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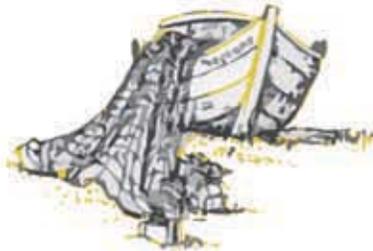
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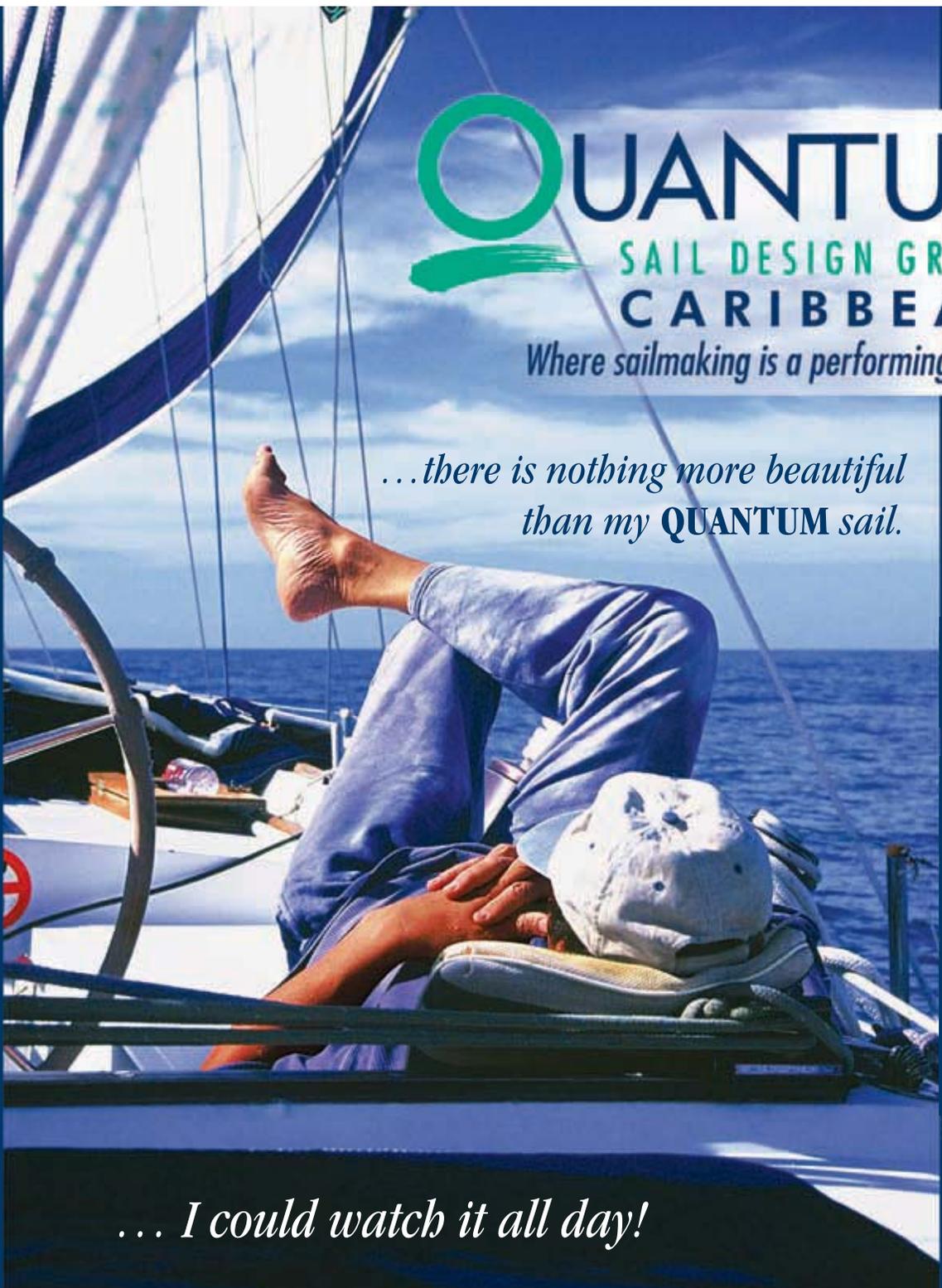
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MAE WEST MUST BE SPINNING IN HER GRAVE

Disturbing news from the big country to the north where a move is afoot to make the wearing of lifejackets mandatory for recreational boaters. When I read that, I almost fell out of my captain's chair thinking about the implications. Although *All At Sea* steers clear of politics, I couldn't let this bit of nonsense go by without making a comment, especially as laws enacted in the US and Europe have a tendency to trickle down to the Caribbean.

I am not against the wearing of lifejackets, but surely the decision should be left to the individual, unless instructed to wear one by the skipper. If they pass this law, will they take it to the extreme? For instance, would people on a cruise ship, which is just one big recreational vessel, have to wear a lifejacket to dinner? You smile, but you would have to wear a lifejacket, by law, while eating supper in the cockpit of your own yacht or risk paying a fine or even jail.

There are times when I have worn a lifejacket and been glad of it, in fact the only reason I am able to write this log is because I was wearing a lifejacket when the boat I was on capsized in a storm and two of us ended up in the sea. Seamanship and common sense had us put on our lifejackets before the storm arrived; we didn't need a piece of legislation to make us do it.

One argument I hear regularly is that there should be a law that makes the wearing of lifejackets mandatory for children. Mmm, I'm not even sure I like that. Having seen hundreds of cruising kids splashing around boats and having a great old time, I would say the decision on lifejackets should be with the parents. Of course, if the kids can't swim, that's a different matter.

Don't we go to sea for the freedom?

If ever there was a case for 'educate don't legislate' then this is it.

If you have any thoughts on making the wearing of lifejackets mandatory for recreational boaters, then email: editor@allatsea.net

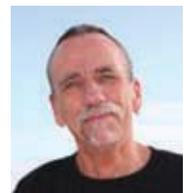
Among this month's amazing stories and features, the BVI Poker Run caught my eye. The high-speed shenanigans of offshore powerboats are not for me, no thanks, I'm happy to leave my internal organs where they are,



not have them floating around at the back of my neck. That doesn't mean that I don't like watching and listening to offshore powerboats, because I do. Reading the article reminded me that the sea is for everyone and I really don't have a lot of time for those who insult people because they happen to take their seagoing pleasure on a vessel different to their own. On top of all that, boats in the BVI Poker Run have raised thousands of dollars for charity. It doesn't get better than that.

Elsewhere in this edition, you will find part two of our paint special: Topcoat. This series couldn't have come at a better time as I am looking at painting my own boat in the not too distant future. I have to decide whether to apply a DIY one part paint system to the hull of my steel boat or bring someone in and have the topsides sprayed. Perhaps one part is the way to go. If I can find a nice shade of rust, I might not have to paint again for five years. 

Gary E. Brown,
Editor



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THIS ISSUE

THE CARIBBEAN'S WATERFRONT MAGAZINE



PHOTO: TODD VANSICKLE

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COVER SHOT:

PHOTO COURTESY OF JEAN JARREAU, EXCLUSIVE YACHTING PHOTOGRAPHY
WWW.MEGAYACHTPICTURES.COM, WWW.HELIPHOTOCARIB.COM

The beauty of sail. The magnificent schooner *Elena of London* during this year's St. Barth's Bucket Regatta.



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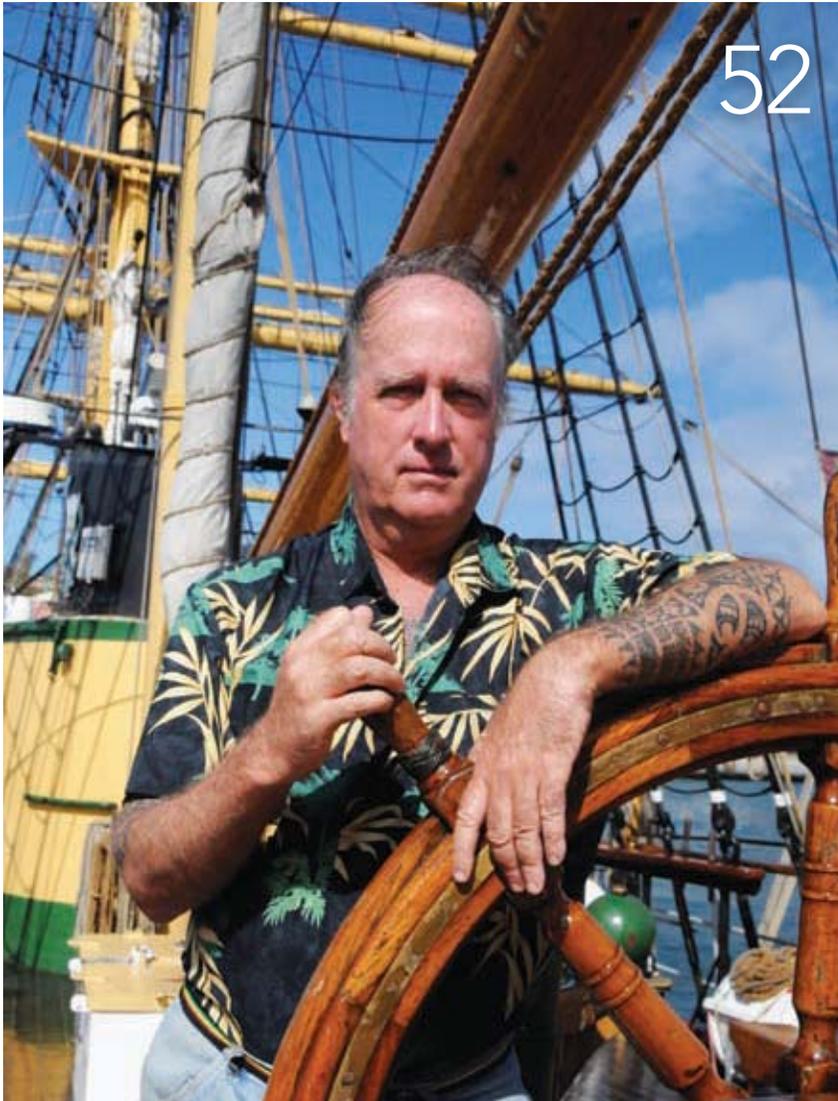


PHOTO: ROSEMOND GRÉAUX

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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

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

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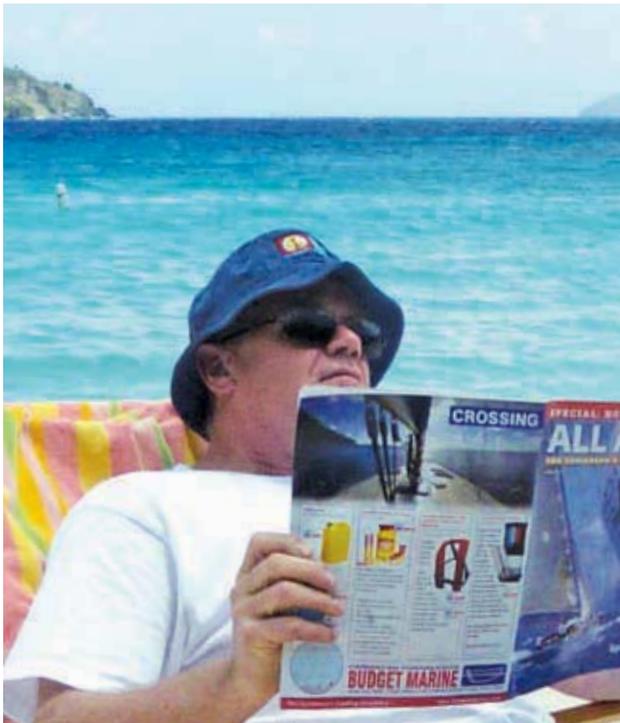
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ISLAND EVENTS & INTERESTS

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Casa de Campo Race
Week 2012



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The Grenadines

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Grenada

Tobago

Trinidad

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22nd Caribbean Laser
Championships



Caribbean Sea

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Destination:
Les Canaries



Bonaire

YACHT CLUB NEWS

SHARE YOUR HAPPENINGS WITH THE CARIBBEAN COMMUNITY



Children from the St. Maarten Yacht Club Youth Sailing Programme take part in the America's Cup 12-metre Challenge.

PHOTO COURTESY OF THE SMYC.

More Exciting Than the America's Cup

Recently, *St. Maarten 12-metre Challenge* invited the children in the St. Maarten Yacht Club (SMYC) Youth Sailing Programme to sail on the magnificent America's Cup 12-metre sailboats in Great Bay, Philipsburg.

The event was organized by the SMYC Youth Sailing Committee, and Steve Hammond of *St. Maarten 12-metre Challenge*.

The day began with a brief history of the America's Cup and a look into the background of St. Maarten's sleek 12-metre yachts.

After the briefing it was time to sail. Eighteen children and six adults were divided into two teams and ferried out to the boats: Denis Connor's original *Stars & Stripes* and Canada's *True North*. The captains assigned their new deck-hands specific places in the cockpit and the crew taught them how to perform the tasks that would, hopefully, turn them into the winning team. After a short practice, the 'Great Race' began.

Everyone worked hard; grinding the winches, trimming sails, and adjusting the backstays. There was no time to be idle but there was plenty of opportunity for laughter, team spirit and bonhomie, not to mention more than a few good-natured insults lobbed at the competition.

A pair of dolphins surfaced to see what the ruckus was about and then submerged to the quiet of the depths.

The race was won by a boat length. Speeding towards each other on opposite tacks and with both crews straining to see which colour flag would be raised, *Stars & Stripes* skimmed across *True North's* bow. It was exhilarating to the end!

For more information about the youth sailing programme at the St. Maarten Yacht Club, visit: www.smyc.com or email: youthsailing@smyc.com For the St. Maarten 12-metre Challenge, go to: www.12metre.com



Article submitted by Kathy Gifford, SMYC Press Co-ordinator.

EVENT CALENDAR

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

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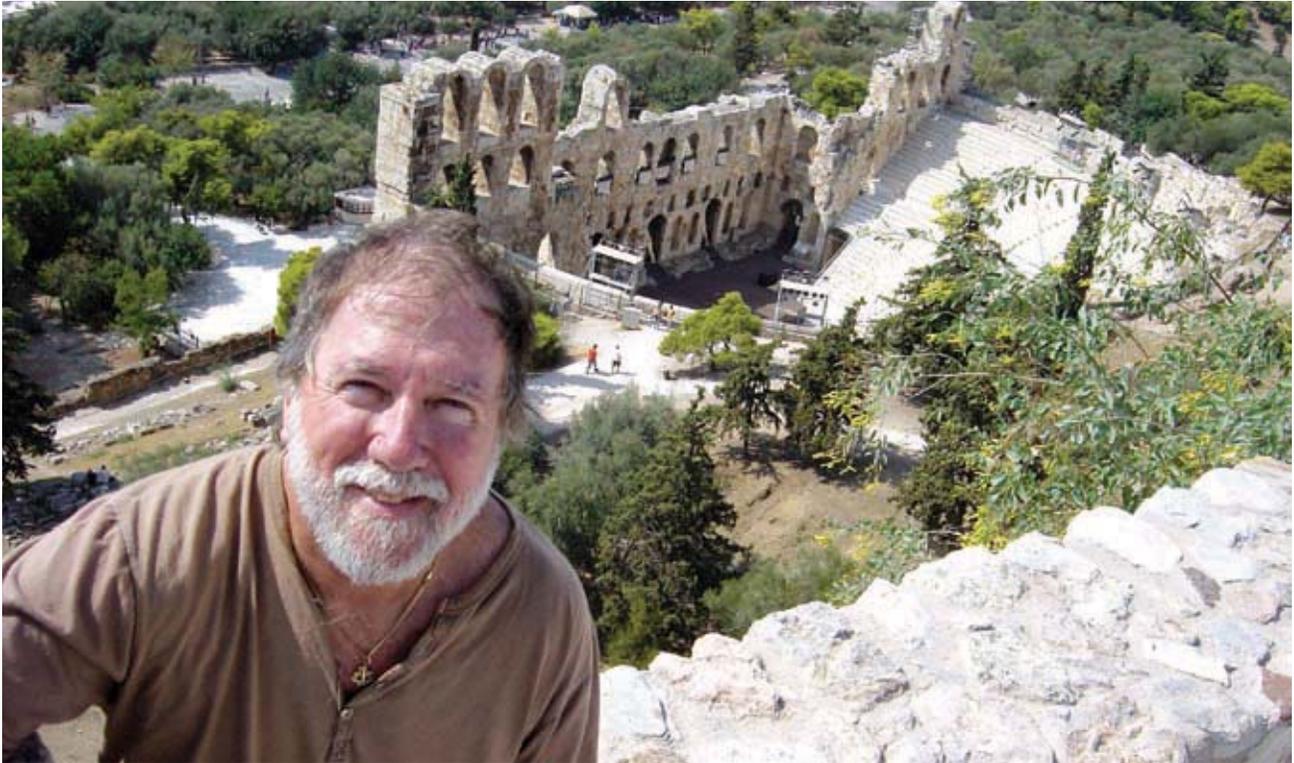


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THE MYTH OF GOING TO WINDWARD

BY CAP'N FATTY GOODLANDER



If you are a cruising sailor, I suggest you sit down. I have some shocking news to convey to you. It is not just your boat that doesn't sail to windward—none do. Zero. Not even racing yachts. Have you ever wondered why America's Cup boats have their underbody shrouded by fabric? That's to conceal their painted-to-blend-in propellers and their cleverly-concealed underwater exhaust outlets.

This isn't easy to confirm. The moment I broached the subject to Olympic-medalist Peter Housberg of St. Thomas—he hung up. Ditto Dennis, Paul, and Kenny. Russell Coutts even blocked my emails. James Spithill fainted dead away. But I finally managed to track down a disgruntled 'B-team' member of Dawn Riley's old Bill Koch-financed American's Cup Challenge (from San Francisco) who was willing to violate the 'old boys club' rules.

"Yeah," Loose Lipped Lucy admitted, "American's Cup boats really do have very quiet 'stealth' engines. The problem—at least from the female gender's point of view—is that the America's Cup has been male-dominated for so

long that these sort of, ahem, *pricky facts* are now commonplace. Winning is somehow ... I dunno, connected to their penises. Once the first guy did it, and appeared to be victorious—well, then all the other testosterone-fueled sailors joined in. That's one of the reasons that yachting is so exclusive and elitist—so the common man doesn't realize he's been had."

"But," I said, my jaw on the floor. "Isn't this cheating?"

"Sure," said Lucy, "and it would be labeled as such if a woman did it. But with a man—well, let's just say they have a different moral deck. They sort of gloss over the moral complications of anything sports-related. This 'stealth-engine' issue has been going on for so long now that it has been sort-of institutionalized as '... pushing the envelope' of the rules rather than out-and-out cheating."

"But how is the winner determined if not on the water?" I asked in a wounded, 'Tell me it ain't so, Joe' tone of voice.

"That's easy," Lucy said. "The accountants huddle in a room—and decide who has the most money. Arthur

Anderson used to be the judge of choice, but now it is Price Cooper Waterhouse since Arthur Anderson had its whistle blown.”

I decided to check if this was just as true in the cruising community. To do so, I contacted a yacht designer at Vulgaria Yachts (who preferred to speak off-the-record).

“Our yachts are designed on the Shoe Box model,” the designer said. “This is pretty much the industry standard. Let’s face it—there’s a lot of room in a shoe box, and it drifts downwind well—which is, pretty much, what people like about their boats. Anyway, our industry is a tad like the GMC of Detroit was in the 1950s. We play with porthole design and cove stripe styles—and call it a ‘whole new experience’ in ocean sailing.”

“Hey,” I said in his defense, “Your boats are ugly, sure, but they ain’t THAT ugly ...”

“Oh, yeah,” the designer acknowledged awkwardly, “we pinch in the bow a tad, make a cut-out for the open transom, and play with the sheer a bit ... we tweak the design just enough so our boats look like a yacht should and aren’t confused with, say, a cardboard carton or a boxcar.”

I next turned to a well-known scientist at the Scripts Institute for Liquid Fluidity for some off-the-record conformation as well. “It’s true, Fatty. Sailboats don’t actually motivate themselves to windward without a mechanical mechanism—what the layman would refer to, typically, as an inboard engine.”

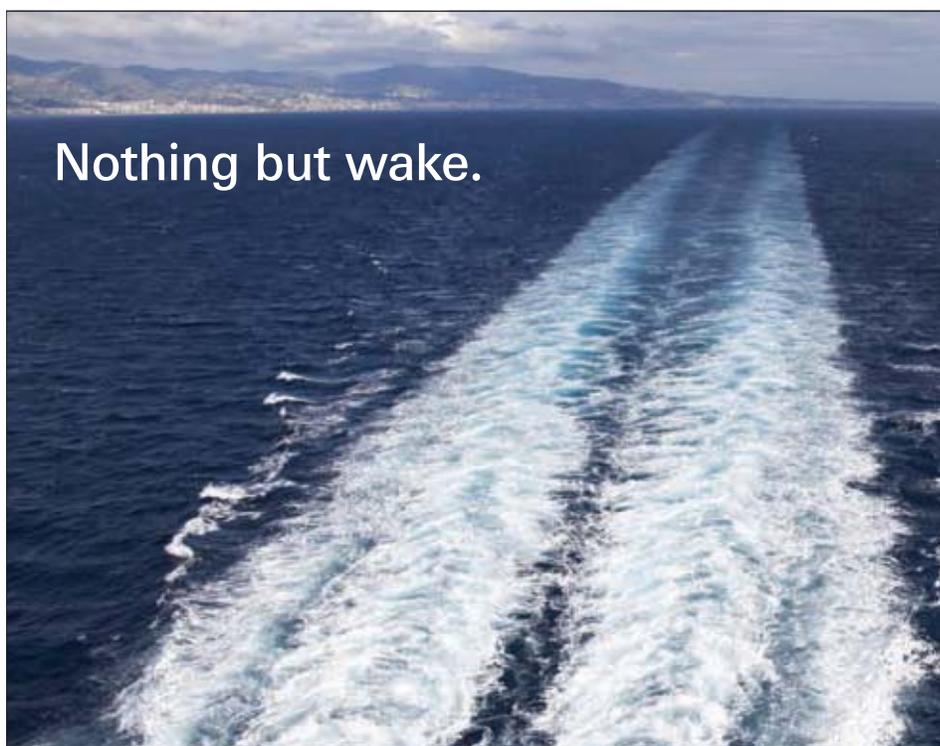
“... but,” I sputtered, “we were told that keels somehow spurted the boat forward against the wind ...”

“Well, we had to say *something*, didn’t we? We figured the simpler and more basic the explanation, the better. But the true fact of the matter is that vessels blown down wind can’t sail against that very same wind—just as, for instance, there’s no perpetual motion. Anyone can prove this by taking an almost end-

less number of different-shaped floating objects—and tossing them into the water in a strong breeze. They all end up downwind, don’t they?”

“This seems so incredible to me,” I said. “I mean, that the America’s Cup boats had engines ... Wouldn’t we have heard the auxiliary power running?”

“Well, I’m ashamed to admit that respected scientific research institutes such as ours were paid hundreds of



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"Huh?"

"... did you ever notice how, during the America's Cup, there is so much wind-whistle in the audio? That's because it's mostly computer generated. And the boat's rigging is set up to obscure the engine sounds as well—all those flapping sails, banging halyards, and fluttering leeches."

"... and nobody blew the whistle?"

"Frankly, no," the scientist admitted. "We eggheads and geeks have the same moral standards as the Average Man on the Street—which is almost exactly zero. Everybody was making money. It was a victimless scam. If poor people wanted to allow themselves to be tricked into believing that rich people could do things normal human beings couldn't—what harm was there in that? Hasn't royalty and organized religion been doing the same thing for centuries?"

"It is just ... hard to grasp," I said. "I mean—the audacity of such a world-wide scam!"

... perhaps you're questioning the wrong guy," said the scientist. "Perhaps you need to talk to a shrink, not a by-the-numbers dude like myself."

I followed his advice, and set up a Skype call to Fritz Pearls III, grandson of the founder of Gestalt.

"... think codpieces," he said quietly.

At first, I didn't get the connection. Then I saw the beauty of his out-of-the-box argument.

"... so it's like that," I said. "... wild!"

"Exactly," Pearls Junior Junior said. "Think breast implants. Breasts implants, for instance, are just permanent, in-the-body codpieces for women. Everyone knew that codpieces were fake—but they empowered the man. Ditto, the woman with 44D's. And some of these self-deluded, self-empowered people—delusional or not—are able to harness their empowerment into actually becoming more successful than their peers—celebrities, if you will.

"... so you're saying ..."

"... I'm saying that men want to be winners—at all costs. They want to be Big Dicks. So they lie about their penis size, their yacht's stealth engines, and how many times they've had plastic surgery. Yes, they used to wear codpieces. Today, many successful female entrepreneurs have surgically-enhanced breasts. Donald Trumps lies about both his hair AND his bank account. Today there's so much fibbing/puffing/spinning/exaggerating going on that an honest man seems ... well, so dramatically lacking in almost every regard."

"But this is all deceitful, isn't it?"

"Perhaps," said Junior Junior, "or perhaps this all just highlights the difference between winners and losers. Winners want to win, and they go to the extra trouble to cheat to en-

able them to do so. Is this a bad thing or a good thing? I dunno. Losers, on the other hand, just passively accept reality. They don't struggle against their fate. They accept all the dreary realities of life in a Zen Buddhist way—which is why super-fit yogis are always beaten on the battlefield by cigar-chomping, beer-swilling, meat-reeking, pot-bellied soldiers."

I was so stunned I didn't know what to say.

"Cheating isn't necessarily wrong—not if it gets you ahead in life," said Junior Junior. "Or, at least, that's the new social

"Cheating isn't necessarily wrong—not if it gets you ahead in life," said Junior Junior. "Or, at least, that's the new social paradigm, Fatty. Take it from Wall Street—those dudes know cheating!"

paradigm, Fatty. Take it from Wall Street—those dudes know cheating! Or ask an investment banker. Winning isn't something you do, it is a moral choice you make—a path you take. And, once you decide to side with the winners, there's no going back to being Little Miss Goody Two Shoes ever again. That is why the Congress of the United States opts out of its own social security problem—because it likes to make laws for others that it is loath to chafe under itself."

I realized, sadly, that this was true. I'd always claimed my boat went to weather like a witch—and yet never actually attempted to damage my ego by attempting to prove it. This is what is commonly known as maturity.

The truth, of course, sometimes hurts. But acknowledging it is always the right thing to do. I suddenly felt ten times lighter while sailing ... well, drifting down wind, actually. For the first time since I began my career as an offshore sailor, I feel no shame in cranking up my yacht's engine. And I even renamed my vessel in honor of my recent Deep Realizations of the True Nature of Mankind. We're doing great, my boat and I. Next year I'm even gonna change *Shoebox's* propeller to a four-blade! 🌀

Editor's note: Cap'n Fatty and Carolyn are currently off their meds in the Med. Their latest book, just released, is entitled *Somali Pirates and Cruising Sailors*. Visit Fatty's website for details.

Cap'n Fatty Goodlander lives aboard Wild Card with his wife Carolyn and cruises throughout the world. He is the author of Chasing the Horizon by American Paradise Publishing, Seadogs, Clowns and Gypsies, The Collected Fat, All At Sea Yarns and Red Sea Run. For details of Fatty's books and more, visit fattygoodlander.com

SAILING WITH CHARLIE

BATHING SUITS

BY JULIAN PUTLEY

Charlie's job as a charter skipper is to sail his guests to beautiful locations and then to introduce them to fun waterborne activities. This obviously entails guests donning their swimwear, and for some, exposing themselves in a swimsuit can be a disquieting experience. Young women in their twenties often wear skimpy bikinis to show off their gorgeous bodies but suddenly become aware that perhaps too much is showing and spend agonizing moments trying to cover exposed buns by pulling down non-existent fabric.

Mature women, tending to flab, often prefer to wear floral renditions (full top and frilly mini) seemingly made from the spring collection of curtain material. Although this may sound unattractive, it is preferable to exposed tree trunk sized thighs dimpled with cellulite and a bust that is bursting at the seams.

Men also have swimsuit 'issues'. The young fella with abs of steel, a thirty inch waist and buns of tire rubber looks good in a Speedo. For some reason Americans treat this type of swimsuit with derision but for swimming purposes it is undoubtedly the best. Have you ever seen an Olympic swimmer wearing a tent around his waist? Nevertheless, knee-length swimming shorts seem to be in vogue and youngsters often wear boxers under them, with the underwear showing above the beltline of the swimwear, gangsta fashion. Charlie's son is allowed to wear one as long as he's got a bag over his head.

Mature men, so often these days, have love handles, jelly bellies and breasts, so everything jiggles, wobbles and flops. The answer here could be the Borat – it takes all the attention away from the nasty bits. More than likely though the floral-patterned knee-length bags will remain popular; after all, a swimsuit only looks as good as the person wearing it.

Charlie has some advice for the ladies regarding choice of swimsuits: if you're slim and under thirty check out the Brazilian swimwear web sites. If you're slim and over thirty T-shirts are good; the flimsy, cheap ones are the best. If you're over 80 kilos get the ones with most fabric. If you're a man Charlie doesn't care.

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



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ANTILLES SCHOOL SAILING TEAM BOASTS WINNING YEAR

BY CAROL M. BAREUTHER



Antilles School Sailing Team, winners of the Mallory Qualifier. From left: Alec Tayler, Taylor Ladd, Ian Barrows (behind), Isabelle Teare, Nikki Barnes and William Bailey.

PHOTO COURTESY OF THE ANTILLES SCHOOL SAILING TEAM

High school sailing is a relatively new phenomenon in the Caribbean. Yet, in five short years the Antilles Sailing Team has claimed five national titles. The latest came in May when the St. Thomas, U.S. Virgin Islands-based team won the National High School Fleet Racing Championship for the ISSA (Interscholastic Sailing Association) Mallory Trophy 2011, hosted by the Austin Yacht Club, in Austin, Texas. This win capped off a year that saw several other sailing achievements as well.

The team's success in the 2010-11 school year started early and in the fall. On the weekend of October 16th-17th the Antilles team won the 2010 Fall High School Invitational Regatta for the Lawrence A. White Trophy held at the U.S. Coast Guard Academy in New London, Connecticut. Antilles was a first time entry into this 21-year-old event. The Caribbean sailors competed against 19 other schools from across the nation in Club 420s and FJs. Antilles won by a

confident 33 points over second place Tom's River High School, in New Jersey

"Team work was the biggest tactic to our success," says William Bailey, a senior and team captain, who was the winning skipper in the A Division and who will attend Boston College in the fall.

The following weekend, Bailey placed fifth in Laser Full Rig and sophomore Ian Barrows won the Laser Radial class at the ISSA High School Single Handed Championship for the Cressy Trophy at the St. Petersburg Yacht Club, in Florida.

The spring is an even more active time for high school sailing and it's a time that culminates in bids for the prestigious Mallory Fleet Racing and Baker Cup for Team Racing. The Antilles sailors were well prepared. This was especially so as nearly all 15 team members took part in a Fleet Racing clinic conducted by Yale University head sailing coach, Zach Leonard, and a Team Racing clinic run by Tuft's University lead sailing coach, Ken Legler.

"The team learned a tremendous amount through these clinics," says Coach Kim Murtha, who is also a middle school teacher. "By having some of the top college coaches come give private attention to the team is a wonderful opportunity, and having a variety of coaching styles really allows them to learn a lot."

The clinics, combined with Murtha's coaching on boat handling, starts, boat speed and more, three times weekly through the school year, paid off.

The Antilles sailors needed to qualify in the South Atlantic District to gain entry into these trophy bids. They did this in a winning way.

"This team has many talented sailors and is a very hard working group," says Murtha. "They are committed to the team, work well together to help every member improve, and this all contributes to the team's success."

First, they traveled to Davis Island Yacht Club in Tampa, Florida, where they bested 12 other teams and earned their slot into the national Mallory Fleet Racing Championships. Two weeks later, they flew to the Fort Lauderdale Yacht Club in Hollywood, Florida, where they earned their ticket to the Baker Cup.

The highlight of the year came when Antilles triumphed over 19 other teams from across the United States to win the Mallory Trophy 2011, hosted by the Austin Yacht Club, in Austin, Texas. The teams competed on Lake Travis, a large inland lake, where winds blowing 10 to 15 knots with gusts to 18 knots proved shifty over the flat water.

"Going into the last two races, we were only 13 points in the lead ahead of Coronado (California)," says Murtha. "However, we managed to beat them in both races and finish on top by 20 points."

Trying for a four-peat win in a row, Antilles had to settle for fifth, yet fifth in the nation, at the Baker Cup Team Racing National Championship in Norfolk, Virginia.

Interestingly, the team this year had only one senior, Bailey, and one junior, Nikki Barnes. This means great things for the future for the young team.

"This team has many talented sailors and is a very hard working group," says Murtha. "They are committed to the team, work well together to help every member improve, and this all contributes to the team's success." 

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

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Rum 'N' Coke, winners of the inaugural Antigua and Barbuda Marlin Classic. From left: Phillip Shoul Chairman, Owners Mick and Ruth Liney, Angler Stephen Langlois and Skipper Stuart Griffith.

PHOTO: ALISON SIX-ADAMS

45TH ANTIGUA & BARBUDA SPORT FISHING TOURNAMENT

1ST ANTIGUA AND BARBUDA MARLIN CLASSIC

BY CAROL M BAREUTHER

Slow and steady won the day for the team aboard the 23-foot Sailfish, *Skylark*, helmed by Capt. JD Hall and angler, David Farara. The dynamic duo took home nearly half of all prizes in the Sporting Division at the 45th Antigua and Barbuda Sport Fishing Tournament, fished out of English Harbour, June 11th -12th. However, neither Hall nor Farara imagined that it would turn out this way on the first day of fishing.

"We went to the northwest some 20 to 25 miles offshore and there was so much seaweed in the water," tells Hall. "We only had one wahoo strike the whole day. That even-

ing back at the dock, some said to go in one direction and others another. I was really confused. So, the next day I decided to head back up where we had been the first day, but to go farther north."

The strategy paid-off winningly. Shortly after lines in, Farara reeled in the team's first wahoo. Less than an hour later, Farara released a second wahoo, followed by a double-header wahoo strike that had Hall also rushing to reel in one of the two.

"David caught his, but I lost my fish," says Hall. "I was driving the boat and trying to wind in the other wahoo at

the same time. It was hectic. Really crazy. But, it was a lot of fun."

Shortly after 8am the team had added three wahoo to their score and cracked a bottle of rum for a quick sip to celebrate. But little did they realize the fishing had just begun. Throughout the rest of the afternoon, angling with wahoo-loving black and red lures rigged with ballyhoo, the duo in a combination of single, double and triple headers reeled in another three wahoo, two tuna and one of only two kingfish caught in the tournament. The fish kept coming until it was time to head into the weigh-station in Nelson's Dockyard.

"We were so happy," says Hall. "We heard other anglers call in on the radio throughout the day, but we had no idea where we stood. Everyone was shocked to learn that it was just the two of us to catch all those fish."

Skylark's booty included over US \$2000 in cash plus luxury prizes for the titles: Champion Boat Overall (257.50lb of fish), Champion Boat under 25 feet, Second Largest Wahoo (44.75lb) for Hall, and Best Male Angler, Largest Wahoo (50.75lb) and Second Largest Kingfish (23.5lb) for Farara.

In the tournament's Marlin Division, there were a total of 18 tag and releases with three boats each releasing two blue marlin. Thus, the winner came down to who caught their two first and it was Capt. Francis Lignieres aboard the *Sea Ghost* out of Guadeloupe that earned the Champion Boat title and a nearly \$4,000 cash prize.

A total of 43 boats took part in the two-day tournament.

New this year was the 1st Antigua and Barbuda Marlin Classic fished on June 13th. Four boats entered and it was *Rum 'N' Coke*, a Ronin 41, with Capt. Stuart Griffith and owners and anglers Mick and Ruth Liney, and angler Stephen Langlois aboard who won.

"We went to the southeast drop-off and caught a dolphin early," Capt. Griffith explains. "Ruth (Liney) caught our first marlin just after 9am, and also the second one just before 11am. Another boat, *Xtreme*, went to the northeast and caught one blue marlin, but it was after ours, so they would have had to catch two more to beat us. We did raise a third blue marlin, but couldn't hook it."

At the awards, event chairman, Capt. Phillip Shoul, handed *Rum 'N' Coke* a check for US \$3200, representing 80 percent of the entry fees for the four boats who competed.

"We had a real good day," says Griffith. "We hope to get a few more boats out there next year for this tournament."

For full results, visit: www.antiguabarbudasportfishing.com/results.php

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



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DOMINICAN REPUBLIC INTL CAP CANA **BILLFISH** SHOOTOUT

CAROLINE – TOP BOAT, DAVIS CLAPP – TOP ANGLER

BY CAROL M. BAREUTHER

Make it two in a row for Florida angler, Gray Ingram, who won the Dominican Republic International Cap Cana Billfish Shootout on his own boat, the *Big OH*, last year. Ingram made it a two-peat (two in a row) in this year's May 31st to June 5th tournament fishing aboard friend and fellow angler, Watson Caviness' 59-foot *Spencer*, *Caroline*.

"It definitely helped to have fished there before," says *Caroline* helmsman, Capt. Ronnie Fields, about the secret to the *Caroline's* success.

Indeed, the 11-boat fleet representing Venezuela, Puerto Rico, the U.S., U.S. Virgin Islands and Dominican Republic, definitely found the 'sweet spot' on the nearby Cabo En-

gano or 'Hour Glass Bank', collectively releasing 96 white marlin, seven blue marlin and two sailfish.

In the end, for the *Caroline* team, it was a string of steady catches that won the day.

"We released four whites the first day, five the second day and a blue, and six the third day," says Fields.

It was the blue marlin release the second day that thrust *Caroline* into a Top Boat lead the team never lost. That doesn't mean there wasn't some last day drama.

"Four boats – us, *Prime Time*, *Blue Bird* and *50/50* – could have all won the last day. For example, both *Blue Bird* and *50/50* released four whites apiece right out of the gate," says Fields. "We ended up going back and forth with *Blue*



Cap Cana winning team – *Caroline*.

PHOTO: RICHARD GIBSON



An impressive lineup for the Cap Cana Shootout.

Bird almost to the finish. They released nine white marlin that day. But in the end we beat them by 90 points.”

White marlin counted for 200 points and blue marlin 500 in this all-release tournament. Use of circle hooks, which do less damage to a marlin when hooked and take a bit of skill to use, added ten points per catch and the *Caroline* anglers especially profited by this score booster.

Meanwhile, a bit of strategy on the part of Capt. Butch Cox, who drove the 58-foot Paul Mann, *Prime Time*, boosted his team to third Best Boat, after *Blue Bird* in second.

Cox explains, “It was after 2pm on that last day and I decided to take a chance and start targeting blue marlin. I figured the odds were better of catching one blue marlin than three white marlin to increase the odds of moving up the scoreboard. The blue marlin are in a little different place on the bank and I headed there.”

Prime Time angler, Davis Clapp, indeed caught and released a blue marlin. That catch earned Clapp enough points to take the Top Angler prize.

Shoreside, the Brugal Caribbean Rum Bash at Cap Cana’s Juanillo Beach Club, complete with Brugal’s professional dance team, was a real highlight, as was the first annual Shootout Cook-Off, sponsored by www.yourmeattooth.com, held on the lay-day. Carlos Garcia and Hans Mangual received the top honors for their team’s version of a Cuban favorite, a whole snapper stuffed with squid risotto.

“It was a great tournament,” says *Caroline’s* Fields. “Everybody caught fish, the fishing is close by, facilities great and the tournament is well-run. I think we’ll see more people come here to fish. It’s a great spot.”

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

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CELESTIAL PART I

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Taking a dusk star sight on passage.

PHOTOS: ANDY SCHELL

Celestial demands the navigator head offshore for a few hundred miles and, from the deck of a rolling sailboat, aim a bronze contraption at the sun, without blinding himself, while measuring its angle off the horizon. Then, using the precise time in Greenwich, England, that he shot the sight, the navigator is asked to log the reading. A mistake of only four seconds will cost him a mile of accuracy.



Regarding celestial, what bogs people down is the theory. Most books on the subject are incredibly dense – technical and uninspiring, they don't exactly make for pleasant reading. In reality, the theory is simple – once you get a reasonable understanding of your spatial relationship with the earth and your surroundings, celestial theory becomes intriguingly intuitive.

For now, we'll focus on the primary component of celestial navigation, namely the physical act of taking a sight. As with a gun, practice begets accuracy – it's no coincidence that sailors, before the age of GPS, referred to 'shooting' the sun or stars. Just as someone competing in a winter biathlon must contend with visibility, wind, snow and fatigue while aiming a rifle at a tiny target, the sailor has to contend with wind, waves, clouds, a pitching deck and similar fatigue.

A sextant, in simplest terms, is a device used to measure angles. Steven Callahan famously navigated across the Atlantic in a life raft using a crude sextant he cobbled together from two pencils and a piece of string. A modern sextant is a precision instrument, often cast in bronze, which measures angles to the nearest minute in terms of arc distance. We refer to the angle of any celestial body as its *altitude*.

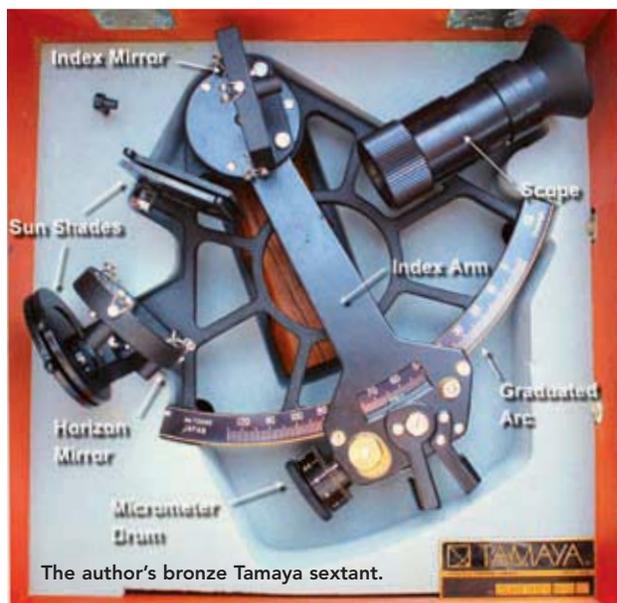
You need only two things to get a good sight – a celestial body and a clear horizon. Start with the sun – it's the biggest celestial body out there, and when it's up, there is always a visible horizon. It's easier to first estimate the height of your chosen celestial body and then pre-set the sextant for that altitude. Thanks to biology, most people's extended fist will measure roughly ten degrees, regardless of the size of their hand – bigger hands mean longer arms, and so from your eye their size appears the same. Using that as a guide, estimate the altitude of the celestial body and pre-set the sextant's index arm.

With the sextant pre-set, aim the scope at the horizon in the direction of the sun – be sure to put some shade on if you're shooting the sun. What you'll see is the horizon itself, through the scope, and (hopefully) the sun as reflected through the index mirror. Now, simply adjust the micrometer drum (the small wheel on the index arm that is essentially the 'fine' adjustment on the angle you're measuring) to move the sun up or down. The object of the game is to get the bottom edge (*lower limb*) of the sun to 'kiss' the horizon. By slightly rocking the sextant back and forth on its vertical axis as you adjust the micrometer drum, the sun will appear to swing like a pendulum. It's at the bottom of

this arc that you want the sun to 'kiss' the horizon. Have a partner record the time in GMT, to the nearest second, the instant you say *mark*, stop your adjustment and read the angle off of the index arm, being careful to interpret the minutes correctly from the micrometer drum. Record the time and the altitude. The prudent navigator will take a series of sights (usually five) and use their average for the actual calculations.

It's easiest to shoot the sun in the mid-morning or mid-afternoon, when the sun is about 40 to 50 degrees above the horizon. Any higher, and the angles get very large and cumbersome, any smaller and the refraction from the atmosphere will interfere with your accuracy. Once comfortable with the sun, try a trick Bernard Moitessier used on stars – go through the same process of estimating altitude, but before aiming the sextant, remove the scope. Peer through its bracket, and, with *both eyes open*, it will be much easier to locate your star. Where the sun appears as a large disk, the stars appear as small pricks of light, and are nearly impossible to find in the limited field of view of the scope.

Next issue we'll follow up with what to do with your sight data and how to actually plot a position from it (easier than you think). The elegance and simplicity of the theory may surprise you. 



Andy Schell is a professional captain and freelance writer. After the fall sailing season, he and his fiancé Mia Karlsson will return to Stockholm for the winter. Next summer they plan to sail their yawl Arcturus across the Atlantic to Sweden. Contact: fathersonsailing.com.





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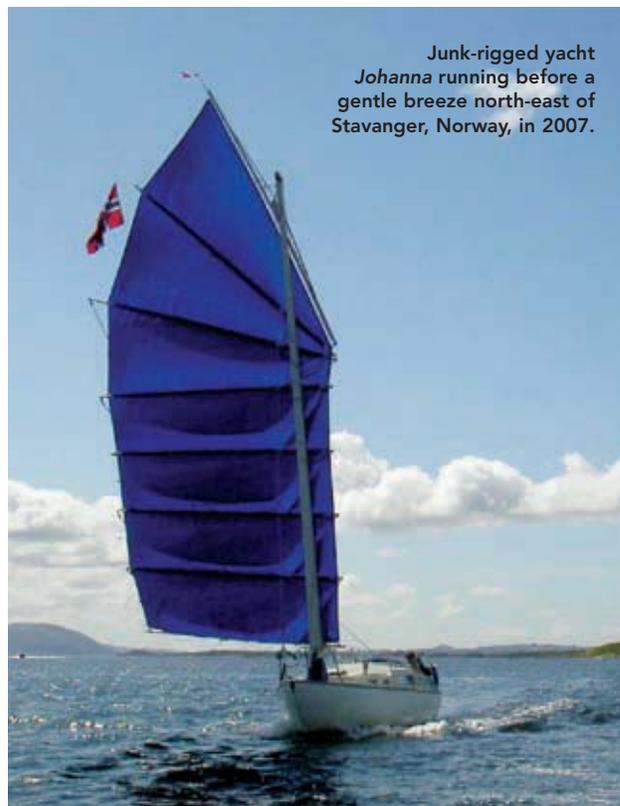
BY KERRY BIDDLE-CHADWICK

The sail has some rips in it and other cruisers on fancier yachts are looking a little smug and condescending. That is until they notice that the selfsame junk-rigged boat is deftly maneuvering through a crowded anchorage under full sail. They watch in amazement as the junk rounds up, drops sail in an instant and anchors with a satisfactory splash, all in an effortless operation by one person. The observer may well ask: "What is so different?" The short answer is: Everything.

For a rig that has been around since AD300, very little has changed. For centuries the junk rig proved to be the most effective and versatile rig in the world. Unlike the old square riggers, which found going to windward difficult, the junk rig was, and still is, effective on all points of sail. The only time that the junk is not happy is in light or fluky winds, while ghosting to weather with a swell running. Off the wind, however, the junk is highly efficient in all winds and the ability to carry the sail at right angles to the boat is one of the plus factors that set it apart from a fore and aft rigged sloop.

The junk sail is designed in such a manner that each panel can be thought of as a separate sail with its own set of sheets, battens and parrels, so that the load is shared among many components. Even if a panel of sail should rip or pop a seam the rest of the panels will still be effective, so that repairs can be carried out later when it is more convenient. Because of the separate panels, the load on sheets and sailcloth is vastly reduced compared to sloop rigs. It would be very hard to imagine a sloop with a sail made of bamboo matting, yet this is what Chinese sailors used for their junk rig sails in years gone by and they happily weathered storms without damage.

The ease of handling that comes with a junk rig is one of the main safety features when at sea, particularly for a single-hander or for a sailor with a weak or tired crew. All operations on the modern junk-rigged yacht can be performed from the safety of the cockpit with no need to go onto the foredeck at all. One crew member can easily control the sail even if a squall hits, or when tacking, gybing, or making any other adjustments that are required. In an emergency, the whole sail can be dropped in an instant. As for reefing, it is merely a matter of dropping a couple of battens to lessen the sail area. When wet, a junk sail, especially the larger



Junk-rigged yacht *Johanna* running before a gentle breeze north-east of Stavanger, Norway, in 2007.

PHOTO: ARNE KVERNELAND

ones, can be heavy and a small winch is necessary just to winch out the last couple of battens.

All the rigging is of rope and the mast is un-stayed, so the costs of a junk-rigged yacht are significantly lower than a conventional sloop. The top of the mast bears the most weight, with the load being spread along its length by the battens. With a junk sail there is no flogging, something that significantly extends the life of the sails, and there is no flogging when heaving to as this simply requires the sheets to be loosened, allowing the junk sail to weathercock in a very docile manner.

All in all, a most satisfactory rig for a cruising family. 

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



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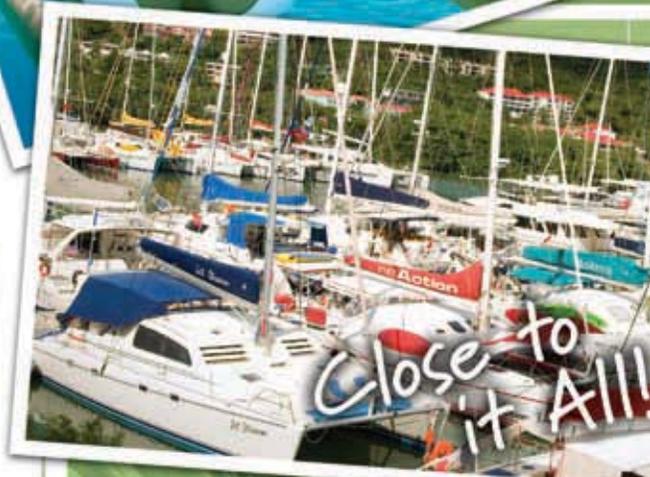
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PHOTO: ROSIE BURR



SOMEWHERE OVER THE RAINBOW

SUNLIGHT & RAIN

BY ROSIE BURR

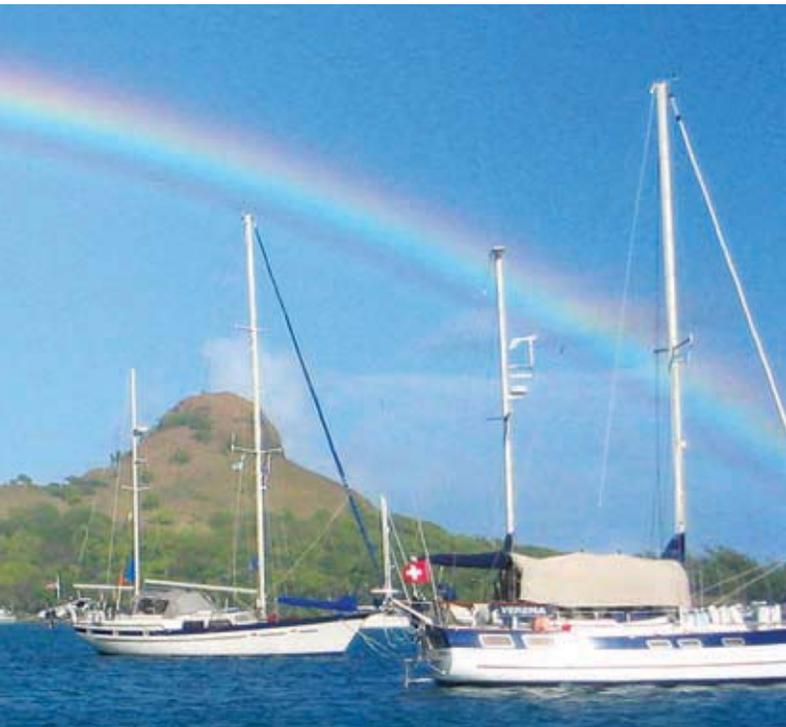
How many times have you marveled at a rainbow as the sun's rays reveal a kaleidoscope of colors in the sky?

Rainbows are one of nature's most sublime beauties. Surrounded by myth and legend, the rainbow is as ancient as the world itself and has been held in awe since the beginning of time.

In Greek mythology the rainbow represented a path between heaven and earth. In Norse mythology the rainbow was a bridge between Asgard, the home of the gods, and Midgard, the home of humans. According to Christians, the rainbow was a sign from God promising not to destroy earthly life after the Floods of Noah (Genesis 9:13–17). The Arawak Indians saw the rainbow as a sign of good fortune if seen over the ocean, and, according to the Irish, it's the leprechaun's hiding place for his pot of gold. The myth surrounding the pot of gold has been around since time immemorial. The gold is said to have been left by angels where—according to one Eastern European country—only a naked man can claim it!

Rainbows occur when light and water meet. On a sunny day when the water droplets in the atmosphere are hit by sunlight, the rainbow can be seen as the water reflects and refracts the sun's rays, which are not the white light that we appear to see but a mix of red, orange, yellow, green, blue and violet light—the colors of the rainbow. Rainbows are always seen opposite the sun, which is why we only see them when we have our backs to the sun. The lower the sun is in the sky, the higher the rainbow. The red bands on the outer edge of the rainbow are the long light waves, and the blue and violet colors on the inside are the short light waves. The rainbow is an optical illusion made up of just light and water and is always seen in front of you—hence the pot of gold is never found!

If the phenomenon of just one rainbow isn't enough, there are secondary rainbows, supernumeraries, reflection bows, seawater bows, red bows, cloud bows, fog bows, dew bows, twin bows and moon bows. Rainbows take on many forms. You will notice that it is always lighter on the inside of a rainbow as the raindrops direct light in that direction. Supernumerary bows are the closely spaced arcs inside the



primary rainbow made up of greens and purples. A fainter secondary rainbow is often formed on the outside of the main rainbow and its colors are reversed. This is a result of light passing twice through a raindrop. The sky between these two rainbows is noticeably darker. This is known as Alexander's dark band; Alexander was the first to describe the effect in AD200. As the light is reflected inside the primary rainbow, light is reflected outside the secondary rainbow and so the light between the two seems darker.

Cloud iridescence or Coronas are formed when the wispy parts of clouds have similar sized water droplets or ice crystals. Light is diffracted as it passes through the droplet or crystals producing intensely bright colors fringed with yellows and reds. Halos or circles around the sun or moon are also created by the sun's light as it shines down and bends through hazy clouds with tiny ice crystals high up in the sky. These are known as Parhelia or more commonly, Sundogs. Sundogs can be seen at any time and in any place in the world but are most noticeable when the sun is low in the sky.

So, as Mother Nature arcs her multihued spectrum across the sky, witness one of life's small wonders and enjoy the colorful, free display. 

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



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Topcoat Series

PART 2



THE PROPER STEPS TO PROPER PREP

BY STEVE ROSENBERG

As with anything worth doing, preparation is the key to a job well done. Take a close look at your topcoat paint for a minute. With all the salt, sun, scrubbing and swabbing, it's hard to believe it's held up as long as it has. And when the finish starts to go, it's easy to overlook because the process is so gradual. But if you really stop and inspect the surface, does it appear chalky or porous? Do you have an uneven sheen or areas that are discolored? If so, it might be time to start thinking about new topside paint. Like anything else on your

yacht, staying ahead of the projects can help reduce the cost and reduce your downtime.

With all the choices out there, choosing the right paint and process can prove to 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 help from experts at major paint manufacturers, we'll help you get to the key things you need to consider. This month, we'll examine some ways you can recognize paint deterioration and how you can get a head start on prep work, whether you do the work yourself or if you ultimately decide to have a qualified yard do the actual painting.

Tripp Nelson, Alexseal Yacht Coatings:

One of the biggest mistakes I see is that people start sanding right away.

As you're repainting the boat, you're applying products to that boat that you will never take off, at least not for many years in the future. You have to have good surface

You have to have good surface preparation so that when you apply the coatings to the boat, when it's time to repaint again, the surface will still have good adhesion. In order to get that, it's really important that you clean the surface very well before starting the sanding process.

preparation so that when you apply the coatings to the boat, when it's time to repaint again, the surface will still have good adhesion. In order to get that, it's really important that you clean the surface very well before starting the sanding process. That helps remove any contaminants that would otherwise get pushed down into the valleys of the sand-scratch pattern. So you want to clean the surface while all the boat is still watertight and all the portholes are in place and all the fittings are still caulked.

Jack Hickey, Blue Water Marine Paint:

Assuming the topcoat finish and the related primers are single-package products; this can be done as a do-it-



yourself project. The paints needed, primers and finishes can be applied, but it is wise to test your application skills on a substrate other than your boat beforehand to see if the finished look is acceptable.

Before attempting to start a project like this, talk to the store about the brushes you will need to maximize the appearance, what reducer to use and how much reducer you need to add to the topcoat finish for a successful application. Also, ask what thinners are acceptable for clean up of the painting tools after application of the topcoat finishes and primers used.

Unless you have experience with spray-paint applications and the amount of labor involved in tenting your boat and the air flow required, you should consider sticking with single-package



PHOTOS: TRIPP NELSON, ALEXSEAL YACHT COATINGS

Topcoat Series

systems and leave the professionals with spray painting. For any DIY application, read the painting manuals available from the marine paint suppliers and read them carefully.

For many applications of topcoat finishes and systems, there are many filling, fairing and surfacing compounds available. Make sure the one you choose to work with is compatible with the system you plan to apply.

Jim Seidel, Interlux Yacht Finishes:

With the right preparation and a good amount of patience a do-it-yourselfer can paint the topsides (bare gelcoat as long as it's not cracked) and get a really good finish. This is a simplified explanation and assumes you'll need two coats of primer and two to three coats of finish.

Make sure to read the instructions carefully! The first step is to clean the surface really well. Then, hose the surface off and watch the water. If it sheets off then the surface is clean. If it beads up and separates, you need to clean again. After cleaning, using a dual-action sander with 80-grit sandpaper, remove the sanding residue by wiping with fiberglass solvent wash using the two-rag method – wipe on with a wet rag and wipe off with a dry rag – and change rags frequently. Once the surface is ready, apply the tape. Use a good quality masking tape that can be left on for several days. Use a plastic squeegee to press down the

edges so the paint does not creep under the tape.

Topside paint will adhere to clean, sanded gelcoat, so primer is not needed for adhesion. You are applying the primer/undercoat to improve the finished surface, take care of minor surface defects, fill any porosity and get a smooth 'canvas' on which to apply the finish. Once the area has been taped, apply a coat of primer/ undercoat and allow it to dry. As you are re-sanding, inspect the surface for defects and apply a fill compound to any areas that are dinged, nicked, dented or not exactly smooth and fair. To avoid flat spots when applying and sanding fillers on curved surfaces, use spreaders and sanding boards that are twice the width of the area being filled. No matter how smooth a finish you have achieved, when filling or fairing, all fillers must be sanded before overcoating to ensure good adhesion. ☺

Coming next month: We'll look at the different types of topcoat finishes (single-pack, two-part polyurethane) and explore the various applications for each product.

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

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CASA DE CAMPO RACE WEEK 2012

DOUBLE THE FUN

BY CAROL M. BAREUTHER

Racing and Cruising Classes.



PHOTO COURTESY OF RAFID YNIRIO: WWW.MARINACASADECAMPO.COM.DO

Superb sailing, free regatta dockage and travel reimbursement for the first ten international boats to register make the new Casa de Campo Race Week 2012 an event not to be missed.

Double the fun is what racing sailors can look forward to when one of the most popular regattas in the Dominican Republic expands into a full week. The inaugural Casa de Campo Sailing Week 2012 will set sail February 13th – 18th. Organizers are committed to making this event into a ‘must-do’ regatta on sailors’ race calendars and are offering some fantastic enticements. For example, in addition to Marina Casa de Campo offering free dockage (water and electricity not included) to all participating boats during the week before, during and after the regatta, there’s also a US \$1500 travel reimbursement to the first 10 international boats to register.

The Dominican Republic is an ideal destination to host a regatta in February. Caribbean sailors can sail north and get

a jump-start on the region’s regatta season and sailors from the U.S. can enjoy a stop-over in a long sail south to race before heading over to Puerto Rico, the U.S. and British Virgin Islands, St. Maarten and Antigua for the rest of the season.

Casa de Campo isn’t new to hosting world-class sailing events. The 354-slip full-service marina played host to the Farr 40 Pre-World Trials in 2010 and has presented the Casa de Campo Regatta for the Presidente Cup since 2007. Working in hand with the Dominican Sailing Federation, this later event has grown from a handful of local sailors to one that annually attracts nearly 30 national and international boats. As a result the time had come to embark on something new – like Casa de Campo Sailing Week 2012.

“Our goal is to make Casa de Campo Sailing Week into an important international sailing event,” says Rafid Ynirio, secretary of the Casa de Campo Yacht Club (CCYC).

Continued on page 39



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Dominican Republic

Continued from page 37

"Steady winds blowing from 10 to 18 knots combined with the beautiful landscape and welcoming service makes this the perfect chance for sailors to enjoy some quality time away from home."

Racing, spinnaker cruising, non-spinnaker boats and multihulls are invited to enter. In addition, organizers will welcome additional classes of three or more boats. Courses over the four days of racing will feature a delightful mix of round-the-buoy and round-the-coasts courses, including a race to nearby Catalina Island and back. Spectator boats

"The Dominican Republic has a unique quality that sets it apart from surrounding destinations: the warmth of its people," says Ynirio. "We assure you will have the best time ever while enjoying your passion: yacht racing."

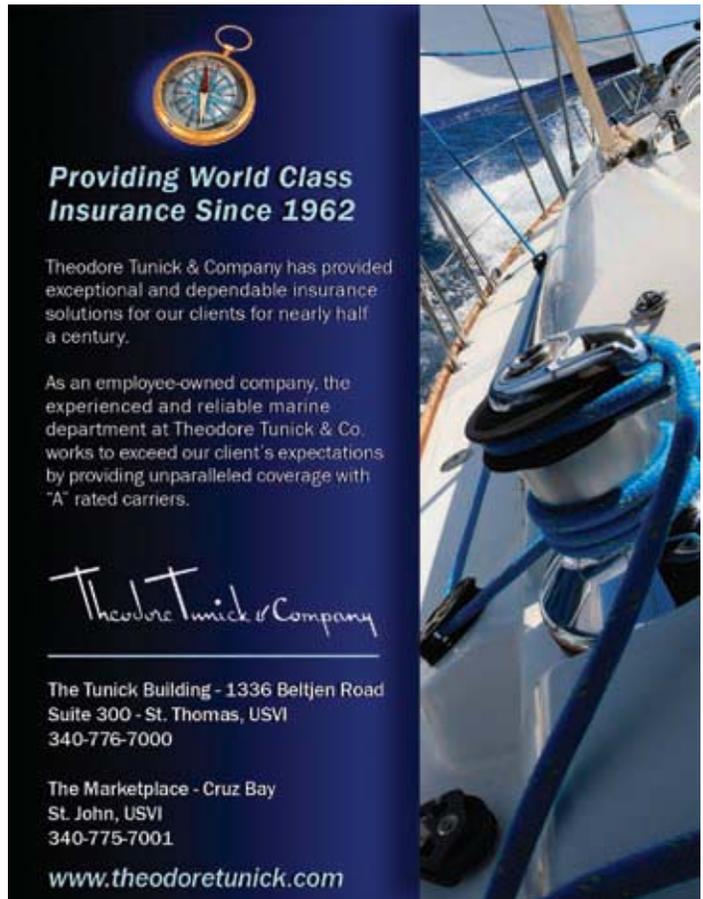
will be available. At the end of each day, there will be cocktails, food, music, a replay of the day's racing in pictures and daily prizes. One of the social highlights is dinner on February 16th at Altos de Chavón Village. This is one of the Dominican Republic's most popular attractions and features a replica of a medieval European village created by a former set designer for Paramount Studios. It's here that sailors will enjoy the Kandela Show, a Caribbean-flavored musical revue featuring over 50 dancers and singers.

Casa de Campo Sailing Week 2012 is also the start of the fourth annual Catalina-Santo Domingo Circuit, a three regatta series organized by the Dominican Oceanic Sailboats Association.

Marina Casa de Campo offers a variety of facilities and services including Internet, golf carts, fuel, 24-hour security, on-site Customs & Immigration, and over 60 stores including supermarket, laundry, drug store, bank and cinema. Nearby hotel facilities include world-class golf courses, tennis courts, and a variety of beach sports by day and nightlife in the darker hours. The towns of La Romana and Santo Domingo are five minutes and 90 minutes away, respectively.

"The Dominican Republic has a unique quality that sets it apart from surrounding destinations: the warmth of its people," says Ynirio. "We assure you will have the best time ever while enjoying your passion: yacht racing." ☺

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



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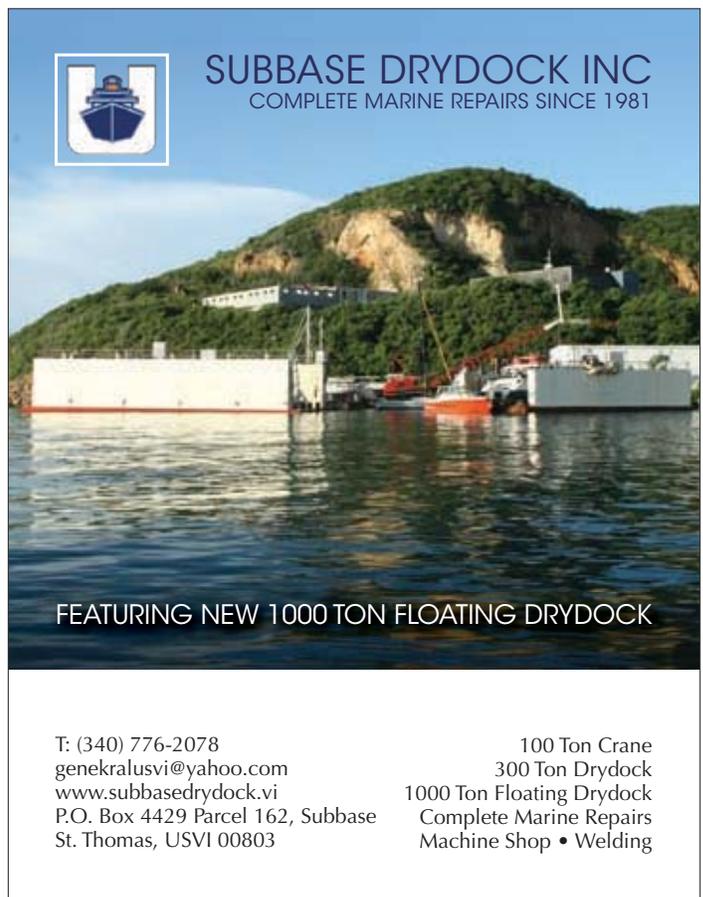
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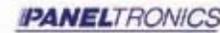
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POKER RUN REVS UP

MORE THAN 100 BOATS TAKE PART

STORY AND PHOTOS BY TODD VANSICKLE

Ten years ago the Leverick Bay Poker Run had only 12 participants; today the event draws hundreds of boaters from around the region.

The poker run recently celebrated its 10th anniversary with 124 participants and more than 200 hands being played.

The BVI fielded about 90 boats, 35 boats came from Puerto Rico, two from Miami and four from St. Maarten.

The poker run started shortly after 11am at Leverick Bay as the boats made their way to Scrub Island. Boats then headed along the north side of Tortola to Soper's Hole to pick up their second card at Pusser's. From there, they headed to Norman Island where they had lunch at Pirates Bight. The fourth card was waiting at Cooper Island, and

the last stop before the finish was the Virgin Gorda Yacht Harbour. A sixth card was drawn at Leverick Bay, which could be used as a 'wild card'.

Javier Lopez, President JL Marketing of Puerto Rico and co-producer of the event, researched other poker runs in the region in an effort to improve the BVI event.

"It is the biggest poker run in the Caribbean in terms of boats," Mr Lopez said. "One of the things that make this event unique is definitely the BVI. It is by far one of the most beautiful destinations you can think of." He added, "Even when there are rough seas, the islands protect us."

The calm conditions were ideal.

Continued on page 43



Poker Run boats head to the first stop at Scrub Island after leaving Leverick Bay.

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Continued from page 41



Ed Silvers of Virgin Gorda was competing in his 38-foot Cigarette boat *Top Gun*. He drew a ten of spades at the Virgin Gorda Yacht Harbour. He had won the event five years ago with four eights and was feeling good about his hand. However, his three tens wouldn't be enough to take home any prizes, but it didn't matter to him. "We are having the time of our lives. The big boats can run in much heavier conditions. There are 16-foot boats out there that if it is blowing 20 knots they would be swamped—but today they can run," he said.

Jimmy Bou of Puerto Rico was another competitor who has competed in every poker run. However, he came close to not making this year's event after his boat broke down at St. Thomas. Fortunately, he had a friend pick him up and he would tag along with him for the rest of the weekend.

Mr Bou enjoys the poker run, because it is like a 'family reunion'. But he believes that folks from the BVI like the event for another reason. "People in Puerto Rico have a lot of money. They have a few options: they can have a twin-turbo Porsche or a Ferrari. The guy [in the BVI] can't buy that because there are no roads, so he buys a fast boat."

Although boats reach top speeds as they race around the territory, organizers say the event is not a race, rather luck of the draw.

Boats ranged from six to 50 feet long and had as many as three engines.

"These are high-performance boats," Mr Lopez said.

Nor-Tech, Cigarette and Skater boats received the most attention with their rumbling exhaust systems and custom paint jobs.

The organizer hopes that next year more high-performance boats from the US will participate in the event. With the help of social media and online coverage, he envisions eight to nine boats from Miami coming to the poker run. The boats would be delivered by cargo boat.

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RESULTS

1. **Dion Crabbe** – Four Fives, *Apache*, \$8000
2. **James Jones** – Full House, *Distraction*, \$5000
3. **Jose Dueno** – Full House, *Showtime*, \$3000
4. **Dewayna George** – Full House, *Mellow Yellow*, Weekend stay at Little Dix Bay Resort and one dinner.
5. **Khemoe** – Full House, *Know Yo Role*, Dinner for two Biras Creek.
6. **Lauren George** – Flush, *Big Popper*, Dinner at Saba plus one night stay.
7. **Roger Francis** – Straight, *Sex Appeal*, weekend for two at Leverick Bay.

Mr Lopez said the poker run has been growing each year. “The most important thing about it is that it is a charitable event. Most of the money we collect goes to charity.”

This year organizers donated \$10,000 with a good part of the money going to the Virgin Gorda Charitable Trust, which is building a swimming pool near Bregado Flax Educational Centre in The Valley. The event has donated more than \$70,000 to charity in its 10-year history.

Festivities ended with all the boaters finishing at Leverick Bay Resort and Marina waiting for the results. They were entertained with a poolside fashion show and live music by the band Elvis White.

“Today is the end of the 10th anniversary and tomorrow we start preparing for 2012,” Mr Lopez said. 

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

“It is the biggest poker run in the Caribbean in terms of boats,” Mr Lopez said. “One of the things that make this event unique is definitely the BVI. It is by far one of the most beautiful destinations you can think of.”



Mirabella V approaches Simpson Bay Bridge for her first visit to the lagoon.

PHOTO: LIESBET COLLAERT



MIRABELLA V IN SINT MAARTEN

MAGNIFICENCE, MAGNITUDE AND MODERNITY

BY LIESBET COLLAERT

This past cruising season, the island of St. Maarten/ St. Martin was graced with the presence of *Mirabella V*, the largest single-masted yacht and the fourth largest private sailing yacht in the world. This majestic sailboat has been around the Caribbean for a few seasons and has drawn the attention of spectators wherever it moored or sailed. What made *Mirabella's* visit so special and spectacular, is the fact that she planned to enter Simpson Bay Lagoon through the Dutch bridge to become an imposing part of St. Maarten's skyline.

An interesting fact about this feat is that *Mirabella V's* beam measures 48.5ft (14.8m), while Simpson Bay Bridge has

a width of 56ft (17m). With added fenders, the captain only has a couple of inches to spare on each side. The news about the yacht's entrance into the lagoon spread like wild fire and at 9:30am on March 8th cruisers and tourists alike had gathered on the Sint Maarten Yacht Club's viewing platform.

Full of anticipation, the crowd watched as the world's largest sloop entered the channel, lined up with the bridge and slowly moved closer. With nerves of steel, Captain Rocka hand-steered 'his' *Mirabella V* through the narrow opening, while crew members gradually rolled and moved the fenders

Continued on page 47

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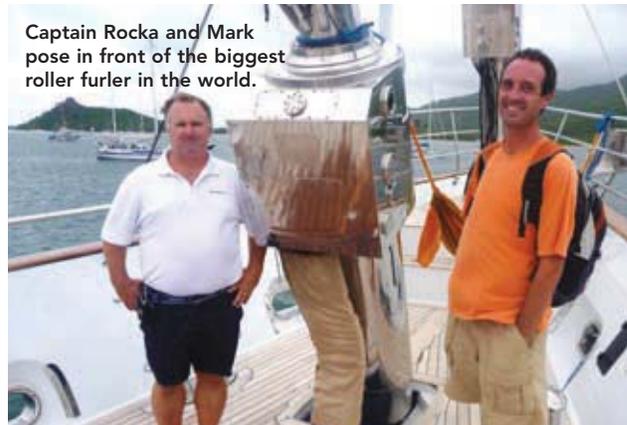
along the walls below the bridge. Smile on his face and cowboy hat on his head, the skipper from New Zealand managed to maneuver the magnificent ship out 'the other side' and into the maritime bowels of St. Maarten for this, the first transit of many. In the well-protected Simpson Bay Lagoon, *Mirabella V* joined the hundreds of cruising boats, dwarfing the mega yachts around her. Just like their neighbors, captain and crew wanted to take advantage of the nearby stores to provision and the relatively calm waters of the lagoon in which to polish the topsides. Size did not matter.

Speaking of size, *Mirabella V* has a lot of it with an LOA of 247ft (75.22m), a beam of 48.5ft (14.80m) and a displacement of 765 tons. Her mast is 292ft (88.5m) tall, ensuring a stiff neck when looking up. The yacht has a 13ft (4m) draught with the keel up and when the keel is fully down, she draws 33ft (10m). The super yacht's emphasis is on performance and windward capability, exceeding a speed of 20 knots under sail. She was launched in 2003 by VT Shipbuilding and ready to entertain in 2004.

Everything on *Mirabella V* is big. Other than being the largest sloop, she has entries in the Guinness Book of Records for the tallest mast and carbon fiber structure, the biggest set of roller furling gear, the largest single sail area (36,500 square feet) and the heaviest keel. Six guest cab-

ins (one of which is an owner's cabin), each with big windows and en-suite bathrooms, accommodate 12 guests. A crew of 16 takes care of all needs and maintenance. Two helm stations and a lounge area dominate the middle of the deck. Two recesses forward store the inflatable tenders while the yacht is underway. At anchor the recesses turn into a pool and a Jacuzzi. An expansive outdoor area aft offers space, comfort and great views during cocktail time. The 'garage' holds a fancy 29-foot Hinckley tender and all the equipment you can imagine for some fun in and on the water.

Continued on page 49



Captain Rocka and Mark pose in front of the biggest roller furler in the world.



Captain Rocka explains some of the electronics on *Mirabella's* bridge.

PHOTOS: LIESBET COLLAERT

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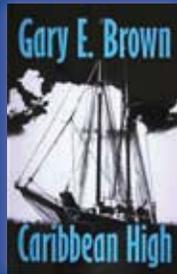
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Continued from page 47

Once inside *Mirabella V*, everything is spic-and-span with a massive living area, a master bedroom (taking up the whole width of the yacht), comfortable crew den and quarters and an enormous kitchen with walk-in fridge and freezer. Just like the bedrooms, the gym and sauna have music and TV facilities. The impressive bridge has all the modern equipment and systems one can think of. With the push of a button, the slightest adjustment can be made to just about everything onboard. The navigation aids are extremely high-tech and captain and crew are in constant communication.

Before getting all excited about a sailing trip on *Mirabella V*, know that it costs \$250,000 to charter her for a week. During our tour, my husband and I learned that she was for sale, contemplated the idea, but decided to pass. It wouldn't have mattered anyway, because the magnificent, modern and grand lady has just been sold! ☺

Liesbet Collaert is a former teacher and freelance writer who lives and cruises on S/V Irie with her partner, Mark, and their dog, Darwin. For more stories and pictures, check out their website www.itsirie.com.



Mirabella V's expansive foredeck.



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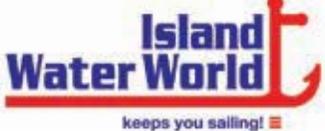
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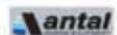
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22ND CARIBBEAN LASER CHAMPIONSHIPS

BENOIT MEESEMAECKER STEALS THE SHOW IN ST. MARTIN

BY ROBERT LUCKOCK

PHOTO: ROBERT LUCKOCK



St. Maarten's Frits Bus (left) and St. Barths's Benoit Meesemaeker locked horns in the 22nd Caribbean Laser Championships.

Chic St. Barths may be better known for attracting the rich and the beautiful but the tiny speck of an island has a capacity to produce gifted sailors, too. Benoit Meesemaeker for example who took overall honours at the 22nd Heineken Light Caribbean Laser Championships held in St. Martin on June 11th and 12th.

Orient Bay was again the arena for the CSA-sanctioned Championships but the normally reliable winds failed to kick in this year. Instead the fleet was treated to a benign south-easterly breeze of 10 to 11 knots that held steady both days. Race Officer Andrew Rapley pointed out it was still ideal conditions on the windward/leeward course for the mixed abilities in the fleet.

The fight for supremacy in the Standard category turned out to be between Benoit Meesemaeker and St. Maarten's finest Frits Bus who duelled 'mano a mano'. Both men are far from lightweights and had to draw on every ounce of tactical skill.

Benoit racked up bullets in all races with laser-guided precision except one that he conceded to Bus whose string of second place finishes assured him second overall. Dominican Republic's Sebastian Bros finished third overall.

"I would have preferred more wind but I was very consistent this year," remarked Benoit who finished 17th in the Masters Category of the 2010 Laser Worlds in the UK and 21st in Nova Scotia, Canada, the year before.

Manuel Lehoux, a talented 16-year-old from the Domini-

can Republic, won the Radials ahead of local sail-maker Ernst Looser. Stephane Ferron finished in third place.

Francois de Corlien won the Masters Category, St. Maarten's Rien Korteknie was second, and Henry Fondeur from the Dominican Republic took third place.

Heineken's Managing Director John Leone had the unusual distinction of being both a participant and sponsor.

"It's one thing to be sponsoring but quite another to be sailing," reflected Leone who raced his own Laser. "It's the first time I participated and I've got a lot of catching up to do. But it does give you an appreciation for the hard work that goes into organising the event."

Despite the absence of world class names that have graced the championships in previous years, sailors from the Dominican Republic deserve credit for their loyalty to the event each year. Jorge Abreu for one has participated nineteen times.

Winners in each class won beautiful Antoine Chapon paintings. The regatta was sponsored by Heineken Premium Light and Club Orient Resort, and organised by the Sint Maarten Yacht Club. 

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

HEADING HOME

PICTON CASTLE COMPLETES A 5TH CIRCUMNAVIGATION OF THE GLOBE

STORY BY ELLEN LAMPERT-GRÉAUX • PHOTOS: ROSEMOND GRÉAUX



Picton Castle at dusk.

Built in 1928 as a fishing trawler in Wales, *Picton Castle* is a tall ship with three masts, she is 179ft long, displaces 300 tons, and carries 12,500 square feet of sail. Part of the British Royal Navy during World War Two, the ship then hauled freight in the Baltic and North Sea until the 1990s when Captain Daniel Moreland found her in a fjord in Norway on his search for a ship he could convert into a square-rigged barque. After taking her to New York, in 1996 the *Picton Castle* was taken to the Canadian port of Lunenburg (now her homeport) in Nova Scotia, where she underwent a massive refit before starting a new life as a sail training ship.

"This ship is a small, classic, latter-day age-of-sail barque," explains Moreland. "Sailing her is like sailing any of them 100 years ago but with better food, modern safety and communications gear, and a powerful engine. But the ship herself is as classic as her rigging. She is rigged after other ships I have sailed or worked on like the *Danmark*, *Gerog Stage*, *Sorlandet*, *Romance*, *Gazaela* and *Elissa*, as well as the plans of other ships such as *Belle of Lagos*."

June 2011 saw the completion of Moreland's fifth circumnavigation of the globe, which began in 2010. The voyage lasted 14-months and charted 30,000 nautical miles, visiting 31 ports in 23 countries.

"I conceived the idea for a sailing school while working on other ships like the *Danmark*, a Danish sailing school ship," says Moreland who, along with his crew of hard-working students, berthed *Picton Castle* at the dock in St. Barth during the West Indies Regatta in May.

Talking about the crew, Moreland noted that they were, to a large degree, self-selected. "We do interview them to see if this is the right thing for them. After, many go on to sail other ships, or some rack it up as a life-defining experience," he said.

While on board, the students take part in an active sail-training program; learning to knot ropes and make sails. They also receive instruction in celestial navigation, oceanography and meteorology and take responsibility for all

Continued on page 55



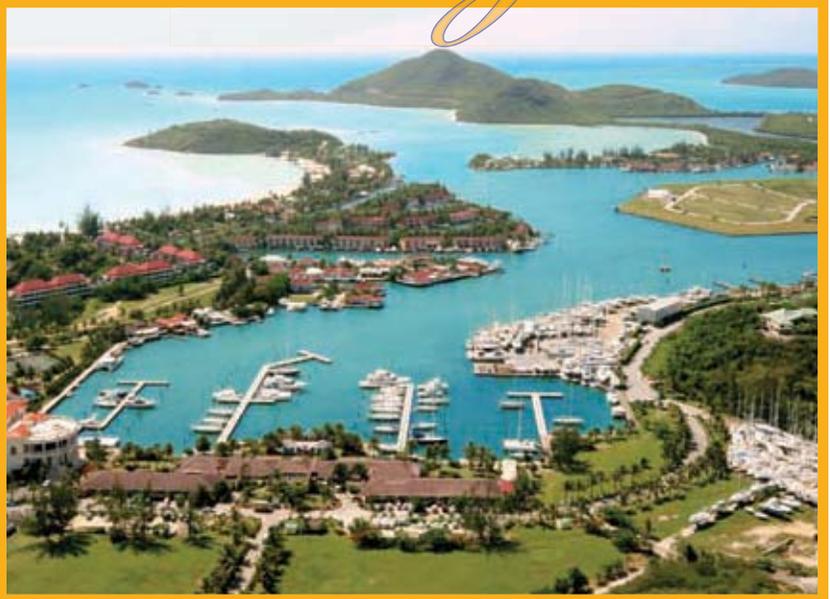
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Continued from page 52

facets of maintenance on the ship. During her first world voyage (1997-1999), *Picton Castle* was completely scraped and repainted four times, and certain parts were varnished ten times in 19 months, giving the crew a real taste of life aboard a classic sailing ship.

For Moreland, the end of the journey gets him thinking about the months in the logbook as well as the future. About the challenges of this past year, he muses: "I don't know where to begin but I suppose guiding the staff and crew is the most important, along with getting all hands to dive in on meeting and connecting with people ashore in a real way. Some people hold back, which is not good."

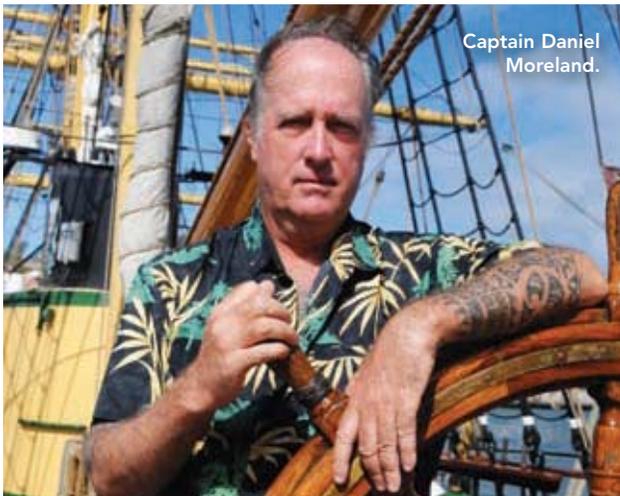
While in Saint Barth, the crew performed Polynesian and Maori dances on the dock as part of the awards ceremony for the West Indies Regatta, exhibiting something else they had learned during the voyage.

What's next for Moreland and his ship? "We are planning a summer of maintenance, and looking at a European/African/Caribbean trip next year," says the captain, whose life at sea allows him to "make the whole world my home."

As for Saint Barth, I'd bet a few rounds of rum punch that *Picton Castle* will be back next year, as Moreland refers to the Caribbean as "my home to come home to."

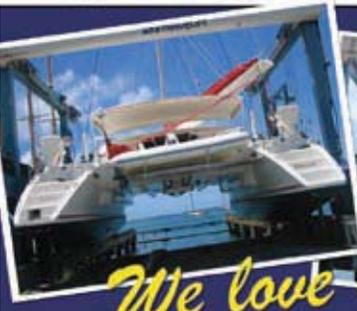
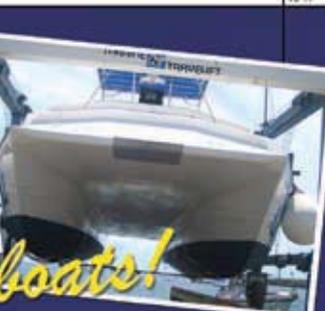
The Port of Gustavia will be more than happy to welcome him back!

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.



Captain Daniel Moreland.

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Local fishermen working the bay in front of Sanctuary.

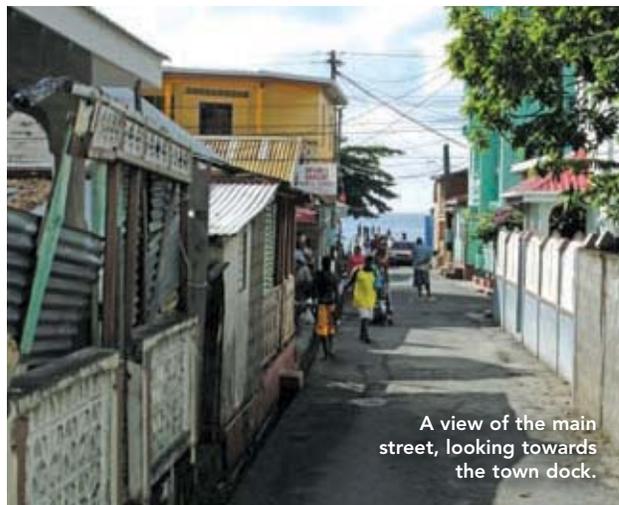
DESTINATION: LES CANARIES

STORY AND PHOTOS BY CAPTAIN MARK DENEBEIM

Arriving in Les Canaries during the mid afternoon, I did not know what to expect from the somewhat isolated coastal town of just over 1,000 inhabitants, three miles north of Soufriere, St. Lucia. After a morning spent snorkeling among the sea lice and small fish in Anse Cochon, I motored my Island Spirit 37 catamaran Sanctuary south into a wonderful sea-green bay lined by 40-meter cliffs. The four-and-a-half meter depth was dotted with numerous submerged coral stacks teeming with fish. It was a calm, light

wind day and as the only yacht in sight, the anchorage was breathtaking.

There are two water falls within an hour's walk from the town and I was determined to find them. As I approached the ferry dock, several young boys were jumping from the end into the water and waved me over to ask for a ride. Instead, I took their pictures from the dinghy while they jumped. I attached the beached dinghy to the wooden posts of the dock and passed out a few \$EC to the boys.



As I walked through the colorful, tightly bunched buildings and narrow streets, ... I met a plethora of children who were playing, school being over for the day.

"No one in this town will raise a finger to you or threaten you in anyway," one of them told me with no uncertainty and with perfect diction. "Everyone here is peaceful and full of love. Until recently, St. Lucia was a dangerous place with 29 murders last year. That's when police from other countries came and put a stop to it."

With the reassurance of a nine-year-old boy, I began my trek through town.

As I walked through the colorful, tightly bunched buildings and narrow streets, with their typically exposed drainage gutters, I met a plethora of children who were playing, school being over for the day. Many adults also

chatted amongst themselves and sought shade in the 90 plus degree heat. All greeted me warmly and with some curiosity.

Les Canaries' buildings are occasionally charming and generally well maintained; though many were without paint and all were quite small and placed together haphazardly like a broken mosaic. Walking over the bridge that leads to Soufriere, I met a man called Mike in a wheel chair. He was with his buddy, also called Mike. We chatted for awhile and watched the many women washing their clothes in the river. A light rain began to fall. "A blessed shower," Mike called it.



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Two weeks prior it had rained heavily, causing the river to overflow, forcing evacuation of all of the riverside shacks and forming a new beachhead out to sea where a small, brackish pond now appeared. The town's water supply is still delivered by trucks and a riverside pumping station; a result of Hurricane Thomas in October 2010.

It was getting late, so I abandoned my search for the falls and headed back to town where I spoke with about ten youngsters and gave them each a lollipop I bought from a street vendor.

Next was the Discipline Bar where I ordered a Piton Lager and a coconut cake baked by bartender Darren's father (and owner of the bar), Jahbazz. Several locals dropped by and bought cake, too!

"So, if you don't mind my asking," 24-year-old Darren blurted out when I was ready to leave, "what is it that drives you, alone on a boat?"

I replied: "For the adventure, to meet new people and experience faraway places and to spread joy—and for the sailing, as long as I am sailing, all is right with the world."

Next, I ascended the 100 or so concrete steps that led through the tightly packed hillside homes and arrived at Del's Rainforest Bar and Restaurant. There I met 31-year-old Chris, one of the town's football stars and the son of the owner. He fixed a Dark and Stormy (alcohol first, ice second) and showed me around.

The upstairs deck provided a phenomenal vista of the town and the bay with *Sanctuary* at anchor. Chris explained that very few boats stopped to visit Canaries, passing it by for Anse Chastanet and the Pitons. Just as he was speaking, two speedboats zoomed along the cliffs, stopped at the river mouth to take pictures, and then continued south, punctuating his observation.

I watched a gorgeous sunset alone then worked my way down to the bottom of the community steps where I stumbled upon the only open restaurant. Here, I purchased three delicious rotis for \$7 EC each. Turns out Jahbazz owns this place too. I met his warm and gracious family who thanked me for giving their other son a lollipop earlier.

Later that night, the full moon rose over the cliffs while I enjoyed a chicken roti on *Sanctuary*—a fitting end to a wonderful afternoon. Next time you are cruising down the west coast of St. Lucia, give Canaries a look and send me some pictures of the water falls ... I haven't made it there yet. ☺

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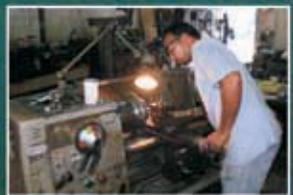
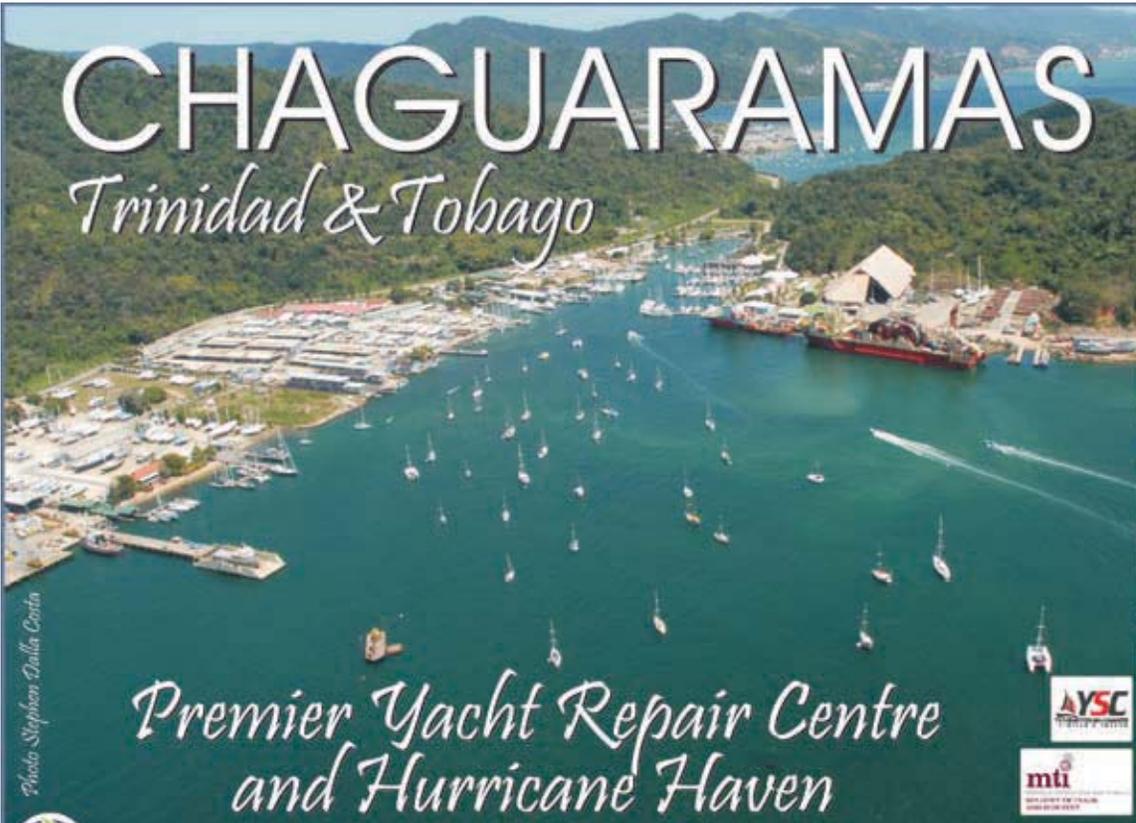
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BRAZIL VICTORIOUS!

MATHEUS DELLAGNELO CROWNED SUNFISH WORLD CHAMPION 2011

BY ELS KROON



Sunfish World champion 2011 Matheus Dellagnelo (left) fights it out with triple champion Malcolm Smith from Bermuda at the finish of the second race.

PHOTO: ELS KROON

Twenty-four sailors took part in the second Sunfish Youth Worlds, while 72 sailors competed in the 41st Sunfish Open Worlds, which took place in Curaçao from June 8th – 19th. Both events were sailed in strong winds and high seas along the island's south coast. After ten days two new world champions were crowned and Curaçao looked back on two successful events, often sailed in extreme conditions.

A total of nineteen races were sailed off the Lions Dive Hotel, eleven of these were in the open class.

During the first days of the youth competition the three top sailors all won a race and successfully maintained their top positions in the rankings. Eventually, Jean-Paul de Trazegnies, from Peru, won the coveted title after a thrilling final race, with just one point separating him from Curaçao's Kevin van Otterdijk. Van Otterdijk's fellow countryman Eugène Hendriks won the third race and finished third overall.

In the open competition Curaçao's 1980s champion Cor van Aanholt won race eight, and there was a single victory for triple World Champion David Loring from the USA. However, it was the South Americans who dominated with Matheus Dellagnelo from Brazil crowned new world champion, and Alexander Zimmerman from Peru and Francisco Renna of Argentina taking second and third place, respectively.

Cor van Aanholt's son, Ard van Aanholt, sailed a strong series but could not break through the South American

cord, although he had an excellent start by winning the first race. Although unable to shake the South Americans young van Aanholt showed plenty of character, scoring a third place in the last race to retain an honorable fourth place in the final standings.

Alexandra Siebels, also from Curaçao, pluckily held out against the men. She finished in 41st place and was crowned 'first lady' for the second time.

Although Curaçao couldn't count a world champion amongst their sailors, local organizers were highly satisfied. In the Open Championship the Curaçao flag appeared three times in the top ten, a feat equaled by no other country.

The oldest participant, great grand master Dolf van der Giessen (74), missed only one of the eleven races and beat 15 younger sailors before the competition was over.

For Matheus Dellagnelo it was a glorious day and he deserved his first world title.

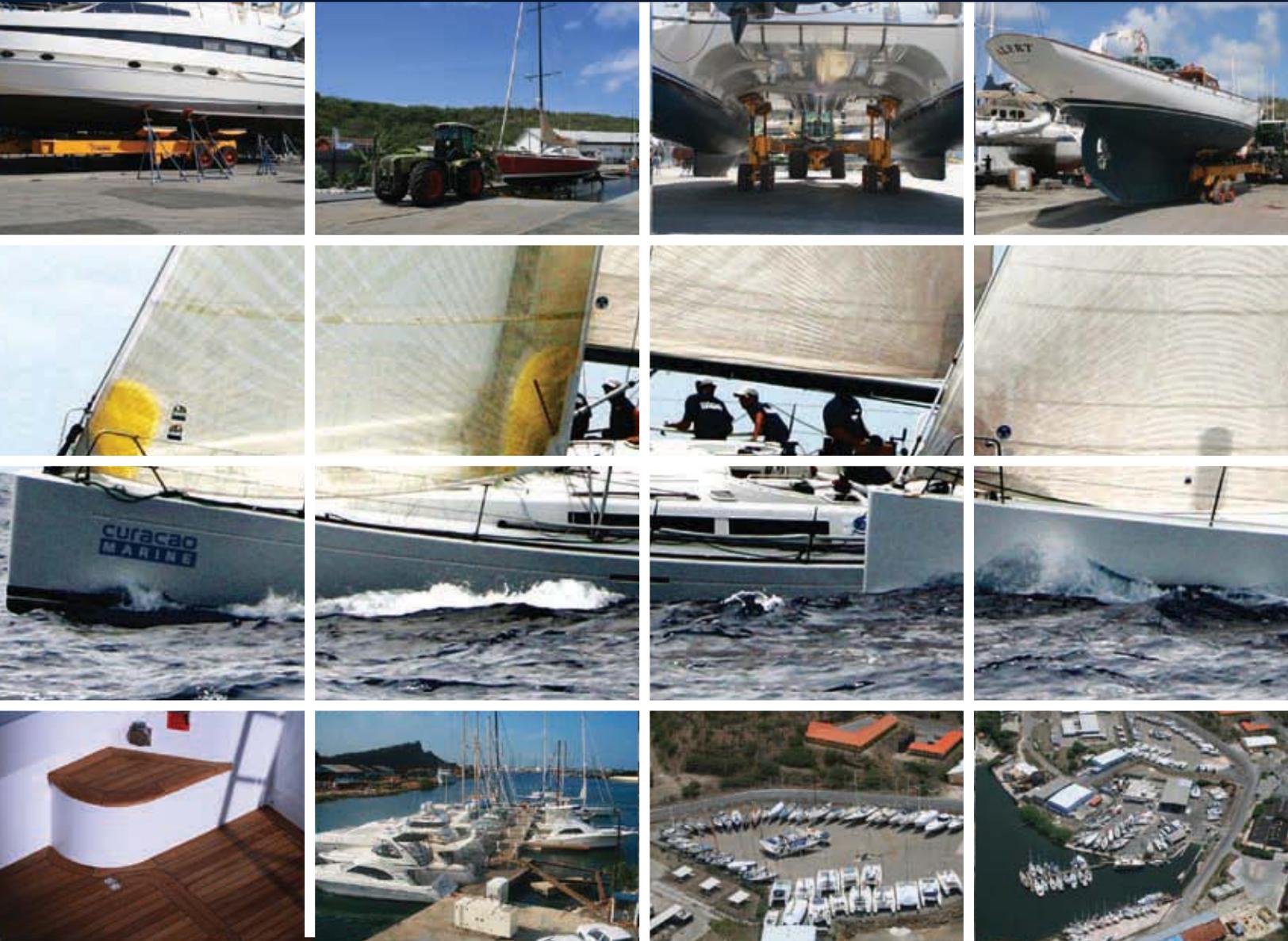
As the 89-year-old Curaçao Sunfish guru Rudy Dovale said at the start of the event: "May the winner be the best!"

For detailed results, photos, and information, visit: www.sunfishworlds2011.com



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

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Aruba	Renaissance Marina Aruba	297-588-0260	13'	200'	50	●	110/220	●	●	●	●	●	●	●	●	16/69	●
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Curaçao	Curaçao Marine	+ 5999 465 8936	13'	120'	30	●	110/220/380	●	●	●	●	●	●	●	●	67	FREE
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D.R.	Casa de Campo Marina	809.523.8646/ 8647	16'	250'	350	●	110/220 v to 60 hrz	●	●	●	●	●	●	●	●	68	●
D.R.	Marina Zar Par	809-523-5858	12'	120'	110	●	110/220 308	●	●	●	●	●	●	●	●	5	FREE
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Grenada	Clarkes Court Bay Marina	473-439-2593	13'	60'	52	●	110/220	●	●	●	●	●	●	●	●	16/74	USB access
Grenada	Grenada Marine	473-443-1667	15'	70'	4	●	110/220	●	●	●	●	●	●	●	●	16	FREE
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Guadeloupe	Marina Bas-du-Fort	590 590 936 620	15.5'	210'	1,100	●	110/220/380	●	●	●	●	●	●	●	●	9	FREE
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Jost Van Dyke	North Latitude Marina	248-495-9930	12'	50'	N/A	●	N/A	●	●	●	●	●	●	●	●	16	●
Puerto Rico	Club Nautico de San Juan	787-722-0177	31'	250'	121	●	120/240	●	●	●	●	●	●	●	●	16/10 68	●
Puerto Rico	Marina Pescaderia	787-717-3638	8'	65'	97	●	110/220	●	●	●	●	●	●	●	●	16/68	●
Puerto Rico	Puerto del Rey Marina	787-860-1000	15'	260'	1,000	●	120/208	Cable	●	●	●	●	●	●	●	16/71	●
Puerto Rico	Sunbay Marina	787-863-0313	12'	75'	287	●	110/220	Cable	●	●	●	●	●	●	●	16/12	●
St. Croix	St. Croix Marine	340-773-0289	11'	150'	44	●	110/220	●	●	●	●	●	●	●	●	16/18	●
St. Lucia	Rodney Bay Marina an IGY destination™	758-452-0324	15'	220'	253	●	110/220	●	●	●	●	●	●	●	●	16/17	●
St. Lucia	The Marina at Marigot Bay	758-451-4275	16'	250'	40	●	110/220/380 50/60 Hz	Cable	●	●	●	●	●	●	●	16/12	●

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St. Maarten	Simpson Bay Marina an IGY destination™	599-544-2309	14'	200'	126	●	110/220/ 480	●	●	●	●	●	●	●	●	16/79	
St. Martin	Captain Oliver's	590-590-87- 33-47	10'	150'	160	●	110/240		●	●	●	●	●	●	●	16/67	
St. Thomas	American Yacht Harbor an IGY destination™	340-775-6454	9.5'	110'	106	●	110/240		●	●	●	●	●	●	●	16/11	●
St. Thomas	Yacht Haven Grande	340-774-9500	20'	400'	45	●	110/220/50	●	●	●	●			●	●	16/10	●
Tortola, BVI	Nanny Cay Marina	284-494-2512	12'	125'	200	●	110/220		●	●	●	●	●	●	●	16	●
Tortola, BVI	Soper's Hole	284-495-4589	25'	170'	50	●	110/240	Cable	●	●	●	●	●	●	●	16	Cafe
Tortola, BVI	Village Cay Marina	284-494-2771	12'	200'	106	●	110/220/ 308	Cable	●		●	●	●	●	●	16/71	Hard- line at slip
Trinidad	Power Boats Ltd	868-634-4346	13'	65'	40	●	115/220		●	●	●	●	●	●	●	72	●
Virgin Gorda	Virgin Gorda Yacht Harbour	284-495-550	10'	180'	94	●	110/220	●	●	●	●	●	●	●	●	16/11	●

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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
Curacao Marine	Curacao	12' N	68' W	599 9 562-8000	9'	120'	33'	193	110/220 380	24/7	40	•			•			
Grenada Marine	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	•	•	•	•	•	•	•
Jolly Harbour Marina / Boat Yard	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	•		•	•	•	•	•
Nanny Cay Hotel and Marina	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	•	•	•	•	•	•	•
Rodney Bay Marina	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; 220V/40 amps; 100V 30amps; 50 & 60 hz	8am-5pm	75	•	•	•	•	•	•	•
Soper's Hole	Tortola, BVI	18° 23" 46'	-64° 41" 53'	(284) 495-3349	7'	65'	18' and 40'	7'	110/220	8am-5pm, Mon-Sat	45	•	•	•	•	•	•	•
Spice Island Marine Center	Grenada	12 5 N	61 43 W	473-444-4257	12'	70'	25.4'	0	110/230	8am-4:30 pm	70	•		•	•	•	•	•
Subbase Drydock	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	•	•	•	•	•	•	•
Tortola Yacht Services	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	•	•	•	•	•	•	•
Varadero @ Palmas	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	•	•	•	•	•	•	•
Varadero Caribe	Aruba	12 32 N	70 02 W	297-588-3850	7'	85'	23'	no limit	120/240	8am-4pm	60	•		•	•	•	•	•
Virgin Gorda Yacht Harbour	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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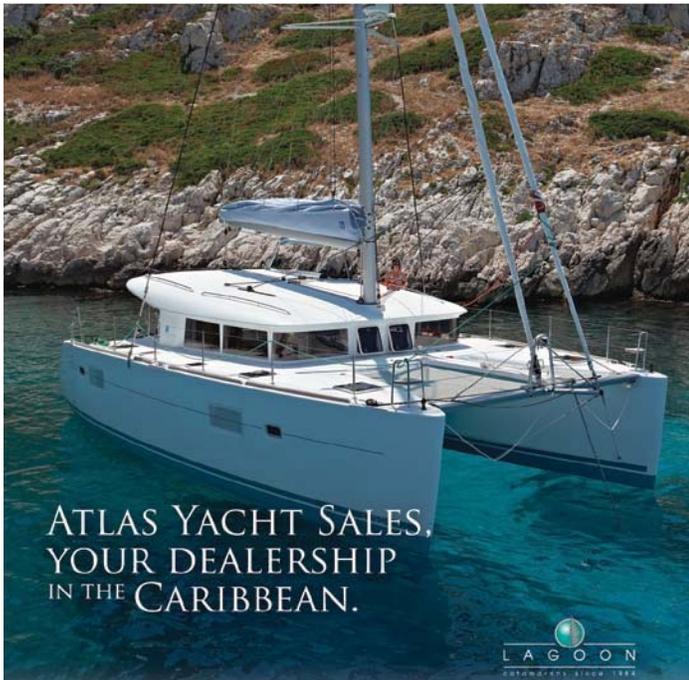
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for US\$25,000.00



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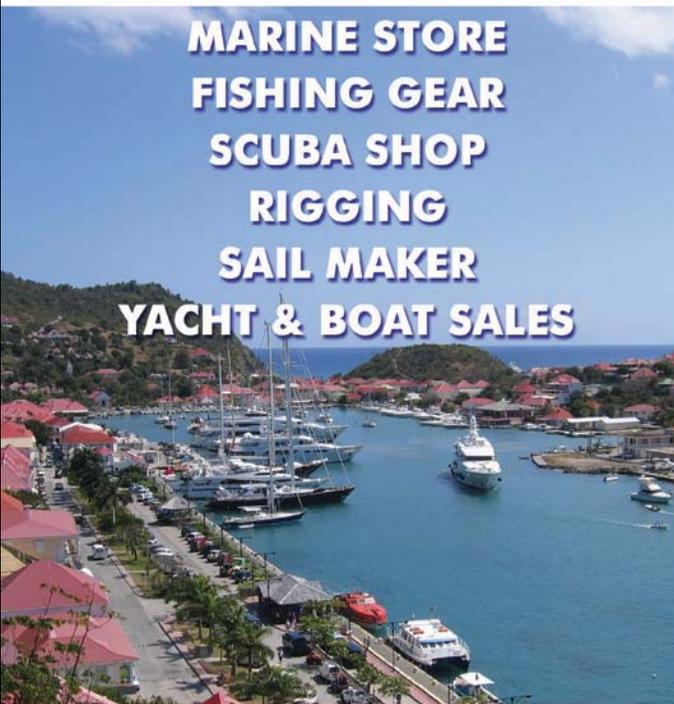
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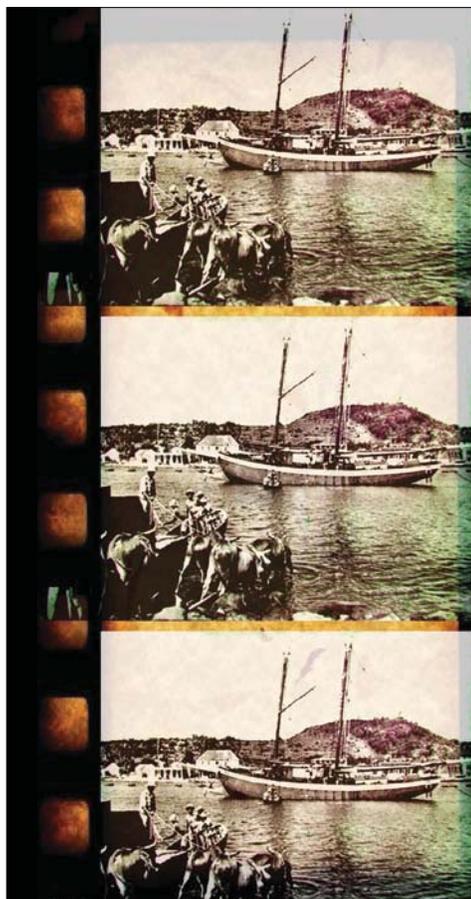
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Summer parties are all about celebrating and it is important that we enjoy scoops and dips that are delicious and good for you. I like to use crudités, fresh fruits, pita breads and baked chips.

Bell peppers, celery, cucumbers radishes, broccoli, asparagus, carrots and snow peas are some of the most popular crudités. Bell peppers – red, yellow, orange should be cut in half lengthwise. Remove the cores, seeds and ribs; slice into 3/4-inch wide strips. Celery – trim tops and bottoms. Cut ribs in half lengthwise, then into 3-inch long strips. Cucumbers – trim ends then cut into 1/4-inch rounds. Radishes – trim root ends and leave on about 1-inch of the green tops for a nice presentation. Broccoli, asparagus, carrots and snow peas can all be blanched for a couple of minutes or left raw.

BLACK BEAN AND CORN SALSA

Prep time: 10 minutes. Chilling time: 2 hours. Makes: 6 cups.

- 1 (15 oz) can black beans, rinsed well and drained
- 1 (11 oz) can whole kernel corn, rinsed and drained
- 1 fresh jalapeño pepper, seeded and finely chopped
- 1 cup chopped, peeled tomatoes
- 1 cup coarsely cut red sweet bell pepper
- 1/2 cup coarsely chopped red onion
- 1/4 cup fresh lime juice
- 1/2 tsp sea salt
- 1/2 tsp ground cumin
- 1 tsp freshly ground black pepper
- 1/3 cup chopped fresh cilantro
- 1 avocado

Tortilla chips for dipping

Combine all ingredients, except avocado and chips. Cover and chill for at least two hours. Just before serving, peel, deseed and chop avocado; add to mixture. Serve with chips.

Note: Store leftover salsa in airtight container in refrigerator. **Hint:** Also delicious served with pork or chicken.

BLOOD ORANGE AND AVOCADO SALSA

Prep time: 35 mins. Marinating time: 1 hour. Makes: ~4 cups.

- Juice from one lime
- 1 tsp sea salt

- 1/2 tsp freshly ground black pepper
- 6 blood oranges, peeled with seeds and white pith removed, save juice
- 1 large avocado, halved, pitted, peeled and cut into bite size pieces
- 1 cup finely cut red onion
- 1 jalapeño chili, seeds and ribs removed, minced
- 3 green onions, thinly sliced diagonally
- 1/4 cup chopped fresh cilantro

In a large bowl, whisk together limejuice, salt, and pepper until salt dissolves. Add the avocado, red onion, jalapeño, green onion, and cilantro to the bowl, being careful not to mash the avocados. Using a rubber spatula, gently fold the ingredients together, being careful to not mash the avocados. Add reserved orange juice, 1 tablespoon at a time, until salsa is moist but not soupy. Taste and adjust seasoning. Transfer to a serving bowl, cover, and set aside for at least 1 hour to allow flavors to meld. Serve at room temperature with baked tortilla chips.

Note: Heat or roll the lime. By doing this you will get more juice. **Hint:** Can be prepared several hours before using.

CURRIED SPICED CAULIFLOWER DIP

Prep time: 15 mins. Cooking time: 15 mins. Makes: ~4 cups.

- 1 small head cauliflower broken into small florets
- 2 tsp coarse sea salt, divided
- 2 Tbsp canola or olive oil
- 1 medium yellow onion, finely chopped
- 1 Tbsp cane sugar
- 1 Tbsp curry powder
- 1/3 cup chopped cilantro
- 1 tsp dry mustard or 1 Tbsp prepared mustard
- 1 cup plain, non-fat yogurt
- 1/2 cup reduced fat sour cream
- 1/3 tsp ground nutmeg
- 1/3 tsp cayenne pepper
- 1/3 tsp freshly ground black pepper

Bring a large pot of water to a boil. Add cauliflower and 1 tsp salt. Partially cover pan and simmer until tender, about 10 minutes. Drain then finely mash. Put in a serving bowl.

In a sauté pan over medium heat, warm oil. Add onion and sauté until translucent, about 5 minutes. Add sugar, curry, mustard, 1 tsp salt and cook another minute. Remove from heat. Add yogurt, sour cream, nutmeg, ground pepper and cilantro. Add all to mashed cauliflower. Mix well. 

Capt. Jan Robinson holds certificates from the Culinary Institute of America, The Ritz Cooking School, and the Cordon Bleu. Her Ship to Shore Cookbook Collection is available at your local marine or bookstore. Or visit www.shiptoshoreINC.com email CapJan@aol.com or call 1-800-338-6072 and mention All at Sea to receive a discount.

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