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JULY 2011

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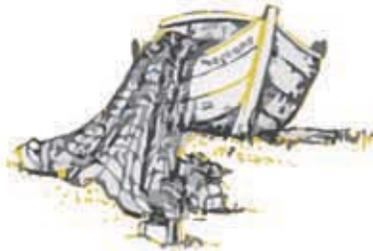
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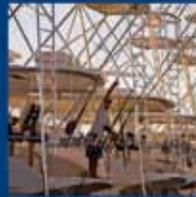


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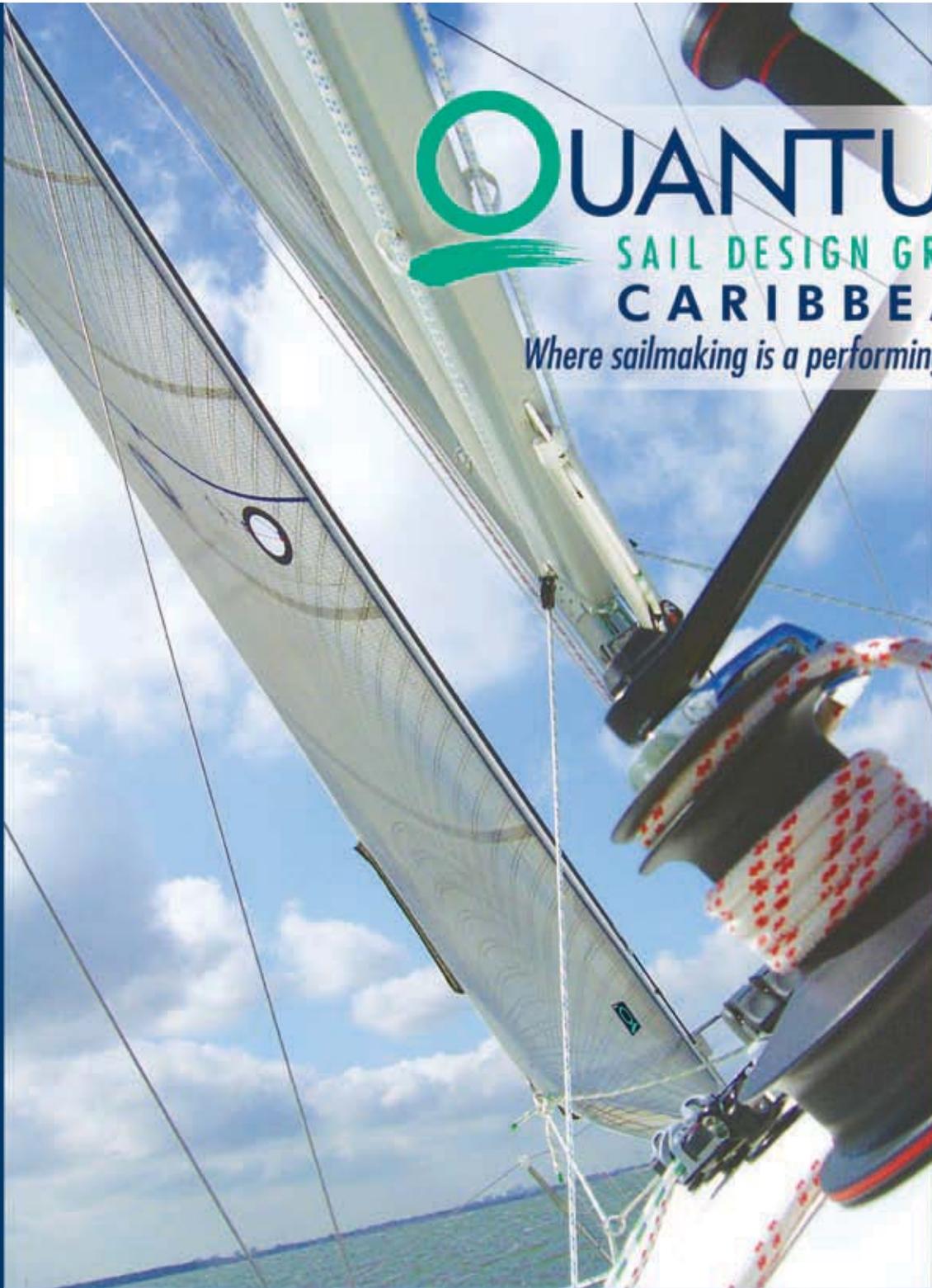
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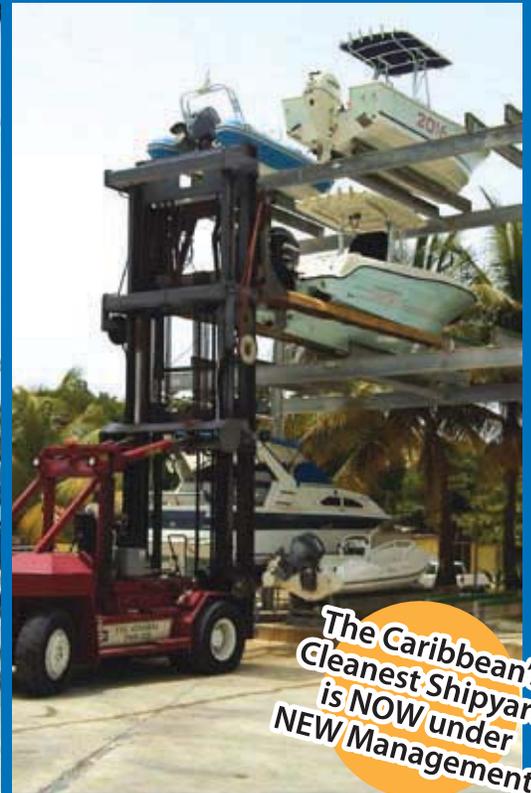
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# SOMETHING SHINY SOMETHING NEW



The first time I had a hull spray painted, I remember standing back and beaming with pride at my bright red hull. When I had a wooden boat, my wife and I used to 'roll and tip'. Again, looking at the boat's gleaming topsides as we motored towards her in the dinghy filled us with joy. At some time in my boating career, I have used just about every kind of paint combination imaginable to brighten up the topsides and deck. Beach sand for non-slip, cheap house paint, expensive epoxy—I've tried them all. Advances in paint technology have changed the way we paint our boats. One thing that hasn't changed is how carefully we must prepare the surface to be painted. Get the preparation wrong and your sparkling paint job may not last. I saw an example of this the other day on a steel boat in a St. Martin anchorage. I don't know what kind of paint had been used, or when the boat had been refinished, but the paint was peeling off from the bow in sheets. The owner was not happy.

Beginning this month, we start a major new series about paint. This is a series of articles that you will want keep. Like all our features if you miss one part of the series, don't worry, you can always find it in the online edition, just go to: [www.allatsea.net](http://www.allatsea.net)

Also, starting this month, we have added a new page heading: Youth Sailing. Promoting youth sailing is something this magazine is passionate about. I wish my sailing career had started a lot sooner. Although I have sailed thousands of blue water miles, I am still a klutz when it comes to the finer points of the sport. Sure, I can fix a leak, head down, backside up, while the boat is being thrown around in a seaway, and I know how to heave-to. But my sailing is more to do with hammers and bailing wire than the niceties of trimming the sails for that extra lift to windward. This is where the youngsters put me to shame, especially when I'm racing – all those rules!

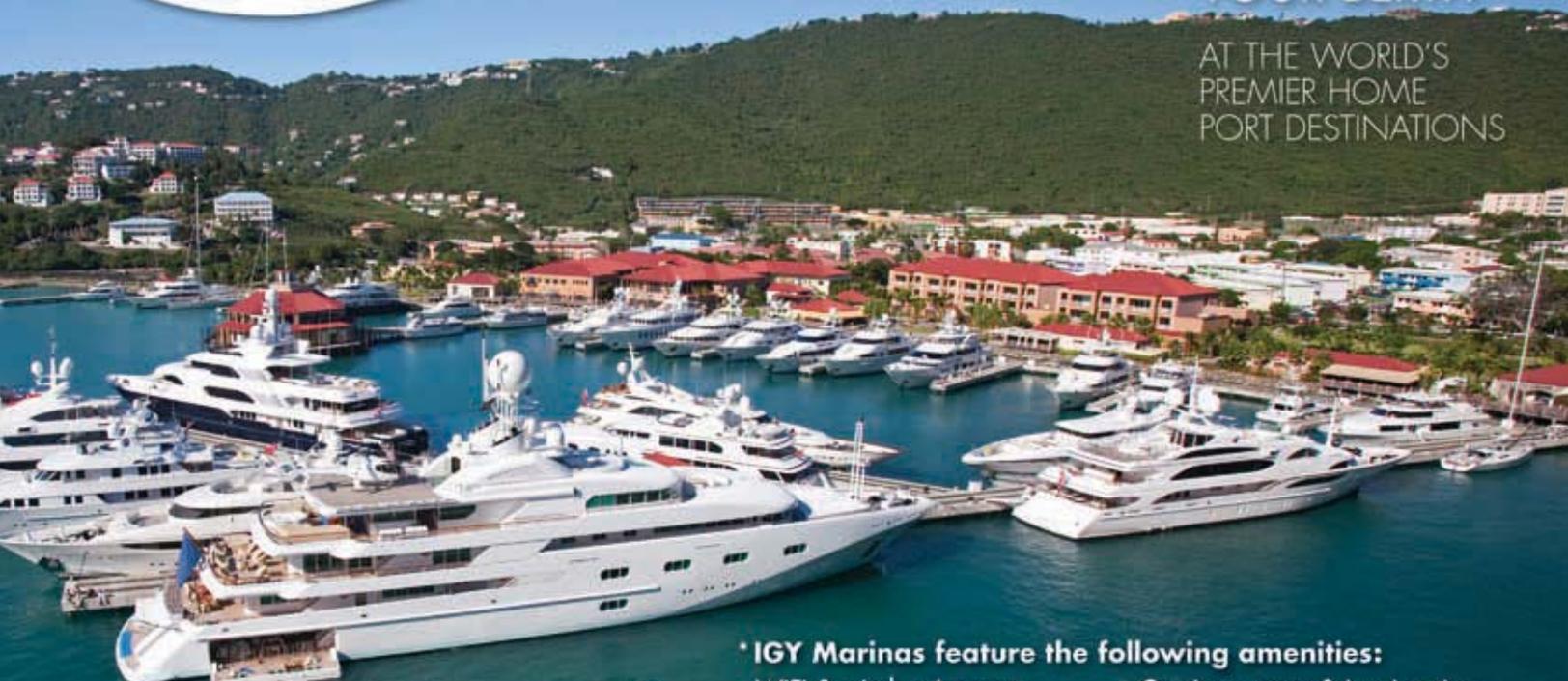
Away from racing, more and more youngsters are accompanying their parents on extended cruises – crossing oceans or sailing right around the world. We thought it would be fun to celebrate youth sailing, racing or cruising, by dedicating a monthly column to young people. We are offering you a chance to share your story with our readers. Are you running a youth sailing program, is your child a racer, are you cruising with children onboard? Are you yourself a young cruiser or racer? If you answer yes to any of these questions and would like to contribute to our new column then please get in touch and I will send you more details. If we receive a positive response, we will make this a regular feature of *All At Sea*.

Gary E. Brown,  
Editor



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### COVER SHOT:

**PHOTO: GARY BROWN/OCEANMEDIA** • Action at the start of day two of the Captain Oliver's Regatta.



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Owned and Published by  
Kennan Holdings, LLC  
382 NE 191st Street #32381  
Miami, Florida 33179-3899  
**phone (443) 321-3797**  
**fax (340) 715-2827**

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PHOTO: ©SHARON MATTHEWS-STEVENS

# LETTERS TO THE EDITOR

ALL AT SEA WANTS TO HEAR FROM YOU!

SEND YOUR CORRESPONDENCE BY EMAIL TO EDITOR@ALLATSEA.NET, OR MAIL LETTERS TO: **ALL AT SEA, 382 NE 191ST STREET #32381, MIAMI, FLORIDA 33179-3899.**

Dear Editor,

I have a question about sloughing (sluffing) vs. hard bottom paint. I have heard that hard paint is only good until you take it out of the water again. Is this true? My boat is in Ketchikan, Alaska, and it comes out of the water every fall until the following spring. Can I use hard paint on it or should I use the sloughing paint instead. Thanks for your expert opinion.

—Tim Sheridan, Owner of the 28-foot Rodman Reel Lucky

Dear Tim,

We forwarded your letter to the experts. Here's their advice.

Regards,  
The editor

Hi Tim,

What you've heard is true, hard paints should be left in the water after the initial application. Normally it's fine to haul a boat for short term maintenance without causing the paint to lose its effectiveness, but I would limit the out of water service to as shorter time frame as possible.

On the other hand any of our Micron Series (polishing type of paints) can be hauled and left out of the water without losing the effectiveness of the coating. On haul out (at the seasons end), I would recommend a light pressure wash to remove any slime or algae and prior to launching the next spring I would again give the bottom paint a light pressure wash to remove any oxidation and contaminates from setting out of the water. Micron CSC or Micron Extra should perform well in your waters.

Regards,  
Mike Kent, OEM Manager, Yacht North America

Hello, Tim,

You are completely right. If you haul your boat every season you should move to ablative bottom paint. Hard paints cannot be kept out of the water.

Regards,  
Denis Laesker, New Nautical Coatings Inc., Sea Hawk Paints

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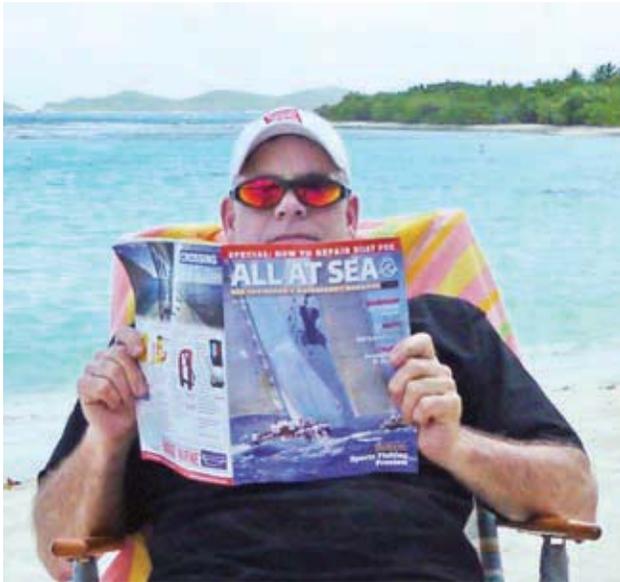
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# WHERE IN THE WORLD?

CONGRATULATIONS, ED, AND THANKS FOR READING *ALL AT SEA*!



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## ISLAND EVENTS & INTERESTS

*ALL AT SEA*'S CARIBBEAN COVERAGE



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# Caribbean Sea



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# CARIBBEAN NEWS

A BRIEF LOOK INTO THE HAPPENINGS OF OUR WORLD

## Island Water World and Sea Hawk Paints Present Racing Prize

Oyster Pond – The yacht *Diablotin* racing in the Captain Oliver's Regatta in May, won a professional antifouling job courtesy of Island Water World (IWW) and Sea Hawk Paints. Valued at \$3500, the prize included pressure washing, chocking, sanding, prepping and painting with Sea Hawk New Nautical Islands 77 at Island Water World's flagship store in Cole Bay, St. Maarten.

Regatta official Stuart Knaggs said the prize was given to *Diablotin* after consulting with IWW and Sea Hawk and was awarded for the spirit of friendly competition and as a way of rewarding the small guy for taking his boat racing with no big expectations other than having a good weekend's sailing with likeminded people.

The prize was presented to the winner by Denis Laesker of Sea Hawk Paints, and Rodger Lidstone, sales manager for Island Water World.



PHOTO: GARY BROWN/OCEANMEDIA

Denis Laesker (left) of Sea Hawk Paints, and Rodger Lidstone of Island Water World present a gift certificate to the yacht *Diablotin* at the Captain Oliver's Regatta awards ceremony.

## Tortola Yacht Services Expands Capabilities

Tortola Yacht Services (TYS), a full service boat yard, located at the edge of Road Town, Tortola, have expanded their lifting capabilities and can now handle even larger multihulls.

As multihulls increase in size and more charter, cruising and racing multihulls, visit the Caribbean every year, Tortola Yacht Services recognize that owners and crews need top class facilities in order to maintain their boats.

"Multihull vessels and their expanding widths are accounting for an ever increasing segment of the marine industry. It just made common sense for us to expand our facility to 33-foot width slip capabilities," said Tanya Whistler, Operations Manager at Tortola Yacht Services.

"TYS currently operates two Marine Travelift Hoists, the most recent is a 75 BFM11," noted Gary Work, President of W.E. Johnson Equipment Company, Marine Travelifts Caribbean and South Florida dealer. "Being able to accommodate 11-meter widths and 40 metric tons, TYS enjoys the enviable ability to handle most multihull vessels on the market today."

## Club Swan 42 *Arethusa* Wins Swan Caribbean Challenge

Antigua – The crew of Club Swan 42 *Arethusa* came away from the 2011 Antigua Sailing Week as the champions of the Swan Caribbean Challenge following their impressive win in Class 3. The Club Swan 42, entered by Phillip Lotz of the USA, also gained the title of Best American Yacht. *Arethusa* won the class by a fair margin; the Club Swan 42 registered three race wins across the five days of racing and not once dropped out of the top three.

## St. Maarten Marine Trades Association News

St. Maarten – Brian Deher of Island Global Yachting is the new president of the St. Maarten Marine Trades Association (SMTA). He was elected during the association's annual general meeting in May. Mr. Deher replaces Kass Johnson of Dockside Management who now takes over as vice president. Joining them as executive members of the board are treasurer Lorraine Talmi and secretary Valeska Luckert.

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\*See Official Rules online at [SeahawkPaints.com/contest](http://SeahawkPaints.com/contest)



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# EVENT CALENDAR

Please send future events to [editor@allatsea.net](mailto:editor@allatsea.net). This month and next month's events are currently published here and at [www.allatsea.net](http://www.allatsea.net). Your specific area may or may not be shown based on identified activities for these months.



## ANTIGUA

**Jolly Harbour Y.C.:** Sat.: Keel boat sailing with quarterly 8 race Series; **Sat.A.M.:** FREE Dinghy Sailing tuition for Antiguan Youth 8-18 yrs old. Qualified Instructors; **Sat.P.M.:** Pleasure Dinghy Sailing. **Sun.:** Paid adult tuition, fun sailing & occasional laser racing. **Thurs.P.M.:** "Happy Hour" all night for JHYC Club members @ Foredeck Bar, J.H.M. [jhycan.tigua.com](http://jhycan.tigua.com) | +1 268 721 3456 / +1 268 722 8468



## BERMUDA

**JULY 3 - 7**

Bermuda Billfish Blast | Deep Sea Fishing [bermudabillfishblast.com](http://bermudabillfishblast.com)  
[dan.jacobs@bonniercorp.com](mailto:dan.jacobs@bonniercorp.com)



## BRITISH VIRGIN ISLANDS

**JULY 1 - 3**

20th Annual Firecracker 500 Race Sailing | [weyc.net](http://weyc.net)  
[mcmmechanics@surfbvi.com](http://mcmmechanics@surfbvi.com)

**JULY 17 - 20**

2011 BVI Billfish Tournament Deep Sea Fishing | [beyc.com](http://beyc.com)  
[binfo@beyc.com](mailto:binfo@beyc.com)

**JULY 23**

Guy Eldridge Memorial Manhattan Trophy Sailing | [royalbvicyc.org](http://royalbvicyc.org)  
[sailing@royalbvicyc.org](mailto:sailing@royalbvicyc.org)



## CARRIACO

**JULY 24 - AUGUST 1**

45th Carriacou Regatta Festival Sailing | [ccouregatta@spiceisle.com](mailto:ccouregatta@spiceisle.com)



## DOMINICAN REPUBLIC

**JULY 11 - 17**

1st International Optimist Regatta Sailing | [info@optiworlds2012.org](mailto:info@optiworlds2012.org)  
[jpacheco66@gmail.com](mailto:jpacheco66@gmail.com)



## MARTINIQUE

**JULY 9 - 16**

Coupe de la Martinique 2011 | Sailing [cerclenautique-schoelcher@wanadoo.fr](mailto:cerclenautique-schoelcher@wanadoo.fr)



## UNITED STATES VIRGIN ISLANDS

**JULY 10**

Bastille Day Kingfish Tournament Deep Sea Fishing | 340-998-0854

**JULY 12 - 14**

VIGFC July Open Deep Sea Fishing | [vigfc.com](http://vigfc.com)  
[usvigfc@gmail.com](mailto:usvigfc@gmail.com)

**JULY 22 - 24**

2011 Cruzan Open One Design Regatta Sailing | [stcroixyc.com](http://stcroixyc.com)  
[scycsailing@gmail.com](mailto:scycsailing@gmail.com)

**AUGUST 10 - 14**

BTS - USVI Open/ABMT "Boy Scout" Deep Sea Fishing | [abmt.vi.loveto@islands.vi](mailto:abmt.vi.loveto@islands.vi)



## TRINIDAD

**JULY 9**

VITAMALT Jr Angler Fishing Tournament Deep Sea Fishing | [ttgfa.com](http://ttgfa.com)  
[info@ttgfa.com](mailto:info@ttgfa.com)

**AUGUST 19 - 21**

Tarpon Thunder Tournament Deep Sea Fishing | [ttgfa.com](http://ttgfa.com)  
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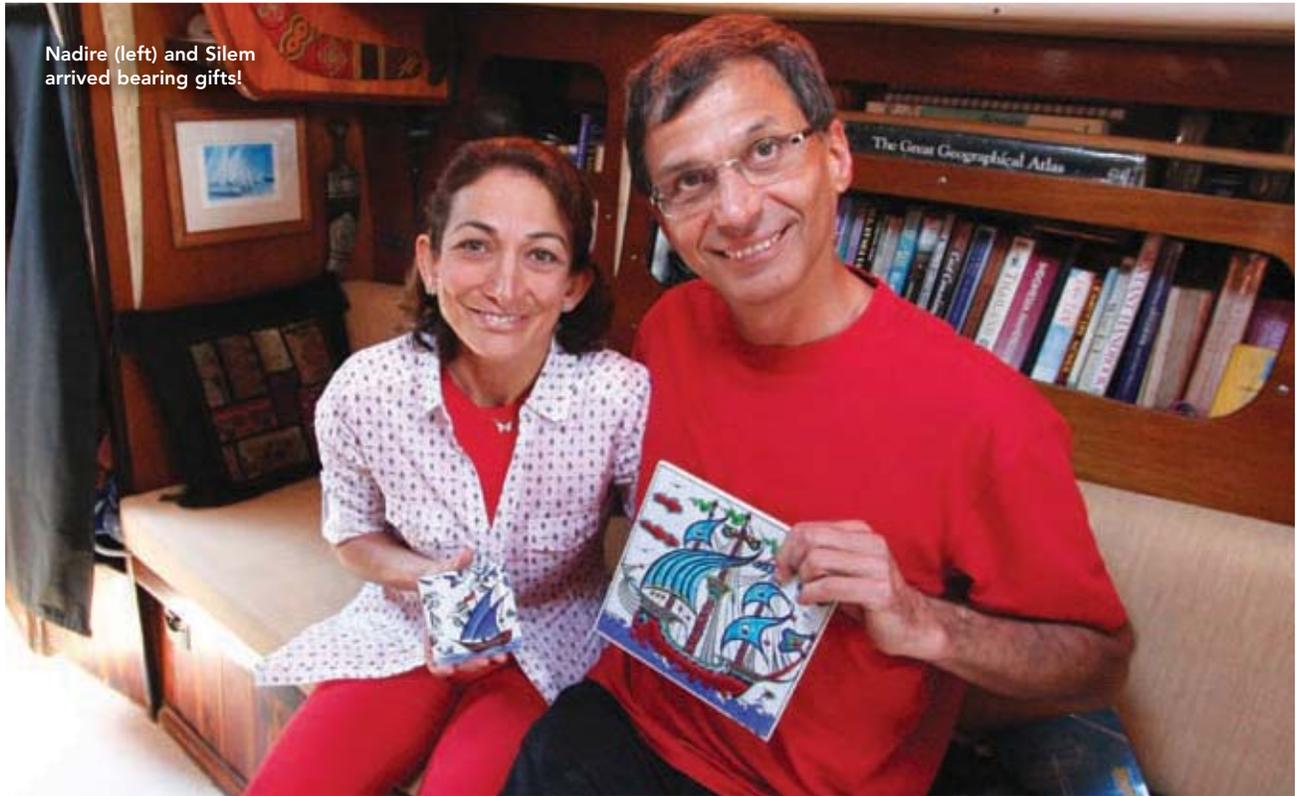
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# REALITY AND MORE STRANGENESS

BY CAP'N FATTY GOODLANDER



Nadire (left) and Silem arrived bearing gifts!

I often say in relationship to my vessel, "*Wild Card* is a modest boat, with much to be modest about." This is, in reality, an exaggeration. My vessel doesn't deserve to be spoken of quite so highly. My vessel is one small step from a floating wreck. A lot of jetsam is more seaworthy than my vessel—hell, even some flotsam! The fact that she is (usually) above the surface of the water is the most puzzling thing about her. Wherever I go, people row over and ask, "What the hell happened?"

Or, "Do you need a pump?"

Or, "Do you think there's still time to get her into the slings?"

Once, a US Coast Guard Auxiliary officer refused to come aboard my vessel for a 'courtesy inspection' because, as he delicately put it, "It was too dangerous, and besides—there was an odor!"

I mean, do they want me to have a holding tank or not?

The real Coast Guard has (wisely) refused to slap a sticker on her that says 'manifestly unsafe voyage' for fear of crush-

ing the fiberglass during its application.

"Be gentle," my wife often tells me as I winch in the jib sheet, "this vessel is weaker than your morals."

Are you getting an accurate picture? I mean, my vessel looks like it has been maintained by ... er, Somali pirates.

Which is fine.

The Caribbean is filled with hundreds of rust-streaked fiberglass yachts with rotten balsa cores, spongy decks, wobbly masts, crazed portholes, buckled bulkheads, etc. Nobody rows up to them and asks their owner why they rolled the topsides so badly, why they are allowing their sail covers to rot-off from centuries of sun-damage, why the dinghy is overflowing with last month's garbage.

But I have a problem.

The only shore job I ever had was digging ditches, and, alas, I was fired from it for incompetence. (I mean, you use the shovel backwards a few times—wham! You're fired!)

... but I digress.

Somehow I stumbled into writing for a living. Bear with me a second, please. Grab a shovel, run topside, dinghy ashore to the beach, and then dig down three feet in the sand. Not so easy, eh?

Now grab a pen and write the sentence, "I dug down three feet."

... much, much easier, right?

So I decided to stick with writing.

But I didn't want to be a hypocrite.

So I blurted out the truth: "I'm an idiot, and my boat is a wreck." I honestly thought that my readers would believe me—after all, why would I lie?

Instead, the editor labeled my columns 'humor' and he started to think that maybe, just maybe, I was a smart guy with a cool boat.

Go figure.

The truth is my entire literary career has been nothing but a 'Zen Mind Screw' of the first magnitude. The more I claim to have a single-digit IQ, the more my readers think I'm a member of Mensa. Damn! It's a trap—and no matter what I do, I keep winning.

Which is okay, too.

I'm easy. I go with the flow. I've got round shoulders from rolling with the punches of life. I've been accused (and rightly so) of many horrible things—why not suffer a few undeserved compliments? I mean, what's the big deal?

Well, frankly, it escalates.

I tell 'em I use a 'pre-used' paint roller from a shipyard dumpster to smear paint on my topsides, and somebody writes into the publication asking how to apply gold leaf. WHAT?!

If I had enough money to buy gold *anything*, do you honestly believe I would waste my time spewing this column?

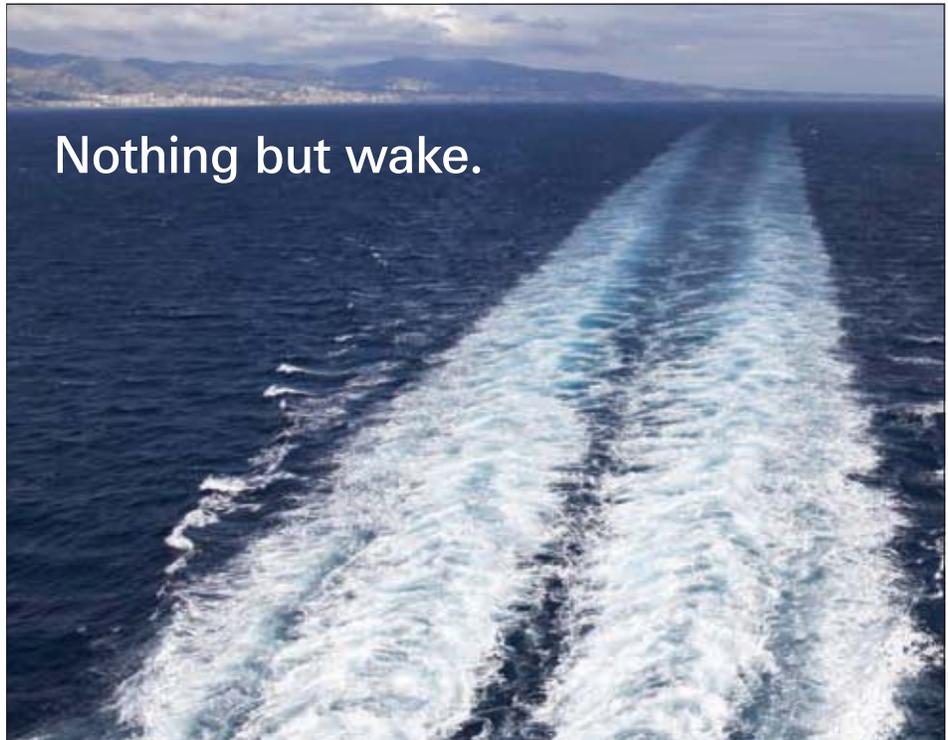
I tell people I'm a high school drop-out who lashes his rig back together with waxed twine—and a mathematician emails in his thoughts on string-theory. (It has something to do with the quantity  $1/(2 p a')$ , where  $a'$  is pronounced "alpha prime" and is equal to the square of the string

length scale—all of which is total gobble-gook to a sailor like me.)

But wait—it gets stranger! Some people seek me out.

This isn't easy in my case. We move a lot. In fact, we move every time the bill collectors find out where we are ... which is often. In fact, modern 'skip tracers' are so damn good these internet-assisted days that we move almost ceaselessly.

And we hide out in the smallest, least-known places on this planet—like the tiny rural farm community of Finike, Turkey.



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This worked fine for a few months, then I got a note in my mailbox from Nadire Berker and Silem Yulcin that said, "... we're flying in to see *Wild Card!*"

It turns out they are both doctors and Silem is a university professor in Istanbul. Nadire works at the American Hospital, Dept. of Physical Medicine and Rehabilitation, and Silem is a professor & head of Dept. of Orthopedics at Marmara University Hospital.

And they are about to place an order for a new aluminum Ovni 445—but wanted to see *Wild Card* first.

Now, it just so happens that an Ovni 445 is my dream boat. And, as previously mentioned, *Wild Card* is everyone's *nightmare* boat.

My wife keeps getting drunk and telling people at cocktail parties "my husband paid \$3,000 for our yacht—and got ripped off," which made me a tad nervous.

To put it another way—only someone who hasn't seen *Wild Card* would want to see her!

So I consulted my daughter Roma Orion. She lives in Amsterdam, went to school, and has a job. To phrase it differently, she is a real misfit as a Goodlander! Anyway, I told her the bind I was in, and asked what to do.

"That's easy," she said. "Just greet them on the dock, and loudly start complaining about your various medical ailments, previous operations—oh, and ask for advice to use in your class-action lawsuit against the AMA. Medical folks *hate* that. Also ask them if they've ever had sex with their students or patients, for instance. They won't stay long ..."

"But they'll see *Wild Card*," I said, the worry plain in my voice. "They'll know my whole career is a charade!"

"Don't panic, Dad," Roma Orion said. "Cling to reality, no matter how slender the thread! And, well, your boat is what your boat is, and you are what you are—so sally forth with confidence and pride ... no matter how ill-fitting both concepts may be in your case."

The kid is smart. Or smart-alecky—I'm never sure which.

I was going to put *Wild Card* in 'Bristol condition' for their visit—but you know how it is: procrastination is the key to flexibility. I got a little lax with too much flexibility. The next thing I knew—there was an authoritative knock on the hull. Oh, dear. It was *them*.

I dashed for the least-filthy pareo I owned.

"Welcome aboard," I said graciously, as I moved a few piles of stuff—and madly swatted at the bugs I'd disturbed. "Have a seat. Make yourself at home."

My only aim at this point was to get rid of them. Instead, I screwed up. I fell in love with them. Both of them. Ha! The joke was on me. They were utterly delightful people.

Nadire had a sailboat before she met Silem—in fact, much of their courtship took place under sail. Silem is totally enthralled with boats—always has been. Together, they've raised three

wonderful children while owning a succession of vessels—including the Elan 434 they currently sail in the Black Sea.

Their big dream was to sail to the Caribbean—what cultural icons would I suggest they visit while there? (Skinny Legs on St. John, Le Select on Barts, Foxy's on Jost, and Frangipani on Bequia all leapt to mind.)

If a love for sailing and lust for the Caribbean wasn't enough in common, they shyly revealed that they'd written 'a number' of textbooks in Turkish—and had just sent a giant coffee-table book on Turkish maritime history off to their publisher as well.

## **My wife keeps getting drunk and telling people at cocktail parties "my husband paid \$3,000 for our yacht—and got ripped off," which made me a tad nervous.**

Soul mates!

They came, of course, bearing gifts. (Since they weren't Greeks—I didn't worry.)

One gift was a book by the famous Turkish wino—er, I mean philosopher—named Rumi.

"I love Rumi," I exclaimed. "He's my moral compass—well, when he's not too sloshed!"

My wife Carolyn wasn't aboard at the time—she was visiting her mother in Chicago. But once she heard we now had honest-to-goodness Turkish friends who had a large empty house in Istanbul with a bulging refrigerator—well, she immediately changed her flight home to land in the capital city.

So next weekend we're all sailing together on their boat in the Bosphorus and Black Sea—and then partying our guts out in the better restaurants of (what was once) Constantinople. Yeah, they're going to drive me around to get the exhaust parts I need. Sure, we'll tour the Blue Mosque as well.

The very best part of being a boater is getting to meet other boaters—of every nationality, class, and persuasion. Some have absolutely no criteria when it comes to friends. They like anyone. Even us! 

*Editor's note: Wild Card is now cruising the Greek Isles and drowning in the baklava.*

---

*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](http://fattygoodlander.com)*

# SAILING WITH CHARLIE

## PLUMBING

BY JULIAN PUTLEY

Charlie has been living, eating and sleeping boats for decades and sometimes it's difficult for him to remember that charter guests from places like Missouri, Oklahoma and North Dakota have a hard time comprehending the dynamics pertaining to boats.

On one occasion he was explaining the plumbing in the shower and one lady was being particularly difficult. "Why doesn't the shower just drain out like at home?" she asked, irritably. Charlie explained patiently that water would come into the boat if there was a drain hole.

The head operation was another point of contention, "Well," she said with a huff, "I'm not putting waste toilet paper in a bin. It'll stink."

"It shouldn't be a problem," explained Charlie. "To prevent blockages you're only allowed one square of paper. And don't forget to put the little lever over to the right when you've finished using the toilet, otherwise the bowl will fill with water and flood the boat when we heel over."

Next, Charlie demonstrated pumping the head and as usual an obnoxious odor filled the cubicle.

"How disgusting," ranted the woman. "It smells like a sewage works."

"It is a sewage works," said Charlie with a smile. "Well done."

A couple of days into the cruise, Charlie heard an exclamation from the guest cabin and it was discovered that some green phosphorescence had found its way into the toilet bowl.

Charlie explained.

"This is outrageous," exclaimed the woman. "You mean the toilet is flushed with sea water?! That is certainly not hygienic. I shall be complaining to the health authorities when we return."

Charlie shook his head in disbelief. Then a smile slowly spread across his face.

Next morning he went snorkeling and as luck would have it he found what he was looking for: a small octopus. He managed to coax it into a plastic baggie and swam with it back to the boat. Later in the day an opportune moment presented itself and he popped the octopus into the guest cabin toilet and closed the lid.

Charlie's plan worked: he knew from the resulting screams that the lady in question had discovered the mini-monster.

Next time Charlie vowed he'd find a moray eel and hope that it found a new home!



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

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Starboard tack and heading for the line.



PHOTO: ©SHARON MATTHEWS-STEVENS

## ANTIGUA SAILING WEEK

### THE BURDEN OF HISTORY

BY MARK STEVENS

**E**aster Sunday and the morning sun crests over Shirley Heights on Antigua's south coast. Later in the week this erstwhile military bastion will be the scene of carousing worthy of its two centuries' of tradition. Today it offers a vista of boats and sailors girding for battle.

In English Harbour lines are checked, sails are inspected, and crews work themselves into a state of bloodlust. They will soon go forth to do battle, reining in their steeds at the start line: Swans and Farris, Frers and J-Boats, Olympic racers and newbies. Thirteen classes, five days of racing, courses spreading out from the south of Antigua – some like the path of a sidewinder snake, others, simple windward/leeward triangles.

The boats cast off, leaving a seawall where Nelson himself once paced.

Some Caribbean regattas are just fun. Some are serious fun. At Antigua Sailing Week you feel the weight of tradi-

tion on your shoulders; you sense it right down to the soles of your Topsiders, and you wonder if the crews feel it too.

"Grand-daddy of Caribbean regattas," says race photographer Ed Gifford. "This is the one."

Longest-running of the big ones – April's festivities marked the 44th birthday of this spectacular sailing event.

Antigua is also the venue for the Nelson Pursuit Race, held every New Year's Eve. Here, the slowest boat in the race is handed a French Flag while all the other yachts carry a British Ensign to symbolise the pursuit of the French fleet by Admiral Nelson across the Atlantic to the West Indies and back again.

You would have to be a rock or a land-lubber to be immune to the burden of history at Antigua Sailing Week.

On Sunday the racers joined battle, but with the hesitation of early skirmishes. By Monday morning the fleet had been bloodied.

Winds had strengthened to 18 or so knots and seas had started getting lumpy as the races got underway off Rendezvous Beach just southwest of Falmouth Harbour.

"Really tough course," says Annie O'Sullivan, skipper of the team *Girls for Sail*.

Race Week is both battlefield spectacle and panoply of pomp and beauty. The sun paints the waters pewter. Whitecaps hiss. The fleet turns to windward and marches toward you with all the majesty of the Spanish Armada. One spinnaker sports the flag of Antigua. With green undulating shores to the north, voluptuous mountains dotted with pastel-painted villas, and a procession of sails: This is no mere race.

The yacht sporting the Antiguan flag on its spinnaker belongs to local hero Sir Hugh Bailey, who won everything in the Cruising Class in 2010 on his First 456 *Hugo B*. This year he's waging war with another local favourite, Carlo Falcone, on a one-off named *Caccia alla Volpe*. Falcone handily beats Bailey to the mark. It could be all over. But in the afternoon Falcone takes a start penalty, so maybe not. Then *Hugo B* retires from the first race on Tuesday and doesn't start in the second.

Back on the course, Tom and Dotty Hill's Reichel Pugh 75 *Titan* and *Genuine Risk* battle for supremacy, matching tack for tack, thrust and parry, appallingly close to a wave-lashed shoal, off Carlisle Bay.

"This is always a great week," says Antiguan Karl James, crew on Peter Harrison's Farr 112 *Sojana* and a two-time Olympic competitor. He adds, "As long as things don't break."

On Monday night *Titan* catches fire and burns beyond repair. No one is injured but sadness at the loss of one of the Caribbean's best-loved race-boats hangs over the fleet.

As ever, history marches on. To the victor go the spoils and the spoils include a bevy of bacchanals: Mass quantities of Chivas at the Skippers' Cocktail Party. Maxi Priest pumping out a medley of Reggae tunes while racers and spectators stand on the ancient parade ground. A Jolly Harbour Jump-up.

For all the carousing, you still feel the pressure of expectations, a sense of responsibility as you share in the tradition of the Queen of Caribbean regattas. You feel the burden of history.

Or maybe it's just the Chivas.



Mark Stevens is an award-winning travel writer whose specialties include Canada, the Caribbean and boating. Credits range from *Sailing* magazine and *Canadian Yachting* to the *Washington Post*.

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# CAPTAIN OLIVER'S REGATTA

## ODE TO THE WIND GURU

BY GARY E. BROWN



PHOTOS: GARY BROWN/OCEANMEDIA

**“Overall the weekend was much better than we expected. The regatta was well organized and the competition very good,” said Derek Little, crew on the Melges 24 *Budget Marine Gill*, winner of racing class.**

Saturday May 21 and day one of the 7th Captain Oliver's Regatta, sailed out of Oyster Pond, French St. Martin, began with light airs and clouds that threatened rain. However, turnout was good with a fleet of 23 racing and cruising monohulls and multihulls and a supporting cast of five beachcats.

Start sequences were well run and offered plenty of excitement. Eager to be off around the island, Jan van den Eynde, sailing in racing class, pushed his Open 750 *Panic Attack* too hard and crossed the line early. In cruising class,

and approaching the line to windward of the Catalina 36 *Moondance*, Bobby Valasques' First 45F5 *L'Esperance* was picked up by a wave and lifted sideways, causing the helmsmen to spin the wheel to avoid paying for two expensive paint jobs.

A short beat to windward brought the boats to the only mark on the course. From there instructions said leave the island to port until you arrived back at the finish off Oyster Pond.

The tight starts gave everyone a good chance to view the fleet, and there were some interesting boats on display.



Andrea Scarabelli, skipper of the Melges 24 Budget Marine Gill, winner of racing class.



From St. Barth, the Requin, Mr Walker.

Two Requins, *Mr Walker* and *Lil'e*, from St. Barth, were a joy to watch as their narrow, low-slung hulls cut through the steep chop. These two kept up a fierce competition all the way around the course.

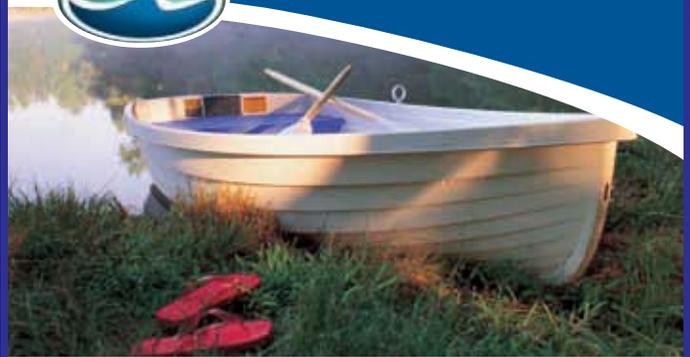
Fears that the wind would drop in the area of Grande Case were unfounded and the boats enjoyed some quick downwind sailing. Tactics came into play in the Anguilla Channel where the current can be a factor. Some boats, deciding on the shortest route around the island, hugged the coast. Others, like Raphael Magras X-Yacht 34 *Maelia*, a new-build straight out of the box, opted for mid channel.

On the long beat up the southwest coast, winds gusted to 26 knots testing many of the smaller boats.

Battling the rough conditions was the engineless Dufour 1800 *Little Po*, skippered by Rien Korteknie and a crew of

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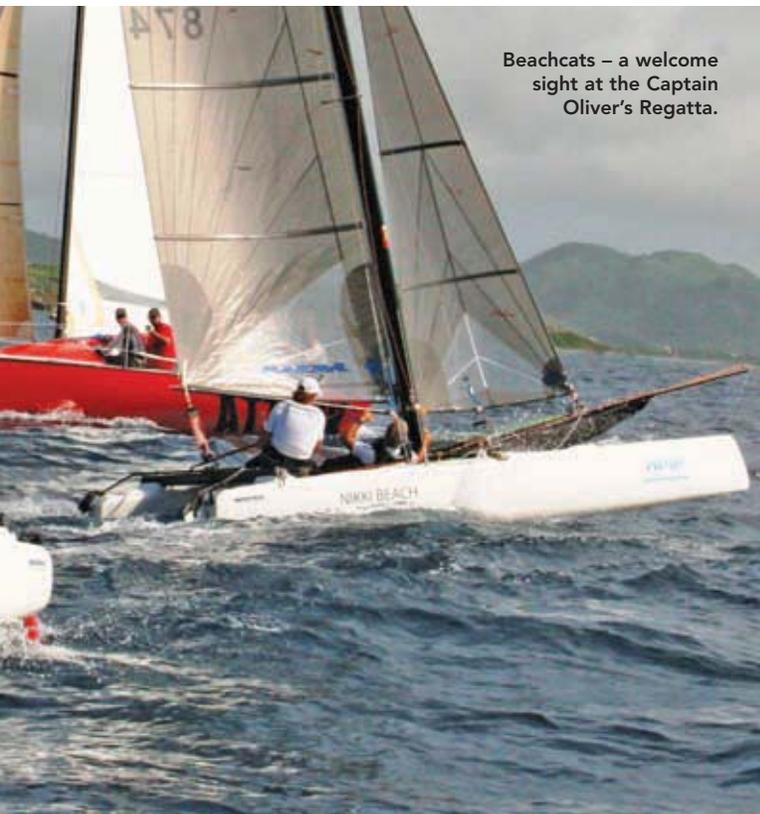


youngsters from the St. Maarten Secondary Vocational Education (SBO) program. "We try to prepare youngsters who are not doing so well in school for the job market, mainly in the marine industry," said Korteknie. "Sailing is part of it. It's a good experience for them."

At the awards ceremony, the crew of *Little Po* each received a gift certificate from the St. Maarten Sailing School, offering them a free captain's course for yachts up to 27 feet.

Sunday, clouds cleared, the sun came out, and the wind forecast was right on the money. The committee, having chosen the longer of two possible courses, got the race underway, again to plenty of excitement. Having issued a general recall, the start for racing class was bumped to the back of the queue. However, it was the racing multihulls, starting with the beachcats, where the action took place. Thundering towards the line, and rapidly overhauling the beachcats, the crew of the trimaran *Dauphin Telecom* began bellowing for room. At one point it seemed as if the tri would flatten the smaller boats and observers expected to see at least a couple of splintered beachcats swirling in the tri's wake.

The excitement was short-lived. By the time the boats rounded Pelican Rock for the beat towards St. Barth, the wind was dying. Three hours later, and with only half the fleet around Table Rock, it was obvious that many boats would not complete the course by the 1pm cutoff time.



Beachcats – a welcome sight at the Captain Oliver’s Regatta.

PHOTO: GARY BROWN/OCEANMEDIA

“Overall the weekend was much better than we expected. The regatta was well organized and the competition very good,” said Derek Little, crew on the Melges 24 *Budget Marine Gill*, winner of racing class and one of the few boats to finish before the cutoff time. Little added, “Perhaps the course shouldn’t have been as long, but that’s a hard call to make. You make the call in the morning and the wind is good. Then it dies off during the day. What can you say?”

Bobby Valasques’ *L’Esperance* also beat the cutoff time to win cruising class and was named Most Worthy Boat. Local sailor Petro Jonker’s 51 du Toit *Quality Time*, the only cruising multihull to finish both races, won cruising multihull, while racing multihull went to the trimaran *Dauphin Telecom*. Jeff Ledee’s Nacra F18 *Nikki Beach* sailed to victory in Beachcat. The inaugural Corporate Challenge was won by the Sun Odyssey 44i *Turtle Island* skippered by Arnaud Anquetil.

For information and full results, visit: <http://regatta.yolasite.com>

Gary E. Brown is the Editorial Director of All At Sea. He is a radio presenter on Island 92, 91.9 FM, St. Maarten, and the author of the thriller/sailing adventure *Caribbean High*. For more information visit: <http://garyebrown.net>



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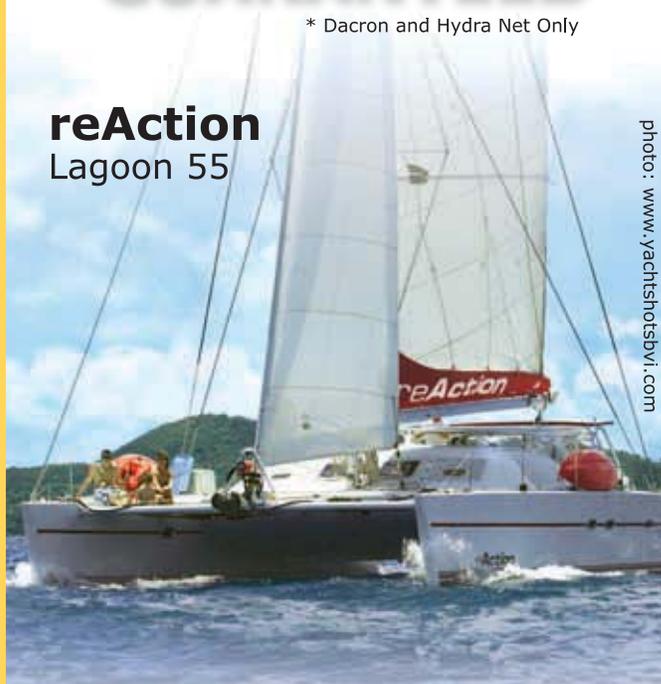


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# OPTIMIST SOUTH AMERICAN CHAMPIONSHIPS

DOMINICAN REPUBLIC'S PACHECO, TOP GIRL – 7TH OVERALL

BY CAROL M. BAREUTHER



Odile van Aanholt balances the boat during her bullet race.

PHOTO: MATIAS CAPIZZANO

Junior sailors represented the Caribbean well at the Optimist South American Championships, held April 14th to 24th, out of the Club de Yates Algarrobo in Chile. The Dominican Republic's Justina Pacheco finished first out of the 14 Caribbean sailors that competed in the 162 boat fleet and Pacheco ended an impressive 7th overall and won the trophy for Top South American Girl.

"In Chile, during the first training days, I didn't feel very fast, but that is normal because I'm used to feeling like this during my first time sailing anywhere," Pacheco explains. "Then, the more I trained; I realized that my boat speed was very good, so I started the championship with a positive mind. My tactic was very simple: start in the front and always try to go to the favored side, and that was usually the left. Once I was in the top ten, I didn't try to win the races, I didn't assume big risks; I just tried to stay there!"

The regatta was a combination with fleet racing and one day of team racing. Calm conditions delayed the start of the team race until the afternoon when the breeze built to ten knots. In the Nation's Cup team race, held for teams from non-South American countries, the U.S. Virgin Islands' team finished an incredible second with two teams from the USA in first and third. Sailors on the Virgin Islands team were Colin Brego, Paige Clarke, Christopher Murphy and Scott McKenzie.

At the conclusion of the nine-race regatta, Curacao's Odile Van Aanholt earned a trophy for placing as the second best girl. Van Aanholt was also 18th overall.

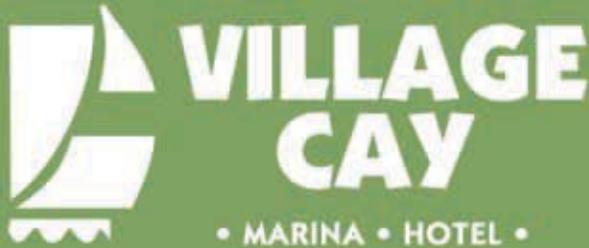
"The organization was great and there were lots of nice kids, so I had a lot of fun," says Van Aanholt. "I had ups and downs in the regatta. My boat speed is still too low in the stronger breeze, but I am happy with my overall result."

Overall the Optimist South American Championships proved a great learning experience and fun event for the Caribbean sailors.

The BVI's Sam Morrell, who finished mid-fleet, sums it up this way: "The weather wasn't that nice. It was fall there and you could see your breath. I wore a dry suit every day. The wind was crazy. One day light, about three to five knots, and the next day gusts of 45 knots and waves bigger than two Optimists. But it was cool meeting kids from Chile and other South American countries like Argentina or Ecuador – they were some of the nicest guys."

For full results, visit: [www.optiworld.org/11samres.pdf](http://www.optiworld.org/11samres.pdf)

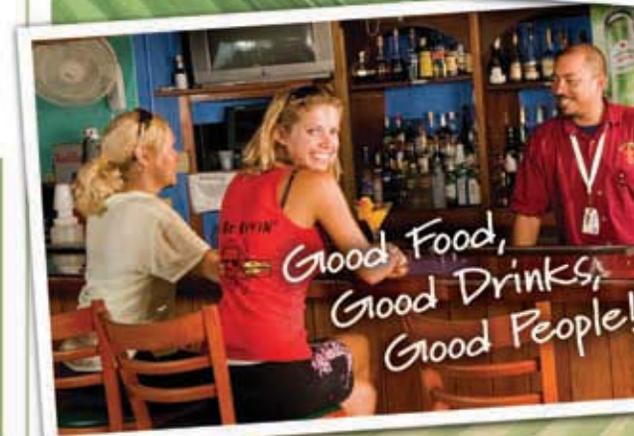
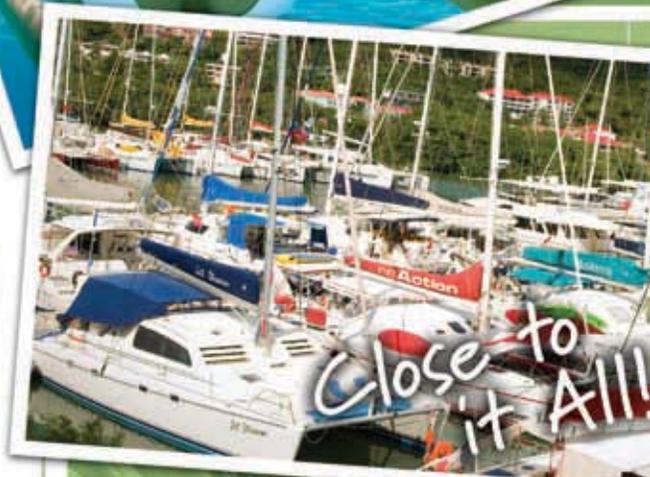
Carol M. Bareuther, RD, is a St. Thomas, U.S. Virgin Islands based marine writer and registered dietitian.



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# PALMAS DEL MAR INTL **BILLFISH** TOURNAMENT

NO RECORDS, BUT RIBBONFISH CAUGHT

BY CAROL M. BAREUTHER

**N**o one reeled in a 'Grand Slam' and pocketed the \$50,000 cash prize at the 3rd Palmas Del Mar International Billfish Tournament, held May 14 and 15, out of Palmas Del Mar Marina, in Puerto Rico. But that didn't mean there wasn't the real possibility of doing so. The fleet of 20 boats, carrying over 80 anglers, released a total of 14 blue marlin, two white marlin, one sailfish, one spearfish and a swordfish as well as many wahoo, tuna and mahi-mahi.

"The fact that the five billfish species were caught means that the possibility of catching a Grand Slam during our tournament is great," says marina manager, Juan Boschetti.

What first put this tournament on the map was the catch of an island-record 522-pound swordfish during the event's inaugural year. This fish made international headlines and heated up interest in the relatively unexplored fishery on the south coast of Puerto Rico's off-shore



PHOTO: RICARDO LEFRANC

island of Vieques, where there are several sea mounts.

"The south of Vieques has been very hot during this time of the year for a few years," says Ricardo Lefranc, one of the tournament anglers who fished aboard the 31-Bertram, *Predator*, captained and owned by Davis Iglesias. "A fair number of boats have been targeting swordfish in this area with great success. We have too, using 80 and 50-pound rod and reel with mackerel, mullets and squid."

The *Predator* team didn't land on the prize scoreboard. However, if there was an award for Best Mystery Fish, they would have won it.

Lefranc tells the tale: "We were targeting swordfish with 50-pound line at a depth of 1,780 feet, a mile south of

Vieques, when we noticed what seemed like a typical sword nibbling on the bait."

The anglers and crew observed the fish taking the bait (squid) a few times, and then decided to give it a try and wound all the other lines back in. That's when *Predator* angler Luis Cordova went one-on-one with the fish. He felt the tension on the line and thought it akin to a swordfish swimming to the surface with the bait. A few minutes later the fish started to put up a real fight and Cordova again thought if felt like a small swordfish.

"You should have seen the look on our faces when the fish finally surfaced," Lefranc recalls. "We didn't know if we could get close to it; none of us had ever seen anything like it. The fish looked dead, so we decided to bring it on board and take it home. Even the guys from the Department of Natural Resources were clueless as to what it was. Now we know it was a 54-pound Tapertail Ribbonfish (*Trachipterus fukuzakii*). It was a very interesting fishing trip!"

## RESULTS

- Largest Swordfish:** Ramón Santiago, *Beba*
- Largest Dorado:** Sofia Falgueras, *Poco Loco*
- Largest Tuna:** Ivan Morales, *Unika*
- Largest Wahoo:** Luis Lomba, Jr., *Let It Be*
- Best Jr. Angler:** Eduardo Montano, *Pink Lady*
- Best Lady Angler:** Sofia Falgueras, *Poco Loco*
- Best Angler:** Rey Contreras, *Unika*
- Best Boat Overall:** *Unika*, Agustín Crespo
- Second Best Boat:** *Prime Time*,  
Nelson Morales
- Third Best Boat:** *Intermission*, Raúl Fuster
- Best Fun Fish Overall:** Sofia Falgueras,  
*Poco Loco*

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



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# YACHT INSURANCE

## What You Need to Know

BY CAROL M. BAREUTHER

Yacht insurance is one of those love-hate facts of life. On one hand, some boat owners begrudge the added expense. Yet, when something happens – the vessel drags down on another and causes damage or the boat is sunk in a storm – owners are very glad that their vessel was indeed insured.

“The benefits of insuring your vessel,” says Navin Dookeran, technical manager for Guardian General Insurance Limited, in Port of Spain, Trinidad, “is that loss of or damage to your vessel can be costly. With insurance you have the peace of mind that your insurer will be there for you to ensure that your vessel is repaired or replaced.”

Yacht insurance is usually of one of two types: liability only and hull and machinery. William Coates, the Cocoa, Florida-based president of Offshore Risk Management, an

insurance company with satellite offices in the British Virgin Islands, says, “Liability insurance is relatively inexpensive, but it only insures you against the damages you do to another boat. The other type of insurance is ‘hull and machinery’ (H&M). This is more expensive, but it covers damage or loss to your vessel.”

“Yacht owners with H&M should ensure that their policy is based on the Institute Yacht Clause (IYC), which is the international standard that is accepted coverage for private hulls,” says Guardian’s Dookeran. “The IYC clause provides coverage for specific perils at sea, fire, hurricane, earthquake, piracy, etc. It also contains a list of exclusions.”

Boat owners must carefully review their policy terms to determine not only what is covered, and what is not, but

also to learn of what obligations and conditions there are for payment, explains Colin Probyn, account executive with the Theodore Tunick & Co., in St. Thomas, U.S. Virgin Islands. "For example, insurers require immediate notice that contains details that will assist them in investigating a loss. These details include items such as the insured's name, yacht involved, time and place of loss, where the boat may be inspected and any witness information. Failure to give notice to the insurer within the time specified in the policy may be fatal to the claim in the event that the delay is considered prejudicial to the insurer."

Probyn continues, "Protection and Indemnity (P&I) policies are issued to insure owners against risks outside the scope of coverage under standard 'hull' policies. The P&I policy covers a wide range of possible claims including physical injuries or property damage sustained by others, expenses resulting from the rescue of the insured or passengers, removal or destruction of the wreck or debris of the insured vessel. In addition, pollution expense coverage will be found in the P&I portion of the marine policy."

"What boat owners most commonly miss or neglect regarding yacht insurance is timely valuations and surveys," says Guardian's Dookeran. "Surveys are required to ensure that the vessel is seaworthy, however, it is quite expensive and it is hardly conducted by owners. The market price for private hulls, however, fluctuates from time to time and hence owners should always keep themselves informed of these changes. It is recommended that both surveys and valuations are done every three years."

Insurance is available during hurricane season for yachts that stay in the Caribbean. However, says Tunick's Probyn, "Generally a 'hurricane plan' needs to be produced by the

owner. In some cases discounts are available for vessels that are laid up."

"Words to look for in the policy related to coverage during hurricanes or named storms," says Offshore Risk's Coates, are 'The Box' and 'Season. The Box refers to the longitude and latitude considered to be in an area at high risk for a named windstorm. Many insurers use the following coordinates: North of 12 degrees 40 minutes North, West of 55 degrees West, South of 35 degrees North, and West of 110 degrees West. Season refers typically to the end of June or beginning of July through beginning or end of November, depending on the individual policy.

If your vessel is located in 'The Box' and you have a loss in a named storm, your policy must say you are covered in 'The Box' for named storms to be covered. However, if you have a 'Box' exclusion and are not covered for named storms and are in Bequia in August, for example, and your boat is a loss due to a fire, you should be covered. If your vessel is damaged by a named windstorm that is outside of the designated hurricane 'season' stated in your policy, then you likely are covered.

Insurance for hurricane coverage can be expensive. Normally, there is a 15 percent surcharge over policies that don't provide coverage for named windstorms. In addition, most named windstorm coverage policies are subject to a higher deductible, anywhere from double to ten percent of the hull value. Yet, these added costs can be substantially less than totally replacing an uninsured vessel. 

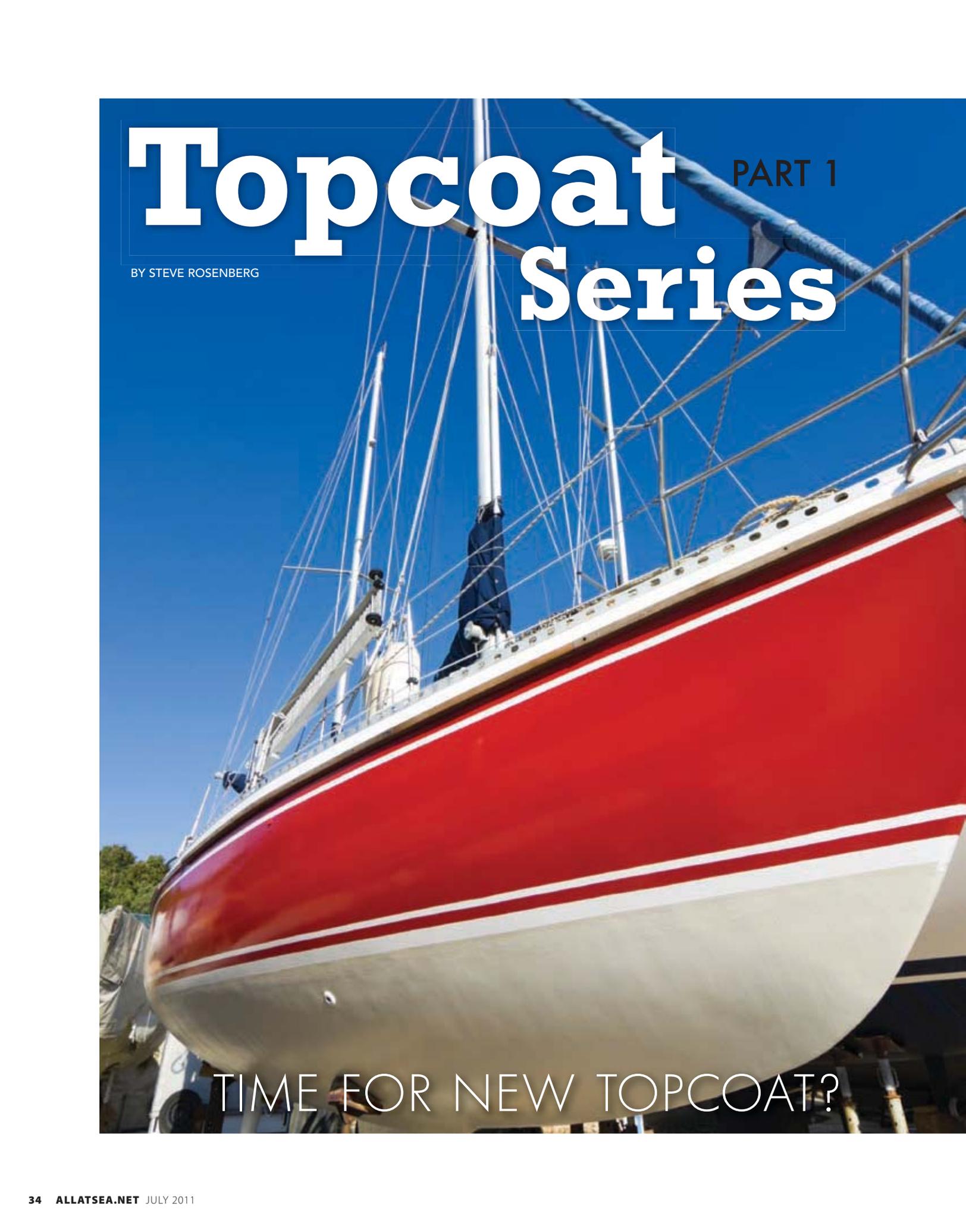
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*Carol M. Bareuther, RD, is a St. Thomas, U.S. Virgin Islands based marine writer and registered dietitian.*

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PHOTO: GARY BROWN/OCEANMEDIA



# Topcoat

PART 1

# Series

BY STEVE ROSENBERG

TIME FOR NEW TOPCOAT?

# T

he Deck – Advances in paint technology, along with some good common sense, can bring a good-looking layer of solid protection to your topside.

There may be no tougher paint job out there than the one on the deck of your boat. While you may

get some good life out of the molded gelcoat that was installed at the factory, sooner or later, you'll notice that straight-from-the-boatyard brilliance start to fade. That's the time to nip the problem in the bud and put on hard coat that's up to the challenge of full-time sun, salt and sand.

With all the choices out there, choosing the right paint and process be a daunting task. That's why we've put together a series of articles on what to consider before deciding on a new topcoat application. With advice from experts at major paint manufacturers, we'll help you get to the key things you need to consider. We'll start this month with an explanation of the difference between topcoat and gelcoat, and how to know what product would work best for your boat surface in the tough-but-beautiful Caribbean environment.

**Jim Seidel. Interlux Yacht Finishes:**

"There are three main factors to consider when choosing a paint system – substrate, preparation and upkeep. On bare

substrates such as fiberglass, aluminum, steel and epoxy you can use any of the Interlux paint systems. For bare wood you may want to stay with a single-part paint system. The wood in these flexible constructions, such as lapstrake (clinker-built) or carvel-planked will move as the moisture content varies, leading to cracking. For more stable wood systems, especially plywood where epoxy has been used, you can use one or two-part systems.

"If the boat has been previously painted and is in good shape, you may try to use the same type of paint that was used previously. If it is not possible to determine what type of paint was used, single-part paints can be applied over other one-part paints and two-part paints. Unfortunately, two-part paints cannot be applied over one-part paints, so it might be best to stay with one-part paint. If the boat has been previously painted and is in poor shape it will be best to remove the paint back to bare and proceed with a system for bare substrate.

"To get a good finish, all the paint systems will require about the same preparation. Two-part paints are more durable, keep their color and gloss longer, and are more abrasion resistant than one-part paints but they are more temperature and humidity sensitive as well as more expensive than one-part paints. These factors must be taken into consideration when choosing what to use.

"Areas where there is considerable foot traffic or harsh abrasion such as gunwale rails and coaming sides, will need

PHOTO COURTESY OF CHARLESTON CITY BOATYARD



# Topcoat Series

frequent repair to keep them in pristine condition. Two-part paints such as Perfection offers excellent resistance to abrasion, but can still wear through in excessive circumstances. One-part systems are easier to touch up than high-performance, two-part systems, and may be more suitable for these areas.”

## **Tripp Nelson. Alexseal Yacht Coatings:**

“Gelcoats are typically used only when you’re building a boat, where paints are used as a refinishing material. When you’re purchasing a fiberglass boat that was made on a production line, they’ll use gelcoat and they do that by applying the material in a mold. After it cures, you pop it out of the mold and you see the shiny gelcoat. If you’re dealing with custom built fiberglass, steel, wood or aluminum, they will typically be painted from the manufacturer. With these boats, as you’re trying to refinish them after they’ve aged for a while or if you just want to change the color, then the most cost-efficient way is to use a paint, primarily a two-part paint because it’s more durable than a single-part paint.

“If you’re looking at two-part paints, there are two types on the market. One is an acrylic polyurethane, and the other is a polyester-based polyurethane. The acrylic comes from the automotive industry. The polyester, which is what Alexseal is formulated from, comes from the aviation industry. The aviation formulas tend to be a little bit stronger coating with more solvent resistance and more scratch resistance. If you think about the life of a car, it doesn’t go through the extremes an airplane goes through – the temperature swings, the expansion and contractions due to pressure changes, the abrasion caused by going 600 miles an hour through a rainstorm. That’s why the polyester-based polyurethanes are a harder coating.

“If you look at your boat and how different areas of the boat are used, you can actually choose your coating. In a non-skid area or an area that you would walk on, you would always want to use the hardest finish possible. Typically, if you have cockpit area either on a sportfish or on a sailboat, people are going to put the cooler down and drag it back and forth, or you’re going to have a lot of foot traffic, you would want the hardest, most abrasion-resistant finish. That would be a good place for a polyester-based polyurethane.”

## **Jack Hickey. Blue Water Marine Paint:**

“There are many generic topcoats used in the marine paint industry, ranging from basic alkyd types to two-part polyurethanes. Alkyd finishes may be sold as just that, a single-pack product, which dries by metal oxidation. Sometimes those products are modified with silicone resin for maximum durability, with urethane alkyd resin for improved film hardness and durability, and acrylic resins for faster drying than other modifying resins.



PHOTO COURTESY OF CHARLESTON CITY BOATYARD

Two-part finishes are usually composed of a base component and a curing agent. Generically these include epoxies, polyurethane, and both polyester and vinyl ester. By far the most common are the two-part polyurethanes, as they provide the ultimate in film integrity and durability. Epoxy finishes tend to chalk on exposure to UV light, and the esters are really designed for gel coating or laminations.

“All topcoats are repairable but can require the use of special buffing compounds and techniques. Generally, repairing is simply a matter of sanding the area to be repaired, applying fresh paint to the repaired area and then buffing the repaired area and the surrounding area until a uniform finish is achieved. Several companies, such as 3M, sell special compounds for the repair of topcoat finishes.

“The choice of topcoat finish is usually made based on cost, experience of application, desired appearance and durability. Any topcoat finish can be applied to any generic substrate provided the topcoat is part of a system which would normally include select primers, filling and fairing compounds, sealers, etc. The choice should be made after consultation with the boatyard or marina that will do the finishing or with the facility where the topcoat finishes are purchased.”

*Coming next month: The basic steps involved in prepping and preparing for a topcoat paint job. Also, we’ll have some information tips if you want to tackle the job yourself, and some advice on how to choose the right professional yard for the job.*

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*Steve Rosenberg is the former editorial director of Boating World magazine and now writes exclusively about boating and yachting.*

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Jean-Marc Peyronnet from St Martin leads Wilhelm Schurmann from Brazil.

## HIGHLAND SPRING HIHO

A WINNER THEN & NOW

BY CAROL M. BAREUTHER

There's much more to the Highland Spring HIHO than just who won and how much fun it is to compete in this BVI-based boardsailing event. For one, the 'new' event, run by Andy Morrell's Ocean Promotions Ltd., celebrates its 15th year June 26th to July 3rd and continues in its cutting-edge style by offering a Stand Up Paddleboarding class (SUP) for the third year.

What many might not know is that this classic event was conceived over 30 years ago, in the late 70s, during one of the Caribbean's quintessential think-tank sessions, the 'happy hour'. Like the addition of a SUP class today, windsurfing was at its prime back then and the original Johnnie Walker Hook-In-Hold-On (HIHO) quickly became the premiere destination boardsailing competition of its kind. Riders then, like today, hailed from throughout the Caribbean and the world, all drawn by the chance to eat, drink and sail in point-to-point races that always ended at the next party.

One of these early board-sailors was St. Thomas' Chris Thompson. "Back then it wasn't really a race, but survival, because none of us had really gone that distance," Thompson

tells. "I think the first HIHO was from St. Thomas to White Bay to Sandy Cay and then back to St. Thomas. The equipment was the standard windsurfer, one sail and a dagger board, which you pulled out and put on your shoulder when going downwind. We all sailed with a backpack, and in that pack was a knife, distress flag, money, passport, some water and a flashlight. In those days it was sleeping in a tent or sleeping bag on the beach. That first year nobody cared about winning, it was just a lot of fun going on an adventure with friends and going on a windsurfer that was basically just invented."

Morrell, who first raced in 1982 at age 18 and who bought and started running the event as a business in 1993 after Johnnie Walker dropped its sponsorship seven years before, says, "We competed on longboards with centerboards and sliding mast tracks during those early years. Then, we switched to only racing short boards when I took over. One of the big changes we made was providing equipment, so racers only have to fly in with their harness."

*Continued on page 41*



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# British Virgin Islands

Continued from page 39

Recreational windsurfers, and now SUPers, have always been the main draw for the HIHO. Yet, inevitably, pro-windsurfers such as Antigua's Eli Fuller and Brazil's Wilhelm Schurmann picked up on and entered the event.

"I most liked the racing at HIHO," says Fuller, who competed in several events between 1985 and 2009, "but, being with the other racers all day every day while we raced, ate, partied, was unique and something that kept us coming back."

Schurmann first sailed in 2008. "The two years I raced the Highland Spring HIHO, I had some really nice close competition with Jean Marc from St. Martin and other competitors. Both times the winds favored my way and I managed to win it. Though I still did not manage to win the Costume Pirate Party, maybe this year ..."

Slater Trout, one of the best SUPers in the world, will be competing in this year's Highland Spring HIHO.

The strength of the HIHO has always been its route through the BVI and combination of great racing and fun parties, says Morrell. "That portion of the event has remained more or less the same since the start."

Today, the popularity of the HIHO has grown from a single event into a year-round clothing brand.

"This evolved from the cool event T-shirts we designed back in the 1990s," says Morrell. "We started making T-shirts, rash guards and beach bags but the line has expanded to beach cover-ups, linen sweaters and shirts and wonderful cotton T's and dresses."

Perhaps the most defining aspects of the Highland Spring HIHO are its sustaining popularity, its ability to change and adapt with the board sports times and, especially for Morrell, its ability to come full-circle. "I won the event in 1986 and Josh, my eldest son, won in 2009," Morrell says. "Great fun!"

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



1986 – Andy Morrell leads the way to win the Johnnie Walker Hook-In-Hold-On event.

PHOTO: OCEAN PROMOTIONS

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# BVI'S PREMIER'S CUP INTL YOUTH REGATTA

## SET FOR JULY 8 TO 11

BY CAROL M. BAREUTHER



PHOTO: YACHT SHOTS PHOTOGRAPHY

Premier's  
Cup 2010.

Ten youth teams from throughout the Caribbean are expected to set sail in the Premier's Cup International Youth Regatta, set for July 8th to 11th, out of Tortola. The race will be on to see which team, if any, can top St. Thomas' three-year winning streak. Anguilla and the BVI almost did, finishing second and third, respectively, at the 2010 event.

"The unique aspect of this regatta is that it's a team event," says organizer Tom Gerker. "It is harder for young people to work together as a team than as individuals. KATS (Kids and the Sea, a youth seamanship program) is the first time that many of our kids have ever had to work as a team. Working with others is a necessary part of life and so it is an important life lesson. The other emphasis of the regatta is for our youth to get together with their counterparts from other countries to meet and develop friendships."

Teams of six junior sailors each will compete in IC24s donated by the vessel owners and managed by Racing in Paradise. Races will be windward/leeward, with the number of laps to be determined by wind conditions.

"Races take around 20 to 30 minutes each to complete, so we get in lots of races—typically 18 in two days," says Gerker.

Off the water, the fostering of friendships takes place at the 'tent village' erected on the ground of the Nanny Cay Resort & Marina. Two tents per team—and a few extra to house girls if there are one or two girls on a team—are

set up a few feet from one another making for a very close 'family' environment.

"We emphasize the fellowship aspect of the event as much as the competitive sailing," says Gerker. "So a team does not have to be extremely proficient to participate. They do need to be able to safely sail a keel boat around the buoys without hitting anyone. Many of our novice teams come without a full understanding of the Racing Rules. So we encourage them to hang back on starts and bear off in tight situations where they are not sure who has Right of Way. Within a few races, they build understanding and confidence. At the end of the day, if the kids have fun, get to meet some new friends and display good sportsmanship, they are winners in everyone's book."

A large catamaran donated by the Moorings will take spectators out during both days of racing.

"Everyone is invited to come out with their families and watch the racing up close," says Gerker.

The Premier's Cup International Youth Regatta is sponsored by KATS BVI in cooperation with the Rotary and Rotaract Clubs of the BVI. *For more information, Email: Tom@partsandpower.com*



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

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# ANGUILLA REGATTA

## CARIBBEAN TO THE CORE

BY GARY E. BROWN



Anguilla Regatta –  
A new meaning to  
feeling blue.

PHOTO: GARY BROWN/OCEANMEDIA

**“Overall, great weather, great wind, good participation and a lot of fun,” said Donald Curtis, one of the regatta organizers and the MC at the awards ceremony.**

**T**his was the ninth Anguilla Regatta and I have been to every one. As a journalist, I should remain impartial, but when it comes to the Anguilla Regatta, it gets my vote as one of the best on the Caribbean Calendar.

Over the years the Anguilla Regatta has gone through a few changes as they explored ways to attract more boats. This year it was obvious that funding for the three-day event had been cut back. If it was a problem, the organizers didn't

show it, and put on the best regatta to date with 22 boats taking part.

“One of the big surprises was the multihull class,” said Andrew Rapley, race officer for the regatta. “Not only were there more multihulls but, boy, were they good. They were on the line on time, on speed, and it was a real exciting class to see.”

While the ex Route de Rhum trimaran *Dauphin Telecom* flew around the course, Robbie Ferron's Lagoon 410

*Katzenellenbogen*, slugged it out with the Brazapi 41 *Guimamalou*. The two cruising cats pushing it to the edge of protest while scrapping over a mark in the Anguilla Channel on day one. Both boats went on to score an equal number of points over the series. However, having won the sixth and final race, rules dictate that overall victory be handed to *Guimamalou*.

If Ferron was disappointed to be relegated to second place, he didn't show it and, at the awards ceremony, praised the regatta, calling it "a bumper year."

For three days, boats sailed beneath acres of grey cloud. Rare conditions for the Caribbean, but most welcome by the sailors manning the windward rail.

Although winds remained in the 10 to 12 knot range there was plenty of drama and, for the largest boat in the fleet, it began on the first day. Rounding a mark set close to the beach in Rendezvous Bay, Nico Cortleve's X 612

*Nix* ran aground. Although stuck for several minutes, the sporting skipper made little fuss over the grounding and went on to claim second place overall in cruising class. This class was dominated by St. Maarten's Sir Bobby Ve-

**"One of the big surprises was the multihull class," said Andrew Rapley, race officer for the regatta. "Not only were there more multihulls but, boy, were they good."**

lasquez, whose Beneteau 45F5 *L'Esperance* swept aside all-comers with six bullets.

"Moderate winds are nice. Over the last few weeks we've had more extreme winds," noted Garth Steyn, captain of the Catalina 36 *Moondance* and owner of the St.

Melges 24 *Team Coors Light*, winner of spinnaker class.



PHOTO: GARY BROWN/OCEANMEDIA

Maarten Sailing School. Steyn's crew of trainees received quite a workout on the foredeck, often gybing the pole on the long downwind leg on day one and again during the windward/leeward courses on day two. Crossing the start on Friday, the trainees received a lesson in 'how not to do it' when the boat ahead crossed the line early and turned back, colliding with *Moondance*. Steyn made light of the incident and his novice crew went on to score six bullets and win cruising class.

Sunday, the final day, and the combined fleet got a better view of the traditional West Indies Work Boats, the Carriacou Sloops, in vintage class. Given their own class and courses, the work boats bring something special to the Anguilla Regatta. Alexis Andrews—who is doing so much to promote the building and preservation of Carriacou Sloops—won the class with *Genesis*, and one wonders if there is another sloop on the circuit that can beat him.

For the last race, yachts follow the popular 'triangle' course. The first leg takes them from Sandy Ground, northeast, to Crocus Bay. Local knowledge can pay massive dividends on this part of the race. The same goes for any race that finishes in Road Bay, where many competitors, unaware of the punishing wind-shifts inshore, have had victory torn from their grasp. Having raced in Anguilla many times, Frits Bus, owner/skipper of the Melges 24 *Team Coors Light*, knows about the wind-shifts and how to play them. Going into the final race, four points ahead of Ian Hope-Ross' Beneteau First 36.7 *Kick 'em Jenny*, Bus hit all the right notes to finish first overall in spinnaker class.

One boat that that will remember the final race is *Panic Attack*. Jan van den Eynde's Open 750, forced out at the committee boat end, lost someone overboard while maneuvering. So quickly was the swimmer recovered that she barely had time to get wet!

"Overall, great weather, great wind, good participation and a lot of fun," said Donald Curtis, one of the regatta organizers and the MC at the awards ceremony.

Curtis noted that all the money generated by the Anguilla Regatta goes towards the Anguilla Youth Sailing Program and promised a special regatta to mark the tenth anniversary in 2012.

Info and results: [www.anguillaregatta.com](http://www.anguillaregatta.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](http://garyebrown.net)

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## SINGLE-HANDER AND COMPUTER PROGRAMMER

BY KERRY BIDDLE-CHADWICK

If the guy rowing up to your boat with an engineless dinghy and a cheery greeting is barefoot and wearing a shirt with the sleeves cut off, the chances are you have Mike Childers sorting out your navigation program for you. Childers is a single-hander and computer boffin.

Childers is known by everyone as 'Quinn', the name of the 20-foot boat on which he began his sailing adventures. In 1994, he bought a 28-foot Bristol Channel Cutter named *Tuntsa*, and that has been home ever since.

Over the years, Childers circumnavigated the South Pacific three times. On the final round he ended up in Australia where he stayed for a while before sailing to South Africa. Later, he crossed the Atlantic to Brazil, and from there made his way to St. Maarten, which became his winter base.

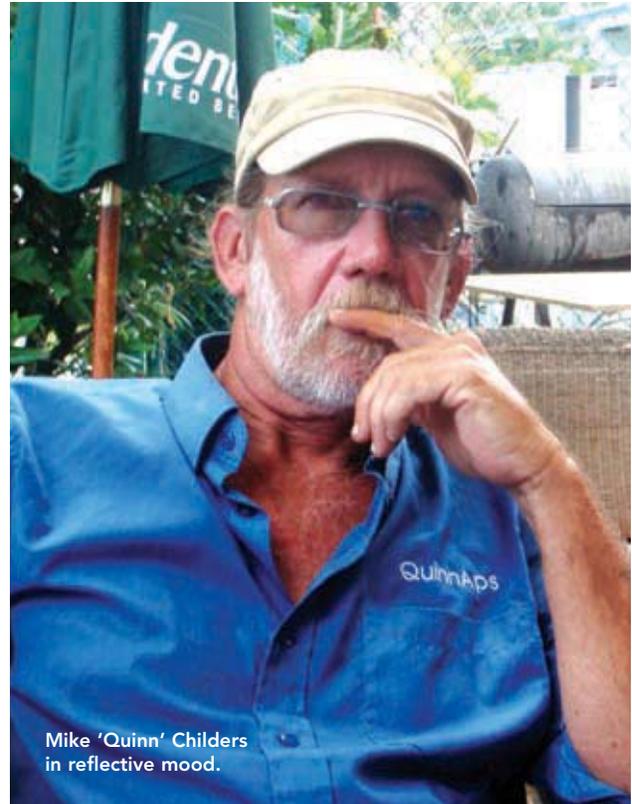
During the winter months, Childers sets up his navigation program and trains people in its use. Around early June, and to avoid the hurricane season, he sails to his base in the Azores, and does the same again there. While in the Azores, he will often sail to Europe and back, before, once again, turning his bows towards St. Maarten. As Childers puts it "making circles in the Atlantic."

Being a computer programmer has stood Childers in good stead. He saw the need for an easy to use navigation program for not-so-computer-savvy cruisers, and built one. Now his program can be found on boats all over the world.

A favorite story told about the programmer is when world cruisers Ken Kleinhoff and Gail Barber-Kleinhoff of the yacht *Sangreal* got married in South Africa. Childers never wears shoes, and when they asked him to be best man, he arrived at court with a button-up shirt, tie, neat shorts – and barefoot. To his credit, the judge didn't say a word and proceeded with the ceremony as though this was an everyday occurrence.

Childers has logged over 100,000 blue-water miles—every one as a single-hander. Asked how he sets up his watches, he laughed and glanced around to see if anyone was listening. Leaning forward, he said: "I don't. I spend 90 percent of my time down below doing stuff and resting, and ten percent of the time up on deck. Every so often I do stick my head out for a good look around, though."

The computer whizz says that being alone on the ocean has never been a problem. Books and music keep his



Mike 'Quinn' Childers in reflective mood.

PHOTO: KERRY BIDDLE-CHADWICK

mind occupied on those long trips across the ocean and being a friendly, personable kind of guy, he has friends in many places.

Quinn's Atlantic Crossing Forums, held annually at Lagoones bar and restaurant in St. Maarten, are extremely popular and the last attracted almost 100 would-be voyagers. At the forum, he discussed some of the problems sailors may encounter, described the best routes, weather planning, and a host of other details that might affect an Atlantic cruise.

"It's the trip across from St. Maarten that is the more difficult," says Childers. "The trip back is a milk run." ☺

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

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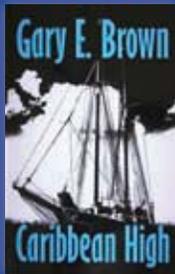


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# REMEMBERING MALCOLM MAIDWELL

SAILOR, CARIBBEAN BOAT BUILDER, TRUE GENTLEMAN

BY ROBERT LUCKOCK



Malcolm on *El Tigre*  
in the 1980s.

**“Malcolm was so talented. He was the finest artisan I’d ever met,” says Westmoreland. “He was a woodworker, carpenter, shipwright, cabinet maker. He could build anything. He and Peter made a dynamic team.”**

**M**alcolm Maidwell, who passed away at his home in St. Maarten on May 7 2011 aged 73 after a long battle against cancer, will be best remembered by a younger generation for his immense contribution to sports in the early 1980s on a still under developed island.

But he will be equally remembered by an older generation for his earlier career as a sailor, charter boat skipper, and boat builder.

As the driving force behind a variety of sports and forming of clubs and associations, he converted many a sedentary soul into a weekend warrior with infectious enthusiasm and persuasive charm. His influence left a lasting legacy that was recognised with a decoration by Queen Beatrix of Holland in 2005.

Born in Johannesburg, South Africa, as an only child to a builder father and housewife mother, Malcolm had various jobs but was never entirely satisfied. Learning about building, carpentry, and house design from his father, however, would stand him in good stead later. He also learnt to sail from an early age becoming an accomplished dinghy sailor.

Yearning for travel and adventure, and to escape the apartheid situation, he quit his job with Colgate Palmolive in 1963 and at the age of 25 set off from South Africa with a work colleague for an intended round the world voyage on a 25ft sloop called *Banshee* that they bought together.

Circumnavigation plans changed however and they ended up in Grenada where he met his future wife Liz, a nurse from the UK, then 23 and visiting her parents who lived there. They married a year later in 1964.

Malcolm sold *Banshee* and bought the 42ft sloop *Vagabond* on which he started week-long charters from St. Vincent to Grenada or ten-day charters from Martinique to Grenada. At the time Malcolm and Liz were running the first charter boat business in Grenada. A later purchase of the 70ft sloop *Amica* did not work out as well, Malcolm preferring the intimacy of smaller boats for charters, and it was subsequently sold.

During this time he became firm friends with the late Peter Spronk, a Dutch boat designer of repute who also ran

*Continued on page 53*



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Continued from page 51



charters. Spronk wanted to build catamarans in St. Maarten and in 1971 he started a boat building business called *Lanseair*, with Malcolm as equal partner. They set up their first yard on the beach in Simpson Bay.

St. Maarten soon became a Mecca for boat building and the reputable Spronk stable produced a string of thoroughbred catamarans – around 30 by some estimates – for various owners, that have stood the test of time.

The first catamarans built in Simpson Bay were *Bluebeard* and *Scharlaken Rackham*. The yard later moved to Cole Bay where *Maho*, the giant 75ft *Palu*, the schooner-rigged *El Tigre*, *Falcon*, *Pink Panther*, *Shadowfax*, *Tiamia*, *Princess Soya*, *Egg Nog*, *Bits and Pieces*, and more, were all produced.

*Palu* was the largest catamaran in the world at the time. It was leased by French sailor Marc Pajot who sailed it singlehandedly from Martinique to La Rochelle, France, as a qualifier for the Route de Rhum.

Working with Peter, Malcolm and Dougie Brooks in the construction yard was Grenadian carpenter Lewis St. Bernard, now 69, who crewed on Spronk's own *Blue Crane*, and Frank Boekhout, then a teacher in Philipsburg, who assisted in building the first two cats from 1971-1972.

"We all worked well together as one team, no matter what our backgrounds were," remembers Lewis. "There were never misunderstandings and nobody got mad. Just some teasing if someone made a booboo. Every day after work Malcolm would run all the way up to White Sands. He always wanted to keep fit."



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Malcolm and Liz at home in St. Maarten.

PHOTO COURTESY OF MARC PETRELUZZI

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Added St. Bernard: "It was the most beautiful year of my life. I remember the practical jokes."

Jon Westmoreland, current owner/skipper of the Spronk catamaran Akka, met Malcolm in 1972 and helped out with many of the launchings.

"Malcolm was so talented. He was the finest artisan I'd ever met," says Westmoreland. "He was a woodworker, carpenter, shipwright, cabinet maker. He could build anything. He and Peter made a dynamic team."

Westmoreland also remembers Malcolm as someone who always went out of his way to help people.

"You don't see much of the Good Samaritan in this day and age. He was special."

Malcolm was also instrumental in starting the St. Maarten Tradewind Race with Peter Spronk in 1975. The 1,000 mile race through the Caribbean islands was open to all boats and always began with the firing of a canon from Great Bay. The event continued for five years until 1979.

Malcolm is survived by his wife Liz, and four children: Mark, Suzy, Michael, and Sandra.

Robert Luckcock 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.



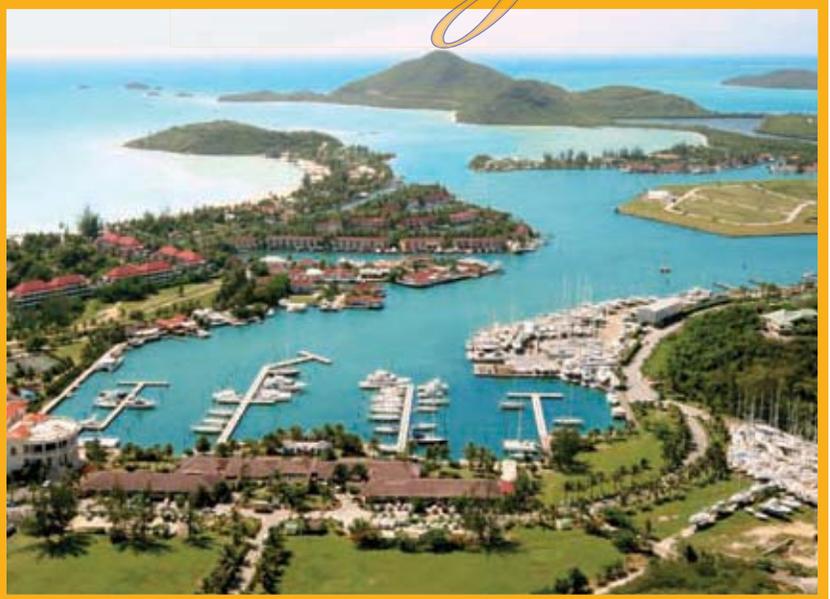
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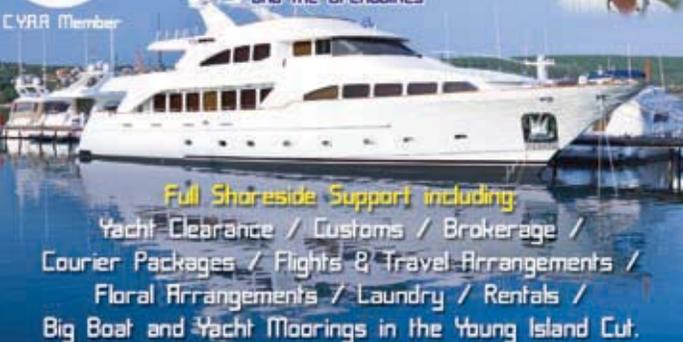
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# WEST INDIES REGATTA

## GENESIS SWEEPS TO VICTORY

BY ELLEN LAMPERT-GRÉAUX

In tribute to traditional working sailboats that carried merchandise from island to island in the 1950-60s, the third edition of the West Indies Regatta took place on the weekend of May 1st in Saint Barth. Organized by Loulou Magras and Alexis Andrews, a photographer from Antigua, the regatta included eight Carriacou Sloops and one schooner, the *Alexander Hamilton*, restored by those who love the spirit of traditional sailing.

Guest of honor was the 180-foot square-rigger *Picton Castle*, a sail training ship and a real eye-catcher at her berth alongside the main dock.

With winds of 15-20 knots from the east, and fairly calm seas, Charles Hambleton, skipper of *Summer Cloud*, got off to a great start and led the first day's race right to the finish line, before losing by a nose to Alexis Andrews aboard *Genesis*.

Sunday, and day two again saw *Summer Cloud* and *Genesis* at the head of the fleet during the morning race from Gustavia to Fourchue and Colombier, with *Genesis* first over the finish line once more. After a picnic lunch in Colombier, a second race, starting at 3pm, took the boats from Colombier, via le Bœuf and Pain de Sucre, back to the finish in Gustavia.

Once again victory went to *Genesis*, earning the sloop maximum points and making her the overall winner of the third annual West Indies Regatta.

Before leaving to sail back to Antigua, Andrews said he hoped more boats, including schooners, would participate next year. For the sailors, there was good news from the Port of Gustavia, who promised that the weekend of May 1st would always be reserved for the West Indies Regatta. 

---

*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.*



Alexis Andrews' Carriacou Sloop *Genesis* on her way to victory.



Chasing hard!

PHOTOS: ROSEMOND GRÉAUX

# MARITIME DAYS 2011

SEABORNE ACTIONS AND ATTRACTIONS IN CURAÇAO

BY ELS KROON

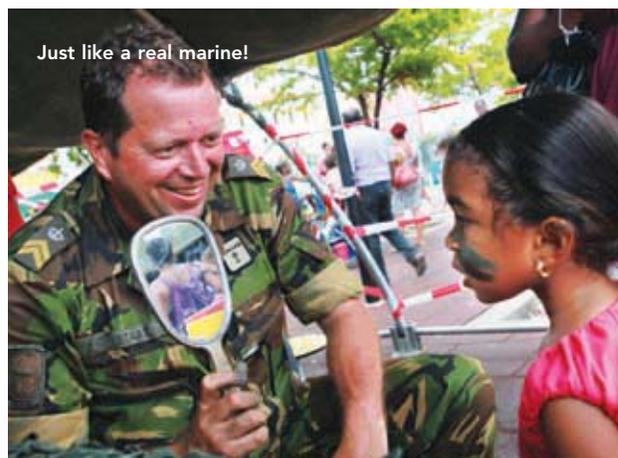


PHOTO: JEROEN VAN ZAALEN

The Royal Netherlands Navy and Caribbean Coast Guard strengthen ties during Curaçao Maritime Days 2011.

Thirty thousand spectators visited Curaçao Maritime Days 2011 in the harbor of Willemstad, Curaçao's capital during the last weekend in May

Naval, Rescue and Coastguard ships from the Netherlands, the United States, Curaçao, France, Colombia and Mexico filled the harbor and wharfs in Punda and Otrabanda.

The Dutch submarine *HLNMS Dolfijn* turned out to be the biggest attraction. Long queues didn't bother locals or tourists, who enjoyed the open-house, demonstrations and various activities. At night, thousands gathered at Brion Square for a performance by the band of the Marine Corps.

On Sunday, 400 runners took part in the 'Queens Run' that took them over Willemstad's three bridges – all named after Dutch Queens. The Maritime Museum, adjacent to Kleine Wharf, organized a drawing competition for schools, which was won by the MC Piarschool. The winning class received a special tour of *HLNMS Dolfijn*.

Curaçao Maritime Days were ended with an impressive fireworks display and a concert of all the ship's horns.

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

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# THE UNDISCOVERED CARIBBEAN

## SECRETS OF BOCAS DEL TORO

STORY AND PHOTOS BY RAY JASON

**B**ocas del Toro, Panama, lies in the southwestern curve of the Caribbean. Those who have found it, consider it the undiscovered Caribbean.

These are some of the pleasures of Bocas del Toro: Dozens of unspoiled and often deserted anchorages. Three modern marinas complete with interesting features and friendly staff. A laid-back and friendly town (a secret once shared only by backpackers and surfers), reasonably priced provisioning and scores of interesting ex-pats scattered around the islands.

Bocas del Toro is the name of the main town, but it also refers to the archipelago surrounding it. There are nine major islands and dozens of smaller ones. Many of the little ones are mangrove islands that don't exceed periscope height. But the larger islands have elevations in the hundreds of feet, which creates a gorgeous tapestry of plant and animal life. Here, you can find flora as diverse as bananas, cacao

and bamboo, and fauna as charming as toucans, sloths and howler monkeys.

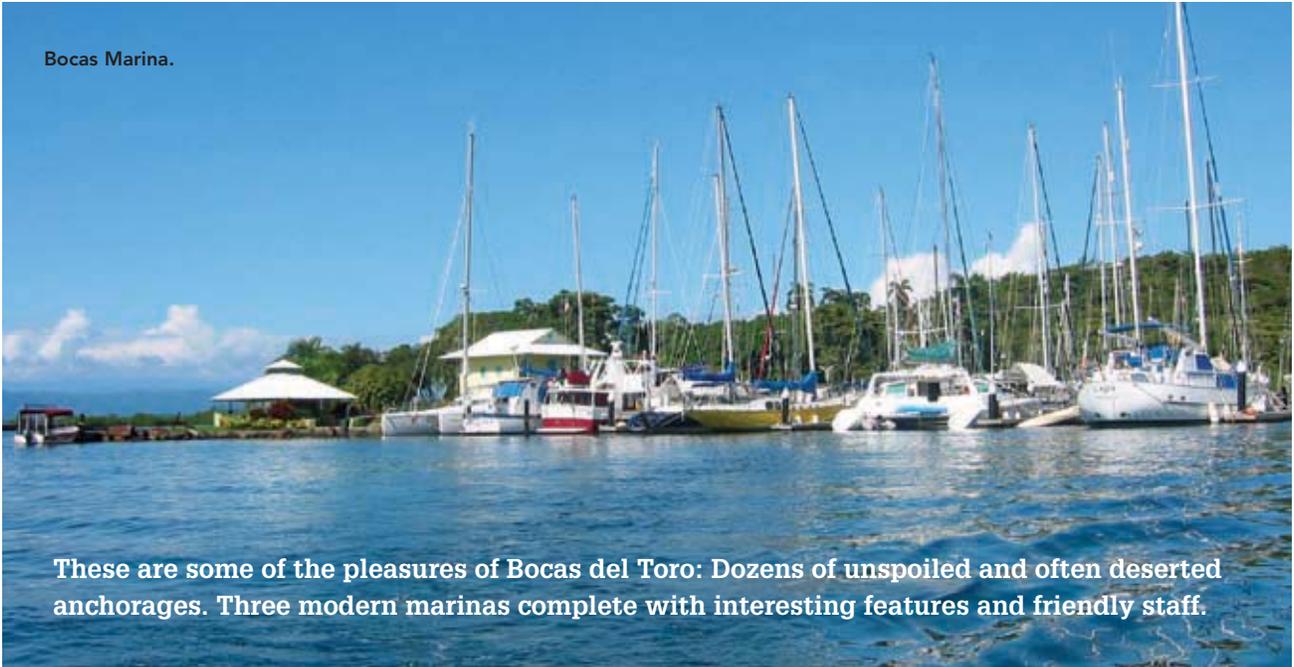
The area is essentially an inland sea, which means you can savor a good sailing breeze without having to suffer from big, confused waves. If you don't like the sea conditions in one direction, then head off to another equally enchanting destination. The backdrop for this mostly tranquil cruising area is an incredible mountain range capped by the 10,000ft *Volcan Baru*.

The reefs are young and healthy and the most spectacular, at Zapaticillos Cays, is protected as part of a Panamanian Marine Preserve. The shallow water off Starfish Beach, filled with its namesake echinoderms, is a delightful anchorage. Another, that boasts fantastic body surfing, is just a short walk from the Red Frog Marina. A rental bike from town will take you to one of the great surfer spots known as Bluff Beach.

Bocas del Toro waterfront.



**Bocas Marina.**



**These are some of the pleasures of Bocas del Toro: Dozens of unspoiled and often deserted anchorages. Three modern marinas complete with interesting features and friendly staff.**

After a day spent enjoying time on or in the water; a wealth of drinking and dining options awaits you. I'm amazed at how many good, reasonably-priced bars and restaurants this little town supports. In Bocas you can begin your evening's revelries aboard an old shrimp boat converted into a bar and end the night at a disco perched atop an underwater wreck.

### **Marinas**

The Red Frog Marina features a nice restaurant/bar overlooking the body-surfing beach and a very cordial BYOB happy hour most evenings on the dock. There is also excellent hiking in the surrounding hills.

Marina Carenero is the budget cruisers' friend. They host a Friday evening dockside pot luck and offer a great view of the mighty four-story skyscrapers of Bocas Town. Any place

where the palm trees are higher than the buildings scores points with me.

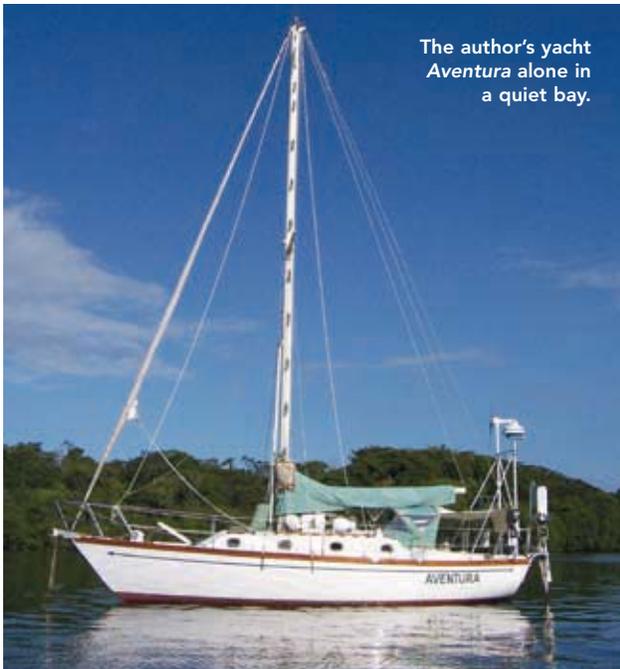
Of the three marinas, my favorite is the Bocas Marina. It features good modern concrete docks, reliable water, electricity and WiFi, clean shower rooms, beautifully landscaped grounds, laundry service, propane runs and a very helpful and professional staff.

This marina is also the home of one of the world's great cruisers' bars. The Calypso Cantina, and hosts, Dyllan and Darion, serve up superb food and drink. They combine this with all sorts of extra events such as swap meets, DVD exchanges, fire shows, movie nights, all in a take-your-breath-away setting. The bar juts out on a narrow peninsula with the anchored boats on one flank and the marina docks on the other.

This magical place is so alluring that many cruisers have swallowed the hook here. It is still possible to buy

**The Crawl Key restaurant is popular when out gunkholing the islands.**





The author's yacht *Aventura* alone in a quiet bay.

affordable waterfront property and then have a nice house built on it. To complete the dream, you just sink a mooring and enjoy happy hour admiring your boat from your front porch.

### Cruiser Amenities

Panama has recently streamlined its clearance and cruising procedures. Upon arrival, you will receive a six month cruising permit, which is easily renewed for another half-year for an additional \$30.

You will not find U.S. style chandleries, but most items can be obtained locally or shipped in from Panama City. For trickier requests the Bocas Marina represents Marine Warehouse of Miami, and a shipment arrives every few weeks.

Technicians for electronics, dinghy repair, or refrigeration are all available. And the news is that a full-service boatyard should be online in about a half a year.

As I finish up this article, I can look out of my porthole and see Jimmy Buffett's yacht docked about 40-yards from my little sloop, *Aventura*. This is his second visit. A few years ago he sat on a barstool in the Calypso Cantina strumming and singing for a couple of hours to the delight of a few dozen cruisers. If Jimmy chooses to chill out in Bocas del Toro, it probably says far more about what a great place this is, than any words of mine. 

*Ray Jason is the author of the humorous, offbeat sailing book, Tales of a Sea Gypsy. He's still out there happily wandering the wide waters in his lovely 30-footer.*



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  - We are currently operating with our 50 ton travel lift.
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# CARIBBEAN MARINAS

## ALL AT SEA'S CARIBBEAN MARINA GUIDE

			Maximum Draft	Maximum Length	# of Slips	Fresh Water	Electrical Supply	Cable / Satellite TV	Diesel	Gas	Shower / WC	Laundry	Provisioning	Bar / Restaurant	Security	VHF Channel	Wireless Internet
Antigua	<b>Jolly Harbour Marina</b>	268-462-6042	10'	250'	140	●	110/220	Cable	●	●	●	●	●	●	●	68	●
Aruba	<b>Renaissance Marina Aruba</b>	297-588-0260	13'	200'	50	●	110/220	●	●	●	●	●	●	●	●	16/69	●
Curaçao	<b>Barbara Beach Marina</b>	5999-840-0080	15'	130'	6	●	380V 250A	●	●	●	●	●	●	●	●	67	FREE
Curaçao	<b>Curaçao Marine</b>	+ 5999 465 8936	13'	120'	30	●	110/220/380	●	●	●	●	●	●	●	●	67	FREE
Curaçao	<b>Seru Boca</b>	599-767-9042	14'	150'	140	●	127/220	●	●	●	●	●	●	●	●	67	●
D.R.	<b>Casa de Campo Marina</b>	809.523.8646/ 8647	16'	250'	350	●	110/220 v to 60 hrz	●	●	●	●	●	●	●	●	68	●
D.R.	<b>Marina Zar Par</b>	809-523-5858	12'	120'	110	●	110/220 308	●	●	●	●	●	●	●	●	5	FREE
D.R.	<b>Ocean World Marina</b>	809-970-3373	12' +	250'	104	●	110/220	●	●	●	●	●	●	●	●	16/68	●
Grenada	<b>Clarkes Court Bay Marina</b>	473-439-2593	13'	60'	52	●	110/220	●	●	●	●	●	●	●	●	16/74	USB access
Grenada	<b>Grenada Marine</b>	473-443-1667	15'	70'	4	●	110/220	●	●	●	●	●	●	●	●	16	FREE
Grenada	<b>Le Phare Bleu Marina</b>	473-444-2400	15'	120'	60	●	110/220/480	●	●	●	●	●	●	●	●	16	FREE
Grenada	<b>Port Louis Marina</b>	473-435-7431	14.76'	90m	170	●	110/208/220/ 230/240/400/ 480/630V	●	●	●	●	●	●	●	●	14	FREE
Grenada	<b>Prickly Bay Marina</b>	473-439-5265	17'	200'	10	●	110/220/ 308	●	●	●	●	●	●	●	●	16	●
Guadeloupe	<b>Marina Bas-du-Fort</b>	590 590 936 620	15.5'	210'	1,100	●	110/220/380	●	●	●	●	●	●	●	●	9	FREE
Jamaica	<b>Errol Flynn Marina &amp; Shipyard</b>	876-715-6044	32'	600'	33	●	110/220/480 1&3PH 50/60HZ	Cable	●	●	●	●	●	●	●	16/9	FREE
Jost Van Dyke	<b>North Latitude Marina</b>	248-495-9930	12'	50'	N/A	●	N/A	●	●	●	●	●	●	●	●	16	●
Puerto Rico	<b>Club Nautico de San Juan</b>	787-722-0177	31'	250'	121	●	120/240	●	●	●	●	●	●	●	●	16/10 68	●
Puerto Rico	<b>Marina Pescaderia</b>	787-717-3638	8'	65'	97	●	110/220	●	●	●	●	●	●	●	●	16/68	●
Puerto Rico	<b>Puerto del Rey Marina</b>	787-860-1000	15'	260'	1,000	●	120/208	Cable	●	●	●	●	●	●	●	16/71	●
Puerto Rico	<b>Sunbay Marina</b>	787-863-0313	12'	75'	287	●	110/220	Cable	●	●	●	●	●	●	●	16/12	●
St. Croix	<b>St. Croix Marine</b>	340-773-0289	11'	150'	44	●	110/220	●	●	●	●	●	●	●	●	16/18	●
St. Lucia	<b>Rodney Bay Marina</b> an IGY destination™	758-452-0324	15'	220'	253	●	110/220	●	●	●	●	●	●	●	●	16/17	●
St. Lucia	<b>The Marina at Marigot Bay</b>	758-451-4275	16'	250'	40	●	110/220/380 50/60 Hz	Cable	●	●	●	●	●	●	●	16/12	●

			Maximum Draft	Maximum Length	# of Slips	Fresh Water	Electrical Supply	Cable / Satellite TV	Diesel	Gas	Shower / WC	Laundry	Provisioning	Bar / Restaurant	Security	VHF Channel	Wireless Internet
St. Maarten	<b>Island Water World Marina</b>	599-544-5310	8'	90'	54	●	Available	Cable	●	●	●				●	74	FREE
St. Maarten	<b>Lagoon Marina Cole Bay Wtrft</b>	599-544-2611	9'	100'	45	●	110/220	●			●	●	●	●	●	16	FREE
St. Maarten	<b>Simpson Bay Marina</b> an IGY destination™	599-544-2309	14'	200'	126	●	110/220/ 480	●	●	●	●	●	●	●	●	16/79	
St. Martin	<b>Captain Oliver's</b>	590-590-87- 33-47	10'	150'	160	●	110/240		●	●	●	●	●	●	●	16/67	
St. Thomas	<b>American Yacht Harbor</b> an IGY destination™	340-775-6454	9.5'	110'	106	●	110/240		●	●	●	●	●	●	●	16/11	●
St. Thomas	<b>Yacht Haven Grande</b>	340-774-9500	20'	400'	45	●	110/220/50	●	●	●	●			●	●	16/10	●
Tortola, BVI	<b>Nanny Cay Marina</b>	284-494-2512	12'	125'	200	●	110/220		●	●	●	●	●	●	●	16	●
Tortola, BVI	<b>Soper's Hole</b>	284-495-4589	25'	170'	50	●	110/240	Cable	●	●	●	●	●	●	●	16	Cafe
Tortola, BVI	<b>Village Cay Marina</b>	284-494-2771	12'	200'	106	●	110/220/ 308	Cable	●		●	●	●	●	●	16/71	Hard- line at slip
Trinidad	<b>Power Boats Ltd</b>	868-634-4346	13'	65'	40	●	115/220		●	●	●	●	●	●	●	72	●
Virgin Gorda	<b>Virgin Gorda Yacht Harbour</b>	284-495-550	10'	180'	94	●	110/220	●	●	●	●	●	●	●	●	16/11	●

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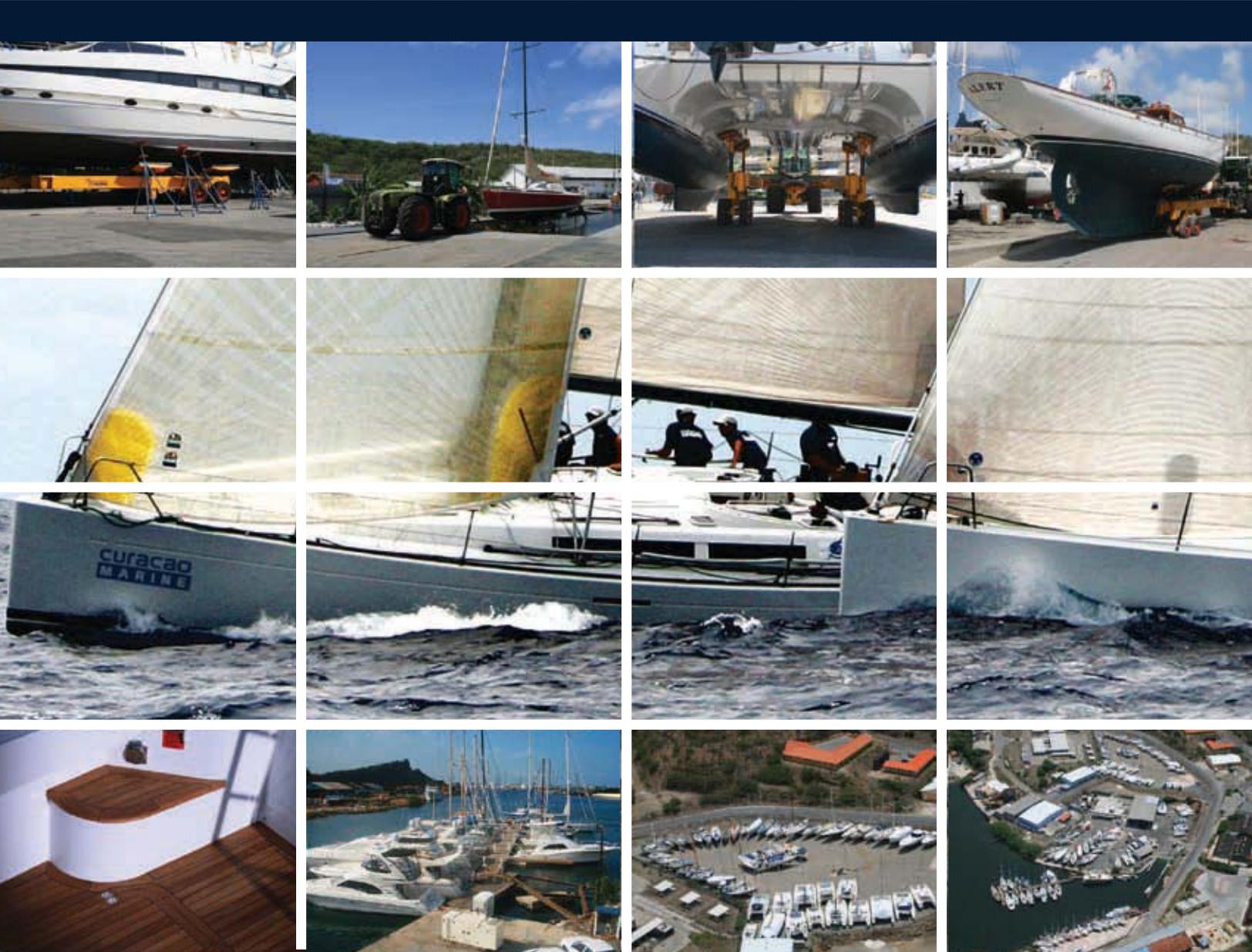
# CARIBBEAN BOATYARDS

## ALL AT SEA'S CARIBBEAN BOATYARD GUIDE

		Latitude	Longitude	Phone Number	Maximum Draught	Maximum Length	Maximum Beam	Maximum Air Draft	Power Supply	Arrival Hours	Lift 1 Type / Capacity (Tons)	DIY Friendly	Electronic Shop	Carpentry Shop	Electrical Shop	Prop Shop	Paint Shop	Onsite Crew Facilities
<b>Curacao Marine</b>	Curaçao	12° N	68° W	599 9 562-8000	9'	120'	33'	193	110/220 380	24/7	40	•			•			
<b>Grenada Marine</b>	Grenada	12° 01:20	61° 40:42	00-1-473-443-1667	12'	75'	31.5'	0	110/220	8am-5pm M-F; 8am-12pm Sat	70	•	•	•	•	•	•	•
<b>Jolly Harbour Marina / Boat Yard</b>	Jolly Harbour, Antigua	17 04 46.4 N	61 54 37.0 W	(268) 462-6041	10'	250'	no limit	no limit	110/220	8am-5pm	70	•		•	•	•	•	•
<b>Nanny Cay Hotel and Marina</b>	Tortola, BVI	18 25 0 N	64 37 0 W	(284) 494-2512	11'	160'	45'	no limit	110v 30amp/ 220v 50amp/ 3 phase 100 amp	7am-6pm	70	•	•	•	•	•	•	•
<b>Rodney Bay Marina</b>	St. Lucia	14°04 '32. 72" N	60°56 '55. 63" W	758-452-0324	14'	275'	55'	no limit	110V/60, 220V/50, 480V 3 phase 100 amps/leg; 220V 3 phase 100 amps/leg; 220V40 amps; 100V 30amps; 50 & 60 hz	8am-5pm	75	•	•	•	•	•	•	•
<b>Soper's Hole</b>	Tortola, BVI	18° 23" 46'	-64° 41" 53'	(284) 495-3349	7'	65'	18' and 40'	7'	110/220	8am-5pm, Mon-Sat	45	•	•	•	•	•	•	•
<b>Spice Island Marine Center</b>	Grenada	12 5 N	61 43 W	473-444-4257	12'	70'	25.4'	0	110/230	8am-4:30 pm	70	•		•	•	•	•	•
<b>Subbase Drydock</b>	St. Thomas, USVI	18 N	65 W	340-776-2078	15'	180'	54'	no limit	460 three phase/220/ 110	8am-5pm, Mon-Sat	100 and 700	•	•	•	•	•	•	•
<b>Tortola Yacht Services</b>	Tortola, BVI	18 25 N	64 37 W	(284)-494-2124	10'	68'	20'	no limit	220V, 50A, 110V, 30A	7am-4pm; 7days wk	70	•	•	•	•	•	•	•
<b>Varadero @ Palmas</b>	Puerto Rico	18 04' 37"N	65 47' 57"W	787-656-9211	11'	110'	26'	no limit	50/30 amp	8am-5pm; 7days wk	110	•	•	•	•	•	•	•
<b>Varadero Caribe</b>	Aruba	12 32 N	70 02 W	297-588-3850	7'	85'	23'	no limit	120/240	8am-4pm	60	•		•	•	•	•	•
<b>Virgin Gorda Yacht Harbour</b>	Virgin Gorda, BVI	12° 01:00	61° 40:05	284-495-5318	10	150	34	no limit	110/120	6am-6pm	70	•		•	•	•	•	•

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**1992 Reinke Super 10**  
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immaculate condition.



**1988 Barena Sea trader.**  
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**1992 Wistock 60 Sloop.**  
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**1999 Voyage Norseman**  
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\$249K Offers!



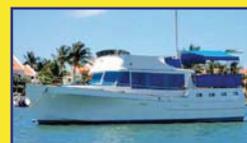
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2003 GIB'SEA 51

"Moon Shadow"  
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**38 Fountaine Pajot - Athena catamaran, 2002**  
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Continued on page 74



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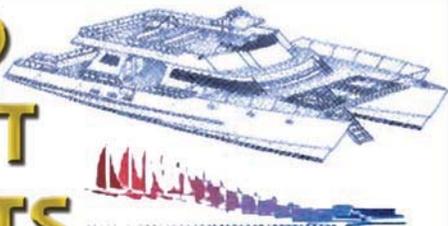
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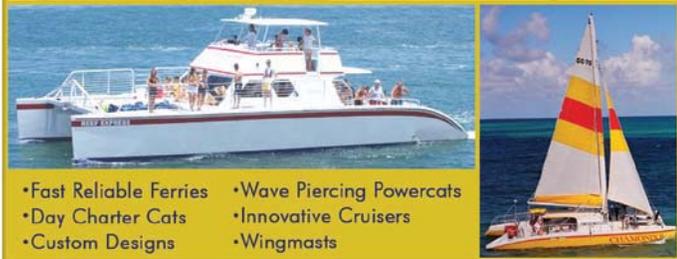
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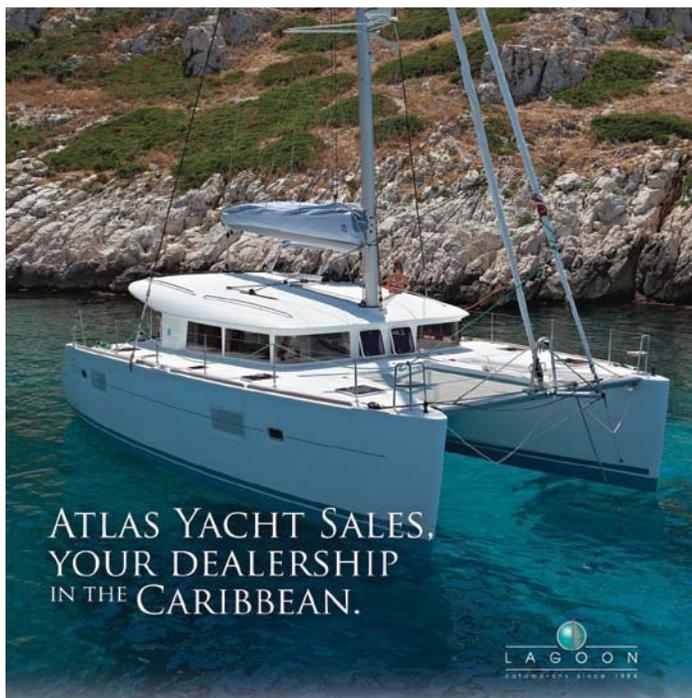
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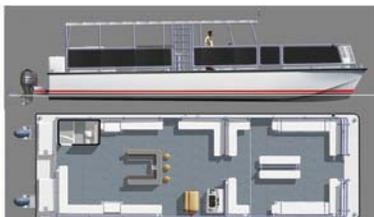
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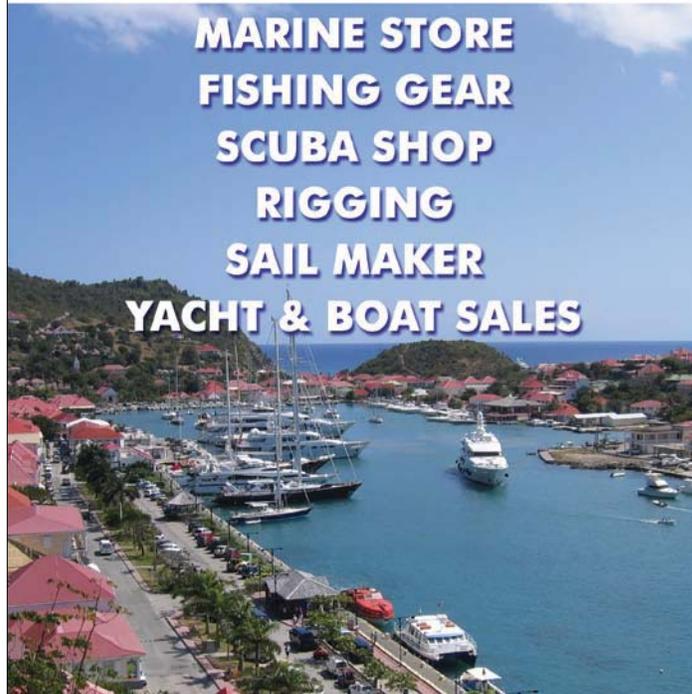
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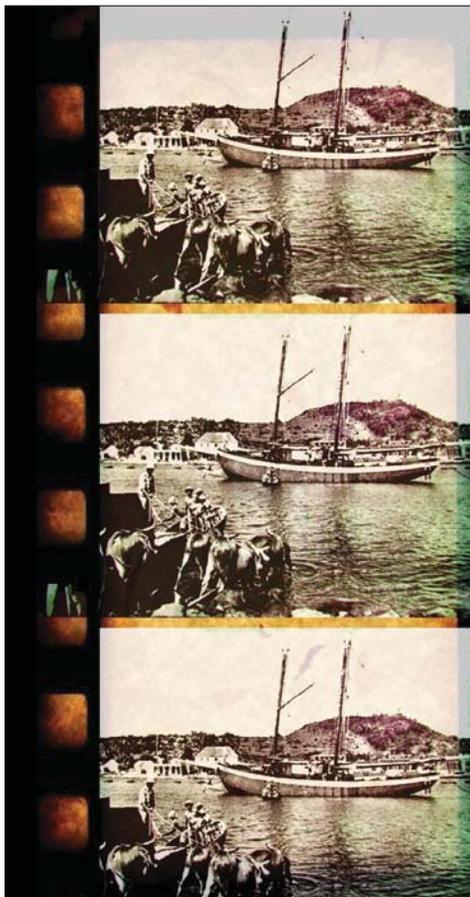
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## THE DISH

### SUMMER AND SALADS

BY CAP'N JAN ROBINSON

Instead of serving a 'several-course' meal when you are entertaining this summer, try a balanced salad 'serve yourself' meal. The secret is the best of everything fresh, like local sustainable ingredients from your nearby farmer or farmer's market. Try serving the ingredients, salads and protein separately, so everyone can choose what they like.

#### ASIAN SALAD

Preparation time: 20 minutes. Serves: 8.

- 8 cups mixed mesclun greens
- 1/2 cup cilantro
- 1/2 cup chopped shallots
- 6 baby fresh carrots, chopped
- 1 red bell pepper, stem and seeds removed and sliced julienne
- 1 (4 oz) can water chestnuts, drained, chopped, and rinsed well
- 1/2 cup sliced fresh radishes
- 1 lb cooked spicy shrimp (recipe below)

In a large bowl toss greens, with all other ingredients except shrimp. Serve with *Ginger Scallion Dressing* (recipe below)

#### GINGER SCALLION DRESSING

Preparation time: 10 minutes. Serves: 8.

- 6 cloves garlic, minced
- 2 Tbsp freshly grated ginger
- 1 cup finely chopped scallions
- 1/3 cup honey
- 1/2 cup soy sauce
- 1/4 cup rice vinegar
- 1 Tbsp Sesame oil
- 2/3 cup canola oil

Whisk together garlic, ginger scallions, honey, soy sauce, vinegar and sesame oil. Slowly add the canola oil – a slow thin stream as you whisk until combined.

#### SPICY SHRIMP

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

Cooking time: 5 mins. Serves: 8.

- 4 cloves garlic, minced
- 1 tsp cumin
- 1 tsp fresh ground sea salt
- 4 fresh limes, juiced
- 2 tsp hot chili sauce
- 1/3 cup canola oil
- 2 lb shrimp, peeled and deveined

In a large bowl mix together all ingredients except shrimp, then add shrimp and toss to coat and let marinate about 5 minutes. Heat large iron skillet; spray with a little oil and place shrimp

in skillet. Cook over medium heat about two minutes on each side, or until the shrimp turn pink. Add to salad above.

#### GRILLED CHICKEN SALAD WITH SUMMER VEGETABLES

Preparation time: 10 mins. Cooking time: 2 mins. Serves: 4.

##### Vinaigrette:

- 1 Tbsp. lemon juice
- 3 Tbsp olive oil
- 1 tsp Dijon mustard
- Salt and pepper

Whisk together the above ingredients and set aside.

- 4 boneless, skinless chicken breasts, cooked
- 2 Tbsp fresh Rosemary
- 1 red bell pepper, cored, seeded, and julienne
- 1 yellow bell pepper, cored, seeded and julienne
- 1 red onion, peeled and thinly sliced
- 2 Tbsp + 4 Tbsp olive oil
- 1/2 cup water chestnuts, sliced
- 1 cup grape tomatoes cut in half
- 1/2 lb asparagus, blanched and cut in thirds
- Freshly ground sea salt
- Freshly ground black pepper
- 1/2 lb Gorgonzola, crumbled
- 6 heads Bibb lettuce, washed and dried

Slice chicken into bite size pieces and toss with rosemary. In a skillet, sauté peppers and onions briefly in 2 Tbsp olive oil. Combine chicken, peppers, onions, water chestnuts, tomatoes and asparagus in a bowl. Add salt, pepper, Gorgonzola and remaining olive oil. Toss well. Place Bibb lettuce on plate and place chicken salad on top.

#### ROASTED BEETS

Preparation time: 5 mins. Cooking time: 50 mins. Serves: 4.

- Beets
- 2 Tbsp olive oil
- Coarsely ground sea salt
- 1 Tbsp red wine vinegar

Preheat oven to 350°F. Wash beets, leaving skins on. Pat dry. Place beets in a small baking dish. Toss with olive oil and sprinkle with salt. Cover and bake for about 50 mins or until a knife can slide easily into the largest beet. Remove beets and let cool. Peel, slice and eat, adding red wine vinegar, balsamic vinegar or just salt. Some like them with butter, salt and pepper. 

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](http://www.shiptoshoreINC.com) email [CapJan@aol.com](mailto:CapJan@aol.com) or call 1-800-338-6072 and mention All at Sea to receive a discount.

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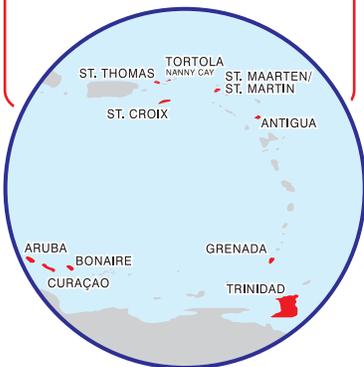


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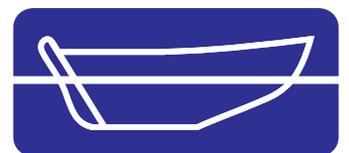
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