coast of Anguilla. The wreck is in an upright position and in excellent condition in 80 feet of water.

Anguilla is proud to be the final resting place for this heroic little ship, and encourages anyone interested to visit the dive site. Much additional information provided by the family (including a copy of the actual ship's log from "Operation Dynamo") as well as pictures of the wreck today can be found at www.anguilla-diving.com/meppel.htm. 

Anguilla sailor Steve Donahue is a board member of the Anguilla Archaeological and Historical Society Limited, www.aahsanguilla.com



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HEART OF SAILING CHAPTER STARTS IN PUERTO RICO

RECREATIONAL THERAPY FOR CHILDREN WITH SPECIAL NEEDS

BY CAROL M. BAREUTHER, RD

Sailing sometimes means the most to people who wouldn't normally get to try on the sport—especially kids. Enter the Heart of Sailing and its new chapter in Puerto Rico.

The Heart of Sailing (HoS) is a charity started in the United States in 2004 by software entrepreneur and lifelong sailor George Saidah. Saidah had discovered firsthand how much sailing benefited a loved one with a developmental disability. Thus, the HoS's mission is to teach sailing to special needs children as a type of recreational therapy, like art, music and horseback riding.

Sailing in this way can encourage abstract thought and teamwork, problem-solving skills, patience and self-respect. Last

October, Saidah traveled to Puerto Rico to help launch the Heart of Sailing Puerto Rico (HoSPR) chapter at the Palmas del Mar Yacht Club, in Humacao. Over 250 people, including families and their kids, musical entertainers and a host of volunteers from Puerto Rico's sailing community, attended. The kick-off was organized by avid sailor José Luis Rivera, who spearheaded the start of the HoSPR chapter.

"Essentially, it was our will to share our passion for sailing and its mental, physical and spiritual rewards with those who didn't have immediate access to the sport, particularly due to conditions such as Down's Syndrome and Autism," says Rivera, who has volunteered with many non-profit entities throughout his life. He most recently served as an advisor to the Muscular Dystrophy Association in addition to holding a full-time job as the island's Dufour dealer and owner of Nautifull Sailing Club & Charters.

Since October, HoSPR has hosted over 15 day sails all over Puerto Rico. Volunteer skippers include Julio Solier from Sea Lovers in Fajardo, Pedro 'Popeye' Ortiz from Puerto del Rey, Jorge Santiago at the Ponce Yacht & Fishing Club, Carlos Micames at the Club Deportivo del Oeste (in Cabo Rojo), and Rivera at Palmas del Mar.

"A typical day sail will take place on a beautiful day. We will postpone if the weather is not safe or promising," Rivers explains. The sail lasts from one and one-half to two hours, departing at either 10 a.m. or 2 p.m., with a captain, the sailor and a trained caregiver, which is usually a parent or family member.

"We take them sailing to nature-gifted coasts, islets or keys, explain the key parts of the boat, show them and assist them about how to



PHOTO COURTESY OF HEART OF SAILING

A junior captain takes the wheel

hoist and unfurl the sails and take the helm," Rivera explains. "We also place captain hats on the kids and take their photos. At the end, they receive a HoS Day Sail Certificate and medal. The families can repeat the day sails if they would like to."

Vessels used in the program so far include a Dufour 44 Performance, Columbia 36 and Beneteau 30.

On August 14 to 15, the HoSPR chapter will hold a Day Sail and Fun Sail Regatta in the island's south coast town of Salinas.

Rivera says, "The children will enjoy a day in the water with experienced captains sailing safe boats. Additionally, we will hold a fun race for local small boats. Further on, we are also organizing a big boat regatta for the same purpose. The date for the latter is being coordinated with the Puerto Rico Sailing Federation, of which we are affiliated members, and our Advisory Board."

The HoSPR chapter, though less than one year old, has definitely made waves in the community. Comments from the kids have ranged from the familiar "Awesome" and "That was so cool!" to "Will we see whales?", "Will we see dolphins?" and "Am I really a captain now?" Rivera says. In addition, one parent also related that their child talked so much at school about their HoS experience, that the teacher harnessed that enthusiasm and conducted a class project on sailing, boating and marinas, and sea life.

Puerto Rico is the first island in the Caribbean to start a HoS chapter. For more information about starting a chapter, visit www.heartofsailing.org or Email Rivera at www.heartofsailingpr@gmail.com

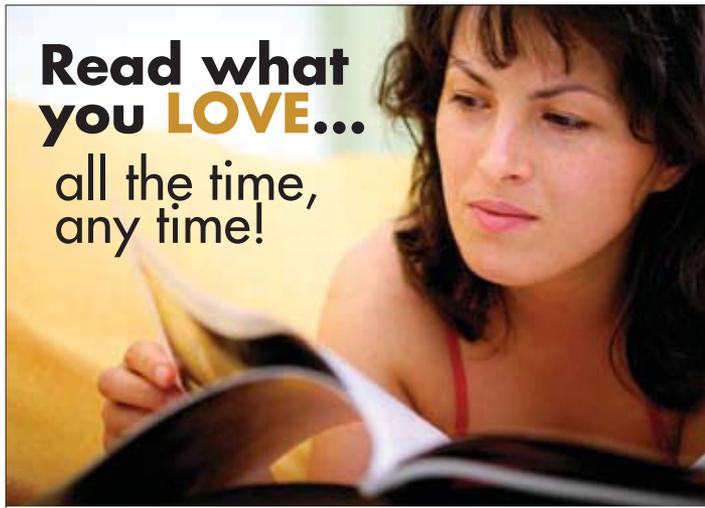


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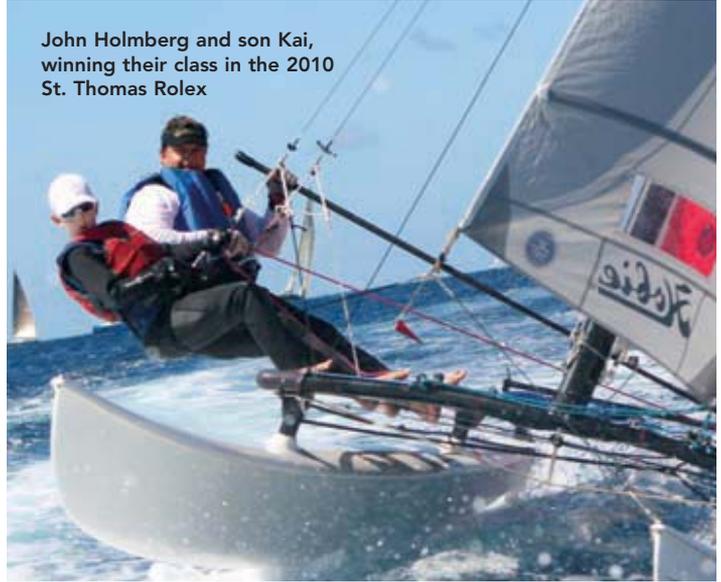
PROFILE: JOHN HOLMBERG

A LIFE SPENT LEARNING AND TEACHING THE SPORT OF SAILING

BY ANDREA BAILEY

John Holmberg has had his captain's license for 30 years and has certainly made good use of it. He learned to sail 40 years ago on St. Thomas, and he still remembers the first time he capsized off of Sapphire Beach. He was four and his brother Peter (the Peter Holmberg of match racing and America's Cup fame) was three. Their dad would take them out on a sailfish, a predecessor to the Sunfish. His best memories are of times out on the water or hanging around boats, and he has a lot of those memories. He's spent his life on the water and he's done it all, from teaching windsurfing at the Bitter End to captaining private boats that spend their summers in the Northeast.

Holmberg went on his first charter when he was 12. He'd been working at a boatyard and was in the middle of painting the bottom of a barge when a Puerto Rican family who'd just chartered a Cal 46 offered him \$25 a day to take them around the islands. He packed his bags and took off for the week.



John Holmberg and son Kai, winning their class in the 2010 St. Thomas Rolex

PHOTO COURTESY OF JOHN HOLMBERG

Continued on page 47

Yacht at Rest, Mind at Ease

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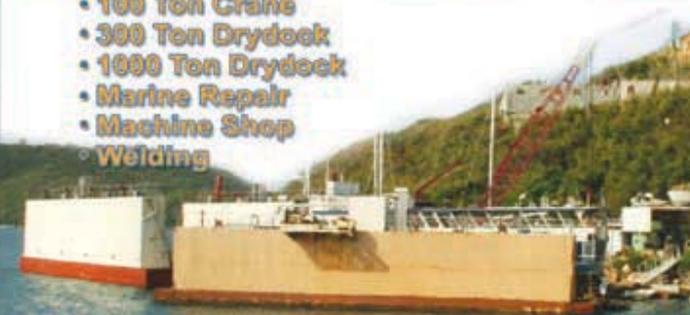
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Continued from page 45

"They knew nothing, and they wanted to make sure they didn't run the boat aground. Then I ran the boat aground," he says with a laugh. But to Holmberg, that's what sailing is all about. In that instance he knew enough to get the boat heeled over to get off the sand bar. Even by the time he was 12 he'd been to national and international sailing competitions, and he has spent his life learning all he can about the sport.

Most recently, he became the owner of The Captain's School on St. Thomas. Based out of American Yacht Harbor on the east end of the island, Holmberg and several other licensed and seasoned veterans of the sailing trade teach courses that vary from simple "learn to sail" classes all the way to STCW certifications and other coast guard-approved licensing.

The job description suits this avid pursuer of sailing knowledge who, when I asked who had influenced him most in the sailing world, responded, "I could give a list of all the people that have been influential, but it'd be a really long list. I've tried to learn from everybody I've sailed with, even if it's learning what not to do."

And it's not just his own learning that he's interested in. "I've learned I love to teach. I love to share my experiences, my knowledge. I love to see the sparkle in someone's eye when they get it, when they get excited about the sport," he said. "I've made a bunch of mistakes in my 40-something years boating here, and if I can save someone from making those same mistakes I'm happy"

That includes teaching his son, Kai, who last October began sailing Hobie Cats with his dad. They've only sailed two regattas but they dominated the class on both occasions, one of which was the 2010 St. Thomas International Rolex Cup Regatta in March.

"We went out there with three achievable goals," he said. "Goal-setting and setting achievable goals are important. We wanted to start and finish every race, keep the mast up, and have fun. And by keeping it fun, we won every race. And I'll tell you, going upwind in the Rolex with my kid on the wire, and he turns to me and goes 'Dad, I love you, this is awesome,' that was one of the best moments of my life."

I had one final question for this permanent Caribbean boater, before he went out with his youth sailing class—his own effort, as he says, to "get 'em off the X-box and onto the water." What does he love most about sailing? He smiles.

"Sailing is so challenging physically and mentally, it's like playing chess with oversized pieces and then someone shakes the board every now and then when the wind shifts. It's an art. It's unique to every person. People can find all different ways to do the same thing."

"I've learned I love to teach. I love to share my experiences, my knowledge. I love to see the sparkle in someone's eye when they get it, when they get excited about the sport."

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

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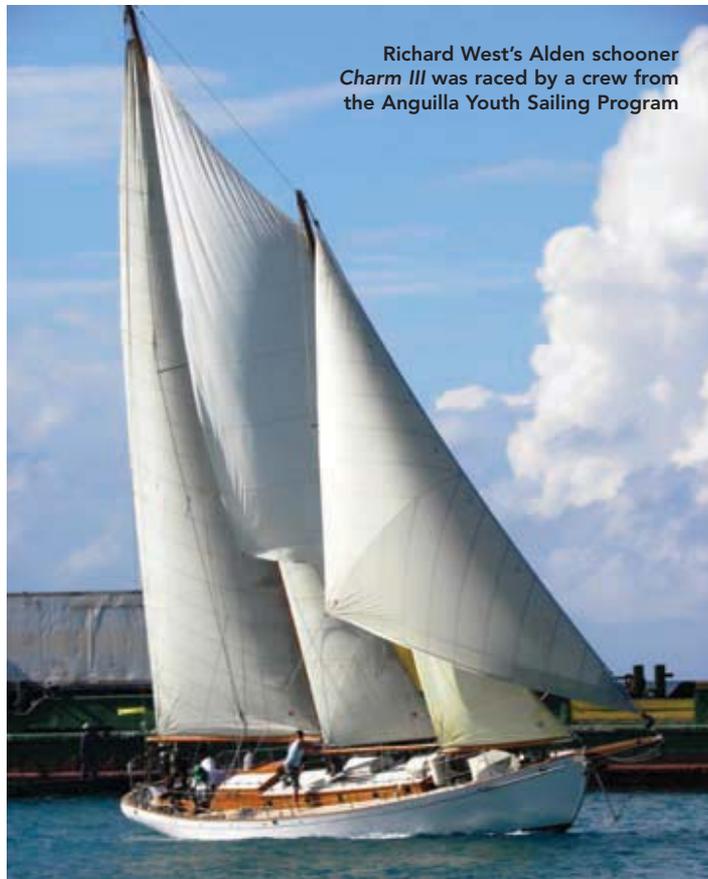
BY GARY E. BROWN

The 8th Anguilla Regatta left me wanting more: more splendid racing, more blue water, and more of the wonderful hospitality from a people who have made sailing their national sport. Regattas offer journalists a press boat. In Anguilla they go a step further. Should they choose, writers can immerse themselves in the whole sailing experience. That's why I was there.

Day one, and leaving the press boat to those made of lesser stuff, I headed for a massive lump of a boat with a name that said it all: *Tradition*. Carrying a massive gaff mainsail, *Tradition*, which is now based in Anguilla, was taking part in the West Indian Workboat Class, a new addition to this event. Absence of winches and instruments, and the fact that no one was wearing those prissy gloves, gave some indication of what I was in for. Grunts, sweat, and the feel of the wind on the back of your neck are what you need to handle this lady.

The race committee sent the Multihulls, Non-Spinnaker and Spinnaker Class boats off first and then it was our turn. As *Tradition* barreled toward the line, leaving Alexis Andrews's Antiguan workboat *Genesis* far behind, something happened that I have never seen before. Well into the one-minute start sequence, Captain Laurie Gumbs called the race committee and asked them to delay the start. Following a different course, but sharing the first windward mark, *Tradition* and *Genesis* would round on Starboard tack at the same time as the rest of the fleet were rounding on port. "Too dangerous," said our Captain, and Alexis and the race officers agreed.

Minutes later and we restarted, but when our attempt to jibe the massive mainsail went wrong, *Genesis* sailed by and gained a



Richard West's Alden schooner *Charm III* was raced by a crew from the Anguilla Youth Sailing Program

PHOTO BY PETRA GILDERS

commanding lead. As the gap widened, *Genesis* suddenly rounded up and hove to.

"Why did you stop?" I yelled as we sailed by.

"No fun racing workboats if you're not sailing side-by-side," came the reply, and although we went on to race hard, that gentlemanly comment set the tone for the entire regatta.

Saturday, and my day for the press boat dawned idyllic: east winds 10-12 knots, blue sky, and bluer sea. Well-known St. Maarten yachtsman Ian Hope Ross and his Beneteau First 36.7, *Kick 'em Jenny*, topped the leader board in Spinnaker Class going into the second day, marking another worthy performance from a crew sailing well on the Caribbean circuit this season.

The first of four windward/leeward races saw Ira Epstein's beautiful Robert Clark design 64-foot ketch *Lone Fox*, sail out of the anchorage, turn to starboard, and slice by the committee

PHOTO BY GARY E. BROWN



On board *Tradition*, owned and skippered by Laurie Gumbs (center)

Continued on page 51



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Continued from page 49

boat to windward of Richard West's Alden schooner *Charm III*. A magnificent piece of sailing that added to the rivalry enjoyed by these two powerful boats.

Second race and drama lay ahead. We didn't see it, but we heard it—the unmistakable sound of a collision. By the time the press boat with its crew of bloodthirsty photographers arrived, the two protagonists were sailing away, with Colin Percy and his Nonsuch *Antares* heading for the windward mark, and *Lone Fox*, now retired from the race, heading into the bay.

This incident did have a happy ending as neither yacht suffered damage or injury. *Lone Fox* came out for the next start, and no protest was made. Later, Colin Percy referred to the incident as “a little kiss,” and amused everyone by hanging fenders along the hull during the next race.

Ira Epstein's take on the collision was rather more succinct. “We had ambiguities beyond the point of choice,” he said, leaving me to ponder why I can't come up quotes like that when I need them.

Sunday, the final day, and no press boat for me. Instead I accepted an invitation to join the schooner *Charm III* and her crew of eight youngsters from the Anguilla Youth Sailing Program. I have raced



Frits Bus's Melges 24 Team Coors Light, winner of Spinnaker Class

PHOTO BY PETRA GILDERS



Kick 'em Jenny, runner up in Spinnaker Class, pushes the fleet toward the leeward mark

PHOTO BY KARIN BRUGGERMANN

on *Charm III* and know how demanding she can be. To race her successfully requires numerous sail changes, including setting a Golliwobbler: a massive sail that pulls like a train. Skipper Richard West has a reputation for being hard but fair, so I was interested to see how the boat would perform driven by such a young crew.

As an old hand, I expected to take up my position on the mainsheet, a job that has taken its toll in torn skin and damaged muscles. But I wasn't needed. Under Richard's guidance, the lads of Anguilla raced the boat, making numerous sail changes, calling the wind-shifts, and leaving no one in any doubt that sailing will live on as Anguilla's national sport.

The awards ceremony took place outside Johnno's Restaurant in Sandy Ground, where lots of champagne was passed around. Five wins from six races gave Frits Bus and his Melges 24 *Team Coors-Light* the overall win in Spinnaker Class, ahead of Ian Hope Ross's *Kick 'em Jenny*. Bus' performance was matched by Philippe Herve, from French St. Martin. Sailing his Beneteau First 300 *Vanille*, Herve scored five bullets to win Non-spinnaker, ahead of *Antares* and *Charm III*.

With just two boats competing, Robbie Ferron's Lagoon 410 *Katzenellenbogen* overpowered Sylvie Ricor's Brazapi 41 *Guimamalo* to win multihull overall. The inaugural workboat trophy went to *Genesis*.

The Anguilla Regatta never fails to please and people return every year to enjoy its unique ambiance. After receiving his trophy, Frits Bus said how much he enjoyed the event. “This is a great regatta, a very nice regatta. People here are wonderful. I'm so happy they make it happen every year.”

Frits, we couldn't agree more. For results: www.anguillaregata.com

Gary E. Brown is the author of the thriller *Caribbean High* and the host of *YachtBlast*, *Island 92s* sailing show broadcast from St. Maarten.

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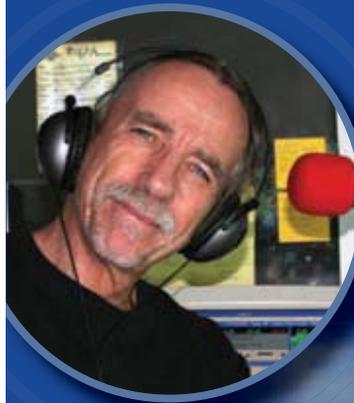


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THE ULTIMATE BOAT IN A BOX

CLASSIC YACHT FITS A 40-FOOT SHIPPING CONTAINER

ARTICLE AND PHOTO BY GARY E. BROWN

Classic Yacht Regattas are springing up all over the place. People are scouring the backwaters of Europe and North America looking for that rotting gem into which they will pour money to the point of bankruptcy (and beyond) until the yacht can sail proudly once again. Rebuilding, let alone campaigning, a classic yacht is enough to give the wealthiest sailor the shakes. But one man has come up with an idea that could see you mixing it up on the start line with the likes of *Ranger* and *Velsheda*: a classic boat in a box.

The concept behind the Universal 40 was described to me by the builder, Chris Bowman, owner of Malabar Boat Works, who shipped his boat in a box across the seas from Sri Lanka to Australia and finally St. Maarten this season.

Bowman knows how much it takes to sail a classic from regatta to regatta. The costs of a delivery crew alone are astronomical. Loading the yacht onto a yacht transporter is one alternative, but again costs are high and transporters often unload hundreds of miles from a regatta venue.

The answer: Design and build a classic yacht that would fit exactly into a forty-foot container, hull, keel, mast and all. Shipping a container is cheap and, if you don't launch at the port of destination, the container can be trucked to the regatta and the yacht launched there.

With the transport problem solved, what of the boat itself? Here we need to look at a classic yacht regatta. In Antigua, genuine classic and vintage boats abound, but the number of entries would be low indeed if the regatta hadn't created the Spirit of Tradition Class. This innovation, started in Antigua, and now accepted all over the world,

allows the "new" classics—built along the lines of the old—a chance to sail alongside their sister ships.

One would think that limiting the beam of a classic yacht to the width of a container, in this case seven and a half feet, would make for some design difficulties, but Bowman knew better. "I thought about what boats in sailing history were long and narrow, and they were the types built in the early 1900s by Herreshoff and others. The meter boats," says Bowman. "I looked around to find the one closest to the parameters that I wanted. Back then the Universal Rule was in use. You've heard of the J class, well there was also the M Class, the P Class and others. The closest that came to what I wanted was the R Class."

With the R Class in mind, Bowman drew the lines of the Universal 40, and built the first boat *TARU* in his yard in Pelana, Sri Lanka. "The hull is strip-planked cedar on laminated ring frames, glassed with 840g Quadaxial cloth inside and out," notes Bowman. Like all good classics, the deck and cabin side are teak, and there is plenty of varnish. In order to fit the mast into a shipping container, the U40 carries a gaff rig.

Traditional she may be, but the U40 holds a big surprise. Her underwater profile owes more to the present than the past and her bulb keel and spade rudder wouldn't look out of place on an Open 60. How this yacht will be received by classic regatta aficionados remains to be seen and I'm sure friendly arguments over ratings lie ahead.

The Classic Boat in a Box is a terrific idea that works and I share Bowman's enthusiasm. "I shipped this boat to Australia for a year and then I put it in a container and shipped it to St. Maarten," he says. "This boat is easy to put together, you could send it to Europe; you can send it anywhere." 



The Universal 40 *TARU* alongside the dock shortly after coming out of the container in St. Maarten

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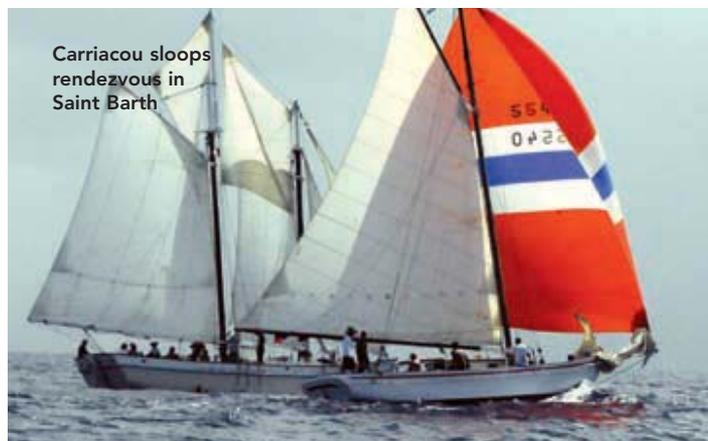
2ND ANNUAL WEST INDIES REGATTA

FOR WOODEN SAILBOATS OF YORE

BY ELLEN LAMPERT GREAUX

Six traditional Carriacou sloops—*Ocean Nomad*, *Genesis*, *Tradition*, *Sweetheart*, *Good Expectations* and *Summer Cloud*—plus the Nevis schooner *Alexander Hamilton*—enjoyed great weather and ideal sailing conditions on May 1 and 2 for the second annual edition of the West Indies Regatta, an informal race for small wooden sailing ships. The boats are reminders of the days when others like these sailed in and out of the Port of Gustavia carrying rum and fish to trade for cigarettes and alcohol.

“The goal of the event is to promote and encourage traditional West Indian boat building,” says Alexis Andrews, a photographer from Antigua and a champion of the Carriacou sloops. “We hope people



PHOTOS BY ROSEMOND GREAUX

will like these boats and want to build new ones or rescue some of the old ones you see on a beach someplace. There are a few old ones in the Grenadines but it takes a lot to resurrect an old wooden boat.”

“This is as authentic as you can get,” says Lee Davidson, an American resident of Saint Barth, who served as crew aboard *Alexander Hamilton*. “It’s sailing without any embellishment. These boats are the essence of what everyone did down here 50 years ago. In Antigua, we were racing on the open water with large swells. Here it is much calmer, and this event is perfect for anyone who likes the water and West Indian heritage.”

THE JOY OF WINNING: Armel Le Cléac’h and Fabien Delahaye Take the Transat Ag2r

After 22 days, 16 hours, 59 minutes, and 11 seconds at sea, the French duo of Armel Le Cléac’h and Fabien Delahaye were first to cross the finish line of the Transat Ag2r La Mondiale, arriving in Saint Barthélemy just a few seconds before one a.m. on May 11, 2010. Aboard *Brit Air*, skipper Armel Le Cléac’h celebrated his 33rd birthday the very same day: quite a gift! This two-handed Transatlantic Race saw 25 teams racing in identical Figaro 2, 33’ monohulls, which set sail from Concarneau, France on April 18.

Photo of winning team by Rosemond Gréaux





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JUMPING INTO A MARKET NICHE

ABC BOATS AND ABC MARINE

ARTICLE AND PHOTOS BY ELS KROON

Ship's Chandlery is a growing business on the southern Dutch Caribbean islands. Some years ago boat owners in Curaçao, however, had a hard job finding parts and accessories for their precious possessions until 2004, when Dutch-born Bas Reijntjes came to the island, jumping into the open space in the market as Budget Marine's branch manager.

In 2009, the time was right for starting his own business. In the busy ABC Marine office at the Caracasbaaiweg, Reijntjes tells his unconventional life story. "Born in Hilversum in the 1950s, I became acquainted with boats at the 'Loosdrecht Lakes,' a cluster of beautiful lakes near my hometown and hotspot for the well-to-do with several yachting clubs lining the shore. My father owned a boat and at the age of ten I was allowed to go out boating on my own in a little dinghy called 'Bon Bini Chikitu.' I was young and a bit against the grain. It may be obvious that the boat owners didn't like my style. My sailing was quite different!"

When he was 18, Reijntjes' family moved to Curaçao for two years, giving young Bas a passion for the tropics that lasted after they returned to the Netherlands.

"Back in Holland I had to act more seriously which I tried to apply in practice during my job for the Royal Dutch Airline KLM. Being a station manager I also got deployed in Arusha in Africa. Thus I went back to the tropics where I was filled with nostalgia for the days in Curaçao and its crystal clear blue sea. From Arusha I often drove a few hundred miles to the Indian Ocean to dream away about owning a company providing tropical sunset dinner cruises for tourists.

"After finishing a job for Swiss Air, I came to St. Maarten and at the age of 43, I made that dream come true on board the Lagun Princess in Simpson Bay. But blood will tell. Soon I found out that the island



Ismael Gonçalves
and Bas Reijntjes

"From 2004 through 2009, I gained a lot of experience in the business ... but also realized that in the year 2009, it was the time to sail in my own direction and dedicate all my energy to ABC Boats N.V. with the assistance of Ismael Gonçalves, who chose to join forces with me."

SKY LIGHTS

BY JEANNIE KUICH

July Spotlights

There is no total solar eclipse for the Caribbean this year but we may see the closest approach of a planet and a first-magnitude star, Mercury and Regulus in Leo on the 27th. Also impressive will be Venus passing Regulus from the 7th through 12th and the very close conjunction of Mars and Saturn on the 30th.

July Planet Particulars

July 7th-12th: Venus passing Regulus in early evening
July 27th: Mercury catches and passes Regulus
July 30th: Mars and Saturn which stay close first week of August

The Moon Sails Near

Sat. 3rd: Jupiter in early morning
Thu. 8th: the Pleiades star sisters in morning
Mon. 12th: Mercury in evening
Wed. 14th: the star Regulus and Venus in evening
Thu. 15th: Mars in evening
Fri. 16th: Saturn in evening
Sun. 18th: the star Spica in Virgo in evening
Wed. 21st: the star Antares in Scorpius in late evening
Fri. 30th: Jupiter in late evening

Moon Phases

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

July Brightest Navigation Stars

Dusk: Vega, Arcturus, Spica, Antares

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was too small for my ambitions and when I heard that Robbie Ferron was looking for someone to set up a Budget Marine branch on the Leeward island, I didn't hesitate a moment.

"From 2004 through 2009, I gained a lot of experience in the business ... but also realized that in the year 2009, it was the time to sail in my own direction and dedicate all my energy to ABC Boats N.V. with the assistance of Ismael Gonçalves, who chose to join forces with me."

ABC Boats lives up to the company's phrase: we can help you find or sell your boat! They are dealer for a number of brands like Tiara, Sea Chaser and Apex Dinghies, and closely work together with the local Yamaha dealer. ABC Marine takes care of the parts, accessories and outboards at competitive prices. Both companies present themselves as small businesses with a lot of experience in the field and no pretension to grow big. They rather maintain and consolidate service and prices by adding new products and services like the Brazilian brand Holt Nautus for sail control and rigging parts.

"ABC Boats lives up to the company's phrase: we can help you find or sell your boat! ... Both companies present themselves as small businesses with a lot of experience in the field and no pretension to grow big."

Reijntjes and Gonçalves started their new business in November 2009 and already, thanks to a striking advertising campaign on the local radio stations and in newspapers and magazines, the new chandlery is well known on the island and elsewhere. Plans are in the making for new branches in Bonaire and Aruba, hence suiting the names ABC Marine and ABC Boats. For more information: www.abcboatsnv.com

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



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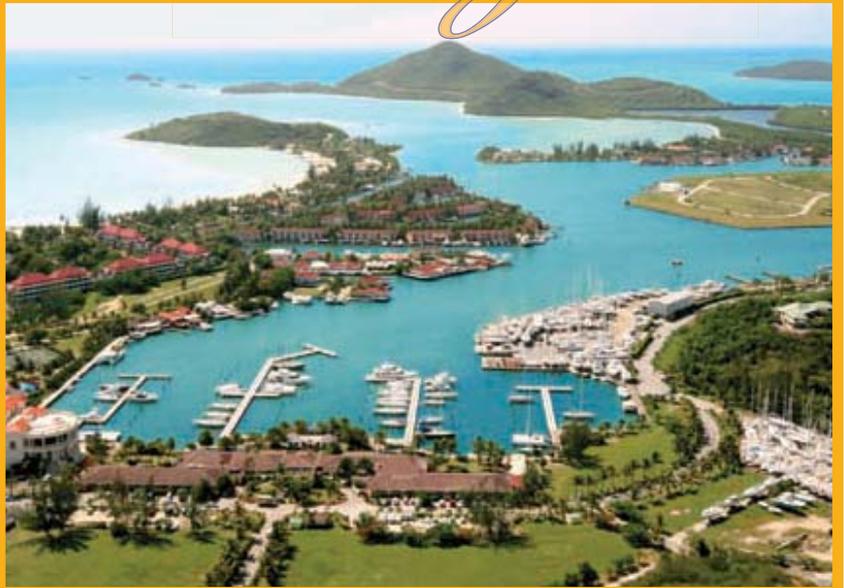
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CARIBBEAN SHIPPING CONFERENCE

PERSPECTIVES FOR A TROUBLED INDUSTRY

ARTICLE AND PHOTO BY ELS KROON



A tug boat packed with delegates to the Caribbean Shipping Association conference

From May 17 through 19, the ninth annual Caribbean Shipping Executives Conference took place in Curaçao. Organizer CSA (Caribbean Shipping Association) and the local port companies CPA and CPS hosted 200 maritime experts from the Caribbean islands, Latin America and the USA. The main theme was RIMS (Regional Integrated Maritime Strategy) and for all sectors the question was set: RIMS: if not today ... When?

After the opening ceremony with the singing of the National Anthem by schoolchildren from all corners of the Caribbean, lectures were given about global economic and trade outlook in the recently-afflicted industry.

Rupert Connor from Fort Lauderdale discussed the opportunities in the luxury yacht business, Linval Baily from Jamaica cited security challenges and FedEx Troy Maxey from Miami told his story about integrated air cargo. The presentation of the US Customs and Border protection representative, Loretta Gamble elicited emotional reactions from the island officials and moderator David Harding had to smooth ruffled feathers.

During the following port tour for which delegates and spouses boarded *Manta* and *Ocoa*, two seagoing tug boats, all minds were united again, enjoying the views on Curaçao's Handelskade and even more on shipping action at the CPA and KTK port offices, CPS' container quay and the hustle and bustle at the Curaçao Dry Dock.

On the last day solutions for RIMS implementation in the perspective of cruise tourism, shore excursions, ocean carrier, feeder and ports and luxury yachts were concluded and discussed in concurrent sessions.

Besides learning from lectures the conference was above all experienced as an excellent networking opportunity, even at the lively pirate party at the centuries-old Fort Nassau, now a restaurant and the central spot for all harbor movements. ☺



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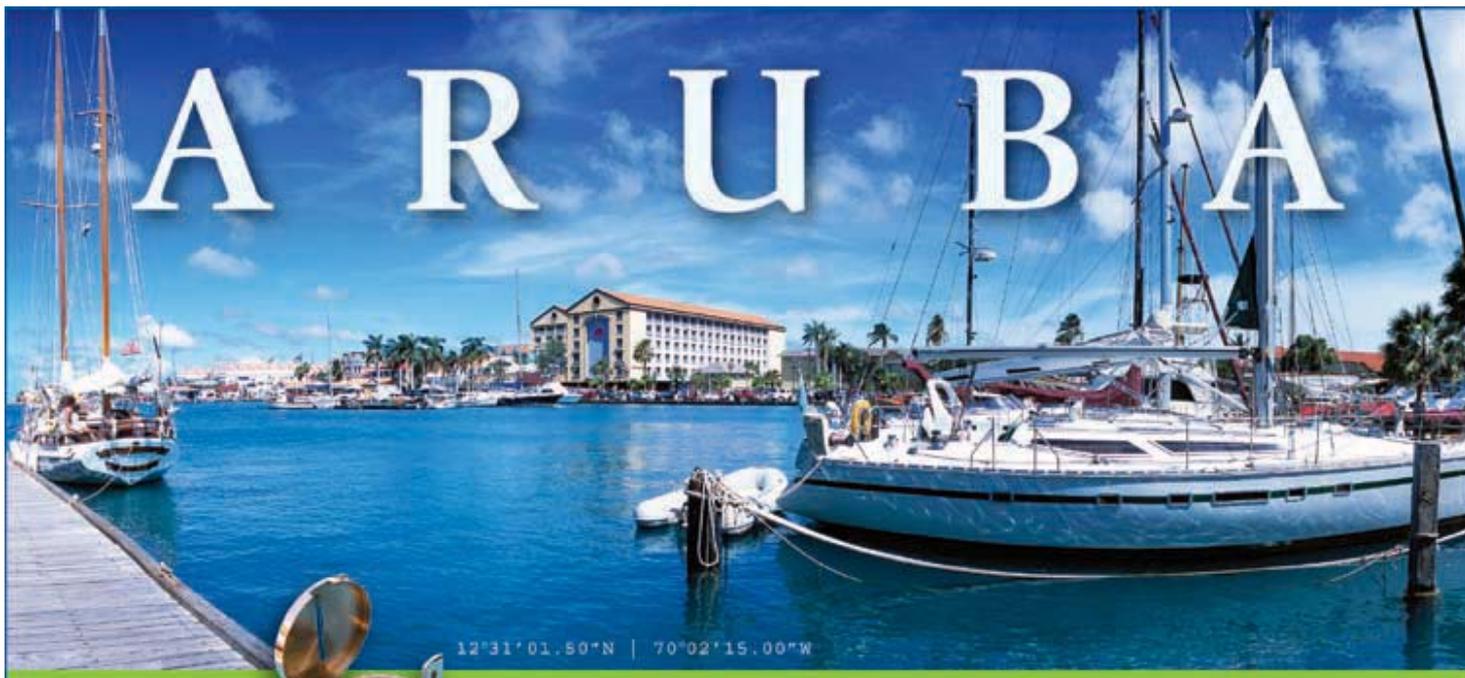
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ARUBA



12°31' 01.50"N | 70°02' 15.00"W



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Located at 12°31' N and 70°02' W, Renaissance Marina is the island's most beautiful marina, part of the Renaissance Aruba Resort & Casino, it stretches over much of this picturesque waterfront

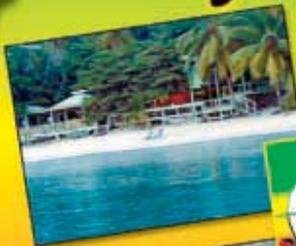
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HEADING SOUTH TO CHAGUARAMAS

TRINIDAD'S YACHTING DESTINATION: MARINAS

BY PENNY SELLIER

Trinidad is synonymous with safety in the hurricane season, & Chaguaramas is the destination. It is nestled in the lee of the western arm of the Northern Range punctuated by the "Bocas" or "Dragon's Mouth." These are the dramatic gateways from the Caribbean Sea into the protected Gulf of Paria.

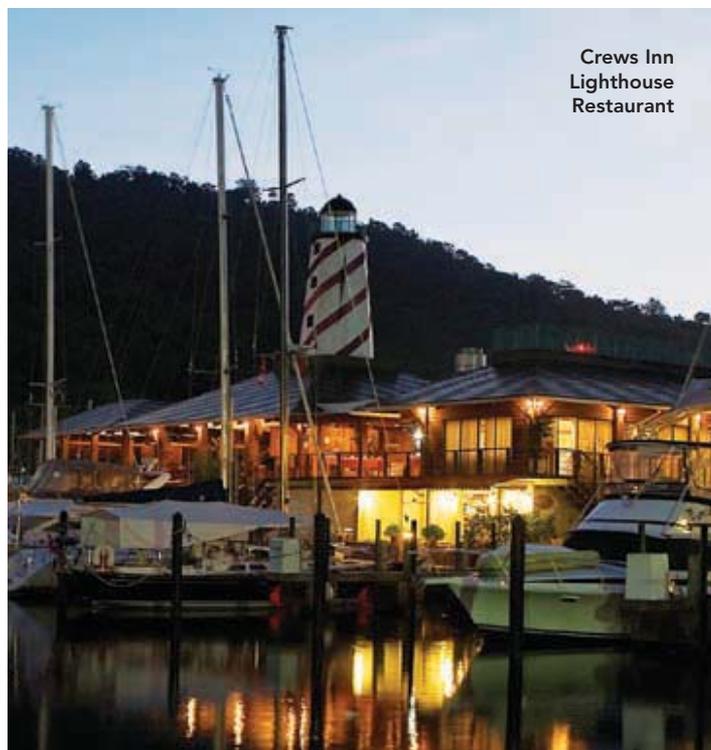
Chaguaramas' strategic location has long been recognized. It was leased to the Americans during World War II where a Military Base was established providing a safe, sheltered harbor for their fleet of ships and submarines. Much of the infrastructure remains, with many historical sites in the area and surrounding islands. Chaguaramas is deemed a National Park, and is the main base for Trinidad's Coast Guard and Regiment. The leisure marine industry in this bay has grown, most rapidly since the early 1990s.

Power Boats

Power Boats was the first facility to recognize that visiting yachts needed a marina. Originally, only power boats (hence the name)



Sails Restaurant
at Power Boats



Crews Inn
Lighthouse
Restaurant

were stored and launched there with tractor and trailer. The Directors saw the potential, and so began the transformation to the first true marina in Chaguaramas. Known for efficient and friendly service, it offers stern-to slips for yachts (up to 80ft in length). It boasts the only fuel dock for yachts in Chaguaramas, and provides all the amenities as well as apartments to rent, Sails Restaurant, grocery and roti hut. The boatyard has a new 60 ton Travel Lift and a full complement of professional boat repair services. www.powerboats.co.tt

Trinidad & Tobago Sailing Association (TTSA)

TTSA was the first anchorage and facility specifically for yachts in Chaguaramas. The site was leased in 1972 and the Association has grown into a vibrant club and sailing school with races held most weekends from November to May. Visiting yachts are welcome to anchor and for a reasonable fee can become temporary members. This allows use of the dinghy dock and facilities, which include the Spinnaker Bar, restaurant, pool and laundry. Its friendly club atmosphere makes it a favorite with cruising families. www.ttsailing.org

Peake Yacht Services

Peake's main store at Cocorite has always included a range of chandlery items. To meet the demands of the growth in the yachting industry the company opened a marina, boatyard and chandlery in Chaguaramas. The dock accommodates yachts up to 115 ft, stern-to with amenities. Its 150 ton Marine Travel Lift easily accommodates catamarans, up to

Continued on page 65

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Continued from page 63



Chaguaramas Bay,
westward

31 ft beam. A full complement of boat repair services is available on-site. The hotel and newly opened "Zanzibar by the Sea" restaurant is surrounded by beautifully landscaped gardens overlooking the marina. www.peakeyachts.com

Crews Inn

It is instantly recognized by the Lighthouse Restaurant, so named for the landmark red and white lighthouse welcoming yachts into their marina. It boasts the largest hotel (with pool) and the most slips, easily accommodating super yachts. It has all the amenities one would expect at a marina and more. There are conference facilities and areas ideal for special events, a HiLo grocery, Duty Free liquor at Apadoca's and even a hair salon. It is the site of Customs and Immigration in Chaguaramas, so whatever your ultimate destination in Chaguaramas, you will first make landfall there! www.crewsinn.com

Coral Cove

This marina has stern-to docking with amenities, and can accommodate catamarans. It is the site of the popular "Joe's Pizza" and the post office is nearby. There are a number of self-catering hotel rooms and a small pool. There is a 60 ton Travel Lift and several marine shops. www.coralcovemarina.com

Tropical Marine

This small marina with stern-to slips is best known for the Wheelhouse Pub serving freshly caught swordfish and steak. The owners have a fleet of fishing vessels ensuring that fresh fish is served as a daily delicacy. There are a number of on-site shops and services.

A Place to Feel at Home

Many cruisers call Chaguaramas "home," and they are right. There is no residential development in Chaguaramas. Boaters are the only civilian residents, and to meet their needs, a village of services has grown up around them.

WiFi is widely available in Chaguaramas. All marinas are within walking distance of each other. Skizzo's Water Taxi service is a convenient alternative during the day and by arrangement, at night. Transport to Port of Spain is provided by "Maxi Taxi" or bus at minimal cost. Based in Tropical Marine, Jesse James of Members Only Taxi Service is a registered tour guide, a Port Officer of the Ocean Cruising Club for Trinidad and Co-host for the Trinidad Seven Seas Cruising Station.

If dock-side living is not your choice, the Yacht Services Association of Trinidad & Tobago (YSATT) has a number of secure moorings in the bay that are available for rental at a minimal fee. www.ysatt.org



View from Peake's

Next: Part 2 – Services in Chaguaramas

CARIBBEAN MARINAS

ALL AT SEA'S CARIBBEAN MARINA GUIDE

			Maximum Draft	Maximum Length	# of Slips	Fresh Water	Electrical Supply	Cable/ Satellite TV	Diesel	Gas	Shower/WC	Laundry	Provisioning	Bar/Restaurant	Security	VHF Channel	Wireless Internet
Antigua	Jolly Harbour Marina	268-462-6042	10'	250'	158	●	110/220	Cable	●	●	●	●	●	●	●	68	●
Aruba	Renaissance Marina Aruba	297-588-0260	13'	200'	50	●	110/220	●	●	●	●	●	●	●	●	16/69	●
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 183PH 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 an IGY destination™	758-452-0324	15'	220'	232	●	110/220	●	●	●	●	●	●	●	●	16/17	●
St. Lucia	The Marina at Marigot Bay	758-451-4275	16'	250'	40	●	110/220/380 50/60 Hz	Cable	●	●	●	●	●	●	●	16/12	●
St. Maarten	Island Water World Marina	599-544-5310	8'	90'	54	●	Available	Cable	●	●	●	●	●	●	●	74	●
St. Maarten	Lagoon Marina Cole Bay Wtrft	599-544-2611	9'	100'	45	●	110/220	●	●	●	●	●	●	●	●	16	FREE
St. Maarten	Simpson Bay Marina an IGY destination™	599-544-2309	14'	200'	126	●	110/220/ 480	●	●	●	●	●	●	●	●	16/79	●
St. Martin	Captain Oliver's	590-590-87- 33-47	10'	150'	160	●	110/240	●	●	●	●	●	●	●	●	16/67	●
St. Thomas	American Yacht Harbor an IGY destination™	340-775-6454	9.5'	110'	106	●	110/240	●	●	●	●	●	●	●	●	16/11	●
Tortola, BVI	Nanny Cay Marina	284-494-2512	12'	125'	200	●	110/220	●	●	●	●	●	●	●	●	16	●
Tortola, BVI	Soper's Hole	284-495-4589	25'	170'	50	●	110/240	Cable	●	●	●	●	●	●	●	16	Cafe
Tortola, BVI	Village Cay Marina an IGY destination™	284-494-2771	12'	200'	106	●	110/220/ 308	Cable	●	●	●	●	●	●	●	16/71	Hard- line at Slip
Trinidad	Power Boats Ltd	868-634-4346	13'	65'	40	●	115/220	●	●	●	●	●	●	●	●	72	●
Virgin Gorda	Virgin Gorda Yacht Harbour	284-495-550	10'	180'	94	●	110/220	●	●	●	●	●	●	●	●	16/11	●

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33' 1988 dean Ocean Comber US\$100,000.00



38' 1997 Beneteau
US\$100,000.00



30' 1984 Carter
US\$29,000.00



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



72' 1997 Kim's yacht Company
US\$400,000.00

MONOHULLS

24'	2007	Tes 720	US\$55,000
30'	1984	Carter 30	US\$29,000
32'	1978	Rival MDC	US\$35,000
34'	1978	Steel Sloop (ROB)	US\$30,000
36'	1977	Roberts Home Built (located in Barbados)	US\$40,000
37'	2006	Hallberg Rassy	US\$359,000.00
37.6'	1987	Topaz	US\$85,000
38'	1997	Beneteau	US\$100,000
39'	1968	Chey Lee Off Shore 40	reduced to US\$70,000
40'	1981	Divorée Steel	US\$50,000
40'	1986	TaShing Tashiba (excellent condition)	reduced to US\$179,500
40'	2002	Hermine DI (launched 2008)	EU264,000
41'	1982	Sigma Marine Project	US\$60,000
41'	1985	Irwin Ketch	US\$85,000
42'	1986	Endeavour	US\$98,000
43'	1999	Wauquiez Pilot Saloon	EU247,500
43'	1985	Gitana	US\$115,000
45'	1998	Peterson cutter	US\$189,999
45'	1999	Passport a/c 44	US\$365,000

46'	1988	Comet 460	US\$136,000
46'	2001	Tayana (Vancouver pilot house)	US\$329,000
48'	1971	Motor Sailer	US\$90,000
48'	1981	Viva Nautica	US\$148,500
50'	1974	Motor Yacht (locally built)	US\$80,000
50'	1991	Celestial Pilothouse	US\$268,000
50'	2001	Beneteau	EU188,000
51'	1986	Beneteau	US\$225,000
51'	1990	Jeanneau Sun Odyssey	reduced to US\$99,000
53'	1984	Amel Custom Mango	US\$269,000
55'	1979	Herreshoff Marco Polo	US\$170,000
55'	1998	Zerft Motor Sailer (must sell!!!)	US\$40,000
56'	1973	Visch Motor Yacht	US\$175,000
72'	1997	Kim's Yacht Company Ketch	US\$400,000

MULTI-HULLS

33'	1988	Dean Ocean Comber	US\$100,000
40'	1999	Woods Catamaran	US\$247,500
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34'	1980	Wharram Tangaroa	US\$35,000
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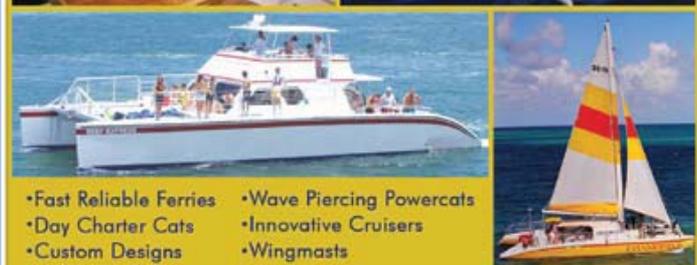
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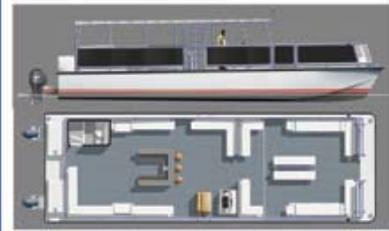
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THE DISH

FRESH & EASY RECIPES!

BY CAPTAIN JAN ROBINSON

Create your own recipes using the summer's fresh herbs, fruits and vegetables: basil, parsley, asparagus, tomatoes, greens, and more. Variety and contrast help make simple pasta really special. Use a variety of colors and textures for your main courses, salads and desserts—crunchy and soft, crisp and smooth. And any time of year, E-Z Apple "Pie" is a crowd-pleaser.

PASTA WITH FRESH VEGETABLES AND CHEESE

Preparation time: 10 minutes. Serves: 4.

- 8 oz dried chunky pasta (farfalle, fusilli, or your choice)**
- 1 cup tomatoes, roughly chopped in 1/2-inch pieces**
- 1 cup yellow summer squash, same size as the tomatoes**
- 1 cup asparagus, cut in 1/2-inch pieces**
- 1/4 cup roughly chopped parsley**
- 3 Tbsp chopped fresh basil**
- 1/2 cup crumbled Saga Blue cheese**
- 2 Tbsp white truffle oil**
- Freshly ground sea salt and pepper to taste**

In a large saucepan bring enough water to boil to cook the pasta, per package directions. While water comes to a boil, prepare the vegetables, herbs and cheese. Place all the ingredients, except summer squash and asparagus, in a serving bowl large enough to later add pasta. Cook the pasta until it is one minute from done, then toss in the summer squash and asparagus for the final minute. Drain the pasta, squash, and asparagus in a colander. Add them to the contents of the serving bowl and toss so cheese can melt before serving.

AVOCADO TOMATO SALAD

Preparation time: 10 minutes. Serves: 6.

- 2 fully ripened avocados, halved, pitted and sliced**
- 2 ripe plum tomatoes or tomatoes of your choice, sliced**
- 3 Tbsp. olive oil**
- 3 Tbsp. fresh lemon juice**
- 1 Tbsp. chopped fresh oregano leaves or 1/2 tsp dried oregano**
- 1/4 tsp. fresh ground sea salt**
- 1/2 tsp. ground black pepper**

In a serving bowl, gently toss avocados and tomatoes. In a small cup combine olive oil, lemon juice, oregano, salt and pepper. Drizzle over avocados and tomatoes.

SUMMER SLAW

Preparation time: 10 minutes. Serves: 4.

- 1 head of cauliflower**
- 1 bunch of radishes**
- 1 bunch of spring onions, cut lengthwise**
- 3/4 cup mayonnaise**
- Salt and pepper to taste**

Clean cauliflower and radishes, discard ends and cut into 1-1/2-inch chunks. Put pieces in blender and cover with water so that the chunks are not crowded, but float. Zap on high or grate-speed two or three times, depending on desired coarseness. Pour into strainer or colander. Push excess water out with fingers. Place in bowl, add spring onions and mix in mayonnaise, salt and pepper.

PINEAPPLE-RASPBERRY PARFAITS

Preparation time: 5 minutes. Serves: 4.

- 2 (8 oz) containers (2 cups) nonfat peach yogurt**
- 1/2 pint fresh raspberries (about 1-1/4 cup)**
- 1-1/2 cups fresh pineapple chunks (or frozen or canned)**

Divide and layer yogurt, raspberries and pineapple into four attractive glasses.

E-Z APPLE "PIE"

Preparation time: 20 minutes.

Cooking time: 30 minutes. Serves: 6.

- 3/4 cup sugar**
- 1/2 cup flour**
- 1 egg**
- 1/2 tsp vanilla**
- 1/4 tsp salt**
- 1 tsp baking powder**
- 1/2 tsp cinnamon**
- 1/2 cup chopped walnuts**
- 1 cup diced Granny Smith apples (about 2 apples)**

Preheat oven to 350°F. In a large bowl combine sugar, flour, salt, baking powder, and cinnamon. Stir well. Beat in egg and vanilla with whisk or spoon. Stir in apples and nuts. Mixture becomes thick. Spoon into a buttered 8-inch pie plate and spread evenly. Bake for 30 minutes. Delicious served warm with vanilla ice cream or whipped cream. A rich apple cake consistency. 

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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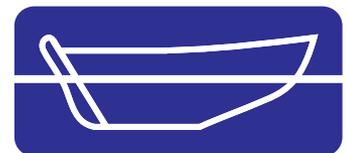
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