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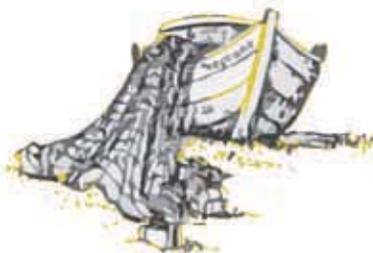


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NEVER MIND THE VARNISH .. GIVE US GIRLS IN BIKINIS

Steel, aluminum, fiberglass or wood? When it comes to boats most sailors will defend their choice of hull material and argue they would have no other.

I love these arguments but all materials have their advantages and disadvantages.

I heard that one owner of an aluminum boat was so paranoid about corrosion that he made the crew stow their loose change in a bag and give the bag to the skipper to lock in the chart table. Even then he couldn't relax thinking that a smuggled coin might fall from a pocket and disappear into the bilge where a few months later it would eat through the aluminum.

The owner of a steel boat told me he didn't worry about pilotage because if the boat hit a rock it would bounce off. About a month later I saw the same yacht on the hard. Looking at the dents in the leading edge of the keel, I could see that what he said was true.

Having owned a wooden boat I must confess I quite like the smell of rot. And owners of wooden boats tend to be the most passionate in defense of their chosen medium. Wood is good, they say. It's traditional and who wants a boat made of frozen snot?

Before I am bombarded with emails, let me say for the record that I have owned and crossed oceans on a boat made of—er, fiberglass. That fiberglass is a wonderful thing isn't in doubt but as many older boats prove, it's not the maintenance free material that we hoped it would be. In this edition, Rosie Burr describes a method of fixing boat-pox that won't cost you a lot of money or keep you sitting on the hard for weeks on end.

The photograph of girls in pink bikinis racing a West Indies workboat that featured on the cover of the April edition of *All At Sea* caused quite a stir. Janet Hein, who took the photograph, wrote to say, "you can't believe the emails flying around between the Pink Lady crew. They're thrilled."

Jeff Jordan, Co-Director of J World Annapolis, was also delighted. In his letter Jeff said: "I was excited to receive my April copy of *All at Sea*. It appears the cover photography has returned to greatness. Nothing says sailing better than an all-girl racing team in a pink wooden boat. Do they need any coaching? Have coaches and will travel!

Keep up the good work."

Note: You may notice something different about *All At Sea*. We hope you enjoy the new look.



Gary E. Brown,
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PHOTO: ROSEMOND GRÉAUX

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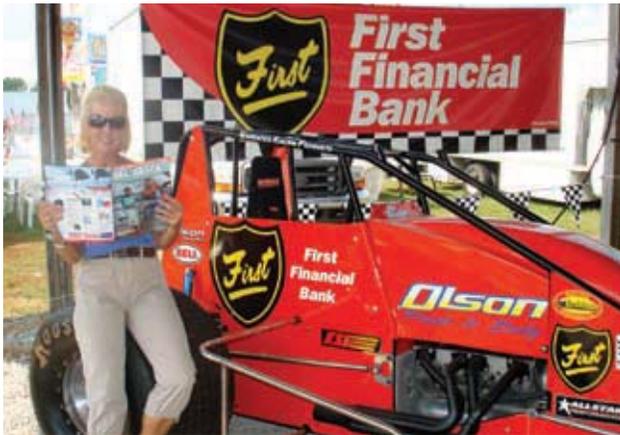


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WHERE IN THE WORLD?

CONGRATULATIONS, MIKE & LYNN, AND THANKS FOR READING ALL AT SEA!



My wife Lynn and I have been cruising for 20 years, the past four up and down the Caribbean island chain. We do sometimes like to return to our land-based roots. This photo was taken while we pursued another long time passion: dirt track sprint car racing. Yes, quite different from sailing, but also similar in the great friends we've made and adventures experienced. Lynn is perched on the right rear tire of one of the USAC sprinters in Terre Haute, Indiana, at the famous 'Action Track' enjoying *All at Sea* and thinking about our return to the Caribbean. Of course, just before the quiet is shattered and the dirt starts to fly!

—Mike Ratliff, *S/V Seabbatical*

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ISLAND EVENTS & INTERESTS

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Bequia

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Tobago

Trinidad

Bonaire



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Virago Wins
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CARIBBEAN NEWS

A BRIEF LOOK INTO THE HAPPENINGS OF OUR WORLD



Long Term Yacht Storage at Curaçao Marine Without Time Restrictions

Curaçao Marine announced they are to be granted 'customs free zone' status and will be able to store yachts without time restriction. Before the zone was set up yachts received a permit for six months with the possible option of extending the permit to 12 months maximum. For longer stays the yacht had to leave the island, visit a foreign port, then return and clear back in to Curaçao.

According to a press release issued by Curaçao Marine, with Free Zone status an absent owner will be allowed to keep his yacht in storage in the marina or on the hard indefinitely, without the hassle of obtaining permit extensions etc.

When the owner and/or crew return to Curaçao to make the yacht ready to leave or cruise, they will receive a new permit for six months. This permit can be extended to the maximum 12 months. After that, an extension can be obtained once the yacht leaves and returns from a foreign port, or the vessel can go back into the Free Zone.

Cuba, Jamaica, Cayman Agree to Co-op Marine Promotion Plan

With anticipation that U.S. President Barack Obama will soon lift the travel ban on American tourists visiting Cuba, repre-

sentatives of Cuba, Jamaica and the Cayman Islands met during the Miami International Boat Show to draft a strategy to handle the predicted influx of boats heading south.

Figures from the U.S. Coast Guard and Florida vessel registration authorities indicate that there are more than 600,000 boats in Florida alone that are capable of making the 90-mile sea voyage from South Florida to Cuba. U.S. boats have been barred from visiting Cuba for more than 50 years.

The representatives included Commodore Jose Miguel Diaz Eschrich, representing Cuba's major marina provider, Marlin; Dale B. Westin, representing the Port Authority of Jamaica; plus Neville Scott, representing Cayman Island marina interests. All agreed that any relaxation of the travel ban for Americans to visit Cuba would have the effect of creating a new Central Caribbean cruising ground consisting primarily of Cuba, plus the Cayman Islands and Jamaica.

In addition to marketing the three-country cruising ground, the representatives forecast the formation of the Caribbean Marine Trades Association that would serve as an umbrella organization to promote yachting tourism to the Central and Western Caribbean.

For additional information and details about the proposed Caribbean Marine Trades Association, contact Jamaican representative Dale B. Westin at dwestin@portjam.com

The Moorings Partners with Sail Caribbean Divers in the BVI

The Moorings have announced a new partnership with Sail Caribbean Divers, a PADI 5 Star Dive Center with 10 years of service to recreational and professional divers in the BVI. From their office at The Moorings Village, Sail Caribbean Divers will operate a reservations desk offering Rendezvous Diving and Scuba Educational Programs to The Moorings charter guests.

"More and more travelers are incorporating adventure and education into their vacation experience, such as learning or practicing a new skill abroad," says Mike Rowe PADI Co-Director. "We realize that families often refine their traditional travel plans for more meaningful and interactive vacations. A sailing, diving, snorkeling and water sports vacation can certainly address their wishes."

Cheryl Powell, COO of The Moorings noted, "We are thrilled to name Sail Caribbean Divers as an official partner of The Moorings. Their office is a great addition to The Moorings Village, and wonderful means to provide our charter guests with access to snorkel safaris, rendezvous diving and Discover Scuba Diving programs from a highly qualified team."

For information about The Moorings charter vacations and adding a Sail Caribbean Divers package to your charter, visit www.moorings.com or call 1-800-535-7289.

Ondeck Raises the Bar in Antigua for Superyacht Training

Antiguan based sailing charter and training company Ondeck, has announced that they are now able to offer STCW '95 Basic Safety Training in Antigua. STCW 95 Basic Safety Training is a globally recognized qualification and a requirement for all levels of crew working on commercial vessels over 24m long.

The UK based Maritime and Coastguard agency, which sets the global standard in marine training, have issued Ondeck with approval to run the STCW'95 Basic Safety Training week after a recent visit to Antigua to assess the facilities and course components.

Ondeck has invested over \$200,000 USD in the program including a new firefighting facility and equipment. Peter Anthony, Chairman of Ondeck said: "It is an extremely exciting time for Ondeck and for Antigua. With this new facility we are looking forward to raising the bar for Superyacht training and local safety training in the Caribbean." eb@ondeckoceanracing.com

Win a FREE Bottom Job!

We are having a monthly contest for the best testimonial about Sea Hawk's Islands 44 and Islands 77.

Simply tell us the date that Islands 44 or Islands 77 was applied to your boat. Let us know how far your boat has traveled or where is kept. Write a brief statement, explaining how long the paint lasted and why you love it. Email your statement, along with a picture of the boat that includes the owner or captain. Be creative!

Each month Sea Hawk will judge the testimonials based on content and creativity. Every monthly semifinalist will be eligible for a drawing at the end of the year for a free bottom job. So take a few minutes and tell us your story about Sea Hawk paints.*

Contest entry dates and details

Entries must be received by the last day of each month. Sea Hawk will choose the monthly winners and the Grand Prize will be awarded in December, 2012. Please make sure your photo is of high quality. Email your entry to Contest@SeaHawkPaints.com.

*See Official Rules online at SeaHawkPaints.com/contest



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EVENT CALENDAR

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

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5/26-28

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6/8-11

Guana Cay Championship | Deep Sea Fishing | bahamasbillfish.com

6/22-25

Treasure Cay Championship | Deep Sea Fishing | bahamasbillfish.com

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6/8-12

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BRITISH VIRGIN ISLANDS

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Race and Cruise to the Bitter End Yacht Club
Sailing | royalbvicyc.org
sailing@royalbvicyc.org

5/21-22

Quantum IC24 International Regatta
Sailing | royalbvicyc.org
sailing@royalbvicyc.org

5/27-29

37th Annual Foxy's Wooden Boat Regatta
Sailing | weyc.net
mcmechanics@surfbvi.com

5/29

10th Annual BVI Poker Run
Powerboats | pokerrunbvi.com

6/4

Race and Cruise to Jost Van Dyke
Sailing | royalbvicyc.org
sailing@royalbvicyc.org

CUBA

6/6-11

61st Ernest Hemingway International Billfish Tournament | Deep Sea Fishing
yachtclub@cnih.mh.tur.cu

CURAÇAO

6/8-11

Sunfish Youth World Championship
Youth Sailing | sunfishworlds2011.com
sunfishworlds2011@gmail.com

6/12-19

2011 Sunfish World Championship
Sailing | sunfishworlds2011.com
sunfishworlds2011@gmail.com

DOMINICAN REPUBLIC

5/31-6/5

Intl Cap Cana Billfish Tournament
Deep Sea Fishing | intlbillfishtours.com
a.new@capcana.com

ELEUTHERA, BAHAMAS

5/11-14

Cape Eleuthera Championship
Deep Sea Fishing
bahamasbillfish.com | 954-920-5577

HARBOUR ISLAND, BAHAMAS

5/25-28

Harbour Island Championship
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MARTINIQUE

6/2-4

Combat de Coques | Sailing
clubnautiquedumarin.com
club-nautique-du-marin@wanadoo.fr

NEWPORT, RHODE ISLAND

6/26

Transatlantic Race 2011 | Sailing
transatlanticrace.org
sailingoffice@nyyc.org

PALMA DE MALLORCA, SPAIN

6/22-25

The Superyacht Cup | Superyacht Regatta
thesuperyachtcup.com
info@thesuperyachtcup.com

PORTO CERVO, SARDINIA, ITALY

6/4-6

Dubois Cup 2011
Superyacht Regatta | duboiscup.com/
CatherineNeal@duboisyachts.com

PORTO SANTO STEFANO, GR, ITALY

6/16-19

Argentario Sailing Week
Classic Yacht Regatta
ycss.it/argentariosailingweek.htm
raceoffice@ycss.it

PUERTO RICO

5/27-29

Club Nautico de Fajardo Puerto Rico
Vela Cup | Sailing | puertoricovelacup.com
787-960-3902

ST. MAARTEN / ST. MARTIN

5/14-15

7th Annual Captain Oliver's Regatta
Sailing | coyc-sxm.com
coyc@domaccess.com

6/11-12

Caribbean Laser Championship
Sailing | smyc.com
info@smyc.com

6/18-19

Marlow One Design Championship
Sailing | smyc.com
info@smyc.com

6/24-26

SMYC Offshore Regatta
Sailing | smyc.com
info@smyc.com

UNITED STATES VIRGIN ISLANDS

6/18-19

2011 Scotiabank Caribbean Int'l
Optimist Regatta
Youth Sailing | styc.net
info@styc.net

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The Kingfish Tournament
Deep Sea Fishing | ttgfa.com
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Saskia Looser and Bodine Beentjes share a joke during the PowerAde Multiclass Regatta.

PHOTO: MICHELE KORTEWEG

St. Maarten Yacht Club – Good Fun at PowerAde Multiclass Regatta

Fair winds and high spirits made this year's annual PowerAde Multiclass Regatta a huge success. Thirty-two sailors participated in Optimists, Lasers, and Jeanneau Sunfast 20s.

The sailing was competitive and the results were tight. A tie-breaker was needed to determine second and third place in the Jeanneau 20 fleet. John Gifford, Guy Taylor-Smith and Liesbeth Halbertsma (who had never sailed before), emerged triumphant, leaving second place to a team lead by well-know French sailor Bernard Sillem. Team Blond, the young team that keeps pushing their elders to sweep out the cobwebs, finished third.

In Lasers, veteran Luc Knol took first place. Second and third, racing in teams and tied on points, were Bodine Beentjes and Saskia Looser, and Bart van Vliet and Maxime Lee.

This year the Optimists dinghies raced under a new fleet system, divided by age. In the Blue Fleet, a tie-breaker was needed at the top, with first place going to Rhone Findlay and second place going to Leonardo Knol. Ferdinand Unser placed third.

Tight racing in the White Fleet saw Alec Scarabelli win first place. He was followed by Nathan Smith who finished only one point ahead of Ilian Halbertsma in third.

The youngest, and least experienced fleet, Green, welcomed a new racer. In his very first regatta, Zack Sabaroché placed a respectable third. Carson Gifford took second place. A jubilant Katie Caputo won first prize for the first time!

The regatta was made possible by sponsors PowerAde, and a host of volunteers. Each competitor and volunteer was rewarded with a PowerAde shirt and lots of PowerAde to keep hydrated during the day-long regatta. After some shenanigans getting all the boats to stay put at the beach on Explorer Island in the Simpson Bay Lagoon, lunch was enjoyed by all, thanks to Domino's Pizza. 

Article submitted by Kathy Gifford

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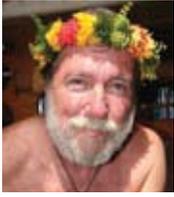
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DOWN WITH SEA GYPSIES

HOORAY FOR COMPULSIVE CONSUMERS!

BY CAP'N FATTY GOODLANDER



I've spent the last six months writing a book on how to buy a boat inexpensively, fix it up at a reasonable cost, and sail it around the world on a modest budget. The official title is rather pithy: *How to Inexpensively Buy, Outfit, and Sail a Small Vessel Around the World*. It seemed to me that such a book was needed, and that writing it would be a good thing.

Not everyone agrees.

"The last thing we need is for non-rich people to start getting involved in yachting," mused Ima Fonie, skipper of the mega-yacht *Banker's Bailout*. "They'll cheapen the whole thing. I mean—what next? Will poor people want to visit Barts? Sign up for the Bucket? Where will it end? I think we should nip this 'everyman' concept in the bud. For instance, our vessel carries wealthy people aboard it. These people are, obviously, worth more than poor people—by, like, *definition*, okay? But now some poor folk are acting like they should be able to use the marine environment within our modest two miles security exclusion zone! As if they—the poor—have as

much right to use this planet as those of us who have *paid* for it! This is *ridiculous*. Poor people should stay where they belong—toiling away in some dreary factory or whatever. Not attempting to infiltrate our yacht clubs, country clubs, and executive airport lounges. I mean, the wealthy people of this world have a right to be first in line with the airline industry—why not the polling station, fuel dock, and shipyard?"

I must admit, I was a bit taken aback by the vehemence of her argument.

"You aren't attempting to say," I sputtered, "that poor people don't have a right to *breathe*, are you?"

"That very question, Fatty, shows *your* pro-poverty prejudice," she shot back defiantly. "If you breathe in, you breathe out, don't you? And who is going to pay to have that carbon dioxide converted back into oxygen? Liberal Democrats? I *doubt* it. No, the job will fall to those of us you media-types so disparagingly refer to as 'fat cats.' Why should we have to put down our champagne glasses and clean up your mess? The same goes for all that messy dying that poor people

love to engage in—why aren't indigents required to have burial insurance before they reproduce like bunny rabbits? No, let's not allow them ruin yachting, too!"

I turned to Cheap Charlie, founder of the Amateur Boat-building Society, for counterpoint.

"What do you say to that, Charlie?" I queried. "Pretty mean, eh?"

"Not really, Fatty," he said. "Sign-of-the-times, me son! Sammy the Sailor who started Middle Class Boaters—that organization at one point was almost as big as the US Power Squadron—well, Sammy committed suicide recently. He's now up on Pauper's Hill. It used to be that a common working man on a beer-and-ganja budget could go sailing—but not anymore. It's cocaine and caviar all the way. The rich Charlie Sheen's of this world have taken over. And the rappers. And the dot com millionaires. There's no room left at the dock for some idiot grossing less than 500Gs a year!"

I hadn't noticed—but he was right. There used to be thousands of 'back yard' vessels being built across America—now there are very few. Why?

"It used to be that boats were, at least to sailors, special things—not just blobs of plastic. But not anymore," said Willy Woodchuck—who was forced to immigrate to New Zealand to work as a shipwright. "Now it is considered low-class to

work on your boat. That's what you hire pheasants for ..."

"... pheasants?" I asked, puzzled. "Don't you mean peasants?"

"Whatever!" said Willy glumly. "And, yeah, the hired help can be a tad touchy. For instance, my dream was to not only build fine yachts—but to eventually own one as well. But, of course, that's not possible. The pendulum swings. Let's face it, dude—the caulker at Morse Brothers in Maine during the early 1900s couldn't afford a boat either. If you work for a living, it's hopeless. If there's honest calluses on your hands, forget it. I goofed and told my son to go to college, study hard, and then work at an honest job. I should have told him to be an inside trader. Tricking poor people out of their precious pennies—now *that's* profitable! And if, while attempting to fleece the public, you goof up—don't worry, Uncle Sam will bail you out. Because, as any CEO will tell you—welfare is bad for poor people because they can't trickle it down—only the rich really know how to distribute their crumbs equitably."

Sometimes I just can't believe all the rapid changes in offshore passage-making—like yacht transportation companies offering those 'deluxe onboard packages' during which you can actually live aboard your vessel as it circumnavigates (with a dry bottom).

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Of course, I always try to see the other guy's point-of-view. And it's true—there is a lot of false information out there—especially in relation to marine services. For instance, I heard that certain marinas and shipyards were attempting to eliminate the little guy.

"Nothing could be further from the truth," said the yard foreman at Tiffany's Yacht Services. "We have tremendous respect for the mom-and-pop boater—just as long as they have the wallet of a Midas. Sure, we'll rent you a slip and haul your crappy little boat-toy out of the water—but our minimum charge is for a 100-footer. That makes sense, doesn't it?"

"Wait a minute," I said, "why would anyone on a 20-foot boat pay the same as someone on a 100-footer?"

"I dunno, either," grinned the foreman, "but some do. It's a status ting, I guess!"

"But if you pull into a gas station, they don't charge you the same amount as a semi-truck. And if a single person goes to McDonalds, they don't have to pay the same as a large family. And when you rent a hotel room, they don't charge you for the entire floor ..."

"That's the beauty of yachting," acknowledged the foreman. "It's *exclusive*. That means THEY pay extra so that they don't have to rub shoulders with the rabble ..."

"... rabble?" I said. "I'm rabble? I thought I was an American citizen."

"Maybe in the 1960s," he mused, "but not today. We're a global democracy now, and every dollar gets a vote."

In desperation, I turned to a sailmaker. They were always, traditionally, hands-on.

"Not anymore," said Gorgeous Gary of Gucci sails. "It's a different world, Fatty. And, frankly, I can't say as I regret it. It just isn't profitable anymore. For instance, if a customer comes into our loft and wants to know what a new suit of sails will cost—we give him the 'bum's rush' out the door. We just haven't got time to deal with such cheapskates. Part of the problem is this ridiculous 'wind is free' bullshit that a few loud-mouthed communists have been spreading around. The reality is the wind isn't free. In fact, the wind will soon be going on sale via iTunes. Yes, there will be an app for that. You see, you don't really own the wind with computer-generated sails. That's because of the digital thingy—you just are licensed to use the wind for a day or two—and then you have to pay again. I mean, if you attempt to reuse the wind and don't pay MS or Steve Jobs' 30 percent—you are a pirate! And that's illegal. You could be thrown in jail—which is often where poor people end up who complain about paying-through-the-nose. Ditto, all the equipment on your boat is only licensed for *that* boat. You can't use it on another boat—not without paying again."

"... what's this concept called again," I asked, shocked at the whole idea.

"Progress, Fatty," said Gorgeous Gary, "It's called progress."

"I can't believe this is all actually happening in my lifetime," I said, as I slumped down and held my head in dejection. "I just heard of Buddhist Temple being built with an express lane for the super-rich—so they didn't have to wait in line for their wisdom."

"That's wise," smiled Gary, "And probably boosts the bottom line too."

Needless to say, I started to complain. I kicked up a fuss. I called my delegate-to-congress. I wrote letters-to-the-editor. I started to use words like 'justice' and 'fairness' and 'equitable' and—needless to say, I got in big trouble.

A guy in a starched suit came down to my boat and asked to see my license for C-map.

Oops.

"And bring your Kindle topside, too," he said. "I want to check it as well. I hope there's no porn on your computer's hard drive—that's hard time, me son!"

You didn't have to be Sherlock Holmes to know what was happening. So I folded, capitulated, and caved-in all at the same moment.

"I think I goofed," I said sheepishly, "And I'd like to apologize to each and every person on this planet who has more money than me—and I'm sure that's most of 'em!"

"Well ..." said the guy—who seemed to need more convincing.

"I was wrong," I said. "Dead wrong. Paying again and again for stuff you don't need or want is okay. Actually, I kinda dig it—now that I've carefully considered all the aspects. And I should be a tad more respectful ... more docile ... and more receptive to being ripped off by my superiors. So, basically, I apologize for existing-while-not-consuming-enough. I'll try to do better. Okay?"

The dude in the business suit wasn't so bad after all. He just put me on probation—and said if I never spoke out again, I probably won't have to do time. I slipped him some money. We departed friends. 

Editor's note: Fatty and Carolyn are currently hauled out in Turkey, smearing paint on their boat and themselves.

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, All At Sea Yarns and Red Sea Run. For details of Fatty's books and more, visit fattygoodlander.com

SAILING WITH CHARLIE

REGATTA

BY JULIAN PUTLEY

Charlie's been out training with a select crew of keen amateurs in the hopes of glory at the next BVI Spring Regatta's prize giving. Charlie has been given an older Beneteau 43 to compete in the jib and main class. "We're going to scrape the barnacles off the bottom, pump out all the water, patch the old bagged-out sails and remove all the unnecessary heavy gear like bilge pumps, boom, life raft ..." he trailed off.

"What's the crew like?" asked Joe, a fellow competitor.

"Oh yeah," he said with enthusiasm, "I've signed up Cynthia, Sin for short, and Virginia, and no she's not. They're both well endowed and don't mind sailing topless; should be a distraction if anyone can get near us. Then I've got a cabin boy to handle the cold beers and an old hand-capped guy, George, for tactics."

"Tactics eh," said Joe, "care to share any secrets?"

Charlie looked at him askance for a few seconds and then whispered conspiratorially. "Get the competition royally drunk at the pre-race party. The girls are good at that. Then, during the race, George'll have a pocket full of shackles. If anyone gets near us he'll throw one up in their mains'l. When it clatters onto their deck it should create a panic."

"Sounds like you're in it more for fun than actually competing."

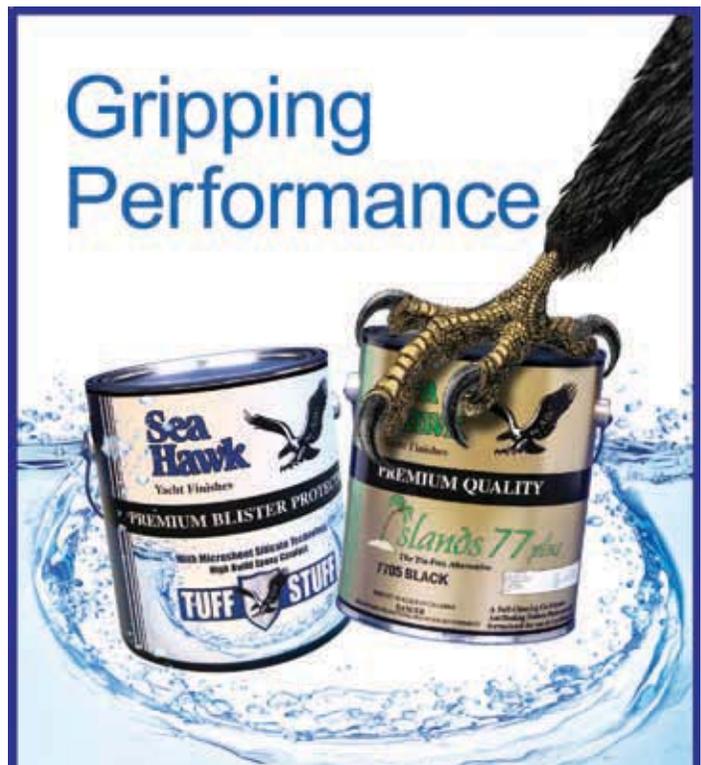
"Of course," said Charlie, "it's all about the fun. Who cares about a silly trophy?"

It wasn't long before the news of Charlie's campaign was all over the island, Joe being something of a tattler. Sage skippers nodded wisely, Charlie would be an 'also ran'. But it was a surprise to the fleet when later all the boats were jockeying for position at the start of the first race. Charlie's boat was immaculate; the bottom was so clean it looked like it had been polished. The sails were brand new and a crack crew of about ten guys was running around adjusting, trimming and tweaking.

As Charlie came up alongside Joe, Cynthia popped her head up out of the companionway and gave him a merry wave. As they crossed the start Joe was looking at their stern and it stayed that way for the whole race. The name on the transom that Joe will never forget was Sea Ya!

Nothing like lulling the opposition into a state of complacency. 

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



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A double honor for Puerto Rico's Sergio Sagramoso and his brand new Grand Soleil 54, *Lazy Dog*.

PHOTO: BOB GRIESER

Close competition in several classes made for exciting racing on the last day of both the Puerto Rico Heineken International Regatta and Puerto Rico International Dinghy Regatta at Palmas del Mar. Up for grabs? Trophies and, most importantly, bragging rights to have won the island's premier sailing event and to have won a regatta that's a signature fixture on the Caribbean regatta scene.

Puerto Rico's Sergio Sagramoso earned this honor, finishing first overall in the Racing fleet and first in the Racer/Cruiser class aboard his brand new Grand Soleil 54, *Lazy Dog*.

"We hadn't raced in two years and I just got this boat last summer," says Sagramoso, who raced it for the first time in the 2011 St. Maarten Heineken Regatta and missed a third place class finish by one point. "It's been a steep learning curve, but I'm happy to win and I think this shows we have learned a lot."

The boat was new but Sagramoso was sailing with the same crew he successfully campaigned with for years aboard his former *Lazy Dog*, a Beneteau First 40.7.

Interestingly, Sagramoso's biggest competition was the Beneteau First 40.7, *Smile & Wave*, sailed by Puerto Rico's Jaime Torres.

"They beat us in the first race the first day when we got a ninth place," says Sagramoso, of *Smile & Wave*, "but after that we didn't finish out of the top three."

Meanwhile, *Smile & Wave*'s Torres had his own fight on the last day. One he finally won, tying St. Maarten's Frits Bus' Melges 24 *Coors Light* on points, but winning the Spinnaker A class by having a greater number of first place finishes.

In other classes, St. Croix's Tony Sanpere, helming his J/36, *Cayennita Grande*, missed first place in Performance Cruising by one point to Puerto Rico's Bernardo Gonzalez, on his Beneteau First 35, *Bonne Chance*.

"It was very close all weekend," says Sanpere. "We almost felt like we were match racing them. In the end, I don't think I had enough people to hold the boat down in the 18 to 26 knot winds."

In the IC-24 class, Puerto Rico's Fraitto Lugo, sailing his *Orion*, got out front early and stayed there.

"We crossed the finish line while racing during the first race and were disqualified in that race," says Lugo. "But after that we finished with almost all first places."

Forty-five boats in nine classes sailed offshore between Puerto Rico's southeastern mainland and the island of

Vieques, racing on a mix of windward-leeward courses, and courses with reaches for the cruising classes in the Puerto Rico Heineken International Regatta.

Meanwhile, junior sailors competed inshore and just off Punta Candellero while racing in the two-day Puerto Rico International Dinghy Regatta.

Puerto Rico's Jorge Gonzalez won the Optimist Class, while fellow islander, Jesus Rosario, lead in Lasers.

"There were excellent winds today for racing. It was exciting," says Jose 'Yoyo' Berrios, sailing instructor at Club Nautico de San Juan, who brought some of his junior sailors to compete.

This year's event featured two trend-setting firsts. One, there was a stand-up paddle boarding (SUP) exhibition and competition. Secondly, ONDECK Sailing brought two of its Farr 65s to race for corporate groups.

"ONDECK presents an opportunity for corporations to charter these large yachts as an incentive for their employees," says regatta director, Angel Ayala. "This is a wonderful door that is opening for nautical tourism to Puerto Rico."

The Puerto Rico Heineken International Regatta is the second leg of the Cape Air Caribbean Ocean Racing Circuit (CORC), which started in February with the St. Croix Yacht Club Hospice Regatta, continues with the International Rolex Regatta in St. Thomas, March 25 to 27, and concludes with the BVI Spring Regatta and Sailing Festival, March 28 to April 3 out of Nanny Cay Marina on Tortola. 

For full results visit: <http://result.vg/cir/xregatta>
For more information, visit: www.prheinekenregatta.com

Report submitted by Carol M. Bareuther.



Racing was close all weekend.

PHOTO: BOB GRIESER

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INTERNATIONAL ROLEX REGATTA ST. THOMAS ATTRACTS THE BEST SAILORS

STORY BY CAROL M. BAREUTHER
PHOTOS BY DEAN BARNES

Steadily blowing tradewinds, sizzling parties and 'irie' nautical camaraderie is what the International Rolex Regatta shares with just about every other sailing event in the Caribbean. But what sets this St. Thomas Yacht Club-hosted regatta apart, and makes it a unique draw for everything from Americas Cup sailors to local juniors just out of Optimist dinghies, is its unique blend of classes. No wonder the 38th annual regatta attracted over 700 sailors on 77 boats.

A record 15 yachts competed in the IRC handicap class. This is a rating rule that is gaining popularity globally but has been slow to catch on in the Caribbean – except at the Rolex Regatta.

Bill Alcott, who hails from St. Claire Shores, Michigan, wouldn't miss Rolex for the world and especially so since he can race under IRC. "If you put a few million into a boat, you don't want to sail under a rating rule that devalues you

and makes you lose," says Alcott, who chartered the Swan 601, *Aquarius*, to race after selling his Andrews 68 *Equation*. "I wouldn't miss coming to the Caribbean. I'd sail a canoe if I had to."

Two IRC yachts came down to the Caribbean expressly to race Rolex and no other regional events. These were Ron O'Hanley's Cookson 50 *Privateer*, from Newport, Rhode Island, and Pat Eudy's Lutra 42 *Big Booty*, from Charleston, South Carolina.

"One of the draws is that Rolex is part of the IRC's Gulfstream Series," says John Sweeney, who has co-directed the regatta for a number of years. "Another is days like today," he added, referring to the steady 14 to 16 knots out of the east with sunny skies, balmy temperatures and light chop on the seas on the second day of racing.

There was certainly stiff competition among the IRC 1 class yachts. Actually, you could call it an Americas Cup-



Full on! The U.S. Merchant Marine Academy's canting keel Maxi, *Genuine Risk*.



Mass IC24 action
16 boats total.

level contest not in race format or courses, but among the skippers. Yet, New Zealand's Americas Cup veteran Gavin Brady, who drove the TP 52, *Vesper*, on the last day, did best Ed Baird, winning helmsman of the 2007-Cup winning *Alinghi*, who helmed the Southern Cross 52, *Vela Veloce*, by a full seven points.

The IRC 1 class was also home to the largest yacht in the regatta, the U.S. Merchant Marine Academy's canting keel Maxi Yacht, *Genuine Risk*, chartered by Sweden's Hugo Stenbeck. Meanwhile, there was equally hot competition among some of the smallest yachts in the regatta, the 16-boat IC24 class. This is a design that was innovated in St. Thomas to build back racing after successive hurricanes decimated the fleet in the mid-1990s. Seems like the idea worked. Interestingly, it was 18-year-old St. Thomas sailor, William Bailey, on *Intac*, who handily sailed to the top of the fleet on day one and held it right to the end after 17 around-the-buoy races.

"It was nerve-wracking. I tried not to look at the scores. We had nothing to lose, so I put pedal to the metal," says Bailey, who had secret weapons, St. Thomas' Thomas Barrows and St. Croix's Peter Stanton sailing aboard as highly-skilled crew. "Sailing an IC24 is different than bigger boats. Mistakes make a bigger difference. You lose a lot more in tacks."



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Bigger Beach Cat Class this year.



Puerto Rico's Fraitto Lugo's *Orion* took a nearly unprecedented second in the class, after winning for so many years, while St. Thomas' Chris Curreri's *Soggy Dollar BVI* rounded out third. Curreri, who has won this class a couple of times and raced with designer Morgan Avery on board as well as Avery's five-and-half-year-old daughter, Madeline, as crew, was forced to improvise when he was protested for having a carbon fiber tiller extension. Class rules call for the extension to be made of wood. So, Curreri grabbed the nearest tree, broke off a branch, affixed it to the tiller, and was back in the racing business.

The smallest boats in this year's Rolex Regatta were the beach cats. These cats have been a species that's gone nearly extinct from many Caribbean regattas, but not Rolex. Again, the competition was keen. Puerto Rico's Jorge Ramos won aboard his Hobie 16, *Universal*, with St. Thomas' John Holmberg, a former Prindle National Champ, and 12-year-old Kai, second on *Time Out*, and St. Thomas' Teri McKenna and Joyce Mackenzie on *Island Girl*, third. "I hadn't raced a Hobie for a while until last year," says McKenna, "but I did use to race a lot in California. In fact, I've raced with Hobie Alter's son, Jeff."

Yes, the International Rolex Regatta attracts the 'Crown Jewels' of sailors in every class, big to small, and that's definitely what makes this regatta unique.

For full results, visit: www.rolexcupregatta.com 

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

Bill Alcott's chartered Swan 601, *Aquarius*.





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ST. MAARTEN HEINEKEN REGATTA

CARIBBEAN SAILORS SHINE

BY HERB MCCORMICK



Team INTAC dominated the CSA 2 class and earned the regatta's top prize, the Heineken Cup, for 'Most Worthy Performance Overall'.

PHOTO: BOB GRIESER

Every edition of the St. Maarten Heineken Regatta—the three-day festival of yacht racing, music and nearly non-stop parties that occurs annually on the first weekend of March—takes on its own personality, and this year's 31st running was no exception. For instance, after weeks of locked-in trade winds, the steady east-lies took a breather for most of the event, with much of the racing conducted in breeze hovering around 10 knots.

Also, with an entry list just shy of 200 boats, in sheer numbers it was by no means a record-setting fleet, though Robbie Ferron, the chairman of the event's steering committee, noted that the big drop-off was in the Bareboat charter divisions, an understandable development considering the state of the world's financial affairs.

However, the quality and diversity of the strong fleet of yachts competing in the CSA racing classes, as well as in

the multihull divisions, remained as good as or even better than ever. Indeed, the Grand Prix CSA 1R racing class was absolutely loaded, with an entry list that included Britain's Richard Matthews' new 54-foot *Oystercatcher XXVIII*, which resembled a souped-up Transpac 52; the Dubois 90, *Genuine Risk*, far and away the quickest monohull on the track; and Aussie Chris Bull's canting-keel Cookson 50, *Jazz*, fresh from a first-place finish in her ORC division in the recent, heavy-air 2010 Sydney-Hobart Race. There was even an old but refurbished Volvo 60 flying a Lithuanian flag, *Ambersail*, which is certainly an unusual sight in a Caribbean regatta.

When all was said and done, however, it was a local boat—Peter Peake's well-sailed, heavily campaigned Reichel/Pugh 43, *Peake Yacht Services Storm*—that proved to be a giant-killer, winning the 1R class with a victory on the final day of competition (which broke a tie with the impres-

sive Hobart victor, *Jazz*). And as far as Caribbean entrants were concerned, *Peake's*, well, peak performance at the top of the fleet was by no means an aberration. In fact, the challenging conditions showcased the skill and talent of island sailors throughout the 19 respective divisions, and that is certainly one of the key elements for which the 31st Heineken Regatta will be remembered.

Indeed, the event's motto is 'Serious Fun' and no boat was more serious—or had more fun—than Mark Plaxton's Melges 32, *Team INTAC*, from the BVI. Plaxton's all-star crew included a host of veteran sailors from the neighboring USVI such as America's Cup winner Peter Holmberg, Ben Beer and Maurice Burg. *Team INTAC* dominated the CSA 2 class with four bullets in four races, and earned the regatta's top prize, the Heineken Cup, for 'Most Worthy Performance Overall'.

As always, the speediest boats on the racecourse may well have been in the three multihull classes, which also drew a radical and assorted roster of entrants: the blazing quick Seacart 30 trimaran, *Blanca*, which was the fastest multihull on Friday's traditional round-the-island kick-off race; the shocking pink *Lui*, from Guadeloupe, an offshore burner that's competed in the famed Route du Rhum race; *Soma*, Nils Erickson's fast and familiar Formula 40; and probably the most distinctive looking boat on the water, *Phaedo*, an orange, all-carbon Gunboat 66 catamaran with black carbon sails.

But in what was becoming a recurrent theme, the winner of Multihull 1R was the venerable, plywood, Dick Newick-designed tri, *Team Kahunas* (a.k.a. *Tryst*) an island fixture for many, many years under the command of skipper Patrick Turner, who showed all the high-tech boys with their brand-new toys a thing or two about old-fashioned yacht racing.



Who can resist a colorful spinnaker?

PHOTO: TOM ZINN

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Racing Circuit

Other islanders who topped their respective divisions were St. Maarten's own Bobby Velasquez aboard *L'Esperance*, a 45-foot Beneteau, in CSA 7; and Antiguan Tanner Jones' J/30, *Blue Peter*, in CSA 8.

As usual, there was a grand contingent of elegant Superyachts in the upper echelon of the entry list—the CSA 1C fleet was comprised of such beauties as the Farr 115, *Sojana*; *Varsovie*, a 100-foot Swan; the striking Carbon Ocean 82, *Aegir*; and POS, an R/P 78. In somewhat of an upset, however, the winner in this division was one of the 'smaller' yachts, Wendy Schmidt's Swan 80, *Team Selene*.

The big boats, of course, were the ones that missed the breeze the most. So it was perhaps fitting that on Sunday night's award ceremony—followed by an incredible four-hour concert by Wyclef Jean—the tongue-in-cheek award for Most Unworthy Performance was presented to The Wind Gods, whose fluky, sputtering offerings were frustrating and uncharacteristic. Fittingly, and perhaps embarrassed by their collectively weak effort, none of the Gods showed up to claim the prize.

For full results, visit the event's website: www.heinekenregatta.com



PHOTO: TOM ZINN

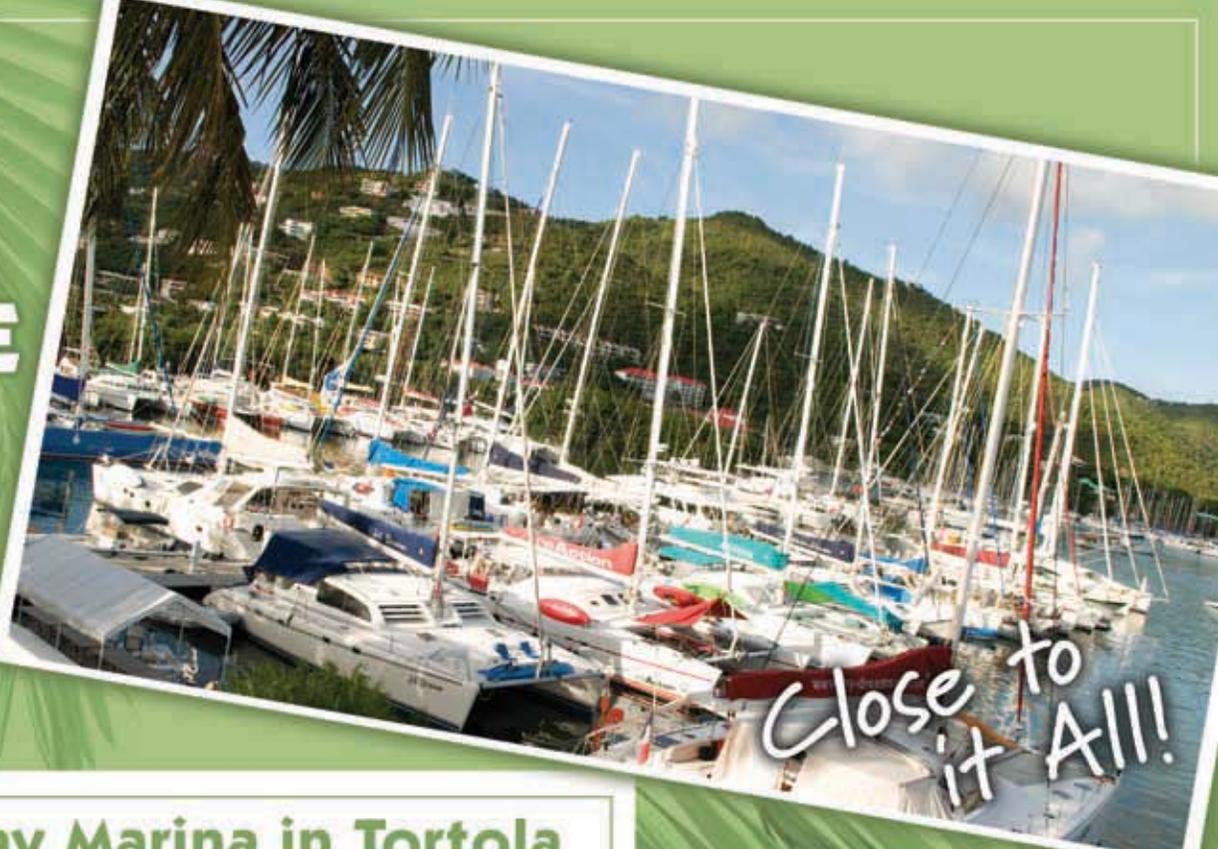


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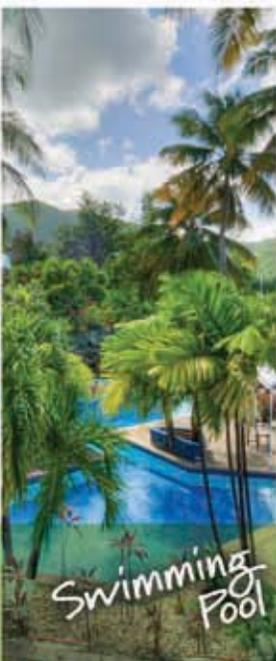
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ST. MAARTEN BUDGET MARINE MATCH RACE

GILL COMMODORES CUP

BY GARY E. BROWN

The monster that is the St. Maarten Heineken Regatta is over for another year. Two events in the build-up to the usual three-day extravaganza have turned the St. Maarten Heineken Regatta into a sailing festival.

The events are the Budget Marine Match Racing Cup and the Gill Commodores Cup. The Match Racing is the first of the curtain raisers and it plays a dual role by attracting world-class sailors and focusing media interest on St. Maarten.

"The challenge for Caribbean regattas is to create a basis for them to stand out in the media world," says Robbie Ferron, Chairman of the Steering Committee for the St. Maarten Heineken Regatta. "By having the match racing associated with the Heineken Regatta we are able to attract extensive coverage to the regatta through creating the opportunity for journalists to focus on the athletes."

Ferron's comments certainly rang true with media coverage for all events reaching new heights.

Publicity aside, there was stiff competition in the Budget Marine Match Race for two-times defending champion Peter Holmberg.

"The quickest way to lose a title is to try and defend it, so I'm not taking that approach at all," explained Holmberg

before the race. Eying the competition the Virgin Islander said he expected Colin Rathbun would be sharp and that Gavin Brady would be tough.

Prophetic words from the veteran America's Cup sailor.

Following a virtuoso performance at the helm of the quirky Jeanneau SunFast20s, in the fluky winds of the Simpson Bay Lagoon, it was indeed New Zealander Gavin Brady who scooped the \$5000 first prize, thus breaking Holmberg's monopoly on the event.

Brady described the final race in the series as one of the most enjoyable he had ever sailed and he was full of praise for the man he forced into second place. "Peter's always going to push you to the end because he's a very fast sailor. At the end of the day, whether you are match racing, sailing offshore, or doing a windward leeward race, Peter Holmberg is one of the fastest sailors in the world," Brady said.

Many of those taking part in the Budget Marine Match Race also took part in the GILL Commodores Cup. This event, sailed over a series of windward/leeward courses, replaced the Heineken warm-up race and, by tradition, takes place on Thursday, the day before the official start of the regatta.

Race day began with rain and drizzle and gave way to blue



PHOTO: TIM WRIGHT

PHOTO: GARY E. BROWN/OCEANMEDIA



Budget Marine Match Racing Cup – Defending Champion Peter Holmberg.

skies and fresh breeze—in other words, a perfect day for yachting. Thirty-nine boats in six classes gathered off Simpson Bay to compete and, as the GILL Commodores Cup is for spinnaker boats only, some powerful yachts were on display.

One of the more memorable moments came during a leeward mark-rounding in the second contest of the three-race series, when a pair of Class 2 boats—the Melges 24 *Budget Marine/GILL*, and the Open 750 *Panic Attack*, with its distinctive square-topped main—finished their first windward leg just as the fleet’s largest boat, the Dubois 90 *Genuine Risk*, completed their second. The juxtaposition of the three wildly divergent boats, with *Genuine Risk*’s five-spreader rig towering over the action, was emblematic of the range and variety of the assembled racers.

The big winner, however, was the canting-keel Cookson 50 *Jazz*, which made her impressive Caribbean debut with three straight victories to top Class 1. *Jazz* had traveled halfway around the world, mostly via freighter, since winning the IRC-0 class in the recent Sydney-Hobart Race.

“We had light conditions and we did quite well,” said *Jazz* navigator Mike Broughton. The boats convincing victory served notice that she’ll be a force to contend with on the Caribbean circuit this year.

In Class 2, Mark Plaxton’s Melges 32, *Team INTAC*, also recorded three bullets to easily win the division. Ironically Plaxton, a key crewman in Gavin Brady’s victory in the Budget Marine Match Racing Cup, had Peter Holmberg onboard!

For full info on the Budget Marine Match Racing Cup and the GILL Commodore’s Cup, visit: www.heinekenregatta.com 

Gary E. Brown is the Editorial Director of All At Sea. He hosts the radio show *YachtBlast* on Island 92, St. Maarten, and is the author of the thriller/sailing adventure *Caribbean High*. For more information visit: garyebrown.net



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ANCHORING FOR DUMMIES

FLOPPER STOPPERS AND MORE

BY NIELS AND RUTH LUND



At dawn, after 12 days at sea, we saw the faint outline of St Helena, the remote Atlantic island where Napoleon was imprisoned. We were extremely excited about making our first landfall since leaving Cape Town, but the wind was light, so we only reached the small indent that marks the anchorage after nightfall.

We had actually never anchored a yacht for more than a lunch time stopover before, because in 30 years of racing and cruising in South Africa, we always ended up on a dock or mooring. So we went by the book and put out 7 to 1 chain, after which we slept the sleep of the dead. Next morning we were enjoying a luxurious shower ashore when the ferryman shouted that our boat was drifting out to sea. We scrambled into our clothes and yes – our yacht was fast disappearing on the horizon. He kindly took us out to the boat. Then began the arduous process of retrieving 160ft of half-inch chain and 45lb CQR anchor—now hanging straight down into the deep—pulling it up inch by inch on a winch, as we had no windlass. The LCD letters on our ancient depth sounder were faulty, reading seven meters instead of 17, so we had not paid out sufficient rode. We were lucky that when the boat broke loose, it moved offshore, and the ferryman (like everyone on this small island) knew exactly where to find us!

This was an embarrassing start to many anchoring experiences, such as dragging at 3am after anchoring on a toilet seat left behind by Hurricane Luis (St Maarten lagoon), hooking a large World War Two metal structure that threatened to pull our boat under (Trinidad), and losing our new Fortress anchor (don't ask how), to name a few. As a result we now follow some anchoring rituals which serve us well and may be of use to others.

We mark the boat's position once we have pulled back on the chain with our GPS MOB indicator and also take physical sights to establish where we dropped the anchor. This helps us check if we are dragging as well as inform anyone anchoring near us about the position of our anchor and chain. Often, with no wind or strange current, the direction in which the boats are lying is deceiving and a newcomer can end up dropping his hook right over someone else's tackle.



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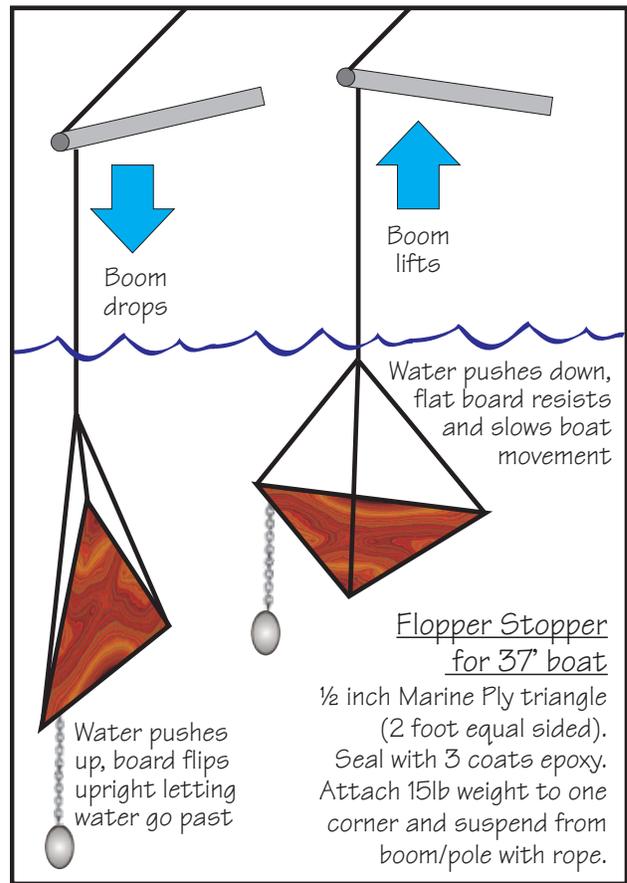


ILLUSTRATION BY RUTH LUND

Our boat does not like to reverse and often pulls to one side when we try to anchor in the traditional way. So now, unless there is a strong wind blowing, to ensure we pull back straight we drop the anchor while moving forward extremely slowly. When enough rode is laid, the bowman indicates to the helmsman to stop the engine, immediately turn the boat to one side and then, if necessary, reverse slowly. This action usually digs the anchor in firmly and lays the chain in a straight line, rather than a wandering curve.

Our 17-ton ketch hobbyhorses a lot and this action means the anchor is more likely to lift in a blow, so we have to lay down a lot of chain, always factoring in the considerable height from our bowsprit to the water, to achieve the correct catenary effect. We therefore usually anchor away from the crowd for peace of mind. Our nylon rope harness hooked onto the chain creates a snubber that softens the snatching.

A great method to stop rocking and rolling at anchor when wind and wave action contradict each other, is to pull the bow around into the waves with a rope bridle attached to bow and stern. The other is to put 'flopper stoppers' onto two spinnaker poles, using the slow upward drag of the water to dampen the rolling. On occasion our 'flopper stopper' has meant the difference between sleeping and falling out of bed.

Trial and error and changing our boat has resulted in our going through quite few anchors over the years (CQR, Brittany, Delta, Fortress – all had their good points, no pun intended). Given the characteristics of our current boat and anchoring conditions, we are very happy with our Munson Supreme anchor. Its heavy tip digs in, the roll bar helps it straighten up if broken out from the side, and its slotted shank facilitates lifting when deeply buried. The Rocna anchor is also, from all accounts, a design well worth considering.

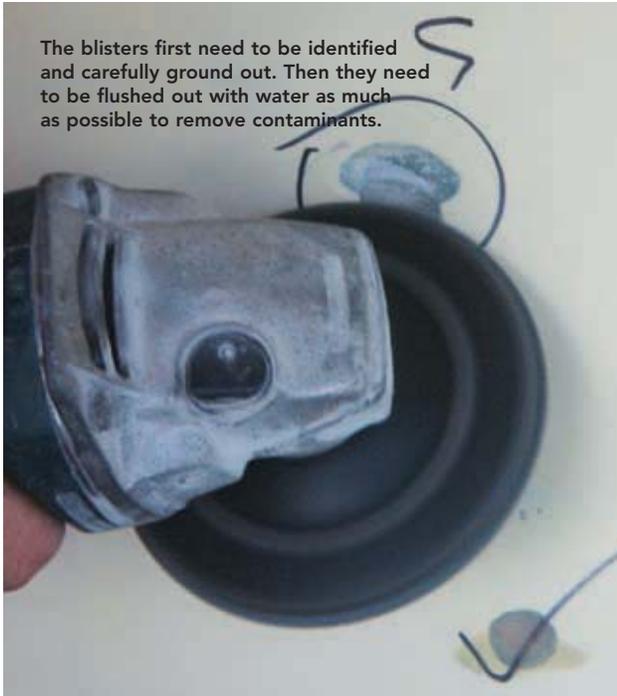
In the April 2010 *Yachting World*, 'The Walrus' wisely wrote: "With anchoring an odd psychology is at play: re-anchoring is considered a loss of face. There is the feeling that everyone else in the anchorage is looking on with mounting interest – which they are – and tutting judgmentally. Ditto." Perhaps prideful impatience, and not ignorance, is the main reason for poor anchoring. Often, despite all efforts, we don't end up where we want to be, and the only solution is to do it all over again – slowly.

Finally, as we aren't getting any younger, the powerful electric windlass on our current boat is one of its best safety features. It may one day get us out of trouble quickly, meanwhile it makes it easy to practice good anchoring etiquette and keep our skipper/first mate relationship intact. ☺

BLASTED BLISTERS

WHAT TO DO ABOUT BOAT POX

STORY AND PHOTOS BY ROSIE BURR



Boat blisters are a delicate subject especially when discussing how to repair them. Unless you have a lot of time to dry out the boat and the money to cover the costs of peeling the hull, it seems repairing blisters is a black art. Some claim that if you only have a few blisters it's best to leave them altogether, particularly from a resale point of view, as an un-tampered hull will be more attractive to a buyer than one with numerous repairs. If you are going to repair them then you need to consider how many blisters you have and whether it will affect the integrity of the hull.

When we bought *Alianna*, our Corbin 39, we knew that we had a blister problem and this was reflected in the price. We were then left with the decision on how we were going to tackle it. We knew nothing at the time and have learnt a lot along the way; including that there is still no 100% cure or boatyards would be offering lifetime guarantees when doing an osmosis job rather than a couple of years. As we were keen to go sailing and not wait for the hull to dry out, we choose to deal with the blisters individually. This is how we repaired the blisters in our thick cored hull. We do not claim that this is the right way for everyone, there are so many differing opinions, but this has worked for us and keeps us sailing.

First you need to identify and open up the blisters. This should be done fairly soon after you haul out as some blisters have a tendency to shrink if left for a while. On this occasion

You will need good quality epoxy resin and hardener, fiberglass material in the form of six or eight ounce cloth ... colloidal silica, micro balloon fillers, scissors, disposable gloves, a small paint brush, acetone, fiberglass roller and squeegee.

we decided to remove all our old paint, something we had never done before, but this is not necessary to repair the blisters. If leaving the antifouling on, wetting the surface helps in identifying the blisters. Wearing protective clothing and goggles, take a grinder with a 36 grit sanding disc to the blisters and carefully open them up. You will see the liquid seep out, keep grinding until you are through the damp patch and can reveal undamaged laminate. Feather the patch until it is

Continued on page 40

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Continued from page 38

about an inch larger in diameter and circular in shape as this makes filling easier. Repeat the process on remaining blisters. The open blisters will then need to be thoroughly scrubbed and washed out with fresh water to remove contaminants. Repeat the process several times – a pressure washer would be handy here. Leave the opened blisters for as long as possible but a minimum of several days.

When you are ready to start repairing the blisters, first prepare your materials: You will need good quality ep-



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oxy resin and hardener, fiberglass material in the form of six or eight-ounce cloth (chopped strand mat is considered non-compatible with epoxy resin), colloidal silica, microballoon fillers, scissors, disposable gloves, a small paint brush, acetone, fiberglass roller and squeegee.

Cut the fiberglass cloth into circular shapes in varying sizes. Start at just less than one inch in diameter, increasing the size to cover your largest blister repair. Clean all the hollows thoroughly with acetone and a clean rag or paper towel. Don't attempt to repair too many blisters at once. If you have only shallow repairs to make then these can be filled with Colloidal Silica. Mix up a small amount of epoxy resin, add the filler until you have the consistency of peanut butter. Fill the blister voids carefully to avoid too much sanding later, as colloidal silica is very tough to sand.

Use the fiberglass discs to repair blisters that have penetrated the laminate. Again make sure the voids have been cleaned with acetone and a clean rag. Mix up two to three pumps of resin and hardener. Saturate the area to be repaired with the resin, working it in to all the crevices. Using the smallest fiberglass disk first, place it into the repair and wet thoroughly with the epoxy. Continue using slightly larger disks until the void is filled. With the roller, carefully roll out the fiberglass so that it conforms to the shape of the repair and remove any air bubbles. Leave to cure and continue with remaining blisters.

Once the epoxy has hardened (about 24hrs) scrub the repairs to remove the wax-like residue then sand the filled repairs with 80 grit sandpaper to fair the surface or prepare the surface for more filling if needed. At this stage a mixture of colloidal silica and microballons can be used for the filler. This will make it easier to sand. Fill with the squeegee, allow to cure and sand again – this process is repeated until it is about an inch larger in diameter and circular

All individual repairs should have a final coating of epoxy unless you intend to barrier coat the hull. Follow manufactures instructions for this and your antifouling paint. 

Rosie and her husband, both from the UK, have cruised the Caribbean and North America for the last six years on Alianna their Corbin39.



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SOMETIMES MORE THAN YOU THINK

STORY BY CAROL M. BAREUTHER
PHOTOS BY DEAN BARNES

New parents spend hours poring over baby books to come up with the perfect name for their little one. Some boat owners also think long and hard about the ultimate moniker for their water 'babies', while others are struck by instant inspiration. Either way, it's fun to learn the story behind the titles of some of the most popular racing sailboats.





“Since our sail number was 007, I was thinking of something with a James Bond theme,” says Annie O’Sullivan, who runs GirlsForSale, an RYA sail training program out of the UK whose women students race aboard an Elan 37 named *Diamonds are Forever* on both sides of the Atlantic. “What girl doesn’t like diamonds?” says O’Sullivan.

One of the leaders on the scoreboard in every major Caribbean regatta from the St. Maarten Heineken Regatta, to the Puerto Rico Heineken Regatta, International Rolex Regatta, BVI Spring Regatta and Antigua Sailing Week is the J/27, *Magnificent 7*. St. Thomas’ John Foster first owned this J/27 and the name is due to his love of westerns, specifically the 1960s-made *The Magnificent Seven*. Fellow islander, Paul Davis, bought the boat six years ago and decided to keep the name, albeit shortened to *Mag 7*. “It’s a familiar boat and a legend on the local sailing scene,” says Davis. “We kept the name because we wanted to carry on the legend.” Davis has big plans for the name in the future. “We are going to start a swim suit line with the *Mag 7* logo in order to buy a new boat,” he says. “The J/27 is pretty old and we want to buy a J/105.”

The computer-animated film, *Madagascar*, produced by DreamWorks, served as the spur for Puerto Rico’s Jaime Torres’ to name his Beneteau First 40, *Smile & Wave*. “My five-year-old daughter loves that movie. There’s this snooty little penguin that steals a freighter, gets ratted out, and when he’s caught just smiles and waves. We want to live up to that name, to keep a positive attitude no matter what.” The name, which is printed on Torres’ crews’ shirts, as well as the boat’s transom, is very popular, he says. “The girls in St. Maarten wanted to rip the shirts off our backs!”

Dave West, a Great Lakes sailor who transplanted to the British Virgin Islands in 2008, decided to use the inspiration of his new home to name his brand-new Melges 32, *Jurakan*. “*Jurakan* was the Taino God of wind,” says West, whose crew during the recent Rolex

regatta was hiking so hard that it looked like they were praying to King Neptune instead.

Some sailors, like St. Croix's Tony Sanpere, follows the unwritten rule of naming his successive sailboats identically – or almost identically. "What do you call a sailboat with a red hull, red spinnaker, red staysail and red bloopers that you think is going to be hot," Sanpere says of the Seidleman 30 he bought in 1980 and named *Cayenne*. His next boat was a Hunter 35, which

he named *Cayenne 2* before moving up to a Beneteau 51 he dubbed *Cayenne 3*. "I didn't want *Cayenne 4*, so when I bought my Soverel 27, I named it *Cayennita*," he says. Currently, he's racing a J/36, appropriately called *Cayennita Grande*.

Other sailors follow the superstition that its bad luck to change a boat's name. "When I bought my first J/24, it was named *Orion*, so I left it," says Puerto Rico's Fraitto Lugo, who calls his IC/24, *Orion*, as well.

Dave West, a Great Lakes sailor who transplanted to the British Virgin Islands in 2008, decided to use the inspiration of his new home to name his brand-new Melges 32, *Jurakan*. "Jurakan was the Taino God of wind," says West, whose crew during the recent Rolex regatta was hiking so hard that it looked like they were praying to King Neptune instead.





“My other boat, *Top Gun*, came with its name, but I was able to name the Dufour myself,” says Aqui, who Caribbeanized the title of the popular 1960s song, *Wild Thing*, to *Wild T’ing*. “That’s our theme song,” says Aqui, who adds, “a boat’s name is what really unifies a team.”

Sometimes it’s a sail number that sparks a boat name. “Since our sail number was 007, I was thinking of something with a James Bond theme,” says Annie O’Sullivan, who runs GirlsForSale, an RYA sail training program out of the UK whose women students race aboard an Elan 37 named *Diamonds are Forever* on both sides of the Atlantic. “What girl doesn’t like diamonds?” says O’Sullivan.

Finally, leave it to a banker to show his ‘wild’ side. St. Thomas’ Lawrence Aqui, an executive at Scotiabank, bought a brand new Dufour 40 last year. “My other boat, *Top Gun*, came with its name, but I was able to name the Dufour myself,” says Aqui, who Caribbeanized the title of the popular 1960s song, *Wild Thing*, to *Wild T’ing*. “That’s our theme song,” says Aqui, who adds, “a boat’s name is what really unifies a team.”



Jaime Torres crew is 'Smile & Wave'-ing!

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

Sports Fishing

A PREVIEW

BY CAROL M. BAREUTHER



Action in the 57th Intl Billfish Tournament, Club Nautico de San Juan.

PHOTO COURTESY OF CLUB NAUTICO DE SAN JUAN

SPORTS FISHERMEN – GRAB YOUR RODS AND REELS! Fishing season is year-round in the Caribbean. There’s abundant game fish such as dolphin, wahoo and tuna to catch and the spring, summer and fall are peak times for bill fishing for blue and white marlin. Here is a sample of tournaments that take place from May through October:



Cap Cana Marina, Dominican Republic.

PHOTO COURTESY OF TOURNAMENT DIRECTOR, RICK ALVAREZ

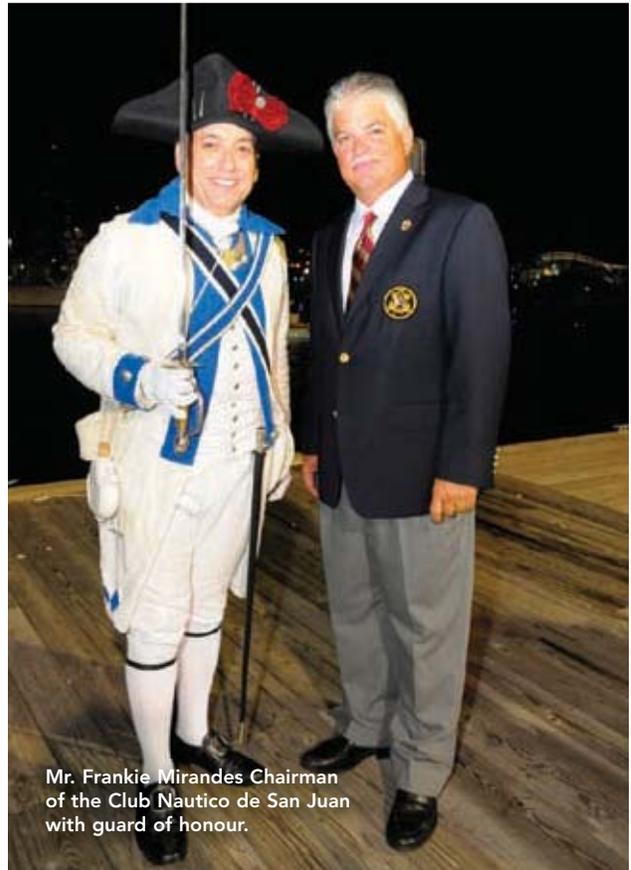
🐟 **May 3 - 7: Guadeloupe International Billfish Tournament.** Nicknamed the 'Land Rover Fishing Festival', the big prize is a vehicle awarded to the angler who reels in a blue marlin over the record 489-pounds set by Franck Nouy in 2008. Fished out of Pointe a Pitre Marina, there are prizes for species such as sailfish, spearfish, tuna and wahoo too. Ashore, there are parties nightly and lay-day games on Gosier Island. www.guadeloupefishingclub.com

🐟 **May 31 - June 5: Dominican Republic International Cap Cana Billfish Shootout.** Over 30 boats and 90 anglers are expected to fish for blue and white marlin in this event, newly title sponsored by the Dominican Republic Ministry of Tourism, where cash and luxury item prizes total over \$100,000. Last year, Gray Ingram's Florida-based *Big OH* earned Top Boat with the release of 12 white and two blue marlin. New this year is the Cap Cana Cook-off sponsored by fishing journalist Charlie Levine. "All teams are encouraged to enter a dish in the seafood, meat or chicken categories," invites tournament director, Rick Alvarez. www.intlbillfishturns.com

🐟 **May 31 - June 5: The Bill Fish Tournament.** Fished out of the Marigot waterfront in St. Martin, this annual tournament draws international anglers to the productive offshore grounds of Marlin Boulevard. "Last year was incredible, this year will be memorable," said tournament director, Francois Anton, in an Email. A cash prize of \$20,000 goes to the team that break's the island's 810-pound blue marlin catch record. www.billfish-tournament.com

🐟 **June 10 - 12: 45th Annual Antigua and Barbuda Sports Fishing Tournament.** Forty-five boats or more are expected to compete in this event which offers a Marlin Division (blue and white marlin and sailfish) and Sportfishing Division (wahoo, dolphin, tuna and kingfish). Charter boats are available for visiting anglers. Nightly parties, food and drink will be in Nelson's Dockyard, English Harbour. www.antiguabarbudasportfishing.com

🐟 **June 13: NEW! The Antigua and Barbuda Marlin Classic.** The best anglers will compete against one another in this new one-day tournament. Entry is US \$1000 and winner takes 80% of all entry fees. "With the addition of the Marlin Classic, it's definitely worth making the trip to Antigua to fish this and the Antigua and Barbuda Sports Fishing Tournament for three superb days of fishing," says organizer Alison Sly-Adams. www.antiguabarbudasportfishing.com



Mr. Frankie Mirandes Chairman of the Club Nautico de San Juan with guard of honour.

PHOTO COURTESY OF CLUB NAUTICO DE SAN JUAN

🐟 **July 12 - 14: 48th July Open Billfish Tournament.** Up to 25 boats are expected to fish the longest annually held angling contest in the Virgin Islands. "The full moon in late July produces a great blue marlin bite," says tournament director Jeffrey Kreiner. This goal is to release the most blue marlin, white marlin and sailfish in this all-release tournament hosted by the Virgin Islands Game Fishing Club. www.vigfc.com

🐟 **July 17 - 20: BVI Billfish Tournament.** Back after successful events in 2007 and 2008, more than 20 boats are expected to fish this event held at the Bitter End Yacht Club (BEYC). "When anglers arrive in July, they will be greeted by our new, upgraded docks," says Sandra Grisham, BEYC chief operating officer. "They will be wider, have more draft and totally updated power and water systems." www.beyc.com/index.php/bvi-billfish-tournament.html

🐟 **August 10 - 14: USVI Open/Atlantic Blue Marlin Tournament.** World-class anglers compete in this 'Super Bowl of Sportfishing' to see who can release the most blue marlin. "This year," says tournament director, Jimmy Loveland, "Annette 'Maudi' Dallimore of Australia will be with us. She is the current holder of the IGFA Women's



Big Oh, winners of last year's July Open Billfish Tournament in St. Thomas.

'All Tackle' Atlantic Blue Marlin record with 1073 pounds caught on the North Drop in 1982 aboard Capt. Joe Lopez's *Prowess*. www.abmt.vi

🐟 **August 19 - 21. Tarpon Thunder Tournament.** Tarpon, catching and releasing the most, is the name of the game at this tournament organized by the Trinidad and Tobago Game Fishing Association. ttgfa.ning.com

🐟 **September 4 - 11: 58th International Billfish Tournament.** Sixty-plus boats and 250 top-notch anglers from all over the world will compete in this all-release tournament. "Visiting anglers are invited to fish on the best yachts from Club Nautico de San Juan fishing 'armada' and rotate every day," says tournament director, Frankie Mirandes. Over 30 prizes awarded including Best International Cup Winning Team, Best Angler and Best Boat. Cash prizes for the top three captains. www.sanjuaninternational.com

🐟 **October 15 - 22: 48th Port Antonio International Marlin Tournament (PAIMT).** Fishermen are flocking to Jamaica in the wake of last year's fantastic fishing, when anglers aboard *Diana*, a 52 Hatteras, set a record by releasing eight blue marlin in four days of fishing. "Anyone can enter with a 20% boat discount offered if paid before

June 30 2011," says Dr. Ron DuQuesnay, chair of the host Sir Henry Morgan Angling Association. There are nightly parties and a lay-day canoe parade and tournament. www.jamaicasportsfishing.com

🐟 **October 20 - 23: St. Lucia International Billfish Tournament.** Held out of IGY Rodney Bay Marina, there's the chance to win a vehicle if the island blue marlin record of 767-pounds is broken. Dockside activities include nightly weigh-ins, wine and rum tastings, music, food and a fashion show. "Non-anglers can take part in all angler activities, but instead of fishing we have a catamaran island tour or duty free shopping tours available," says tournament organizer, Anne Hamu. www.stluciabillfish.com

🐟 **October 26 - 29: International Game Fishing Tournament of Martinique.** Held out of Port du Marin and hosted by the Martinique Billfish Association, this event attracts a fleet of local and international anglers. Discounts available for entries prior to October 1 2011. www.martinique-billfish.org 

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



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PROFILE

PUERTO RICO'S JAIME TORRES

BY CAROL BAREUTHER

Thirty-five years ago Puerto Rico's Jaime Torres watched his father win a highly-coveted Rolex watch. The elder Torres earned this prize by driving his Swan 44 *Jibaro* to the top of the fleet in St. Thomas' International Rolex Regatta. This year, Torres was only five points shy of repeating his father's feat, and he is determined to do so next year as he gets back into big boat racing after a long, successful and continuing career in windsurfing, kite-boarding and other recreational board sports.

"I've been around the water all my life – surfing, windsurfing and sailing," says Torres, who was born and raised in San Juan. "Sailing especially is a sport that I find few ever get out of once they've started. It's just incredible to be able to harness the energy of the wind and sea and convert it into raw speed."

Torres life-changing entry into sailing happened in 1974, at the age of 12, when he, his father and crew delivered *Jibaro* to San Juan from Annapolis. He spent the next four to five years racing with his father and manning the foredeck in regattas such as Rolex, the BVI Spring Regatta and Antigua Sailing Week. He then left the island to attend Roger Williams University in Bristol, Rhode Island.

"This is when I gave up big boat sailing and started concentrating on windsurfing," Torres tells. "Windsurfing

"I've been around the water all my life – surfing, windsurfing and sailing," says Torres, who was born and raised in San Juan. "Sailing especially is a sport that I find few ever get out of once they've started. It's just incredible to be able to harness the energy of the wind and sea and convert it into raw speed."

was exploding as a sport in the early 80s. I liked it because I could do it on my own."

Torres spent college summers working for Jasper & Bailey Sailmakers with Nick Bailey in St. Thomas and then Aaron Jasper in Newport, Rhode Island. He was in Newport the day the U.S. lost the Americas Cup to Australia and can



Jaime Torres.

PHOTO: DEAN BARNES

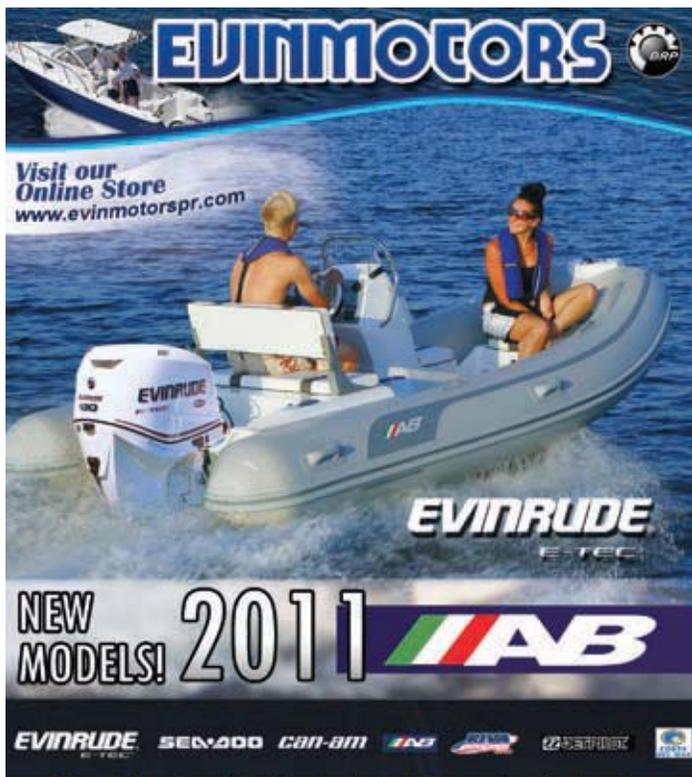
still remember the reverberations this made throughout the sailing community. He was also right on the spot when the Australian yacht was lifted out of the water to reveal its controversial 'winged' keel.

After graduating with a degree in yacht design, Torres headed west where he worked in a Neil Pryde windsurfing shop in Maui, Hawaii. He moved back to Puerto Rico the next year, but windsurfing dominated his life for the next 15 years.

"I opened a sail repair business right between Isla Verde and the Condado," he says, of the start of Vela Uno. "It developed into a small windsurfing retail shop and it's grown from there into a big little business."

In 1998, Torres traveled back to Hawaii for a windsurfing competition and saw kite-boarding for the first time. The high-energy sport so captivated his interested that he brought a kite back with him.

Continued on page 53



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Jaime Torres, (far right with trophy) on the podium in Rolex (2nd in CSA Spinnaker 2).



PHOTO: DEAN BARNES

"All my friends laughed at me and told me it would never take off," he says. "But today, one of my claims to fame is bringing kite-boarding to Puerto Rico."

Five years ago he ventured back to big boat sailing when Tom Hill asked Torres to join the crew on *Titan*. He spent a year racing in such high-profile events such as Block Island Race Week and Antigua Sailing Week and loved it.

"It showed me how much I missed driving," he says.

Torres originally bought his Beneteau First 40 *Smile & Wave* as part of a fractional ownership program. However, he says, "fractional ownership is good for cruising, but not for racing. You want to have consistent crew for each regatta."

It was just last year when Torres recruited a number of friends, some with sailing experience and others without, and created a dedicated training program designed to make the team competitive on the spring regatta circuit.

"I told my friends I would teach them how to sail and race if in turn they promised to make time to practice and sail the regattas," he says. "We practiced five times per month

"My father sails with us when he can and loves it," Torres says. "He's been such an enabler to me in this sport."

and I had a professional sailmaker and bow guy come down to do the training."

The practice has paid off. *Smile & Wave* finished sixth in class in their first outing at the St. Maarten Heineken Regatta and second in class at the St. Croix Hospice Regatta, Puerto Rico Heineken International Regatta and International Rolex Regatta.

"My father sails with us when he can and loves it," Torres says. "He's been such an enabler to me in this sport."

In the future, Torres plans to be one of the mover and shakers to re-vitalize yacht racing in Puerto Rico.

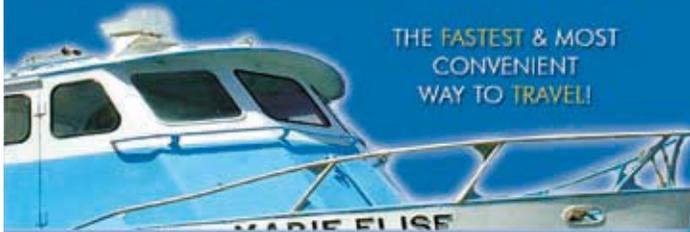
"I want my five-year-old daughter to grow up in a sailing atmosphere like I did," he says.



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

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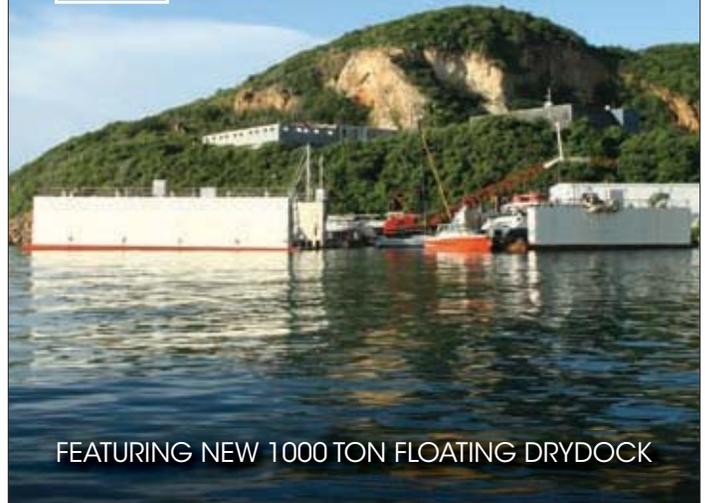
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VIRGIN ISLANDS' JOHN AND JOHNNY FOSTER

2012 OLYMPIC BID

BY CAROL M. BAREUTHER



John (helm) and Johnny (white hat) in action at the 2010 Puerto Rico Heineken International Regatta.

PHOTO: DEAN BARNES

One of the island's all-time winning skippers isn't competing in the Caribbean this season. This doesn't mean that St. Thomas' John Foster has given up sailing. To the contrary, Foster, with son Johnny as crew, has launched his sixth bid for the Summer Olympics in the Star Class.

"When we sailed our Kirby 25, *The Good, Bad & Ugly*, last season, we felt we had maxed out our efforts in the boat," Foster explains. "We decided we were ready for a change; either a different boat for local Caribbean racing or something else."

That 'something else' proved to be an Olympic campaign, especially when several stars aligned. For example, former *The Good, Bad & Ugly* crewmember and Netherlands native, Andre Van Den Haspel, was available to coach and coordinate the spring and summer's European circuit of regattas. The father and son's wives got into the spirit

by making travel, food and lodging plans. In addition, the opportunity to compete at the highest level of his favorite sport in his native country was also a draw for Foster. The sailing portion of the 2012 Summer Olympics will be held in Weymouth, England.

"What sealed the deal," says Foster, "is that we felt with the joint experience we had from sailing together many years in the Caribbean, and the experience of past Olympic campaigns behind us, that we had a reasonable chance to qualify."

The Fosters aren't leaving anything to chance. They have an ambitious schedule planned right through to December when they hope to earn an Olympic slot at the ISAF Combined World Championship in Perth, Australia. The two kicked-off their campaign in January at the Olympic Class Regatta in Miami, Florida.

Continued on page 57

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Continued from page 55

"It had been ten years since we actively sailed the Star," says Foster. "We showed up with our old boat and saw that a lot of changes had taken place. For example, we had state-of-the-art Harken blocks ten years ago that weighed 40 to 50 grams. Now, there is all new carbon blocks weighing 15 grams. Another example is that we used clips to fasten the jib to the forestay and now there's a zipper that is more aerodynamically efficient. It's a lot of little things that collectively add up to a big advantage."

Though Foster has sailed many boats in his lifetime and there are several Olympic classes, his heart is in the Star.

"It's a keel boat so in some respects it feels like *The Good, Bad & Ugly* upwind," Foster says. "Over 18 knots it planes like a 470 and under 5 knots the huge mainsail allows you to exceed the hull speed."

The Fosters aren't the only ones who swear by the Star. The design celebrates its 100 year anniversary this year. It the oldest Olympic class boat, debuting in 1932, and 2000-plus are actively sailing today. One of these is the brand new Star that the Virgin Islands' sailors had built by Mader in Fischeing, Germany. They'll take delivery of the boat in April and embark on a circuit of European regattas. These events will include Semaine Olympique Francais in Hyeres, France; the Delta Lloyd Regatta in Medemblik, Netherlands in May; Kiel Week sailed June 18 – 26th in Germany; the Weymouth and Portland International Regatta in England in July; and finally the European Championships in Dublin, Ireland, in September. Following the European circuit, the boat will be shipped to Australia.

"We chose the ISAF-sponsored events in order to earn points toward a world ranking," says Foster. "This is a stepping-stone for Olympic selection."

This summer's Weymouth regatta, and the subsequent chance to sail in the Olympics there, holds special meaning for Foster. Many years ago he was stationed in Weymouth on an aircraft carrier as a member of the British Royal Navy. Much earlier, and further north in Liverpool and Wales, a five-year-old Foster got his start sailing by helming for the local fishermen who didn't have fuel to run power boats during the War.

"That's when I got a feel for the wind and sailing," Foster says, "and I've been hooked ever since." 

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



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PHOTO: TODD VANSICKLE

NORTH SOUND REGATTA SUPERYACHTS MAKE DEBUT

BY TODD VANSICKLE

There is a new annual regatta in the British Virgin Islands and sailors are already looking forward to next year.

"Thank you for a great event, the sailing was great and the parties were first class," said Captain Ross Munson of the seven-month-old, 82-foot superyacht *Aiyana* as he left the dock on Sunday afternoon.

Aiyana placed second in the inaugural Superyacht Regatta and Rendezvous, which took place March 16 -19th on Virgin Gorda. The event was staged at the new North Sound Yacht Club and Oil Nut Bay Beach Club on the island's east end.

"The breeze was pretty light this week, and the big boats don't always like the light air," Captain Munson said. "But it worked for us, because we are a slightly smaller boat."

A total of 12 courses were created to give organizers 'plenty of options' depending on weather conditions. Most of the courses included races around islands, including

Virgin Gorda. One race was held each day and lasted four to five hours.

The crew of *Aiyana* liked the around-the-island courses, where they had seen a couple of whales. "It was close competition. For a lot of these big boats the challenge is just getting them around the race track. There is so much engineering; they are so complex with computer systems. Not only do you have the race sailors onboard, but you also have the technical team to keep them running," Captain Munson said. He added, "This is the cream of the crop of superyachts."

The 16-member crew was heading to St. Thomas to compete in the Rolex Regatta and would be returning to the BVI the following week to compete in the BVI Spring Regatta. Other competitors were headed to the St. Barth Bucket Regatta.

Twelve motor yachts and ten superyachts competed in the three-day event. All of the boats had to be at least 24

meters to qualify for the regatta. Some yachts had as many as 30 crewmembers.

BVI resident Mark Stephenson got the opportunity to race on the 138-foot winning yacht, *Hunuman*.

"Racing on *Hanuman* in the inaugural BVI Superyacht Regatta was unlike anything I've previously experienced," Mr. Stephenson said. "I've raced on other bigger boats, but none that came close to the sailing power of this J-Class, which is really a true superyacht and an exquisitely crafted museum piece."

The event was organized by Yacht Club Costa Smeralda, Boat International Media and Victor (BVI) Limited.

CEO of Boat International Media Tony Harris said the event was unique, because "nobody has ever done a regatta and rendezvous together." Despite hosting events around the world, the Caribbean proved to be a challenge.

"It is pretty complex, because we have two sets of events going on simultaneously for the sailboat owners and the motor yacht owners," Mr. Harris said.

As sailboats headed to the starting line, motor yacht guests participated in social events like dressing as pirates and taking part in a 'treasure hunt'.

In the evening sailors and guests attended lavish parties, including the Full Moon Party on the last night where guests,

RESULTS

NON SPINNAKER DIVISION

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|--------------------|------------------|
| 1. <i>Moonbird</i> | 3. <i>Kokomo</i> |
| 2. <i>Lady B</i> | |

SPINNAKER DIVISION

- | | |
|------------------------|-------------------|
| 1. <i>Hanuman</i> | 5. <i>Zefiro</i> |
| 2. <i>Aiyana</i> | 6. <i>Zefira</i> |
| 3. <i>Sojana</i> | 7. <i>Twizzle</i> |
| 4. <i>Astro d'lest</i> | |

dressed in all white, were treated to fireworks.

"This is just a start," Mr. Harris said. "We are pretty sure this will be the smallest event we will do here. It is going to grow and grow." 

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

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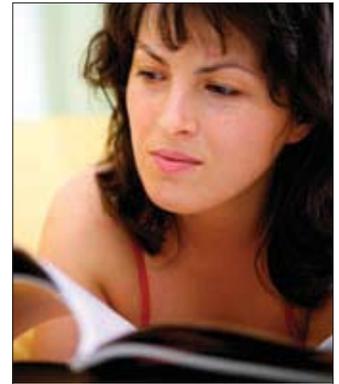
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DIANA NYAD

MARATHON SWIM – CUBA TO FLORIDA

BY ROBERT LUCKOCK



Diana Nyad at La Samanna Hotel in French St. Martin.

PHOTO: ROBERT LUCKOCK

On the bucket list of things to do in retirement, swimming from one country to another over two and a half days probably wouldn't make it on most people's lists, but for 61-year-old Diana Nyad, swimming is her life, her passion.

This coming July the New York-born world renowned athlete and former world record holder plans to fulfil a dream, reviving an attempt on swimming from Cuba to Florida, a feat that eluded her 32 years ago, even when she was in her prime.

It's a treacherous 103-mile body of water infested with sharks and jelly fish but that isn't deterring this remarkable woman who now bides her time as a motivational speaker and sports contributor for Radio KCRW.

Despite the use of a protective shark cage her first attempt in 1978 was scuppered by eight-foot waves and after enduring a battering for 41 hours she was forced to abort. Hopefully this year it will be third time lucky. A planned attempt in 2010 had to be postponed

after months of preparation because of unsuitable sea conditions.

All being well, Diana will be the first person to complete the distance without a shark cage, and also the oldest. For the shark threat, she has enlisted the help of three Kayakers from St. Maarten who will police the waters ahead of her. The kayaks will be fitted with electronic shark repellent devices.

The biggest threat she predicts will come from jelly fish stings but support crew are prepared with various medications to apply, while she is in the water.

She made her comeback to long distance swimming last year, completing a 24-hour swim in Florida, and happily admits that she is in better physical shape now at this point in her training build up than she was a year ago.

"We're aiming to be ready for July 1, that means all the preparation done, including visas and permits issued, and

Continued on page 63

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MANKIEWICZ

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all the crew waiting in Key West," Diana states. "It's a large operation, like an expedition. We've got about 25 people, navigators, managers, boat crew, weather routers, media, medical people, shark experts, you name it.

"That's the time when the water starts to get to its hottest. I need the hottest possible ocean. As soon as we hit the right forecast we'll be off to Havana. We won't know the exact starting point probably until the night before. And we don't know exactly where landfall will be ... I'd love to wind up in Key West but it will depend on trajectory of the Gulf Stream."

Her training is mostly taking place in St. Maarten up to June 1 where she is based at the exclusive La Samanna Hotel, the hotel kindly sponsoring her accommodation and use of facilities such as spa and gym.

Aside from swimming, her training includes Yoga, abdominal work, weights, and calisthenics, to keep flexible and strong. She estimates she's about 15lbs over weight, mostly muscle weight, but that's good for insulation against cold.

St. Maarten was chosen as a training ground because of her contacts on the island and due to the similarity of water temperature expected between Cuba and Florida.

No wetsuits are allowed in long distance swimming and she is not allowed to exit the water. Crew on the support boat accompanying her will pass her food and drink, typically energy gels, powders, liquids, and protein food.

Diana's record breaking achievements came within a ten year period from 1969 to 1979, the year in which she completed a 102-mile swim from Bimini in the Bahamas, to Florida. She broke numerous world records including a swim around Manhattan Island in 1975 in seven hours 57 minutes. She was inducted into the National Women's Hall of Fame in 1986 and into the Swimming Hall of Fame in 2003.

Asked what motivates her to attempt a marathon swim at this point in life, she says: "Last year when I turned 60 I said to myself I don't like being 60. Like a lot of people my age we've got a lot of life left compared to our parents. We want to be still relevant to our society. I want to be relevant, feel powerful, and prove that I can commit to something very difficult."

Follow Diana's achievements on www.diananyad.com 

Robert Luckock is a British journalist and freelance writer residing in St. Maarten since 1984. He is currently The Daily Herald's correspondent for French St. Martin and was one of All at Sea's very first contributors.



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VIRAGO WINS 16TH ANNUAL ST. BARTH BUCKET

VINTAGE WAR PLANES ADD SPECIAL TOUCH

STORY BY ELLEN LAMPERT-GRÉAUX, PHOTOS BY ROSEMOND GRÉAUX

With the largest fleet in its 16-year history, the St. Barth Bucket, sailed March 24-26th, made an indelible mark on the island of Saint Barth, for more reasons than one. Not only did the 40 magnificent sailboats, ranging in size from the 76ft W-class *White Wings* to the 289ft Perini Navi beauty, *Maltese Falcon*, by way of a pair of J-boat replicas, *Hanuman* and *Ranger*, create a stir, but the Bucket also presented an air show that brought excitement to the skies overhead.

With such a large fleet, the organizers of the Bucket decided to divide the boats into three categories for the first time, rather than just two. So in addition to Les Grandes Dames des Mers (cruising class) and Les Gazelles des Mers (racing class), the new class called Les Elegantes des Mers was added for classic sailboats, which included such beauties as the 55-meter Hereshoff schooner, *Elena of London*, the 55-meter ketch *Marie*, and the handsome new *Bequia*, a 90-footer built in traditional style.

The weather could not have been better for the three days of racing with winds 13 to 17 knots, calm seas and sunny skies. Conditions meant a weekend of straightforward sailing over the three courses: around the island – in both clockwise and counterclockwise directions; the ‘wiggly course’; or triangle course around the small islands lying to the north of Saint Barth.

The overall winner of this year’s Bucket was the 30-meter sloop *Virago*, designed by Frers and built by Nautor Swan. “This is an amazing adventure we started last year,” says Barbara Hemmerle Gollust, who accepted the winner’s trophies along with Robert Rosenkranz and Alexandra Monroe. “Last year was our first Bucket and we won race three. This year we won both the second and third day in our class. It was very exciting.”

Sunday’s winner was *Helios*, a 45-meter Perini Navi sloop. “*Helios* came alive on day three!” says Captain Duncan Robinson. “The extra couple of knots of wind make all the difference for us and we could really feel the boat powering up. We had a great team and everything went right. The decisive moment was calling the layline to Les Grenadiers. At six minutes per tack we do not want to be short-tacking to make the mark. I enjoy racing at any level but to push boats of this size around the course is a real buzz. The



Bucket lets owners race their yachts and makes for some great networking.”

In addition to *Virago* claiming top honors in the Gazelles racing class, other winners include the 37-meter S&S ketch *Axia*, in the Grandes Dames cruising class, and the 42-meter Frers ketch *Rebecca* in the new classic Les Elegantes class.

Jim Teeters’ Bucket Rating system worked well this year. Boats were well matched and racing was exhilarating: “On Sunday, we had 34 boats finish within 20 minutes of each other,” said Bucket committee chair, Hank Halstead of Northrop and

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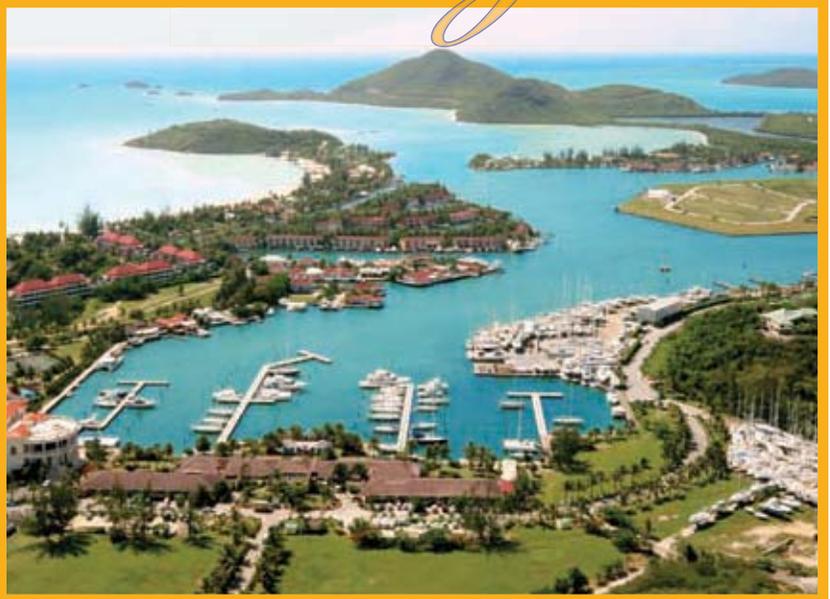
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Johnson. The 2011 St. Barth's Bucket was the first to be sailed under modified Racing Rules of Sailing for 2009-2012 (RRS).

The 2011 Bucket will be remembered as a highly professional and well-organized event, with Peter Craig in his second year as race director. (And yes, there were crews competing for the Skullduggery Award dressed as Vikings and chickens, and there are rumors that a live goat was involved.) An extra element was added with an air show featuring four World War II aircraft, courtesy of the Texas Flying Legends Museum in Houston and the Bosarge Family Foundation.

The air show was part of the yearlong 25th anniversary celebrations of the first Bucket regatta sailed in Nantucket in 1986. To get to Saint Barth, the planes flew the farthest they have flown since WWII. From a fly-past at the airport to aerial stunts at the end of the race in the afternoon, the vintage planes: a P15 Mustang, P-40-K, Goodyear FG-1D Corsair, and B-25J—were impressive to watch.

After 16 years, the Bucket has evolved to a major regatta for sailboats 30-meters and above, and boats compete for the 40 coveted slots on the roster. The 2012 edition, to be held March 29 to April 1st, again promises great sailing and



And the winner of this year's St. Barth Bucket is *Virago*! From left, Alexandra Monroe, Robert Rosenkranz, and Barbara Hemmerle Gollust.

a second edition of the air show in what Halsted calls: "the first marriage of these two great sports."

For full details on all entries, award winners and sponsors: www.bucketregattas.com/stbarths/awards.html

Ellen Lampert-Gréaux lives in Saint Barthélemy where she is editor-in-chief of Harbour Magazine, and has been a regular contributor to All At Sea since 2000. She also writes regularly about entertainment design and technology for Live Design magazine, and about Caribbean architecture for MACO, a Trinidad-based lifestyle magazine.



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SWASHBUCKLING SINT EUSTATIUS

FIRST SLAVES, THEN OIL

STORY AND PHOTOS BY ANDY SCHELL



I went running yesterday on Sint Eustatius, south along the main road by Oranje Baai, then right, up the steep hills towards the town of Oranjestaad. I made an abrupt left turn onto a dirt path. The sun was now at my back and I was heading east, surrounded by goats and cows. I emerged onto another junction and swung left towards the hills to the north, and the oil depot which lies hidden on their far side.

Statia is an island steeped in history. It's not difficult to picture Gallow's Bay brimming with square-riggers and schooners (over 3,500 ships called in one year in the 1700s) and the waterfront alive with activity. Many of the ruins remain intact and those that don't lie awash in the breakers just off the shore. For slaves Statia was the first stop after an arduous journey from Africa. The old slave road arches steeply up the cliffs to the trading block, where men and women were bought and sold.

Statia was a tax shelter, a duty-free port that thrived as a weigh station for all sorts of goods including sugar and rum and the evil trade that made each of those industries profitable, the slaves themselves. Today the island is a weigh station for what many see as a modern evil: Oil – as

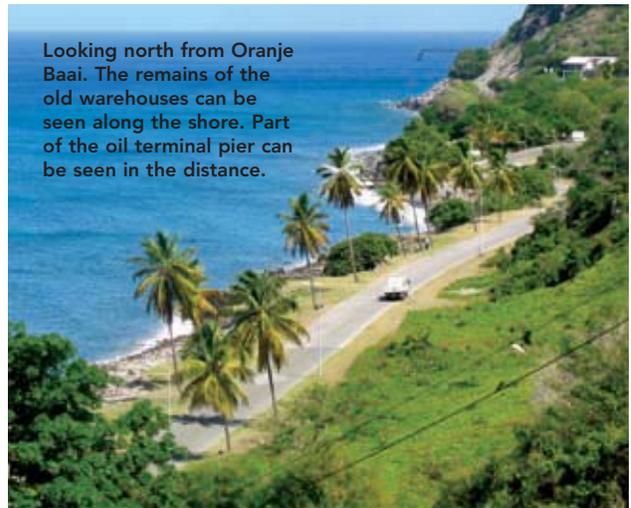
I write there are more than half a dozen tankers anchored off the leeward coast of the island, and two more lined up at the pipeline bunkering oil to be shipped elsewhere.

Oddly enough, for the cruising sailor, the oil trade remains invisible on Statia. The island doesn't feel the least bit industrial, and the tankers anchored offshore add ambience to the surroundings, a modern scene that recalls the sailing ship days of old. Anchored snugly in the bay, oil is likely the furthest thing from one's mind.

If approaching the island from the north, be careful to avoid the oil facilities, especially at night. To the south the island is steep-to. Enter Oranje Baai from the west. You can anchor anywhere in a sandy bottom from 10-15 feet. Avoid the old ruins just off the shoreline. The harbor can be rolly, and it helps to set a stern anchor so the boat lies to the swell instead of the wind, which generally sweeps down off the Quill and blows offshore. A stern anchored is required when tying up the dinghy to the main concrete pier – in a really bad swell you can use the small basin inside the breakwater. Formalities on the island are limited to a quick check-in with customs and immigration, located just to the south of the dinghy dock. Your next stop should be with



Diving off Statia.



Looking north from Oranje Baai. The remains of the old warehouses can be seen along the shore. Part of the oil terminal pier can be seen in the distance.



Oranjestaad.

Kate at the Marine Park office, just behind Golden Rock Dive Center (who can take you diving on the islands myriad underwater sights, including some of the Caribbean’s best wreck dives), where they’ll ask for a modest fee to help protect the islands underwater habitat.

Ashore, navigation is a cinch – uphill will take you towards the main town center; downhill gets you back to the harbor – and the island is compact enough to explore on foot. The Quill volcano is accessible from a well-marked trail that begins behind the Marine Park office and continues right down into the crater. If you remain on the flat, middle part of the island, a longish walk to windward with the volcano to your right will bring you to the Atlantic side, where the breakers crash ashore. Here, the relentless heat from the sun subsides slightly in the misty air.

Statia is officially part of the Netherlands, and the modern culture is a mix of Dutch and English expats, and local descendents of the slaves. The waterfront, once bustling with commerce, is now host to several quiet bars and restaurants. Some – like my favorite The Old Gin House – inhabit the ruins of old buildings, providing a nostalgic, swashbuckling ambience.

To me, St. Eustatius is an anomaly in the Caribbean. Tourism is limited to some adventurous divers who come here just for that, and the occasional ‘Ocean Classrooms’ schooner. The Marine Park houses a few interns in their hostel on the windward side of the Quill, and invites visiting cruisers to assist in any of their environmental projects, from land reclamation to sea turtle conservation.

It’s not uncommon that you’ll be the only boat in the harbor. The locals are genuinely friendly, and will engage you in conversation not because they want to sell you something but because they are interested in a chat. The landscape is at once filled with a stark beauty from its ancient stone works to the luscious dampness of the rainforest inside the crater of the Quill. On Statia, history lurks not far beneath the surface, and fortune favors the curious. 

Andy Schell is a professional captain and freelance writer based in the Caribbean, Annapolis and Stockholm, depending on the season. He lives aboard his yawl Arcturus with Mia, his fiancée. Contact him at andy.schell125@gmail.com or www.fathersonsailing.com



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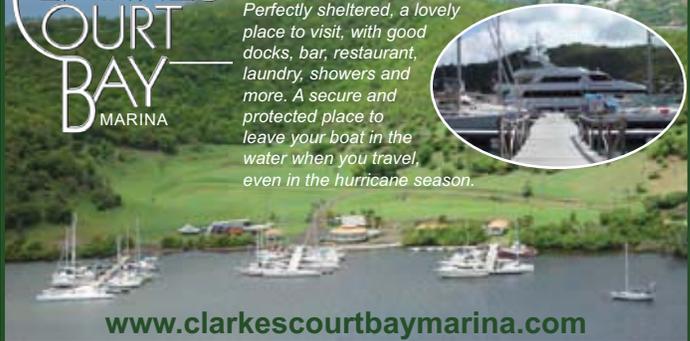


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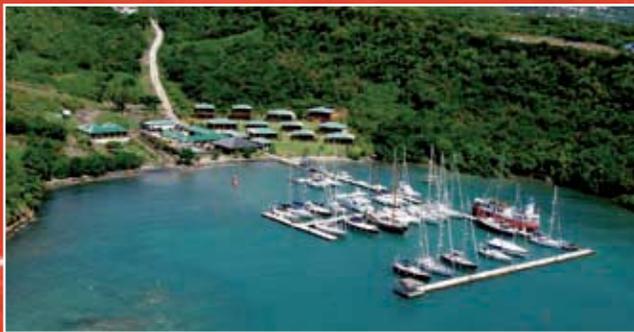
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West Indies Guard Ship
HNLMS Rotterdam.



SECURITY ASHORE AND AT SEA

ELS KROON JOINS THE CREW OF THE WEST INDIES GUARD SHIP AND GOES ON EXERCISE WITH THE MARINES!

The latest West Indies Guard ship (WIG) – this time provided by the Royal Netherlands Navy – arrived in Curaçao earlier this year. The ship, *HNLMS Rotterdam*, is a 166 meters (545 feet) long amphibious transport ship, also referred to as a Landing Platform Dock (LPD). As guard ship, *Rotterdam* has taken on a job usually reserved for a frigate.

The Netherlands has been a maritime nation for hundreds of years, depending on the sea for commerce. Traditionally the Royal Netherlands Navy deployed all over the world in order to protect Dutch interests. Today, the threat to the Kingdom of the Netherlands and her NATO allies has diminished; however, the demand for maritime resources is greater than ever. Warships can now operate independently in international waters for long periods anywhere in the world. They can also operate in coastal waters, thus providing security both at and from the sea.

The WIG ship, one of the navy's two Amphibious Transport Ships, is unique and of significant value in the Caribbean region. *HNLMS Rotterdam* has the capacity to transport large

loads and the ability to disembark a battalion of marines on a coast with their associated equipment and supplies. Once troops are ashore, the ship is able to provide logistic support for 30-days, as a recent exercise involving 90 Marines of the 32nd infantry company, based in Aruba, was to prove.

"Usually we are limited to training at platoon level with the small Boston Whaler boats," says Jan Willem van Dijk, Commander of the 32nd infantry company. "With the *Rotterdam* we can train for amphibious operations with all the frills!"

The first exercise was planned for early one Saturday morning at Curaçao's Fuikbay. While the *Rotterdam* stayed offshore, serving as the communications and command ship, the marines landed and secured the beach above and below the water. The troops were followed by three landing craft carrying heavy equipment for possible deployment.

"Landing resources and manpower right where it is required is the goal of these operations," says Peter van den Berg, commander of *HNLMS Rotterdam*. "And that's

basically not where the enemy is, because in amphibious operations, the aim is to find that piece of coast where no enemies are." These operations can be carried out in ports and at locations with limited or no port facilities at all.

Besides her regular crew of 123, the ship can accommodate more than 500 people. Special communication and radar equipment 'in-house' provides support to operations against terrorists or pirates, and in the event of evacuation operations or environmental disasters. "If we had been around after the earthquake in Haiti, we would have made a significant difference," said Commander van den Berg, referring to the unique qualities of the amphibious ship. "In the past we have seen, especially in the Caribbean, that there is a need for amphibious action in the line of humanitarian aid after a disaster."

Towards the end of the day the exercise entered a more serious phase. The *Rotterdam* sailed to Bonaire where, at the '1000 steps', a famous dive site at the foot of almost insurmountable cliffs, the marines carried out a pre-dawn landing. After exploring and securing the beach, they scaled the cliffs. Using knotted ropes and tiny ladders, the men silently reached the higher level where they carried out a surprise attack.

After sunrise the exercise continued at Sunset Beach. There, under the watchful eye of STENAPA (National Parks Foundation) employees, heavy equipment was brought ashore.

Back on the *Rotterdam* the officers in charge gathered in

"In the past we have seen, especially in the Caribbean, that there is a need for amphibious action in the line of humanitarian aid after a disaster."

the amphibious operations room where first they planned the operation and where later they would evaluate the exercise.

In addition to operational activities, the crew of the *Rotterdam* also supports various island charities, transporting goods and gifts from the Netherlands. On board are the bulky parts of an artificial-grass football field for Saba.

HNLMS Rotterdam and her sister ship *HNLMS Johan de Witt* will be open to the public during Caribbean Navy Days held May 21-22nd in the harbor of Willemstad, Curaçao. ©

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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AQUASPORTS CHALLENGE

PENTATHLON PUTS THEM TO THE TEST

STORY AND PHOTOS BY ELS KROON



A lively start of the first kayak relay race.

Every year Insulinde Challenge, a Curaçao-based non-profit organization, hosts an event which challenges youngsters, drawing upon their resourcefulness, motivation, spirit and enthusiasm.

The challenges began in 2005 with the Aquasports Triathlon held at the Asiento Yacht Club. The triathlon involved five, 20-man teams competing in swimming, kayaking and sailing tournaments. A successful first edition attracted 250 spectators and stretched competitors to their limits. The Aquasports Triathlons were repeated in 2006 and 2007, hosted by Pro-Sail at their Marina in Spanish Water.

In 2005 and 2008 Insulinde Challenge also hosted the Klein Curaçao 'Clean-Up'. A challenge involving 160 young people intent on restoring Curaçao's little sister island to its original pristine condition. These events were remarkably successful in fulfilling their aims: to educate the youth of Curaçao, to heighten their awareness of ecological balance and the environment in which they live, and to do it in a fun way. The organization is looking forward to a repeat performance next year.

On February 27 2011, Insulinde Challenge held their fifth Aquasports Triathlon, this time involving five, 12-man teams, hosted by the Sea Scouts Mgr. Verriet group at their base in Spanish Water.

Two sports have been added to the program, justifying the name Pentathlon, which means 'an athletic contest consisting of five different events'. And the challenge now



Heave! Team Courtney & Co during Tug 'O' War.

features sailing, swimming and kayaking relay races, plus a road relay race, and, of course, the Tug O' War.

Although 'organized chaos' came to mind, the event was a lot of fun with remarkable sportive performances by participants as well as organizers. Rain showers failed to dampen a great team-spirit, one that was further enhanced by the fantastic catering of the Sea Scouts, who also made up the majority of the participants, along with the sailing ship Insulinde's captain and crew.

Local sponsors generously donated goods, prizes and funds to cover the expenses.



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

STAD AMSTERDAM

CLIPPER VISITS CURAÇAO

BY ELS KROON



The clipper *Stad Amsterdam* alongside the dock in Curaçao.

PHOTO: ELS KROON

During March the Dutch clipper *Stad Amsterdam* again graced the historic Handelskade waterfront in Curaçao.

The beautiful three-master, built by Damen Oranjewerf in Amsterdam in 2000, operates luxury cruises in Europe and the Caribbean. Curaçao was hoping to receive a visit from the ship last year, however, that was postponed when the clipper was chartered to retrace the voyage of the *Beagle*, the ship that carried Charles Darwin around the world from 1831-1836. Darwin's voyage resulted in the publication of *On the origin of Species*, the book that drastically changed the way we look at life on earth. Almost two centuries later, *Stad Amsterdam* recreated this voyage for a series of scientific programs shown on Dutch and Belgian television.

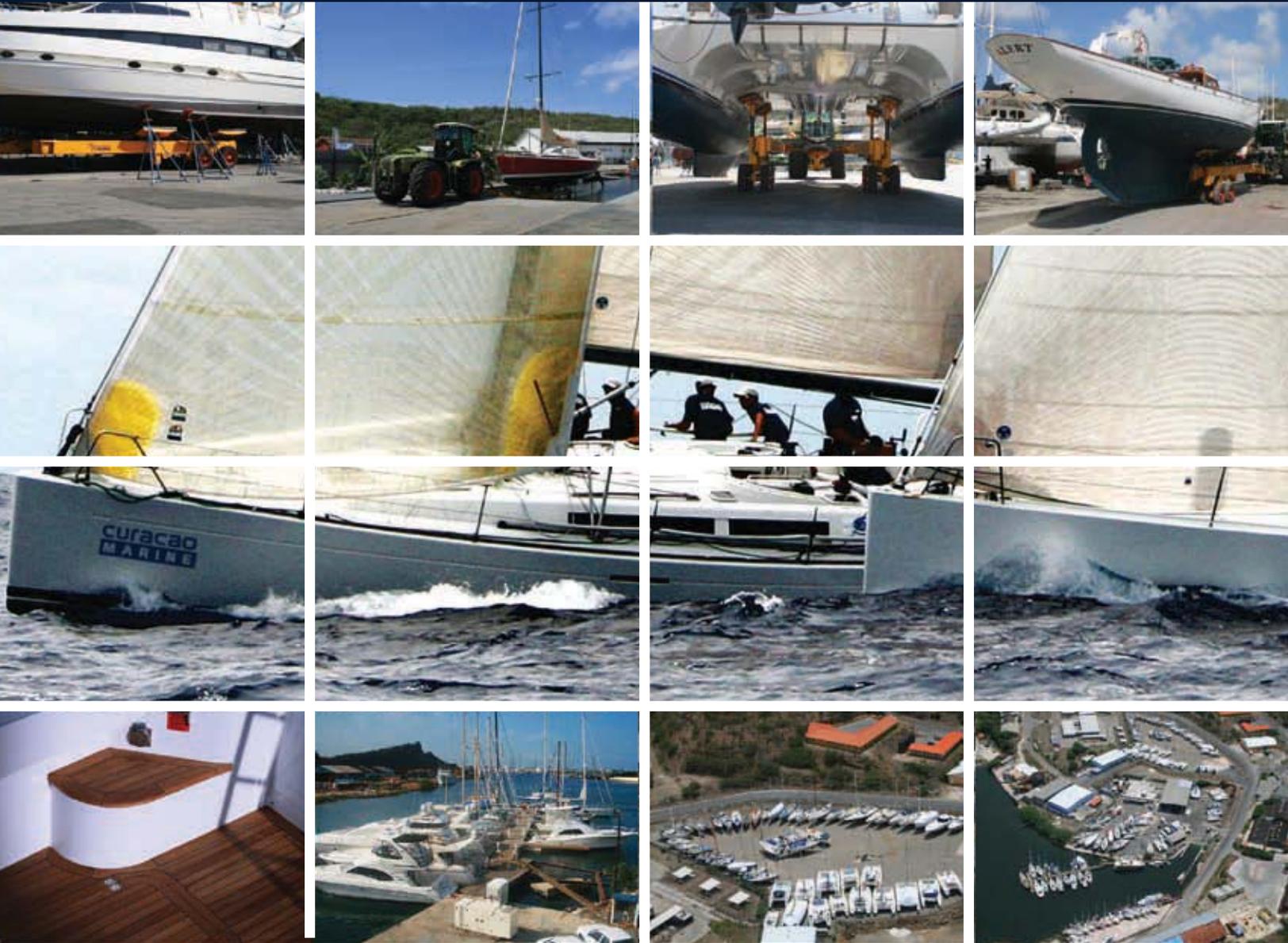
While cruising the Caribbean, *Stad Amsterdam* often plays host to groups of youngsters interested in sailing. In January 20 young people from the St. Maarten Youth Sailing Program visited the ship. In Curaçao it was the turn

of the local Sea Scouts, whose visit was made possible by the Dutch Foundation Willem 4.

A large number of local journalists visited the ship at the invitation of the management of the Maduro and Curiels Bank. Although the evening was a great success, there was some disappointment for the media, organizers and crew, when *Stad Amsterdam* was unable to sail. This came to light when local tour operators discovered a law dating back to 1908 saying that it is not allowed for a foreign ship to take locals on a paid trip. Attempts to find a solution failed. Even the minister of finance, Mr. George Jamaloodin, who boarded the ship to explain the situation, couldn't give the green light and the ship remained alongside the dock. This did have its advantages: nobody was seasick. 

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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Aruba	Renaissance Marina Aruba	297-588-0260	13'	200'	50	●	110/220	●	●	●	●	●	●	●	●	16/69	●
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D.R.	Casa de Campo Marina	809.523.8646/ 8647	16'	250'	350	●	110/220 v to 60 hrz	●	●	●	●	●	●	●	●	68	●
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Tortola, BVI	Soper's Hole	284-495-4589	25'	170'	50	●	110/240	Cable	●	●	●	●	●	●	●	16	Cafe
Tortola, BVI	Village Cay Marina	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	●
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1992 Wistock 60 Sloop.
Needs some work.



1993 Waquiez Kronos Cat.
Cosmetically shabby.
Structurally sound



Sparkman Stephens
inspired ALC 40.
Rolls Royce amongst
yachts.



Dynamique 62.
One careful owner since
new. Quite Magnificent



Sun Odyssey 37.
Clean condition.
Recent motor & new sails
\$69K



1984 Marine
Trading Trawler.
Awesome liveboard



Beneteau 400:
Awesome gorgeous and
better than new



1988 42 Baltic Magnum.
Clean racer Cruiser.



SUN ODYSSEY 44
AWESOME MACHINE!!~



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Excellent condition!
Great price! \$132K



2003 Bahia 46.
Just phased out.
new engines, sails.
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CLEAN SURVEY



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loaded



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51 ft. Strong and fast.
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 Asking \$1,450,000

2001 MARQUISES 56

"Victoria"
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2003 GIB'SEA 51

"Moon Shadow"
 5 Cabins/5 Heads
 Asking \$180,000

2003 BENETEAU 50

"Cedar"
 4 Cabins/ 4 Heads
 Asking \$169,000

2001 DUFOUR CLASSIC 50

"Dill"
 5 Cabins/3 Heads
 Asking \$99,000

2005 LEOPARD 47

"Never Say Never"
 4 Cabins/4 Heads
 Asking \$320,000

2006 BENETEAU CYCLADES 43

"Sorry"
 3 Cabins/3 Heads
 Asking \$130,000

2005 LEOPARD 43

"Panacea"
 4 Cabins/4 Heads
 Asking \$290,000

2005 OCEANIS 42CC

"Obsession"
 2 Cabins / 2 Heads
 Asking \$155,000

2005 BENETEAU 423

"Dancing Bear"
 3 Cabins/3 Heads
 Asking \$135,000

2004 LAGOON 410

"Island Girl"
 4 Cabins/ 4 Heads
 Asking \$245,000

2005 OCEANIS 393

"Pelican Pat"
 3 Cabins/ 2 Heads
 Asking \$120,000

2005 OCEANIS 373

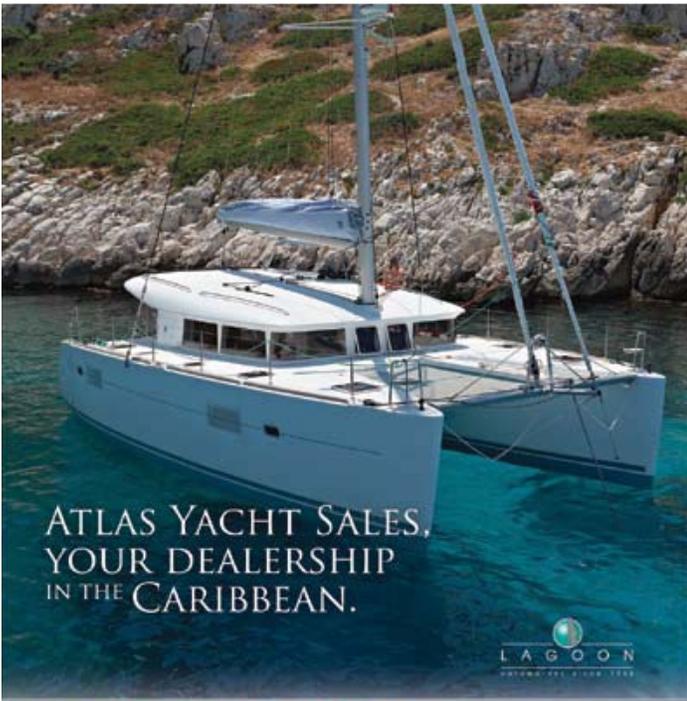
"Pancea"
 3 Cabins/ 2 Heads
 Asking \$95,000

2002 OCEANIS 343

"Moon Wind"
 2 Cabins / 1 Heads
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**37' 1997 Hunter
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**44' 1988 Morgan Catalina
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**38' 1967 Le Comte
\$78,500**



**36' 1969 Atlantic Trawler
\$39,000**



**26' 1997 Grady White
\$36,000**



**46' 2001 Sea Ray Sundancer
\$250,000**

SAIL

- 33' '73 Pearson 10M sloop, refit,\$19.5K
- 35' '86 Canadian SC, '98 Westerbeke . \$22.5K
- 36' '80 Albin Stratus 75K w/business\$45K
- 37' '80 CSY, Blue water cruiser, As is Where is. \$35K
- 38' '67 LeComte, classic, great cond. . \$78.5K
- 40' '82 Marine Trader, Pilot house, loc. Aruba. \$64.9K
- 40' '84 Endeavour, ready to cruise\$60K
- 40' '01 Jeanneau Sun Odyssey, 3 strms ..\$99K
- 43' '86 Pan Oceanic, Bluewater cruiser \$135K
- 44' '77 CSY Sloop, new rigging..... \$99K

POWER

- 26' '87 Whale Boat, Diesel, CG cert..... \$18K
- 26' '97 Grady White, Cuddy Cabin, Twin Yamahas. \$36K
- 27' '88 Luhrs Alura, cabin, IB gas cabin.. \$15K
- 30' '87 Black Watch Express, Twin Crusaders. \$30K
- 30' '01 Scarab, refit, Mercury 225HP \$5K
- 34' '89 Sea Ray Express, diesels..... \$55K
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- 37' '86 CML Trawler. Engine work needed. \$20K
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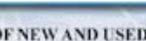



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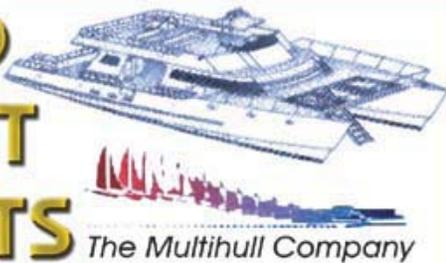
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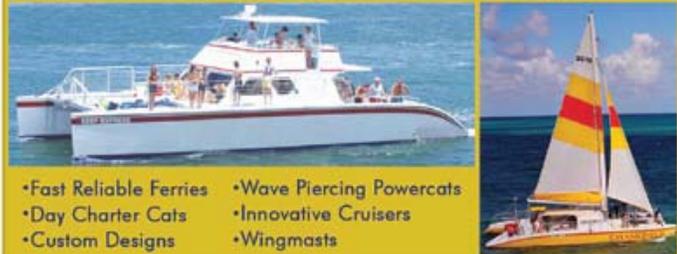
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Beautifully maintained, quality gear
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38 Freedom Sloop, 1987
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30 Renaissance Power Cat, 2007
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Center console, T-Top, flybridge & more \$125,000



31 Hunter 310, 1998
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SAIL

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- 40 1994 Beneteau Oceanis – 32 layout, recent sails and rigging, Yanmar....\$85,000
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- 38 1967 Camorati – Aluminum crew boat, completely refit in 2002.....\$50,000
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47' Beneteau 473 2005
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Condition. Asking \$189K



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44' Mason 1989/87
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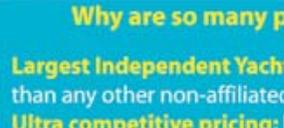
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44' Freedom 44 1982
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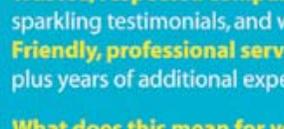
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Continued on page 95



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34'	1978 Steel Sloop (ROB)	US\$30,000
36'	1977 Roberts Home Built (located in Barbados)	US\$40,000
37'	1979 CSY	US\$83,000
37'	1979 Fisher 37	US\$75,000
37'	2006 Hallberg Rassy	US\$359,000
37.6'	1987 Topaz	US\$85,000
38'	1997 Beneteau	US\$100,000
38'	2005 Van de Staadt Seal	US\$70,000
39'	1968 Cheoy Lee Off Shore 40	reduced to US\$70,000
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40'	2002 Hermine DI (launched 2008)	EU264,000
41'	1982 Sigma Marine Project	US\$49,000
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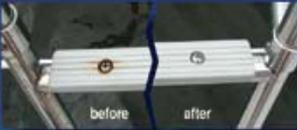
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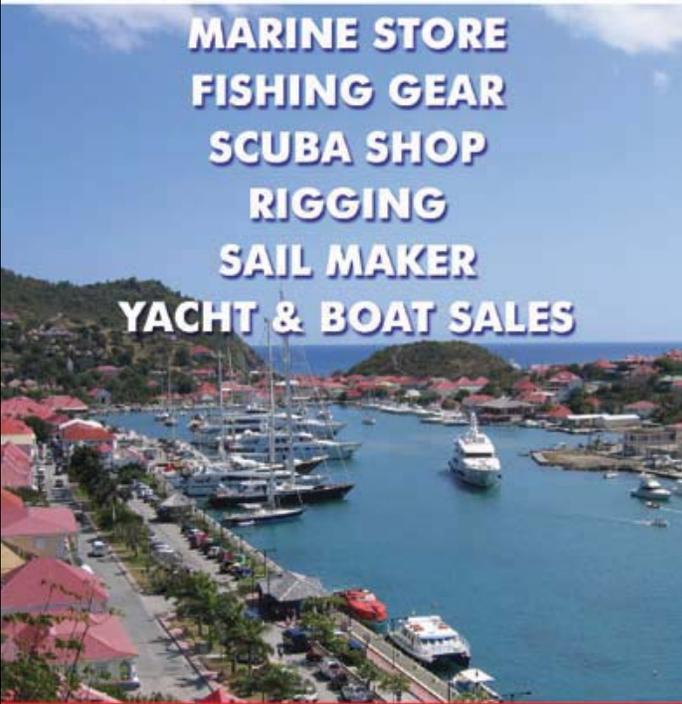
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WANTED: CARRIACOU CHILDREN'S EDUCATION FUND NEEDS DONATIONS of boat gear and other goods that could be included in the annual fund raising auction, clean used clothing for children and adults, school supplies and cold hard cash. Leave donations with the staff at the Carriacou Yacht Club, Tyrrel Bay. Tyrrel Bay provides free WiFi, through the generosity of several local businesses: contributions in thanks for this free WiFi go to CCEF. This will be our eleventh year: to date, the nearly \$130,000 raised has provided school uniforms, free lunch for hungry children, scholarships to the Carriacou branch of TA Marryshow Community College, and grants for building computer labs at three primary schools. We are making a difference!! And you can help that effort. Major fund raising activities July 26-29, 2011, directly preceding Carriacou Regatta Festival. For more info, contact ccefinfo@gmail.com



THE DISH

MOTHER'S DAY

BY CAPTAIN JAN ROBINSON

Mother's Day is this month, so here are a few simple recipes that dad and the children can 'whip' up to make her day special. And, remember to tell her you love her!

A mother is a person who seeing there are only four pieces of pie for five people, promptly announces she never did care for pie ~ Tenneva Jordan

STUFFED FRENCH CINNAMON RAISIN TOAST

Preparation time: 10 mins. Cooking time: 5 mins. Serves: 2.

4 slices cinnamon raisin bread **2 Tbsp milk**
1/4 cup cream cheese spread **2 tsp sugar**
8 slices shaved honey ham **Maple flavored or**
2 eggs **pancake syrup**

Spread cream cheese onto 2 of the bread slices. Top with ham, cover with remaining 2 bread slices. Lightly press edges of each sandwich together to seal. In a pie plate or square baking dish beat eggs, milk and sugar with fork until well blended. Dip sandwiches in egg mixture, turning over to evenly moisten both sides. Spray large skillet with cooking spray, heat on medium heat. Add sandwiches; cook 2 minutes on each side or until golden brown on both sides. Serve with syrup along with a bowl of yogurt and fresh fruit.

GOOD OLE MAC AND CHEESE

Preparation time: 20 mins. Cooking time: 10 mins. Serves: 4.

1 (7-1/4 oz.) Macaroni and Cheese dinner
1 lb ground lean beef
1 (14-1/2 oz) Italian style stewed tomatoes
1 tsp dried oregano leaves
1 cup shredded sharp cheddar cheese
Freshly ground black pepper

Preheat oven to 400°F. Prepare Dinner as directed on package, omitting butter. Meanwhile, brown meat in large skillet on medium high heat; drain. Add tomatoes, oregano and pepper, mix well. Bring to a boil. Add meat mixture to Dinner; spoon into 2 qt. casserole dish. Sprinkle with cheese. Bake 10 minutes or until cheese is melted and casserole is heated through. Serve with green salad.

Note: If you like a crunchy brown top add more cheese on top a few pats of butter and broil a minute or two.

MIXED GREEN SALAD

Preparation time: 10 minutes. Serves: 4.

4 cups spring mix salad greens **Dressing:**
8 cherry tomatoes, halved **3 Tbsp olive oil**
3 green onions (scallions), sliced **1 Tbsp balsamic vinegar**
1 cup Gorgonzola cheese **Salt and pepper**

Wash and dry your mixed greens. Use a salad spinner to dry the leaves and place them in a salad bowl. Add tomatoes, scallions and Gorgonzola; set aside. Whisk together olive oil and balsamic vinegar in a small bowl until emulsified. Add salt and pepper to taste. Pour balsamic vinaigrette over the greens and toss lightly. Serve immediately.

Note: To a green salad you can add chicken, shrimp, tuna or any other protein to make a one dish meal.

EASY CHICKEN FLORENTINE

Preparation time: 10 mins. Cooking time: 15 mins. Serves: 4.

1/4 cup Zesty Italian Dressing, divided
6 cups lightly packed baby spinach leaves
4 boneless skinless chicken breast halves
8 slices shaved smoked ham
1 cup shredded Swiss cheese
Salt and pepper to taste

Over medium heat in a large ovenproof skillet heat 1-1/2 Tbsp dressing. Add spinach, cook and stir about a minute or until spinach is just wilted. Remove from skillet, cover to keep warm. Add chicken to skillet and cover with remaining dressing on both sides. Cook about 5 minutes on each side or until chicken is cooked through and thermometer reads 170°F. Top evenly with ham and cheese, cover. Reduce heat to low, cook a couple of minutes until cheese is melted or place under a broiler to brown. Spoon spinach mixture evenly on to 4 warmed plates. Top each with a chicken breast. Serve with hot cooked rice.

QUICK PINEAPPLE DESSERT

Preparation time: 5 mins. Chilling time: 2 + hours Serves: 6 - 8.

1 (8 oz) tub Cool Whip **1/2 c. small marshmallows**
1 pkg pistachio pudding mix **1/4 c. shredded coconut,**
1-1/4 cups crushed pineapple **optional**

Mix and chill. Serve in attractive stemmed glasses



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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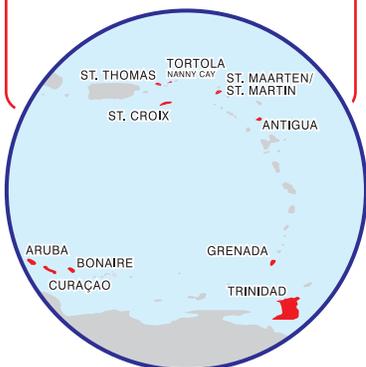
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