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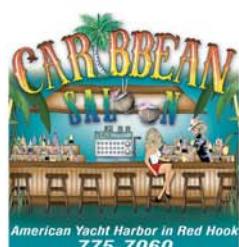
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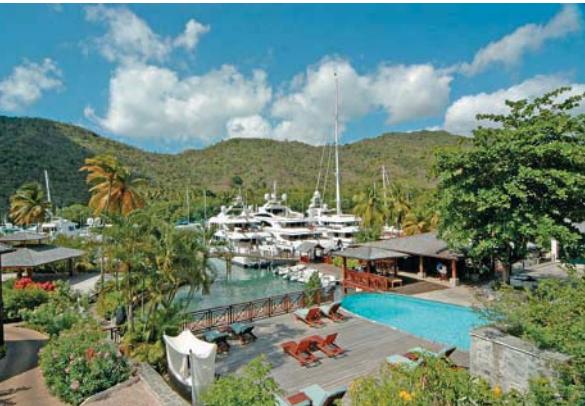
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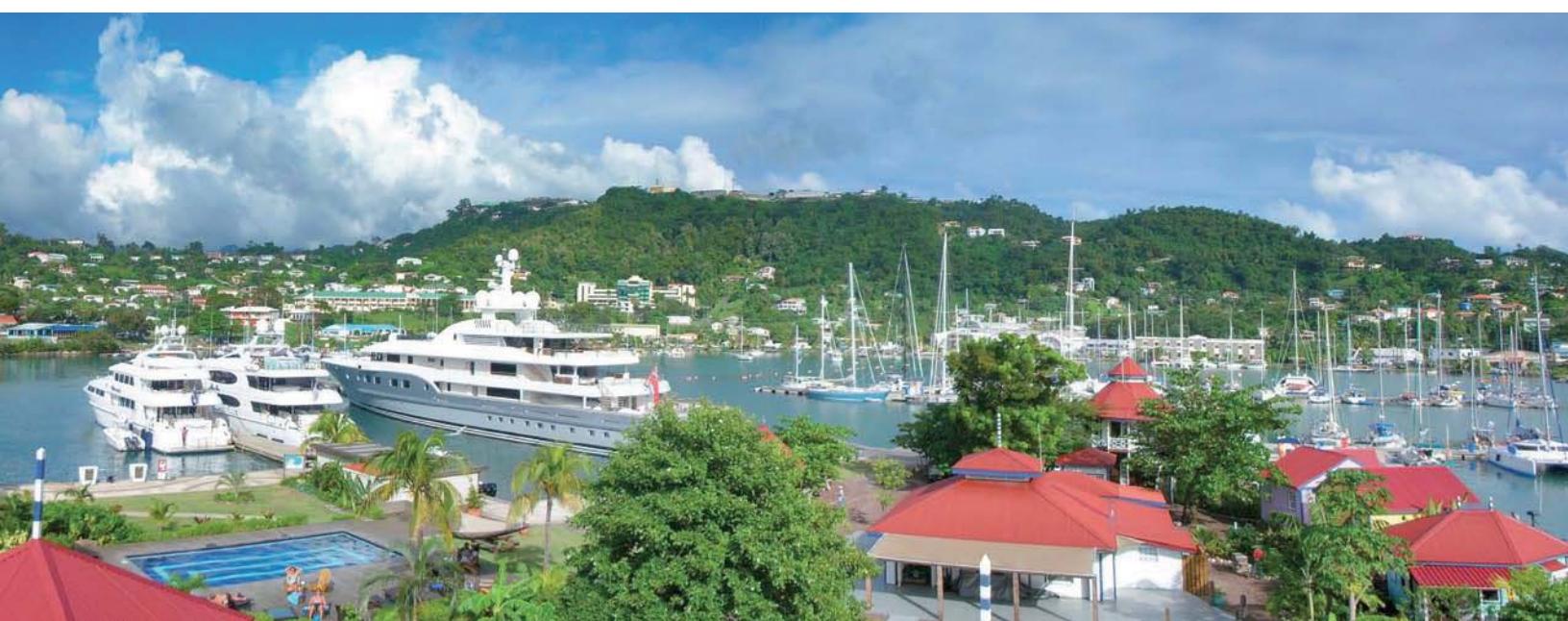
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Facilities vary by location

SHAKE, RATTLE AND ROLL

As a commercial skipper living in the Caribbean I have seen incredible changes in the charter boat industry. When I arrived in the West Indies all types of salt-stained vessels were carrying paying guests up and down the island chain. Captains and crew were characters, brought up in the old school of sailing. You went barefoot on deck, wore hacked-off Levis and an earring or two. At the end of the day you drank rum with the guests. It was expected, and you had better be able to spin a good yarn, too, if you wanted your guests to spread the word and increase your business. I knew at least two charter boats that worked 46 weeks of the year. One was made of crumbling concrete and the other ancient fiberglass. Both boats constantly broke down and it wasn't unusual for the guests to find themselves called on to help change a head gasket on an ailing main engine, or being sent off to beg for ice when the refrigeration died. The guests never seemed to be able to get enough of this abuse and they returned every year, to fly home rejuvenated, with a bag full of wonderful stories to tell.

Don't get me wrong, the charter trade, as we know it today, is a wonderful thing. In this edition you will meet people who are living the dream, couples who have set up their own charter boat business or perhaps are about to do so. It is

hard work and many fall by the wayside. Those who succeed garner great rewards, not just financially but with a lifestyle that most can only imagine.

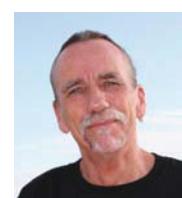
One place you will not visit on your charter boat vacation is the island of Haiti. The island is of significant historic interest and home to two UNESCO World Heritage Sites, but right now there are few tourists to see them. The glory days of Haiti are long gone and the island is the sick man of the Caribbean. Politics apart, Haiti seems to attract more than its fair share of natural disasters and is still reeling from the devastating 7.0 magnitude earthquake of 2010. Getting aid to the outlying regions has always been a problem. A Florida based group of yachtsmen, calling themselves Sailors Without Borders, rose to the challenge in a unique way and began carrying aid to Haiti aboard their yachts. Their superb effort is forging a bond between two completely different worlds. In our article on page 63 you will see some of the results of their efforts.

Glorious charter boats, fishermen eking out a living on some devastated coast, cruisers and racers, we are all connected by the sea...one people, one planet. Sometimes it takes an organization like Sailors Without Borders, to remind us of that.



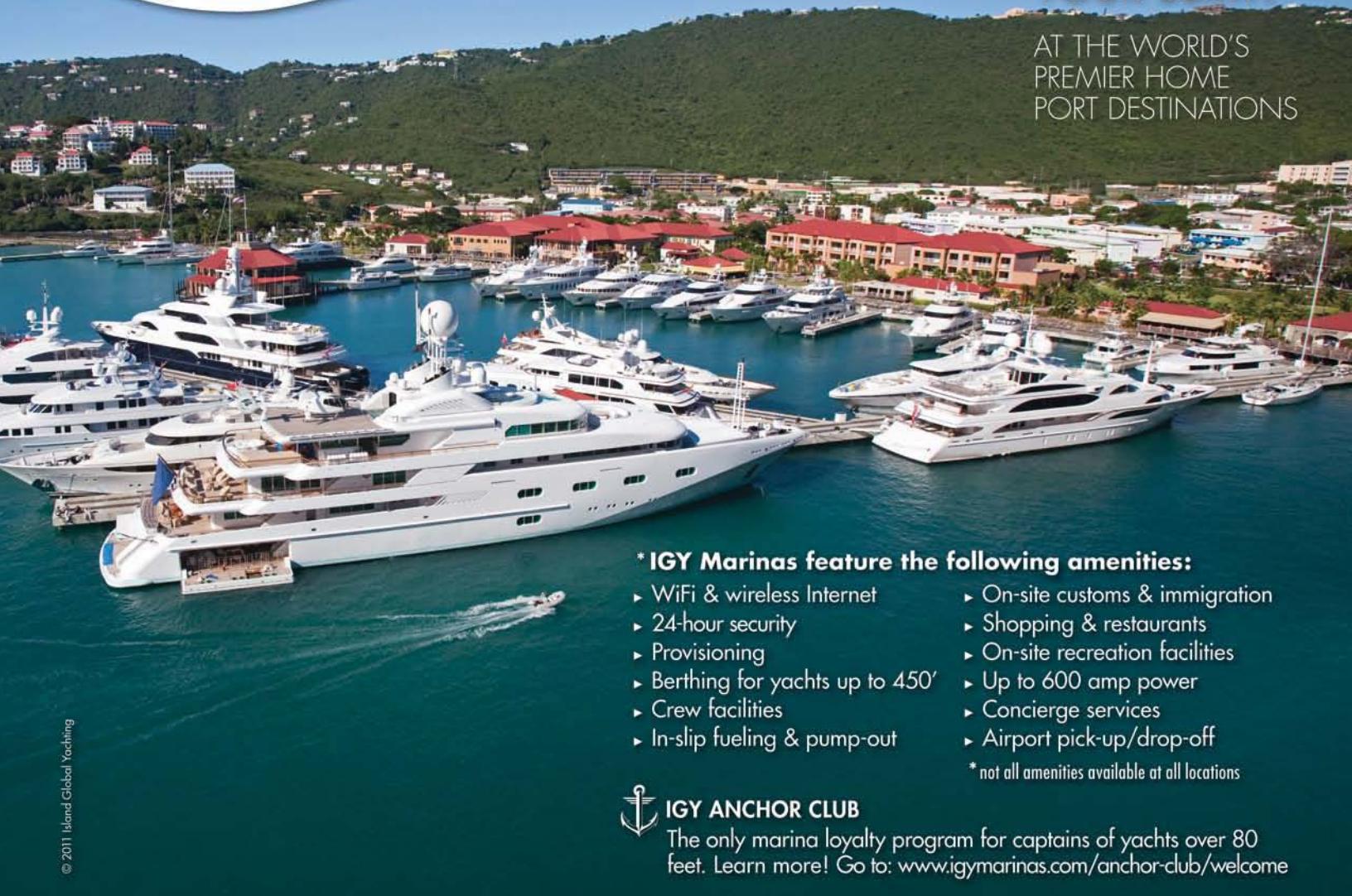
After months of waiting she finally arrived from Europe. I walked around, taking in her sexy shape. When I could stand it no longer, I touched her, caressed her; ran my hands over and under her, stroking her firmness with trembling fingers. When no one was looking, I slid out my tape and measured her vital statistics. Yep, right size, one 8X4 sheet of 4mm steel. Now, at last, I can start repairing my boat. ☺

Gary E. Brown,
Editor



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THIS ISSUE



THE CARIBBEAN'S WATERFRONT MAGAZINE



JANET BROWN/OCEANMEDIA

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COVER SHOT:

Moorings Charter guests having fun on their sail into the North Sound, Virgin Gorda.
Photo: www.yachtshotsbvi.com



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WHERE IN THE WORLD?

CONGRATULATIONS,
ANDREW, AND THANKS
FOR READING ALL AT SEA!



Andrew Rowsom's family have owned Preston's marine store, located right on the wharf in Greenport, N.Y., for over 125 years. The store was named after the original owner, Boston captain Samuel Truman Preston, who sailed into Greenport, and fell in love with the town.

In this photo, Andrew takes a break from work to sail the blue waters far to the south, with the Caribbean's favorite waterfront magazine, *All At Sea*.

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ISLAND EVENTS & INTERESTS

ALL AT SEA'S CARIBBEAN COVERAGE



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Paddleboarding:
Puerto Rico's Baus
second in 32-mile
Hawaiian race





CARIBBEAN NEWS

A BRIEF LOOK INTO THE HAPPENINGS OF OUR WORLD



Changes to Casa de Campo Sailing Week 2012

After meeting with representatives of the Dominican sailing fleet, and other international sailors, organizers decided to change the dates for the Casa de Campo Sailing Week 2012. The event will now take place from February 7th to 12th – one week earlier than previously announced. The decision to change the dates also took into consideration the suggestion of many sailors from Puerto Rico who think they'd have a better chance to participate if the dates were brought forward. For information, contact Rafid Ynirio, Secretary, Casa de Campo Yacht Club. Tel: 809.523.2247 & 809.523.2500



The Yachting World Round Antigua Race will be open to all yachts.

Antigua Sailing Week update

The organizers of Antigua Sailing Week announce the return of the Yachting World Round Antigua Race for Antigua Sailing Week 2012. Different for 2012, however, is that it will be an optional race to take place on Saturday April 28th, the day before Antigua Sailing Week officially starts. As an optional race, it will be open to all yachts regardless of if they are entered in Antigua Sailing Week, and will be scored separately from the other Antigua Sailing Week races.

Kathy Lammers, Chairman of the Regatta Organizing Committee, said: "We're very excited to have Yachting World Magazine sponsor the Round Antigua Race once again. Making the change to an optional race has already been extremely well received in the yachting community and with the new format we expect to attract a much larger variety of classes."

Classes for the race will include maxi and racing, sport boat, cruising, multihull, bareboat and classic classes.

For more information about Antigua Sailing Week or to enter Antigua Sailing Week, the Yachting World Round Antigua Race or the Guadeloupe to Antigua Race, visit: www.sailingweek.com



Royal BVI Yacht Club news

The Royal BVI Yacht Club has added a number of new events to their calendar and note they will be fantastic for everyone. The events include:

Friday 21st October - Trafalgar Night Gala Dinner at the Royal BVI Yacht Club. The Club will be suitably decorated and there will be a four course dinner with entertainment. Places are limited and those wishing to attend are advised to contact the club as soon as possible to make a reservation. Saturday 22nd October sees the start of the two-day Trafalgar Sailing regatta. For information, contact: sailing@royalbviyc.org



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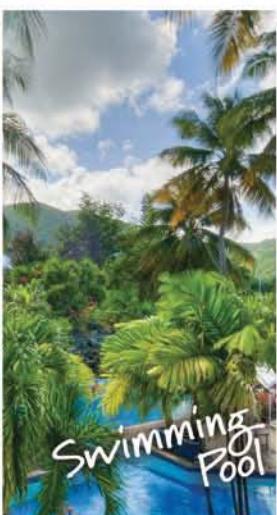
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Wirie^{AP} is built with high quality marine grade components.

The Wirie^{AP} functions as an onboard router as well as a long range WiFi booster. For information, visit: www.thewirie.com



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.

ANNAPOLIS, MARYLAND

OCTOBER 6 - 10

42nd Annual United States Sailboat Show
Boat Show | usboat.com | 410-268-8828

ANTIGUA

NOVEMBER 12 - 13

Jolly Harbour Yacht Club Annual Caribbean
Regatta | Sailing | www.jhycantigua.com
nickwhite55@hotmail.com

BONAIRE

OCTOBER 1 - 8

Bonaire Regatta | Sailing | bonaireregatta.com
byrontmm@flamingotv.net

CURACAO

NOVEMBER 10 - 13

Heineken Regatta Curacao | Sailing
www.heinekenregattacuracao.com
info@heinekenregattacuracao.com

FORT LAUDERDALE, FLORIDA

OCTOBER 27 - 31

Fort Lauderdale International Boat Show
Boat Show | showmanagement.com
954-764-7642

GUADELOUPE

OCTOBER 29 - 31

USHIP Cup | Sailing | triskellcup.com
organisation@triskellcup.com

HAMPTON, VIRGINIA

NOVEMBER 7

The Caribbean 1500 Rally to the Caribbean
Cruising Rally | www.carib1500.com
carib1500@worldcruising.com
757-788-8872

PUERTO RICO

NOVEMBER 11 - 13

Discover Caribbean Sailing Festival
Sailing Regatta
www.ponceyachtandfishingclub.com
sailgeronimo@yahoo.com

ST. BARTHELEMY (ST. BARTH)

NOVEMBER 18 - 19

St. Barth Cata Cup | Sailing
www.stbarthcatacup.com

ST. CROIX, USVI

NOVEMBER 12 - 13

Golden Hook Series Finale Wahoo Tourn.
Deep Sea Fishing | www.fishstx.com
GHFC@fishstx.com | 340-773-4693

ST. JOHN, USVI

NOVEMBER 23 - 24

Coral Bay Thanksgiving Regatta
Sailing | denise@onlinevacations.com
340-776-6036

ST. MAARTEN / ST. MARTIN

NOVEMBER 5

St. Maarten Optimist Championship
Youth Sailing | www.smvc.com
info@smvc.com

NOVEMBER 25 - 27

Course de L'Alliance | Sailing Regatta
www.coursedelalliance.com
hdorvil.mfl@wanadoo.fr

ST. THOMAS, USVI

NOVEMBER 4 - 6

St Thomas Fall Yacht Show | Boat Show
www.vicl.org | erik@vicl.org | 340-774-3944

NOVEMBER 6

VIGFC Wahoo Wind-Up | Deep Sea Fishing
www.vigfc.com | usvigfc@gmail.com
340-775-9144

NOVEMBER 30 - DECEMBER 4

Carlos Aguilar Match Race | Sailing Regatta
www.carlosmatchrace.com

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Win a FREE Bottom Job!

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

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

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



Contest entry dates and details

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

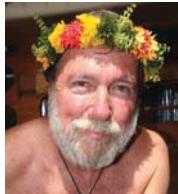
*See Official Rules online at SeahawkPaints.com/contest

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Bottom Line – It Works Better!



BEGGING! SEA GYPSY STYLE

BY CAP'N FATTY GOODLANDER



If you are a shiftless, truth-impaired, uneducated, contemptible, lazy, jobless sea gypsy like myself—you'd better be good at something. This is the age of specialization. The 'general practitioner' is dead. The successful modern marine entrepreneur has to zoom-in, narrow his professional focus, and concentrate on one specific area of profitability. I know this. And I've followed my own advice. I'm now an expert at...begging.

I know, I know—most people would not admit such a thing. They have something called pride. But I sold my pride back in the mid 1960s...or traded it for a pound of...of...of something! I've got about as much pride left as memory...about zero. The bad news is: People probably tell me I'm senile every day. The good news: I don't remember!

Where were we? Ah, yes. The Joys of Begging!

This recent incident took place during a 45 knot gust in the Greek Isles. We were just to windward of Kos, in the Dodecanese, and attempting to find a lee at Kalymnos. It was our first Meltemi, and we weren't quite prepared for its Hellenic strength. The Aegean can be a horrible place—just ask Ulysses. Thus, instead of paying strict attention to my world-weary sails, I was down on the cockpit floor praying to Aeolus. In hindsight, I guess I should have been concentrating

on my sail control lines, tweaking 'em or something. In any event, our 12 year old, 70,000-mile-tired jib finally blew itself to ribbons. Well, not ribbons exactly. More like giant sheets of fluttering Dacron being torn savagely off a 45-foot long Harken roller-furling paper towel dispenser. (Sigh.)

"God DAMN the Tea Party!" I screamed.

"...huh?" said my wife, Carolyn.

She's slow. I mean, I love her and all—but she ain't quick. I was already on the Big Fat Quest of a new sail—and she couldn't even recognize my lightning-fast genius. Again: I'd already shifted gears, and she wasn't even looking for the clutch pedal yet. Or, to put it another way, I was already establishing the correct 'framing' for my sad, sad, undeserved plight.

That's right. If you're going to cast yourself as a victim, you need an oppressor. It has to be a stark, easily understood contrast: black and white, right and wrong, rich and poor. And I didn't have much time. I mean, I didn't want to stop and research something 'New Yorker' clever. So I just picked the Tea Party out of thin air—hell, it could have been the ACLU for all it mattered.

"...Ronald Reagan, in the early 1980s, broke the back of the Air Traffic Controller's Union," I sputtered with outrage as

I weepily rolled up what was left of the flapping headsail, "and the American worker hasn't had a square deal since!"

Yes, it is always nice to toss in an actual fact or two—it gives the do-gooders something to cling-to. "Guilt-attachment," the shrinks call this concept. Whatever. I'm more in the 'There's a sucker born every minute' school of psycho-babble.

"...what's Ronnie Reagan got to do with..." asked my bewildered wife.

No matter. She'd come onboard when she scented the approaching prize—and be a matrimonial pit-bull in the end.

Now, you wouldn't think this would work—that an American sailor (who hasn't worked since, like, the JFK-era) in Greece could illicit almost instant pity—but it was easier than I imagined. The Greeks are a warm, friendly, welcoming people—and love the underdog. Plus, there's a hint of anarchist in every one.

It was like shooting ducks in a barrel.

We pulled into Milos—why not lick our wounds in the trendiest isle of the Cyclades, right?—and I immediately rowed over to the Halberg Rassy 46 anchored next to us, and asked the cockpit full of locals, "Do you know the central platform plank—the true political aim—of the American Tea Party? I mean...besides world-domination!" When they admitted that they did not...I spat, "The Outlawing of Ouzo!"

I knew by their howl of outrage that I'd struck a deep cord in their national psyche.

"...what can we do to stop those bastards," asked the skipper.

"...and, are they in cahoots with the Turks again," asked his wife, obviously the traditionalist in the family.

"...I'm currently on my way back to America to single-handedly reverse the political tide—after all; I didn't study under Abbie Hoffman for nothing!" I said. "However, due to the fact that the Bush Boys nearly eliminated taxes on the wealthy and then heaped the extra tax burden on the backs of our waitresses and cab drivers...and that US taxation fell from 20% of GDP to our current level of 15%...well, I can not afford to internationally maintain my yacht in as Bristol condition as I'd like to. Example: Food stamps aren't redeemable at most ship's chandleries! Ditto, sailmakers...crazy, eh? Thus, I currently have no headsail—and will have to stay here and mooch off you generous Greeks for a while until I can procure one."

Notice the carrot (I'll leave immediately) and the stick (I'll stay forever)?

Over the course of the last five decades of ocean cruising, I've found that nearly all Citizens of the World are much more into helping me leave than arrive—just something about human nature, I guess.

"I'll give you an almost new headsail!" said the Greek fellow expansively, while his adoring wife and drunken friends cheered.

Immediately, I attempted to dampen his enthusiasm.

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"I'm afraid the luff length will be far too long," I said, "your boat being so much bigger."

"Ah, but my previous boat was a S&S-designed 38-footer, very similar to your *Wild Card*," he said happily, flush with his philanthropic good cheer. "The sail is ashore in a storage shed. I'll dig it out in a couple of days..."

Obviously, I had a 'live' one. I had to think fast, not wanting to miss any opportunity for exploitation. "...does it come with a sailbag?"

"Yes," he said. "and it was only used once, in extremely light airs."

"Tell-tales?" I queried. "Red ones to port and green ones to starboard?"

"Absolutely!"

"Okay," I said begrudgingly. "I'll inspect it—and see if it is up to Goodlander standards."

"Great!" said my wife Carolyn when I returned. "You're amazing, Fatty! I mean, just a few minutes ago I was all depressed and wallowing within all this poverty—and now I'm happy as a lark!"

"Not so fast," I said. "We haven't seen the sail yet. These Greeks are notorious for...well, let's just say I'm not ready to call off our 'karma-withdrawal' campaign just yet. Let's proceed with Plan B on the SSB as well—what can it hurt?"

The following day, at 0600 UTC on marine SSB frequency 6516khtz, I called into the Med-wide Dragnet—and dramatically demanded 'health & welfare' medical info on treating severe saddle sores.

"...saddle sores?" asked net control incredulously.

"Yes," I said briskly. "Poverty and lack-of-headsail have required my long-suffering wife Carolyn to row our 19,000 pound vessel westward—the price of diesel being what it is today. This has caused her entire butt to swell up and turn, well, rather baboon-like!"

This resulted in our only 'anonymous' donation: a suitable roller-furling genoa and a five gallon tin of Noxema Medicated Skin Creme being dropped off in our dinghy with a brief note which read, "Use the sail to bring your poor wife back to her mother, please—and the Noxema to ease her pain!"

Since I keep up with the latest cyber trends, I didn't neglect the emerging 'social media' either. I have nearly 1,500 Facebook friends—nearly all of whom are certified suckers (or, at the very least, extremely bored & lonely).

It didn't take long to dream up a memorable 'dunning' post—some dribble about the Cold War, if my memory serves—and a Photo-shopped picture of a weeping-Carolyn-chained-to-the-blood-stained-rowing-thwart of *Wild Card*.

This caused two of our circumnavigating buddies—Jimmy and Caroline of Blue Moon—to alter course to assist. We'd come up the Red Sea together, and have stayed friends by the simple expedient of not allowing them to

read my Chasing the Horizon, which utterly/savagely trashes their homeport of St. Petersburg, Florida.

"...what's this about the Soviets sabotaging you'all's headsail?" asked Cap'n Jimmy. He's a good-ole-boy with a mouthful of grits—and thus is susceptible to such Red-bashing.

"...can't be sure," I admitted. "But it was either them Iron Curtain Oily-garks or a Chinese commie, maybe..."

"We can't have that," said Jimmy. "No, siree! Not a good, hardworking, God-fearing, patriotic American being bested by such scum!"

I was none-of-the-above but managed to look 'wronged' none-the-less.

"We just happen to have an almost new jib from a Tartan 35 which will be perfect for *Wild Card*. You can have it, Fatty. Free!"

"Does it have a foam luff so it maintains its shape when partially furled? Will the luff rope fit a Harken 1.5 unit? Can it be skirted easily over my lifelines? Is it 6.5 ounce Bainbridge cloth? Is the leechline pre-adjusted?"

"Absolutely," laughed Jimmy. "It's top quality, and made with love by North Sails. I wouldn't think to give you anything less, Fatty."

Mollified, I agreed to inspect it.

At this point, I had three sails stacked up in *Wild Card's* cockpit—each of which was far nicer than any sail I'd ever purchased for actual money. True, they were all a tad larger than I'd have preferred—but when they blew out in heavy air we'd be able to just slide them right off the furler into the water—and hoist yet another. How cool is that?

The only downside was—we had to leave Milos immediately. Used sailbags started piling up in the ferry company offices, at the harbor master's hut, and were being stacked on the dinghy dock. Damn! It was far easier to turn on the 'used rag' supply than shut it off. It seems that numerous local yacht clubs, charterboat companies, and various marinas had 'banded together in Euro-brotherhood' to eagerly 'help get *Wild Card* back to the Caribbean—never to return!'

Ah, it's marine-community-support like this that warms even the coldest sea gypsy heart!

(Editor's note: *Wild Card* should be approaching the Balearics at this point—trying to decide whether to stop and plunder or not.)



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

OVERBOARD

BY JULIAN PUTLEY

It was blowing 20 knots with seas four to six feet. Charlie, with his group of three sailing students, had departed the anchorage and a pretty young student had managed to raise the mains'l to the second reef point when her cap blew off and into the water. Normally Charlie would have abandoned the hat but the girl turned to Charlie with imploring eyes and said, heartrendingly, "That was my favorite hat."

"Not to worry," said Charlie, "we'll have that hat back aboard in a jiffy." Charlie grabbed the helm, jibed, and slowly came up to windward of the cap. Just then a gust swept over the boat and a pair of sandals disappeared into the water. The girl's father, a portly 60 year old, took hold of the boat hook, a pitiful short affair, and stepped onto the sugar scoop, ready to retrieve the chapeau. Arm outstretched he missed and dropped the boat hook. Now we had a hat, a pair of sandals and a boat hook in the water.

"I'll get it from the dinghy," shouted the exuberant dad and Charlie hesitantly agreed. The boat was bucking in the short, steep waves. Miraculously, dad retrieved the useless boathook and sandals but not the hat. Dad managed to climb aboard and we tied the dinghy to the boat.

"There it is," shouted Marcia, and sure enough the hat was floating just feet from the dinghy. Dad jumped back into the dinghy clasping the boat hook. Leaning way over with outstretched arm he again missed the elusive headgear.

Frustration set in and to Charlie's horror the portly gent leaped into the water and grabbed the hat. In moments the self-inflicted victim shouted, "I'm in trouble, help!" Waves were washing over him and he was swallowing water.

"Stay calm," shouted Charlie and threw the helm over for another jibe to approach the victim on the leeward side. The terror in his eyes was palpable. "Quick, drop the swim ladder," roared Charlie and moments later they were heaving the sodden gent back aboard. There wasn't one person on that yacht who was not brimful of relief. Charlie had another sentiment, but being a captain imbued with a certain diplomacy retained his thoughts for the next lesson. 

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



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Jaime Torres and the crew of *Smile & Wave* in action.



DEAN BARNES

SMILE & WAVE WINS VUELTA CULEBRA

TORRES CELEBRATES COMMONWEALTH DAY IN STYLE

BY CAROL M. BAREUTHER

Sailboat racers turned out in the heat of the summer for a perennially favorite event held over Puerto Rico's Commonwealth Day holiday weekend July 23rd – 24th. The Vuelta a Culebra (Around Culebra) regatta hosted by the BoRinques Islands Sailing Association (BRISA) saw six boats compete. Yet, the two-and-a-half hour circumnavigation of this ten-square-mile island turned out to be a tight race between two veterans for the win.

Forecast storms kept several sailboats from the 20-mile upwind trek to Culebra, says Jaime Torres, who helmed his Beneteau First 40, *Smile & Wave*. "It's too bad because Sunday's weather was a sailor's dream – steady 15 to 20 knot winds and clear skies."

The warning gun fired at 12:30pm over the short start line where shallows lurked just a few yards from the port pin.

"Because the first leg was a port tack fetch to the first mark, we decided on a port tack start near the pin," says Tor-

res. "With a minute-and-a-half to go, we found ourselves being hunted by the J/122 as we sailed away from the line. Our gibe back was thwarted by a starboard call from the J/122, so we tacked instead and headed at full speed towards the line with only 35 seconds left. The J/122s aggressive tactics at the start may have cost them the race as they failed to tack with us and soon were chasing us back to the line from behind."

Veteran sailboat racer, Sergio Sagramoso, was at the helm of the brand new J/122. Sagramoso competed in many of the Caribbean's spring regattas aboard his larger Grand Soleil 54, *Lazy Dog*.

"I decided to get a smaller boat that I can race in Performance Cruiser," Sagramoso explains. "The J/122 is a great all around boat with a fair CSA rating. It's fast and just the right size. It's not too expensive to equip and it's big enough to take it to St. Maarten and Antigua."

Sagramoso's J/122, also named *Lazy Dog*, and a few

RESULTS & CORRECTED TIMES

1. *Smile & Wave*, Jaime Torres, Beneteau
First 40: 2:12:52
2. *Lazy Dog*, Sergio Sagramoso, J/122: 2:14:22
3. *Tax Return*, Bebo Feliciano, J/24: 2:24:01
4. *Liceo de Arte*, Feliz Cruz, Olson 29: 2:24:07
5. *Soca*, Luis Juarbe, Henderson 30: 2:28:36
6. *Fresh Air*, Fernando Mora, CS-40: 2:29:07

other port tackers barely avoided a massive jam at the pin. But after the momentous start, *Lazy Dog* and *Smile & Wave* took off and left the rest of the fleet behind.

"We sailed upwind in 18 knots short tacking up the reef," Torres explains. "We rounded the southeast point of Culebra with about a minute lead over the J/122. *Lazy Dog* hoisted their huge A-kite behind us but it was too windy and tight to be effective. They ran into trouble with the hoist and that added about another 15 to 20 seconds to our lead. We hoisted a minute after and bore off into a beautiful five mile down-winder along the north-east coast of Culebra. We fully expected the J/122 to take off in the breeze, but it never happened."

Smile & Wave, with new crew aboard, experienced mechanical problems with their pole during the gibes, but the cockpit crew kept the chute full the whole time. They gibe a few times, and rounded the northwest point with a two-and-a-half minute lead over *Lazy Dog*.

"We were set up for a gusty and shifty long upwind leg," says Torres. "It was tough as we got 20 knot puffs followed by five knot lulls, for 30 minutes."

Sagramoso managed this leg better by consistently pointing higher than Torres' team and gained back 30 seconds by the time the two boats reached Punta Soldado, the southernmost point in Culebra. All that remained was a short beat to the entrance of Ensenada Honda and quick run to the finish – which *Smile & Wave* won.

"This was our first time racing the boat and we were still learning the ropes," says Sagramoso. "We closed the gap between us and *Smile & Wave* to less than two minutes and were very happy about that. It was a great race." 

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

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Clockwise from top: The crew of the winning yacht D-Trip surrounds Jos van de Westerop (in red t-shirt), the sailor they saved on Sunday afternoon; Jos van de Westerop saved; Jos van de Westerop on deck of D-Trip.

Captain Edwin Versteeg's *D-Trip* from Curacao won the Budget Marine Cup for the most competitive yacht in the Aruba Rembrandt Regatta 2011. *D-Trip* also won trophies in the Round Aruba Race and Racing Class.

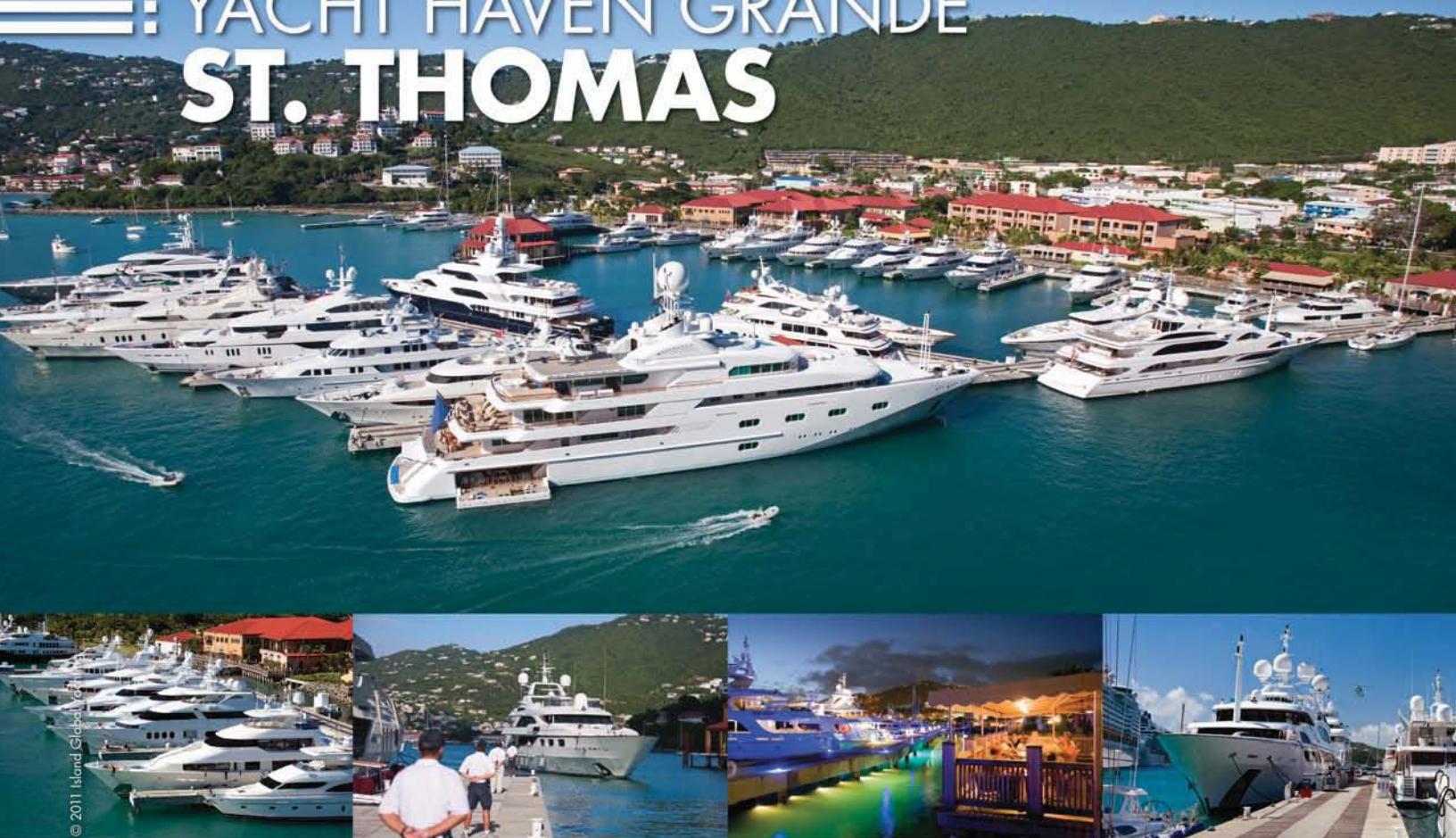
In Cruising Class, Marc Anthony Rooijakkers' *Rafaga*

sailed to victory, while the win in Open Class went to *Eva Luna* skippered by Eric Mijts.

Dozens of boats and hundreds of competitors took part in the sailing races, swimming competition and beach tennis tournament.

Continued on page 29

YACHT HAVEN GRANDE ST. THOMAS



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Continued from page 26

Races were sailed for yachts, wind surfers, kite surfers, optimist, sunfish and beach cats. On Friday August 11th, the wind and current were so strong that only three yachts managed to complete the Round Aruba race. Conditions on Saturday August 12th and on Sunday 13th were more favorable, and the sailing races were a spectacular sight.

The races for Sunday afternoon had to be cancelled when a sailor from a beach cat was reported lost at sea. From the moment it was known that a sailor was missing, a rescue operation was organized with the participation of the yachts, fishing boats, the coast guard and the Aruban police. Forty-five minutes into the operation, the sailor was found some four miles from the west coast of Aruba by the yacht *D-Trip*.

The races for optimist sailors, the youngest participants, were won by Dominique Hopman. In Sunfish Class Job Laborie was the fastest competitor; the beach cat competition was won by the duo Martin and Nicole van de Velde. Young surfers Milan de Jonge and Berend Pronk took the prizes in the wind surfing competition, and the kite surf competition was won by Peter Pechacek.

Regatta organizer, Eric Mijts, said he was satisfied with the number of participants, the effort of all volunteers and sponsors, and the successful cooperation with Aruba Beach Tennis. This year the whole event took place at Eagle Beach, which proved to be a successful change in the planning.

The closing dinner offered by Café Rembrandt

was attended by about 400 people. For more info, visit: <http://aruba-regatta.com>



Report submitted by Eric Mijts.

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DEAN BARNES

USVI OPEN/ATLANTIC BLUE MARLIN TOURNAMENT

REVENGE TOP BOAT, CHOUEST TOP ANGLER

For an unprecedented fourth time, *Revenge* won Top Boat at the 39th Annual USVI Open/Atlantic Blue Marlin Tournament (ABMT), fished August 10th – 14th, with the release of 11 blue marlin.

"It was industry and perseverance," says Sam Jennings, owner and angler aboard the Juno Beach, Florida-based 58ft *Revenge*, about the team's secret to success. "Of course, you always need the North Drop."

Revenge anglers, Sam, and son Jon, released their tally of blue marlin consistently with three the first day, four the second and two apiece on the third and fourth days of the tournament. Even so, the final day of fishing was a real nail-biter.

"We went into the day in the lead, then we lost it to *Gulf Rascal* when they caught their tenth fish, then we came back and tied them and finally came back again with our second marlin of the day to win," explained Captain Mike Lemon, who helms *Revenge*.

One of the prizes won by *Revenge* is entry for the boat and three anglers to fish Club Nautico de San Juan's 58th International Billfish Tournament in September.

Sam Jennings finished Second Best Angler having released six of *Revenge*'s 11 blue marlin.

Gulf Rascal, a 68ft Hatteras owned by Pensacola, Florida-based angler, Rod Windley, added another blue to their tally on the last day to bring their total to ten. This earned them Second Best Boat.

Meanwhile, *Chach*, the Monterey 58 out of Louisiana, which led on the first day, tied with *Gulf Rascal* having ten blue marlin releases, but ended Third Best Boat on time. However, *Chach* angler, Damon Chouest, topped the angler leaderboard with eight blue marlin releases and won a \$10,000 cash prize.

"Our one fish today was a nice one – around 600lb," says Chouest. "Luckily the fish came up on my rotation and I had the honor of winning Top Angler."

This is the second time Chouest has won Top Angler in this tournament. The first time was in 1990 when he was only 17.

"We have a young team on *Chach*," says Chouest, about his 22-year-old captain and same-age crew. "The Top Angler win, and being so close to Top Boat, has made us hungry to come back next year with our sights set on winning both awards. This year though, our congratulations go to *Revenge*."

Buddy Hardiman aboard *Triple Seven* ended Third Best Angler with six blue marlin releases.

The Top Junior Angler award went to 14-year-old Tristan Lambert, on *Reel Tight*, with the release of four blue marlin.

A total of 107 blue marlin were released by the 20 boat fleet over four days of fishing. This equates to an average of 5.35 blue marlin per boat and 1.81 for each of the 58 anglers.

Started by Chuck Senf back in 1972 – and nicknamed The Boy Scout Tournament since a portion of the proceeds have always benefited the VI Council of the Boy Scouts of America—one of Senf's favorite charities—the ABMT has evolved into one of the most competitive saltwater sports fishing events in the world. It is one of the legs of the prestigious Bermuda Triangle Series and Spanish Main Series.

The ABMT is fished under International Game Fishing Association (IGFA) rules, and is overseen by a professional Board of Captains and well-qualified observers.

The tournament benefits the Virgin Islands Council of the Boy Scouts of America. For information, call: 1-888-2-FISHVI (1-888-234-7484), or 340-775-9500, or visit: www.abmt.vi

Report submitted by Carol M. Bareuther



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Top Angler, Damon Chouest aboard *Chach*.

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STORY AND PHOTOS BY TONY MIRÓ

A long voyage typically takes weeks or even months to plan, but not in our case. For us it started during our spring vacation to Florida in April 2011 when I got a call from a recruiter for a job in Tampa. Little did we know that a simple call could change your life in a matter of minutes.

Back in Puerto Rico, I received a second call offering me the job, and a starting date of mid May! Within days we had to sell the house and most of our worldly possessions, including our furniture and cars, haul out the boat for two weeks at the Ponce Yacht & Fishing Club, to do a bottom job, change the cutlass bearing, inspect the shaft seal, install a new A/C and wax the hull. We also had our rigging inspected and our main sail repaired.

PLANNING:

I spent many days in the boatyard and long nights in front of my notebook looking at electronic charts and planning a route that would take our beloved Hunter 376 *Nada Mas!* the 1,300 miles from Ponce, in southern Puerto Rico, to Tampa Bay in west central Florida in just two weeks.

I learned that no matter how much you plan, you will always have to adjust your schedule and route due to unexpected breakdowns and weather. When planning your trip, use six knots per hour for initial time/distance calculations and adjust as needed. At six knots a sailboat can cover approximately 144 nautical miles per day so, technically speaking, a trip like ours, non-stop, could be done in nine

The Crew, from left:
Elian, Rodolfo and
Mariano leaving Ponce.



days, but what fun would that be considering all the beautiful places to see along the way.

CREW SELECTION:

The crew selection process consisted of Facebook, emails and phone calls to various friends with diverse backgrounds. The initial list consisted of life-long friends who had sailed the route before. In the end we learned that the best crew/team should not be based on experience alone but also on matching personalities to make the trip a more pleasant one. Beware of potential crew whose main intention is to drink and party because the consequences could be life threatening.

Our awesome crew consisted of Rodolfo 'The Fish Whisperer' Silva, a diesel mechanic, avid fisherman and fantastic coffee maker; Mariano Richiusa, an engineer/high-performance oriented sailor with a great sense of humor; Elian Velazquez an airplane and helicopter pilot who also happens to be a boat captain and very good with technology; and of course me, an avid lifetime sailor who served as captain, cook and bartender for the crew. Rodolfo was the only one who had made a similar trip, but on a powerboat and in the opposite direction.

TOOLS:

The market is full of tools to help sailors plan and complete deliveries safely. We used the Chart Navigator Light software from Maptech, *The Cruising Guide to The Southern Bahamas* by Seaworthy Publications, Bruce Van Sant's *The Gentleman's Guide to Passages South*, and two of the 2011 Dozier's Guides - *The Bahamas* and *Southern Florida*, as well as paper charts and a Garmin 545 GPS.

SAFETY:

Crew safety was our number one concern, so we doubled-up on flares, flare guns, and daylight smoke signals. We bought Type I life vests, harnesses, jack lines, and an EPIRB. Also we rented a satellite phone from Whenever Communications (www.satellitePhoneStore.com) in Sarasota, FL, so that we could stay in touch with our families from anywhere along our route.

ROUTE:

Our starting point for crossing the Mona Passage was the new, well equipped, and strategically located Marina Pescaderia in southwest Puerto Rico.



The welcome team at Ocean World Marina,
Dominican Republic.



Having crossed the Mona, our course took us to Puerto Plata in the Dominican Republic, then north through The Turks & Caicos to San Salvador; Eleuthera and the Atlantis Hotel & Marina in Paradise Island/Nassau. From Chub Cay we sailed over the Great Bahama Bank and then crossed the Gulf Stream to Key West. Finally we arrived at The Harborage Marina, St. Petersburg, Florida, where *Nada Mas!* now resides.

COSTS:

The costs of a delivery trip can vary greatly based on the crew and owner's lifestyle/sailing style, time available, places visited, etc. We agreed to eat and drink well, to sleep at marinas, to have fun, to motor-sail if the speed dropped below six knots, and to keep going if the weather was nice.

Costs can be grouped into these categories: Provisions, marina fees, drinks & dinners ashore, customs fees, fuel, ice, and crew transportation. Most of our provisions were purchased in bulk in Puerto Rico where provisioning is the cheapest in the Caribbean.

Our trip consisted of nine stops and including five nights in a marina. Most of our dinners were prepared onboard.

We cleared customs in the Dominican Republic at Ocean World Marina; at the airport in San Salvador, Bahamas, and finally at the airport in Key West. The cost of our trip was approximately \$3,000. For specific details and costs breakdown please visit our web site: www.caribeSailingAdventures.com.

SUMMARY:

Most of us dream about adventures such as this. If the opportunity arises, don't hesitate, you will have no regrets. The voyage changed my life and the lives of my amazing crew. We are now planning our next adventure together...the 2012 Regata de Sol a Sol from St Petersburg to Cancun, Mexico. ☺

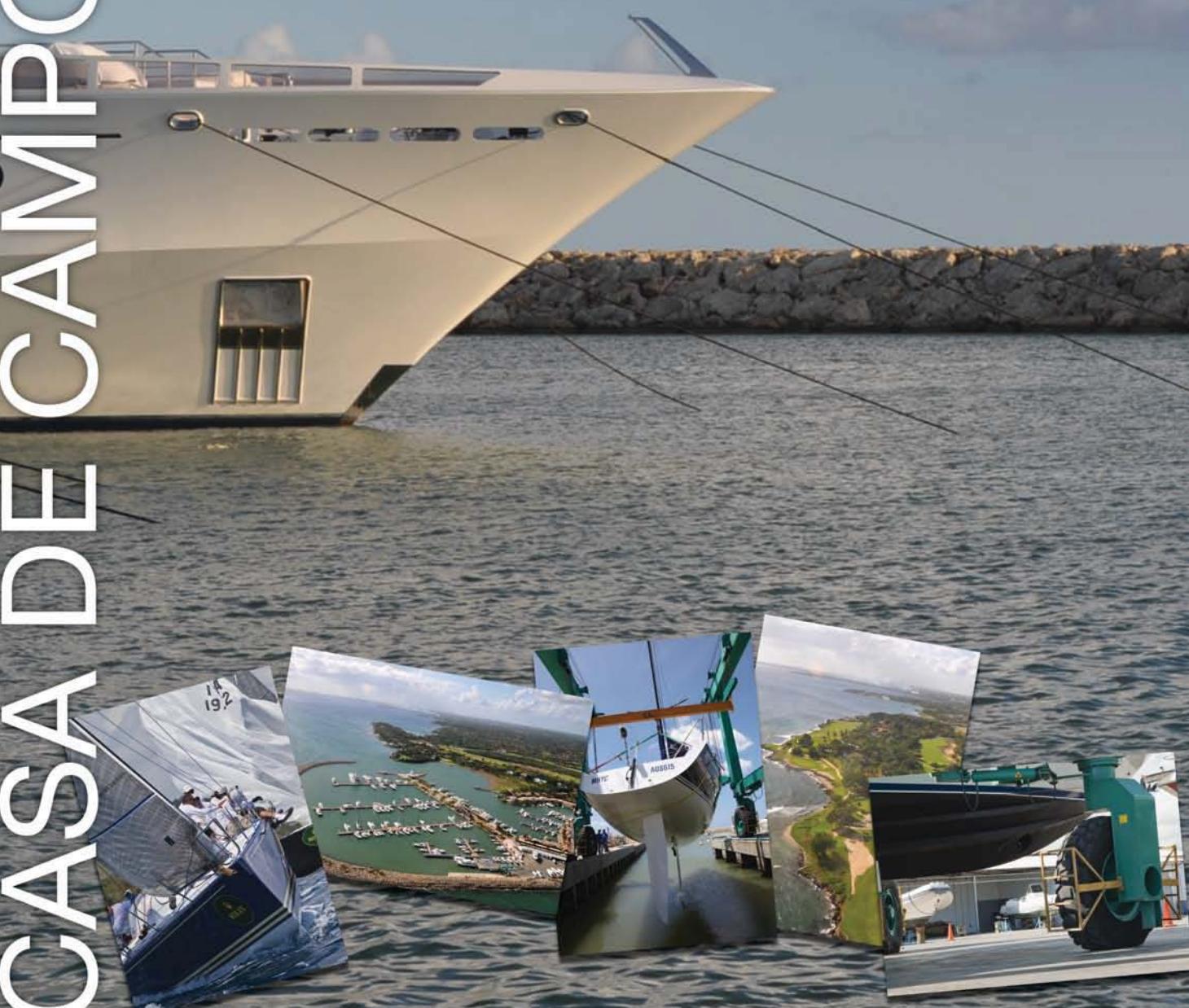
Capt. Tony Miró is a life-long sailor, photographer and web developer who currently lives in Florida with his family, where they sail aboard their Hunter 376 *Nada Mas!* He runs sailboatspecs.com, caribesailingadventures.com & tonymiro.com

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TOP COAT SERIES: PART 4 CARING FOR TOP COAT

BY STEVE ROSENBERG



A paint job to be proud of.

PHOTOS PROVIDED BY ALEXSEAL YACHT COATINGS



Now that you've got a new top-coat paint job, what's the best way to make that shine last? You have undertaken the complex but rewarding process of having your topside repainted, but what are the secrets to keeping that beautiful finish looking showroom perfect? After all the effort you put into choosing the right paint system, application process and the extensive prep work, why not enjoy that gleaming new shine for as long as possible? Next up in our series on top-coat paint projects, here are some great ideas and easy tips

to help get the most out of your new paint job, even in the toughest conditions Mother Nature can dish out.

Keep it clean: Always rinse down the paint surface with clean fresh water every time the boat is used to remove salt spray and dirt. A buildup of hard-water spotting can be confused with premature dulling of paint. Use a water softener or a reverse-osmosis water supply to minimize water spotting. The paint surface should be washed once a week using a mild detergent with a neutral PH formulated specifically for paint fin-

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ishes. Some detergents will strip waxes and protective sealants off the surface and should be avoided. Check the detergent label. Do not use abrasive brushes, pads or cleaning agents on paint. These will scratch and dull the finish. Use only soft clean wash mitts and brushes that are specifically designed for washing painted surfaces. Dry the surface to prevent water spots. Wherever possible, dry the surface with a quality towel, chamois or wiping blade to eliminate water spots.

Polish: Apply a high-quality wax or polymer sealer two to three times a year on polyurethane painted surfaces. This will act as a sacrificial coating to protect the paint and can dramatically improve the coating's life expectancy. Many companies make products for sealing and protecting painted surfaces. Only use products specifically designed for surfaces painted with polyurethane. These products should not contain abrasives or caustic chemicals.

Moisture buildup: Don't let moisture collect or be trapped between polyurethane top coat and plastic film shrink wrap, hardware, seat cushions, or wet fabric. Polyurethane top coats should not be continuously submerged under water. Any moisture held against a polyurethane top coat, even for a few days, can result in bubbles forming on the surface.

Stains: Remove stains from a polyurethane finish as soon as possible. Some stains can actually etch the surface of the paint and embed into the coating. If a stain cannot be removed with a mild detergent during the washing process, solvents may be used to loosen the stain. Always start with mild solvents such as mineral spirits, naphtha or denatured alcohol. Harsher solvents such as acetone and lacquer thinner should only be used as a last resort. After removing the stain with solvent, wash the area with a mild detergent and clean water to remove all solvent residues.

Salt residue: Use a solution of warm water and white vinegar to remove dried salt residue. Mix one-part white vinegar to one-part warm water and wash the surface. When finished, rewash the surface with a mild detergent and clean water.

Special thanks to Tripp Nelson of Alexseal Yacht Coatings for his contributions to this article. Coming next month: We'll look at some easy ways to repair minor damage to your new paint job.



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



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Under the direction of Prof. Dr. Stephan Martin the German Center of Diabetics (DDZ) Duesseldorf scientifically proved the efficiency of HighTone Power Therapy on diabetical polyneuropathy. In comparison to the conventional method of the Transcutaneous Electrical Nerve Stimulation (TENS), HighTone Power Therapy is much more effective. For 80% of the polyneuropatic patients treated with HighTone Power Therapy (painful and painless polyneuropathy) considerable relief was documented, only 33% of the patients treated with TENS experienced similar relief.

A clinical study under the responsibility of Prof. Dr. Peter P. Nawroth at the University Hospital in Heidelberg (Germany) investigated the effect of HighTone Power Therapy on patients with painful diabetical polyneuropathy: Also in this case considerable relief was documented for 75% of the patients.

At the University Hospital of Würzburg (Germany) a clinical study of Prof. Dr. Dr. August Heidland showed an improvement for 73% of the patients.

An observational study by the West German Center of Diabetics and Health at Duesseldorf (WDGZ) extended the data base of the studies: 414 patients suffering from diabetes received a therapy unit for a 6 week treatment at home. For 88.4% a significant reduction of neuropatic pain was documented. Also sleep disorders were reduced.

What are the main effects of HighTone Power Therapy?

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SEA BEANS

FROM THE FOREST TO THE BEACH

STORY AND PHOTOS BY DEVI SHARP



Sea bean jewelry: A variety of sea beans are used to make jewelry.

If a sea bean could tell you its story you would hear about tall tropical forests, streams and rivers, trips in ocean currents, time spent swirling in an ocean eddy with other floating objects and an eventual landfall on a beach in the sea wrack. Beach or sea wrack is the line of debris, usually dominated by Sargasso seaweed, deposited on the beach at the tide line.

Sea beans, also called drift seeds, are quite diverse; most are seeds from tropical vines or trees and others, such as nickernuts, also called nickerbeans, are from seaside plants. All are seeds, but not all are beans (in the bean family). They are all well armored and float. The hard outer shell protects the seed, which has evolved to sprout in the appropriate habitat. Air pockets help the seeds float and some seeds

may not float in fresh water, but once reaching the more dense sea water they join the floating debris.

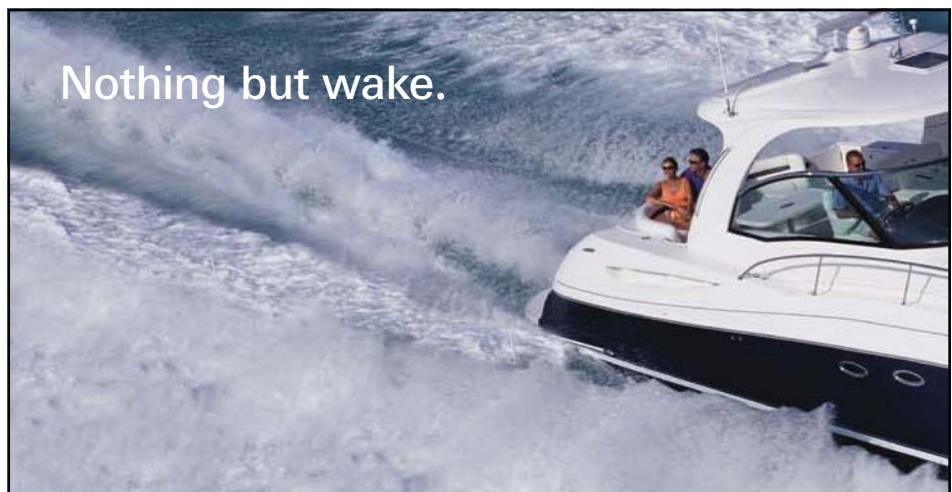
Hamburger beans are the quintessential sea bean and are often found on Caribbean beaches. There are three species of this bean in the Caribbean and they look very similar, but for our purposes we can call them hamburger beans, donkey eyes or 'ojos de buey' (bulls eyes - because of its resemblance to the eye of a bull). Caribbean hamburger beans come from vines that grow in lush tropical forests and are often pollinated by bats. There are many species of hamburger beans throughout the world and currents carry them to tropical beaches worldwide. I have found the hard pods while hiking in the forest in Grenada and Trinidad and have found the beans on beaches in the Bahamas and Eastern Caribbean as well as in Los Aves in Venezuela. Hamburger beans are thought to bring good luck to the finder. They polish nicely and are often used for necklaces and other jewelry.

Sea beans, also called drift seeds, are quite diverse; most are seeds from tropical vines or trees and others, such as nickernuts, also called nickerbeans, are from seaside plants.

Sea hearts are larger than hamburger beans and will almost fill your palm with their shiny wood like heart shape. Sea hearts are the seed of the monkey ladder vine, which grows in wet lowland tropical forests of the Caribbean, Central and South America. The vine is flattened and ribbon like in a long chain of S curves that appear perfect for a monkey or sloth to climb. The seed pods can reach one to two meters in length, the longest of any legume. The seed pods disintegrate in the rain and the seeds fall to the forest floor. Rains wash the seeds, which are very buoyant

and resistant to decay, into the streams and rivers and where the sea heart starts its life as a sea bean. They can drift for months or years to distant continents or tropical islands. Christopher Columbus was intrigued by the sea hearts he found on the beaches of the Azores off the coast of Portugal, where this bean is called "fava de Colom" or 'Columbus bean'. Sailors have long used sea hearts as a good luck charm.

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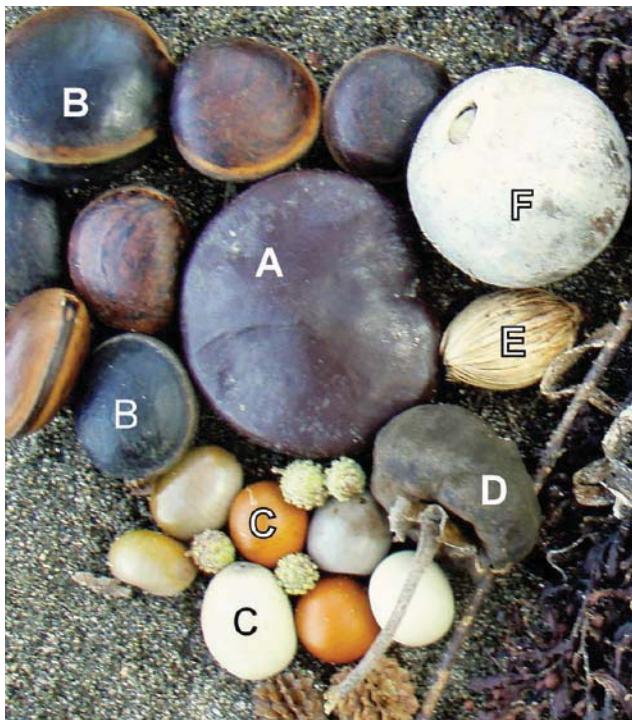


Our Natural World

Below: A. Seaheart; B. Hamburger bean; C. Nickernut;
D. Manchineel seed; E. Christmas palm; F. Sea coconut

Middle photo: I found this hamburger bean pod while hiking in Trinidad.

Bottom photo: Nickernuts grow near the sea in very spiny pods with very spiny leaves.



SEA BEAN RESOURCES:

- *Sea-Beans from the Tropics: A Collector's Guide to Sea-Beans and Other Tropical Drift on Atlantic Shores*, by Ed Perry, Ed & John V Dennis
- *World Guide to Tropical Drift Seeds and Fruits* by Charles R. Gunn, Pamela J Paradine & John V. Dennis
- *Graines des Antilles* by Servane Chauchix and Hector Poulet (In French)
- <http://www.tpwd.state.tx.us>
- <http://www.seabean.com>
- <http://www.beachbeans.com/index.html>

The uncommon, but treasured Mary's bean comes from a tropical vine or liana in the morning-glory family. This seed has a distinctive cross on one side of the seed and was named for the Virgin Mary. The vine grows only in Mexico and Central America, so it is easy to pinpoint the distance the bean has traveled when it is found, for example on the coast of Norway or Bikini Island in the Marshall Islands. Mary's beans have been known to travel 15,000 miles by sea. Mary's beans are used as good luck charms to ward off evil spirits and to ensure an easy delivery when held by a mother during childbirth.

Ocean currents, such as the Gulf Stream, transport seeds and beans from the tropics to distant shores.

Nickernuts are marble like seeds produced by a very spiny plant that has a very spiny pod containing two seeds. This spiny plant grows along the shores of many Caribbean islands and throughout tropical beaches of the world. In the Caribbean there are three common species of nickernuts, each with a different color seed: gray, yellow and yellow brown. The seeds are smooth and shiny and some seeds have latitudinal rings. When the seeds

are mature the pod dries out and the nickernuts fall into the sand where they may sprout or be picked up by a wave and start an ocean journey. Nickernuts are used for the game of wari, a traditional African game that is played in many of the islands in the Caribbean.

There are many other sea beans and drift seeds that you can find on the beaches in the Caribbean. The sea coconut is the seed of a tropical palm called the sleeve palm, busso palm, or troolie palm which grows in the Caribbean and South America. The pretty oblong seed of the star nut palm polishes up nicely and is a unique find. A less desirable find are Manchineel, which can carry a chemical that is irritating and can cause a rash. Take the next opportunity to do a bit of beach combing and see what you can find.

Ocean currents, such as the Gulf Stream, transport seeds and beans from the tropics to distant shores. In a future issue we will learn more about ocean currents and ocean eddies.



Devi Sharp is a retired wildlife biologist. Currently she is exploring the Caribbean with her husband, Hunter, aboard their sailboat Arctic Tern.

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SO YOU WANT TO CHARTER YOUR YACHT IN THE CARIBBEAN?

HERE'S HOW!

BY CAROL M. BAREUTHER

PHOTO COURTESY OF WWW.CHARTERYACHTS.INFO



The idea of cruising the Caribbean with paying guests aboard is an idea that appeals to many as either a first or second career. But, like any business, there's homework to do in order to make crewed yacht chartering a successful venture. This includes the choice of yacht, manning the vessel as owner/operator or hiring crew, and taking proper care of the commerce end of setting up a charter operation.

"It is generally better, and easier financially, to choose a boat that can accommodate four to six passengers," says Ed Hamilton, of Ed Hamilton & Company, a charter yacht brokerage based in Wiscasset, Maine, which specializes in Caribbean charters. "Modern designs tend to offer more room and are easier to charter, but again there are some old timers that do well."

"Monohulls such as the Irwin 65s and power boats ranging from 58 to 110 feet," says Erik Ackerson, executive director



of the St. Thomas-based Virgin Islands Charteryacht League (VICL), "make up our mixed fleet."

"Catamarans are still the vanguard for our fleet," adds Dick Schoonover, who manages the clearinghouse, CharterPort BVI, in Tortola, British Virgin Islands. "Our most popular cats span a broad spectrum from 44-foot Lagoon cats all the way up to our Matrix 76 cats. The mid-range, Lagoon 50s and 57s and our Simonis 58s are all chartering well, too. 'Bigger' seems to continue to find new fans and friends."

"'Must-haves' depend on the level of charter, meaning the size and degree of luxury on the yacht," says Narendra Sethia, base manager for Barefoot Yacht Charters, in St. Vincent & the Grenadines. "If someone is paying, for instance, \$20,000 for a group of four to six, then air-conditioning, water-maker, ice-maker and plenty of water toys will be expected. If they're paying around \$4,500 to \$7,000 for a less luxurious yacht, then expectations will be less."

"Electric heads are becoming the norm," adds Hamilton. "WiFi/iPod access is often expected. Water toys are always a plus. Even if they are not used, they help sell the charter."

"The chief advantage of being an owner/operator is that you'll do better financially as you won't have to pay a crew," says Barefoot's Sethia. "Owner/operators tend to be owners of smaller crewed yachts, usually less than 60 or 70 feet."

Owner/operators should note that running a charter yacht is not all parties and Pina Coladas.

CharterPort BVI's Schoonover says, "You'll be working 16 to 18 hour days and you'll be on call the rest of the time, often for weeks in a row without benefit of weekends. You have to stay 'up', for weeks at a time, meaning 'be on your game, perky, smiley, alert'. No 'bad hair days' allowed. You

have to be a people person, while tap dancing as fast as you can, avoid raising your voice and be a 'Jack of all trades, master of none'."

"On the other hand," says Barefoot's Sethia, "there are some good, professional crews out there, and the obvious advantage here is that there's someone else to take care of all the hassles and keep the yacht in immaculate shape."

As for hiring crew, Sethia says, "My response may be unusual, but I am not interested in hiring anyone without looking into their eyes and sitting opposite them and having a beer with them. But many owners will simply go to one of the many 'crew finder' web sites out there and choose from them."

"Placing of a boat into charter is a business and, as such, it's required to adhere to the local laws and regulations of the home port," says the VICL's Ackerson. "This includes a business license, boat insurance, vessel registration and mooring or dock location."

"'Must-haves' depend on the level of charter, meaning the size and degree of luxury on the yacht."

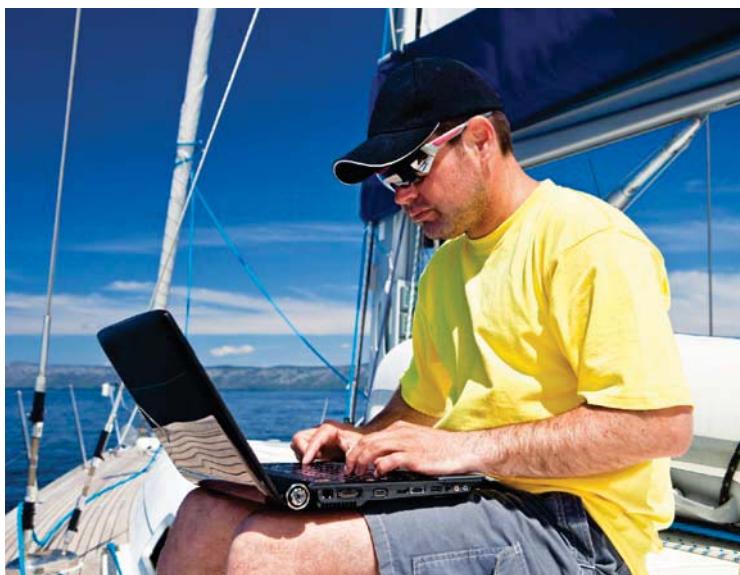
"Gone are the days of the paper brochure," says CharterPort BVI's Schoonover. "Paper brochures are nice, but we mail fewer and fewer of them these days. Charter yachts are discovered on the internet. 'Tweets', 'Friending', 'Liking' and YouTube, it's all part of positioning and posturing, or networking oneself into the eyes of prospective charterers."

"Another key business element," adds Hamilton, "is to pick a central agency or clearing house that is well established in the area, and then use them for everything. Brokers talk to the more popular clearing houses every day and the boat that tries to promote itself independently of a clearing house invariably loses out. It's much easier for a broker to check availability for a number of boats through a few large agencies for a general enquiry, rather than call an independent owner for one client, though of course they will if it's an obvious match. The skill is getting the right clearing house that an owner and crew feel comfortable working with."

"Finally," says the VICL's Ackerson, "I always suggest booking a charter for yourself before you consider relocating or starting a charter business for the first time. You can never ask too many questions."



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





Mirian and Pieter at the wheel of Passaat.

TERM CHARTER - DAY CHARTER

WHICH IS RIGHT FOR YOU?

BY GARY E. BROWN

Many dream of selling up and moving to the Caribbean to operate a term charter boat business. Pieter Bakker did just that but then in an unusual move, Bakker turned his back on term charter to offer day sails instead.

What made Bakker and his partner Mirian Ebbers trade what many see as the glamorous world of term charter for the nuts and bolts of day sailing? What are the advantages and pitfalls of running a day charter business, and how difficult is it to make a living?

I went onboard the beautiful gaff-rigged pilot-schooner *Passaat* in St. Maarten to find out.

Captain Bakker has been a sailor all his life and has owned and skippered many different vessels. He arrived in the Caribbean 19-years ago, so he is well schooled in the charter boat industry. A savvy businessman, he learned early on that outside forces can play a major roll in the commercial success of any charter boat business, a business that is part of the wider vacation industry.

As Bakker explained, it's all to do with the numbers.

"I came to the Caribbean on a 50-footer and went into business," he said as we sat below on *Passaat*. "After five years I was able to buy this boat and carry on with term charter. My guests were mainly from Europe – Dutch

people, German people and, in August and September, Spanish people. After the Berlin Wall came down, a lot of Germans stayed more in Europe, especially in winter. And after Yugoslavia became open again, a lot of Europeans went to Croatia, especially in the summer. In the 1990s the Caribbean was a 'hot' destination amongst the Dutch but then airfares started to rise."

Bakker and Ebbers seem to thrive on the hard work and say they wouldn't want to make their living any other way.

All these things had an effect on the Caribbean charter boat industry, especially for those who relied heavily on visitors from Europe. At the time, *Passaat* was working 46 weeks a year but when bookings began to fall her captain had to make a decision.

"I thought we might be able to continue in long-term charter by finding new markets in the States or Canada," said Bakker, "but came to realize that as a European boat we didn't really understand the marketing strategy of the States. At that point, I thought, well, after all those years of term charter; it might be nice to start something new."



PASSAAT SPECIFICATIONS:

- Built: 1910
- Rebuilt: 1955 & 1992
- Hull material: Steel
- Length overall: 110ft. (33m)
- Beam: 21ft (6.2m)
- Draft: 10ft (3m)
- Height of mainmast: 83ft (25m)
- Main engine: 345hp Caterpillar

Term Charter - Day Charter



A relaxing cruise.

"We love giving people the experience of sailing on a huge old ship, but if someone wants to do day charters they should choose a plastic boat for the maintenance."

Their venture into day charter took them to Bequia where, says Bakker "it was beautiful sailing". However, the number of tourists visiting the island was not enough to support their business and the decision was made to move to St. Maarten.

"St. Maarten has one and a half million land based tourists a year," says Ebbers.

Although referred to as a boat, Passaat is a sailing ship, a classic gaff rigged schooner with a fascinating history. To keep control of costs, the boat is run by two people. Bakker and Ebbers seem to thrive on the hard work and say they wouldn't want to make their living any other way.

Licensed to carry 30 people, Passaat limits the numbers to 16 to make the sail more enjoyable. "We like to serve a nice lunch sitting around the table, not a plate on your lap. You can sit there with a nice bottle of wine," says Bakker. "It's how we would want to have lunch and how we would want to be treated."

Ebbers says that unlike many Caribbean day charter boats, on Passaat they don't play loud music. "The music

is the wind in the sails and the sounds of the water against the hull. This is not a booze cruise – it's a relaxing cruise."

Bakker and Ebbers run a successful day charter business which they enjoy. However, Ebbers says anyone wishing to follow their lead should choose their vessel wisely. "We love giving people the experience of sailing on a huge old ship, but if someone wants to do day charters they should choose a plastic boat for the maintenance. Also they should think of their limitations, how fit you need to be to sail the boat."

For more information, visit: www.sailholiday.com Email: sailholiday@caribserve.net



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

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The Sail Loft, St. Lucia
Rodney Bay

St. Vincent

Barefoot Yacht Charters
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9. Top International Race Officers
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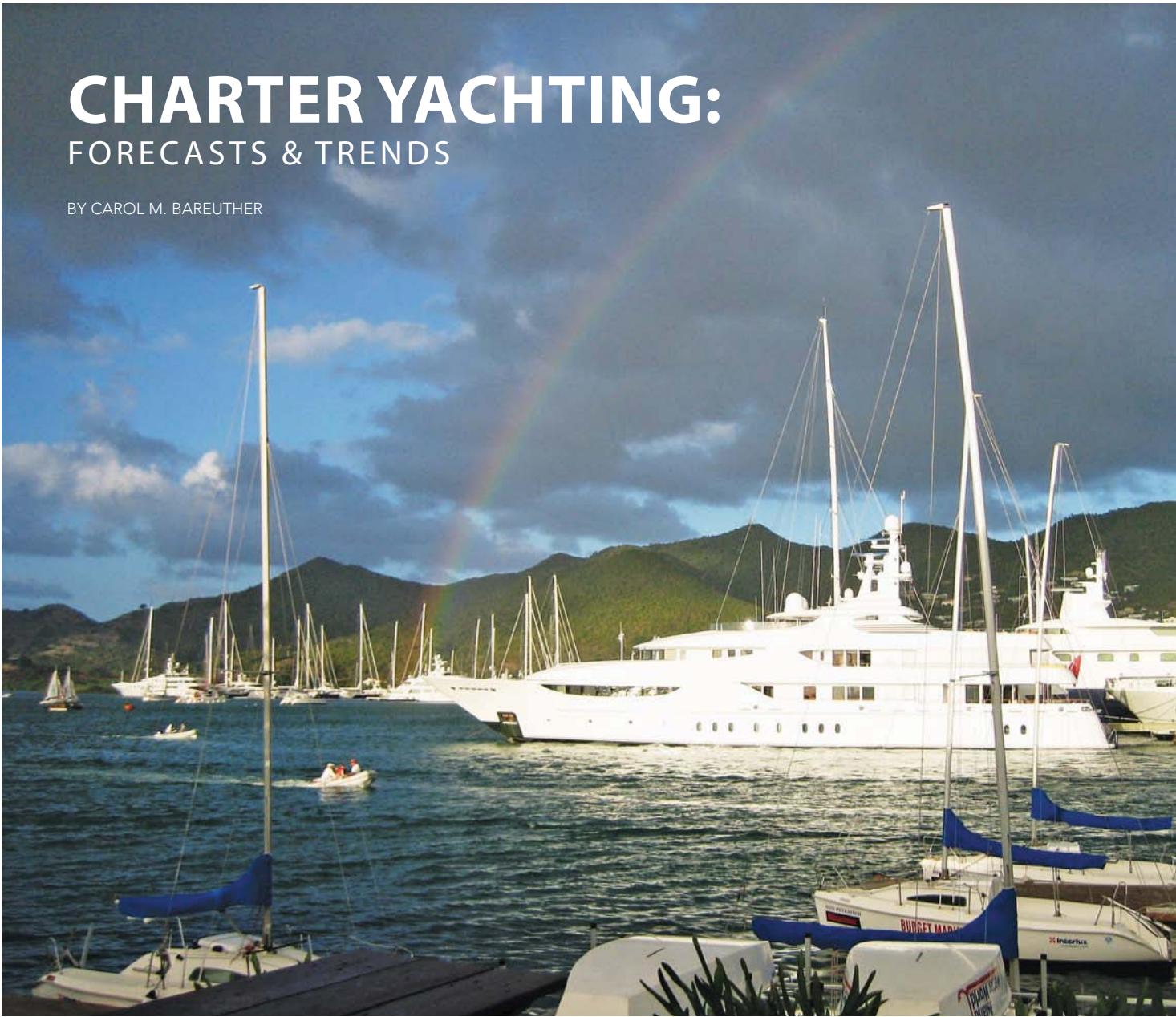
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CHARTER YACHTING: FORECASTS & TRENDS

BY CAROL M. BAREUTHER

JANET BROWN/OCEANMEDIA



Recessionary world economies, stock market slides and the disappearing of personal wealth hasn't put a dent in Caribbean charter yacht vacations. In fact, according to Dick Schoonover, who manages the clearinghouse, CharterPort BVI, in Tortola, British Virgin Islands, last season exemplified how bad weather in North America and Europe can really turn the tide for chartering in the Caribbean.

"For example, says Schoonover, "January isn't normally our busiest month, advance-bookings wise, but people clearly wanted a break from the cold and ice. This filled in a lot of gaps in the charter calendars, and made what would have been merely an 'okay' year into a good year."

Looking ahead to 2011-2012, Erik Ackerson, executive director of the St. Thomas-based Virgin Islands Charteryacht League (VICL) forecasts a good season, if early booking are any indication. "About 70 percent of our fleet was booked for the Christmas and New Year holidays as of August," Ackerson says.

Sarah Sebastian, manager of the Antigua Yacht Charter Show and a broker for Nicholson Yachts in Antigua, agrees with this positive prediction. "We're seeing more advanced bookings. While you'd expect this for the Christmas holidays, we're even seeing bookings for next summer come in."

One of the challenges for the year ahead is the availability and affordability of airlift to the Caribbean, says Steve



ED HAMILTON



JANET BROWN/OCCEANMEDIA

McCrea, president of Ed Hamilton & Company, a charter yacht brokerage based in Wiscasset, ME, which specializes in Caribbean charters. "American Airlines has stopped direct flights to San Juan from New York and Boston and the cost of fuel is higher making fares higher. This may cause some to, for example, drive to Disney World instead or take a domestic vacation destination and fly on one of the low cost carriers."

"Still," says Ann McHorney, charter specialist for St. Maarten-based Select Yachts, "what makes the Caribbean interesting is that it is more affordable than many other locations."

What are charter clients chartering?

"It's all about catamarans," says Ed Hamilton's McCrea.

"They are comfortable, especially for those who are new to sailing, have four equal staterooms which is a big seller if there's four couples chartering, and enough space aboard to enjoy social time with friends."

"Monohulls," says Nicholson's Sebastian, "haven't lost their popularity in spite of the increased interest in catamarans."

High fuel prices are prompting many would-be guests to choose sail, says Select Yacht's McHorney. "The big higher end cats here in the Caribbean have done quite well with some very distinguished clients who may have normally chartered a motor yacht."

Yet, fuel costs are not shutting down motor yacht operations, says the VICL's Ackerson. "We're seeing more megayachts in the 120ft range signing up to be members and base here all year round."

The U.S. and British Virgin Islands are still the largest charter market in the Caribbean, with St. Maarten second.

"The St. Maarten airport is now the number two airport in the Caribbean after San Juan with loads of international flights," says Select Yacht's McHorney. "The new government seems to be very cooperative and pro-charter."

"Still," says Ann McHorney, charter specialist for St. Maarten-based Select Yachts, "what makes the Caribbean interesting is that it is more affordable than many other locations."

Nicholson's Sebastian adds, "Antigua and the Grenadines are always popular."

Toys?

Stand-Up Paddleboards (SUP) and especially inflatable SUPs are the hot new water toy, says the VICL's Ackerson. "The inflatable boards fold up into the size of a backpack and the paddles also fold up making for convenient stowing."

"As for amenities," says CharterPort's Schooner, "I think the growth in spa-related services from shore-based operations has spun off the same to the menu on offer from the charter fleet, though it's still a shore-based offering. For example: 'Hey, we're anchoring in Dead Man's Bay tomorrow. Do you want me to make a massage reservation for you at the spa?' This sort of thing."

When it comes to cuisine, says Select Yacht's McHorney, healthy and gourmet rule.

The VICL's Ackerson adds, "Charter guests are eating leaner and looking for local delicacies. That said; there are requests now for diets that people didn't much know about twenty or thirty years ago like gluten-free."

Going 'green' is another trend charter yachts are adopting.

Ed Hamilton's McCrea says, "Each yacht pushes their



PHOTO COURTESY OF WWW.YACHTSHOTS.BVI.COM

Shelly Tucker (Chef) and Meredith Spector (First Mate) enjoy a relaxing moment on deck.

agenda for being green. However, one common way I see is doing away with plastic water bottles."

"We're trying to push for boats to take bottled water off their preference sheets and push water from their highly sophisticated filtration systems instead," says the VICL's Ackerson. "Some boats are even going farther and creating special flavored or infused waters."

As for trends in the way brokers operate, the paper brochure has pretty much gone the way of the dinosaur.

"Many of the new brokers never had experience with hard copy brochures or had to keep a large library of brochures on hand," says CharterPort's Schoonover. "One firm even has an iPhone app!"

Yet, while technology seems to be the wave of the future with more marketing via Internet and social media, plastic hasn't yet turned into the preferred form of payment for a charter yacht vacation.

"As universal and ubiquitous as charge cards are," says CharterPort's Schoonover, "they still are not close to being universally accepted by charter yachts. The fear of 'charge-backs' remains."



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



SPOTLIGHT: TOP YACHT BROKERS



In this section, get to know four of the Caribbean's top yacht brokers—you'll be impressed by the depth of hands-on nautical knowledge they bring to their work. When you're on the emotional journey of buying or selling a boat, experts like these can reduce your stress level fast.

Professional brokers will weave your boat buying dreams together with wide-awake attention to the details that count. Some can arrange financing or provide charter management programs that can make the dream come true sooner than you think. And when it's time to sell, a broker's contacts and expertise will be invaluable for getting the mission accomplished.

Caribbean yacht brokers offer a treasure trove of knowledge you can tap into on critical matters like insurance, delivery, registration, crew staffing, maintenance, and provisioning—even the best places to cruise. After all, they know these waters better than anyone else.

123 HULLS

Tortola, BVI



Carol and Greg

1 23 Hulls the BVI Yacht Brokers, located on Tortola, in The British Virgin Islands is a comprehensive marine services company that encompasses a full service yacht brokerage, yacht management company and a yacht delivery agency.

123 Hulls believes in offering extensive and expanded services for ever-increasing consumer demands and expectations. We make the purchase process hassle-free and pleasurable and the ongoing ownership experience as enjoyable and stress free as possible by providing guidance and assistance on everything from finance, insurance and vessel registration to our yacht delivery and yacht management programs,

At 123 Hulls we understand that buying a boat can be an emotional experience as well as a significant financial investment, which requires careful and knowledgeable guidance throughout the entire process. With our extensive knowledge of the yachts available in the Caribbean as well as in the U.S. and Europe make us especially well suited to handle your next yacht purchase whether it be a motor or sailing monohull, catamaran or trimaran.. Our knowledge and experience with an international clientele is unsurpassed.

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trial we at 123 Hulls are right there with you every step of the way to ensure you the best available boat to fulfill your needs, at the best possible price, and to provide after sale service with our in-house yacht management, as well as yacht deliveries. Our number one priority is to successfully match our client's needs, to a yacht that will exceed their expectations.

The secret of our success is experienced yacht brokers who listen to our customers needs and know where to locate the yacht that will fulfill those needs. All our yacht brokers are long time boaters who have an extensive knowledge of the multitude of vessels available in an ever changing market. At 123 Hulls we have over 30 years of combined yacht brokering experience.

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To find out more about Choosing a Broker, Buying a Boat, Selling a Boat, Making An Offer, Yacht Management & Deliveries please visit our web site at www.123hulls.com.

We look forward to meeting and working with you in making your dreams a reality. Best Wishes & Fair Winds, The crew at 123 Hulls the BVI Yacht Brokers.



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ATLAS YACHTS

Ceiba, Puerto Rico



Jim & Deborah Veiga

Jim Veiga owns and operates Atlas Yacht Sales Caribbean & SailCaribe Yacht Charters, located at Marina Puerto del Rey in Fajardo Puerto Rico. Atlas is the Caribbean dealer for Jeanneau Sailboats, Lagoon Catamarans and Hunter Sailboats. Atlas is a full service stocking dealership with new model sailboats and Lagoon Catamarans in inventory and on display. Jim started Veiga Yachting, a yacht management operation specializing in sailboats in 1995 in Fajardo Puerto Rico. In 2001 Veiga Yachting purchased Atlas Yacht Sales and Charters, a sailboat brokerage also based in Fajardo at Marina Puerto Del Rey. After experiencing growth in the brokerage sales department, Atlas took on the Hunter dealership and started the Sailtime base in PR as well as an ASA Sailing School. Then in 2007 Atlas became the dealer for Lagoon Catamarans offering new Lagoon Catamarans for private owners based in the Caribbean and for charter. In 2007 Jim started SailCaribe Yacht Charters, answering the demand for bareboat

sailing charters to the Spanish Virgin Islands of Culebra and Vieques. In 2010, Atlas Yacht Sales was made a dealer for Jeanneau sailboats introducing the first Jeanneau 409 to the Caribbean. In 2012, new Jeanneau sailboats will be introduced in to the SailCaribe fleet.

The offices of Atlas Yacht Sales and SailCaribe yacht charters are in suite 107 at Marina Puerto del Rey. Deborah Veiga, runs the administrative end of the business and Jim manages sales and the charter operation. Atlas employ's full time maintenance and technical staff and is open 7 days a week, year round. The SailCaribe fleet and new inventory vessels are located at their private dock facility on Dock 10 at Puerto Del Rey.

Atlas Yacht Sales Caribbean has been a Cooperrate member of YBAA since 1998 and has been serving the Caribbean ever since. With their well reputed customer service, the best sailboat brands in the sailing industry and a great central location at Marina Puerto Del Rey in Fajardo PR Jim and Debbie Veiga anticipate a strong future.



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B.V.I. YACHT SALES

Tortola, British Virgin Islands



Clive Allen, Chris Simpson, Brian Duff

BVI Yacht Sales is located at Nanny Cay Resort and Marina, the premier marine service location in the British Virgin Islands. This facility includes a 200-slip marina and full service yard, comfortable hotel and good restaurants set on a tropical island offering our clients the most enjoyable Caribbean yacht purchase experience possible.

With a staff of three full-time brokers, an office/closing manager and a marketing manager, we are amply staffed throughout all aspects of the brokerage.

Our Brokers include Brian Duff, with experience from owning many different yachts, sailing on almost every type of boat out there, and working in the service and repair side of the industry for the last 15 years. Brian sold 'Southbound Cruising Services' in 2009, a rigging specialist shop he had created and run in the very active Annapolis area, before then making the move to BVI Yacht Sales. Brian's knowledge of yachts is full and far reaching and he puts this to work helping you fully understand the boats you are considering buying. Having made a living upgrading boats, having rebuilt many too, Brian is very well equipped to advise sellers on the right little things that can be done to get the best sale price, fast! Brian and his wife Kim have many thousands of miles offshore and costal cruising already under the keel, and continue to cruise under sail with their 9 year old son at every opportunity.

Chris Simpson is a full time broker and co-owner of BVI Yacht Sales. Prior to brokering he was Operations Manager for TMM Yacht Charter's largest base, taking care of 50 yachts for many years. Chris's early passion was teaching sailing, which he did for a decade in the U.K., including running his own RYA School with his wife and co-owner of BVI Yacht Sales, Karen. Chris has spent the last 30 years in the sailing industry as well as much of his childhood years cruising offshore with his parents which, combined with his other sailing, totals around 40,000 miles. Chris is an RYA Yachtmaster Instructor who has a well rounded knowledge of most things nautical which he is always happy to share with clients.

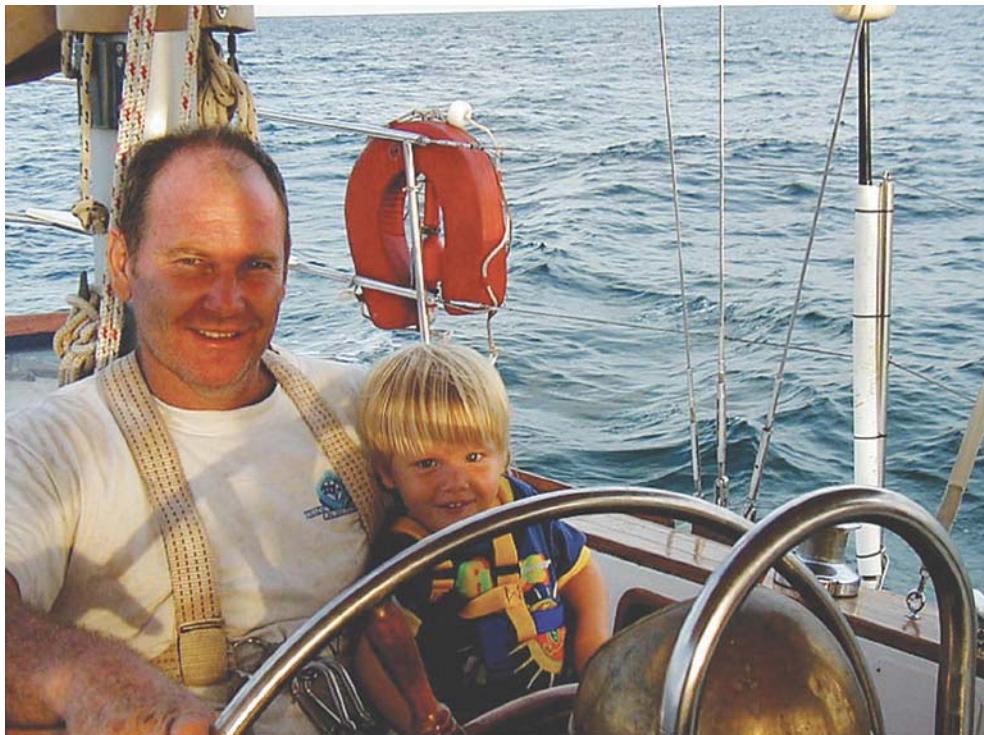
Clive Allen, has been with BVI Yacht Sales since 2007. He started his nautical career in the diving industry two decades ago leading him to work in Australia and Asia including running his own dive shop in the Philippines. Clive has spent 4 years live-aboard cruising from Hong Kong to Madagascar and, more recently, two years cruising the length and breadth of the Caribbean with his wife and young daughter. Clive's extensive travels have given him a well rounded outlook that allows him to quickly tune into any client's requirements, he is also fully fluent in French which is a great plus. Clive holds the French Ocean Captain qualification and has a strong background in diesel mechanics.



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THE LITTLE SHIP CO.

St. Maarten



Tony Brewer (I'm the one on the left)

Probably the thing I love best about what I do ... is being at the cusp of change in people's lives. I facilitate people moving on to The Next Big Thing...buyers and sellers alike.

Having spent three years trying to get my own head around selling up everything and buying and refitting a boat to go sailing (I eventually ended up on a therapists couch...) and having spent almost two years trying to sell another boat through brokers a decade later, I am well placed to know what buyers and sellers want.

Essentially, I give my clients what I expect a broker to give to me...and I am picky.

It's that simple.

I have a background in the design, sales and installation of big ticket communication systems, where a knowledge based,

proactive service was imperative. A lifetime spent tinkering with things mechanical, together with time spent as an apprentice aircraft mechanic before I came away, certainly helps too!

So too does the more than thirty years I have been messing about with boats of all sizes, plenty sea miles including two Atlantic crossings, the first being in 1981 navigating with a sextant and a lead line. (and Yes...we got lost.)

In the nearly twenty years we have been in the Caribbean, we have run charter boats, run charter boat bases, rebuilt "sunk to the bottom" hurricane destroyed vessels and project managed teams of workers refurbishing private and charter vessels...and bought and sold boats for our own account.

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MARITIME YACHT SALES

St. Thomas, USVI



Dave McCall

My name is Dave McCall, owner/broker of Maritime Yacht Sales in beautiful St. Thomas, US Virgin Islands. My brokerage is a member of the Yacht Brokers Association of America (YBAA) with an office conveniently located at Independent Boatyard. My goal and focus is to broker transactions with exceptional personalized service resulting in fair deals that all parties can feel good about. Please take a minute to learn a little about who I am and how I approach yacht brokerage. Here are a few key elements to my success.

EXPERIENCE: A big part of listing and selling boats is knowing boats. I began brokering in 1997 and felt it was a natural progression for me, having previously worked as a boat builder, sailing instructor and charter captain. If you have a similar background and are considering living in the Caribbean I would be interested in talking with you about a position in my firm.

CUSTOMER RELATIONS: Knowing my customer is paramount. I think it is very important to maintain regular communication with my buyers and sellers. This allows me to stay abreast of any changes in their plans or preferences and also enables me to stay current on any improvements made to their vessels. In addition I like to discuss showings and buyer feedback with my sellers.

LISTENING: When I am listing a boat the best source of information is the owner. So I listen carefully when discussing the yachts history, maintenance and equipment. When I'm working with a buyer, I like to hear about their past boating experience

as well as what features and qualities they prefer in a boat. Sometimes I gain my greatest insights to buyer's preferences while listening to their comments during a showing.

DETAILS: Let's face it, boats are complex. Even a little day sailor or dingy can present challenges. I believe it's important to address details. For example I try to be very thorough when compiling a listing data sheet. I know my listers appreciate the effort I make to convey the value of their yacht through the details on the listing sheet. I also do my best to include several high quality photos.

HONESTY: My reputation and my business are one in the same. I believe in full disclosure. There are no perfect boats. They all have positive aspects as well as a few items in need of attention. By being honest and upfront with people, I establish trust and respect early on. To me that is the best way to conduct business.

LOCAL KNOWLEDGE: I have lived, worked and sailed in the Caribbean for 14 years and continually draw on my local knowledge to assist customers from other parts of the world. Naturally I provide information on lenders, insurance companies, surveyors, marinas, lodging and other related services. I find that people respond well to my hospitality and helpfulness and this sets a positive tone for doing business. If you are ever visiting St. Thomas please stop in to say hello. And who's knows, maybe I have the boat you've been looking for.



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Come meet Richard Vass. He first moved to the British Virgin Islands eleven years ago, working for both Sunsail and The Moorings during this time. Richard's family are keen sailors and his introduction to yachts began at an early age. Drawing on his knowledge of charter yachts, passion for sailing, and his local knowledge, you'll find Richard a friendly chap who is happy to explain the brokerage process as well as help you find your dream yacht. He has 13 years of experience in the yachting industry. Most of these years were spent working with The Moorings and Sunsail between the Mediterranean and the Caribbean. In 2004 Richard joined the Moorings Brokerage Team and has been an asset not only to his many buyers and sellers, but also to the whole Moorings Team. Richard can be reached at rvass@mooringsbrokerage.com or on his cell phone at (284) 542-2016.

Giles Wood's first memory of sailing was sitting on the bow of a dinghy when he was about 4, while he sailed around the bay with his Dad. He has been sailing ever since. He joined the Moorings Brokerage Team in Tortola 4 years ago after having set up the sailing school here for Sunsail. Studying engineering at university, he worked as a sales manager selling classic and sports automobiles before turning back to the water. He is qualified RYA Yachtmaster Ocean Instructor and has been around the world skippering, racing, teaching and brings his enthusiasm for sailing to the brokerage. His hands on knowledge and experience is a great asset when looking for the right boat or getting onboard once you have found it. Giles can be reached at gwood@mooringsbrokerage.com or on his cell phone at (284) 541-0252.



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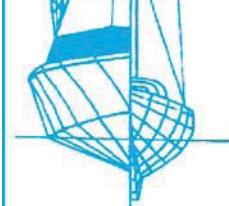
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SAILORS WITHOUT BORDERS

MAKING A DIFFERENCE IN HAITI



S/V Tranquility carrying humanitarian aid to Haiti.

The devastating earthquake that hit Haiti in January 2010 prompted an outpouring of assistance. For some in the marine community, this help continues nearly two years' later especially to some of the offshore villages best accessed by boat. One of these yachts is *S/V Tranquility*, a 56ft custom steel 'Bruce Roberts' sailed by Cameron and Leighia Murray and their two children, Maya and Fynn. With the help of several individuals and organizations, the family formed 'Sailors

without Borders', made two humanitarian trips so far to Gonâve, and have spread the word to other cruisers to do the same or to donate supplies. This isn't a story about hand-outs, but of helping hands.

The Murrays were in the Florida Keys when the catastrophic 7.0 earthquake hit.

"Our renewable energy business, Trans Marine Pro, was slow at the time due to the American economy," explains Leighia, "so we decided as a family to do something that



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wouldn't get in the way of other aid organizations. Since we have our own boat, a large one with a six-and-a-half-foot draft, we could deliver aid to the outer lying coastal communities that had been affected but were hard to get to. Thus, 'Sailors without Borders' (SWB) was formed and we reached out to the sailing community."

Through the help of Key West's Conch Republic Navy, SWB partnered with the Association Amis des Enfants (AAE) on Gonâve, an island located to the west-northwest of Port-au-Prince. This organisation is made up of young Haitian families who are dedicated to helping their children and build a better future through education.

Tranquility's first 'Sail aid to Haiti' mission cast off in April 2010. The voyage delivered four tons of cargo from a wide variety of donors that included medical supplies, eight 7.2kw generators, children's clothing, canned food and baby formula. The cargo was offloaded directly into the hands of the AAE.

After the trip, and back in Florida, the Murrays concentrated on their business, but their hearts and minds were still in Gonâve. They soon started to seek donations for a second trip.

"We asked our clients at the end of a job if they'd be willing to add a 1% donation to the overall installation of renewable energy systems on their sailing vessels and most people have been glad to help," says Leighia. "In addition, we won the major prize at the Latitudes & Attitudes Miami Boat Show bash in February and we sold the prize the next day to make enough to return to the island."

SWB's second trip's mission this spring focused on health and sustainability needs for Gonâve. For example, dozens of shoes were delivered thanks to a ten-year-old Florida student via a Shoes of Hope drive at her elementary school. The shoes greatly helped protect the Haitian children's feet from the spread of cholera during the rainy season. On the sustainability front, Tranquility's seven tons of cargo included a 1.6kw Solar Array as well as donated computers and school supplies for over 500 children.

Captain Cameron led the renewable energy project. Over the six weeks that SWB was in Haiti this spring, he worked with the local residents to teach them how to install and care for this new solar system. The system now powers Gonâve's main school 24-hours a day and allows for night classes and the generation of revenue to build another school in the highlands. One of the AAE's goals is to establish a public Internet café to connect them to the world and also to pay for school teachers and food. The solar system, a renewable energy source, can certainly put them on this path.

The Murrays' children also took an active part in this mission. They were put in charge of assembling the solar cook-



Clockwise from top: A.A.E. CREW – From left: Jean Johnnel, Cameron Murray, Michel Samuel, Leighia Murray, Marcelin Fleuricin, Terguens Edouard (A.A.E Delegates missing – President Damour Nadal, Usne Makenson Secretary); Rishi Linley NY Film Student with kids of the A.A.E.; Cameron Murray, Director/Founder Sailors without Borders with crew member Ted Johnson

ers donated by the Seven Seas Cruising Association. This marked an effort to introduce a cleaner way of cooking that didn't rely on felling trees or expensive fossil fuels.

Currently, SWB is working with three communities in Gonâve in partnership with the AAE.

"Our vision isn't to take over or tell them how to do things from our western standards but to provide the technology for the community to help itself, help the children and build successful futures for the children," says Leighia. "Education is greatly regarded in the community and many children

want to go to school but unfortunate the price of education is high and therefore illiteracy rates are high on the island."

For more information and to help, visit: www.sailorswithoutborders.com. Or, stop by the Trans Marine Pro booth at the Annapolis Boat Show in October.

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



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PADDLEBOARDING

PUERTO RICO'S BAUS SECOND IN 32-MILE HAWAIIAN RACE

BY CAROL M. BAREUTHER



The sport of Stand-Up Paddleboarding (SUP) is taking off around the Caribbean, and the world, and it's a watersport in which Puerto Rico's Heather Baus certainly excels. In fact, in July, Baus finished an incredible second in the 15th Annual Molokai-2-Oahu (M2O) Paddleboard World Championships, a 32-mile open-water and treacherous paddle that can make a grown man cry.

Baus, a former yacht captain, professional corporate pilot, and mother of nine-year-old Opti sailor, Savannah, moved to Penuelas in 2001 after marrying husband, Jim. She started paddling as something to do on non-wind days when kite-boarding and windsurfing were not an option. Now, SUP is a part of Baus' everyday life and especially so in the last several months as she trained for the M2O.

"The idea to do the M2O began after I finished the Battle of the Paddle in California last year," Baus explains. "That event is in and out of the waves and sprinting for five miles and very different from distance racing. I started logging longer miles, 15-miles or more, starting over our Christmas sailing trip to the British Virgin Islands."

Back at home, Baus, her husband and oftentimes daughter, would head 15 to 20 miles upwind in their 19ft inflatable with custom SUP board racks. They'd set up a paddling angle that allowed Baus to develop her left side strokes, something that was essential in training for the M2O. Along the way, daughter Savannah picked up on the sport and started racing her Mom in practice.

"I think training for the M2O made me stronger," she

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says. "I also think it made for a stronger family bond by working together and making the most of every outing."

The entire Baus family traveled to Hawaii for the M2O.

"Getting on the board and paddling out to the starting area was surreal," says Baus, who competed in the Stock division on a 14ft board with no rudder. "The horn went off and then came the experience of my life."

Baus was in a full-on sprint for the first three to four miles. The winds constantly coming off her right shoulder had her left side muscles burning by mile five.

"Once we started hitting the swell it was incredible," she tells. "The four-to-six-foot wind chop was what I was used to but the large rolling eight-to-ten-foot swell was way over my head. I was able to catch a lot of runners and bumps on the back side of the swell. What was really fun was when those waves would break on my beam and then I'd ride down the back side at an angle."

Baus hit mile 15 or half-way point by mid-afternoon. Seasickness prevented her from eating or drinking and by mile 20 she hit 'the wall'.

"I thought I would catch a second wind, but that never came," she says. "I really thought at mile 25 I would not finish even though I was leading the women's Stock class. That's when I clocked into 'survival mode' because I seriously thought I was going to die. I hurt so badly."

Three miles from the finish, the second place women in the Stock class closed in until she was only 100 yards behind Baus.

"She caught up to and passed me between the reefs with about a quarter mile to go and I was all out," says Baus. "It was great, her parents and my escort boat were screaming their heads off for us girls! Tough as this was, it was one of the most amazing days of my life—truly life changing."

What's next for Baus?

"I'm looking forward to working closely with MHL (Puerto Rico-based board manufacturer) and designing boards specific to my needs and races," she says. Baus is also the Caribbean and Puerto Rico rep for Kialoa paddles, Hinano apparel and Raw Elements sunscreen.

In addition, she's organizing the 2nd Annual Downwind PR SUP Championships in Ponce, set for November 6th. These will be a World Paddling Association sanctioned event and 2012 World Qualifier. Racers from the Caribbean, U.S. and Canada are expected to compete.

How does Baus recommend someone interested in SUP get started?

"Just get out and paddle!" she says.

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

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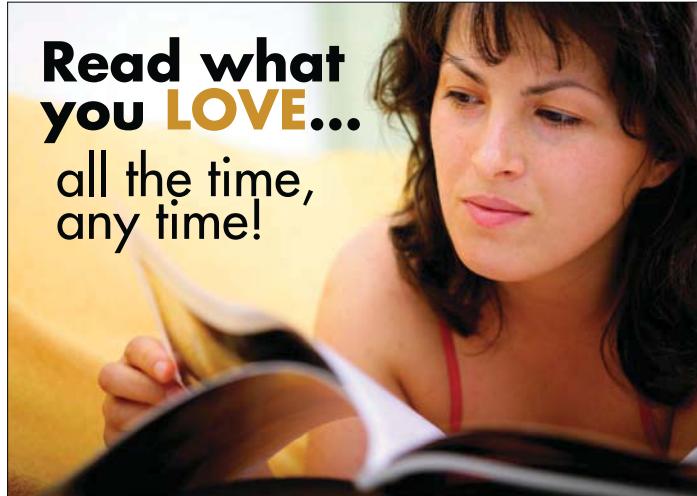
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DISCOVER THE CARIBBEAN SERIES TURNS FESTIVAL

BY CAROL M. BAREUTHER

PHOTO COURTESY OF DISCOVER THE CARIBBEAN SERIES.



The name is still basically the same, but a new tag line announces there are major changes to the Ponce Yacht & Fishing Club's (PYFC) '22nd Discover the Caribbean Series (DCS), A Sailing Festival', which will take place all four weekends in November, in Ponce, Puerto Rico.

"We're celebrating PYFC's long sailing history as well as having a regatta," says sailing director, Joel Santiago. "We want everyone to join in the celebration, so we expanded

our shore-side events to create an exciting festival for spectators, families and sailors."

These new shoreside activities include numerous kiosks for food and beverages in the regatta village, as well as children's activities, a volleyball tournament, motorbike race, fashion show and live music. Yet the focus is still the sailing. For example, new this year is a Paddle Board Race to Coffin Island on November 6th. The traditional sailing series kicks off with a Feeder Race from Fajardo to Salinas on Novem-

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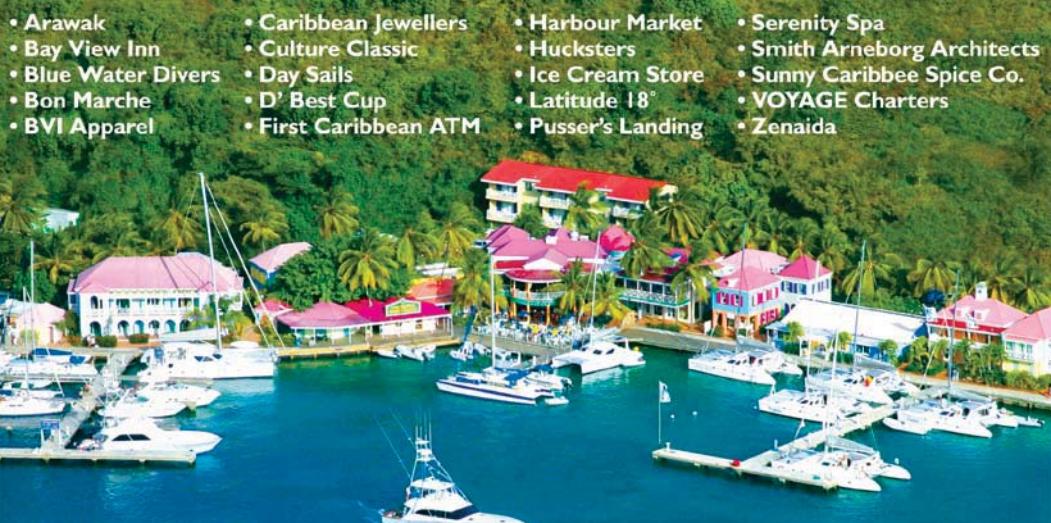
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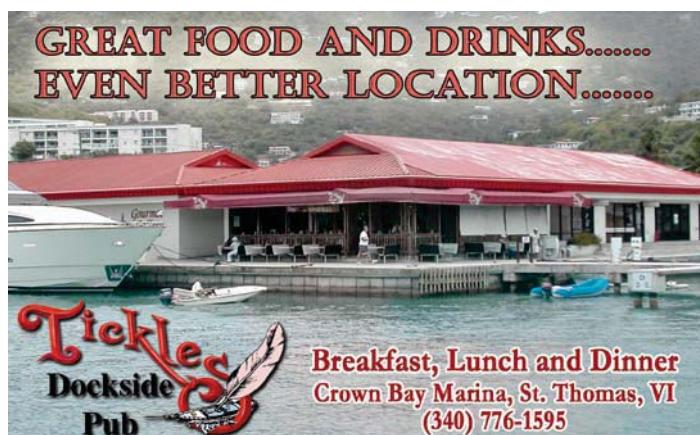
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ber 5th, then back-to-back big boat regattas on November 11th-13th and November 18th-20th, and ends with a dinghy regatta on November 25th-27th.

"The race committee has added classics and couples cruising classes to other divisions such as one-design, bare-boat, racing, cruising and multihull to make it easier for every sailing enthusiast to participate," says Santiago. "The race committee has also studied the various race courses and plans to customize coastal courses to suit various types of boats and classes in addition to the windward-leeward races for one-designs."

Over 60 big boats and 50 dinghies, including some 20 Sunfish, are expected to set sail. The competition will be keen.

Over 60 big boats and 50 dinghies, including some 20 Sunfish, are expected to set sail. The competition will be keen. Two North American Sunfish Champions – Fernando Monllor and Ivan Aponte-Taboas – are registered, as are Puerto Rico's Optimist sailors who placed second in team racing at the 2011 Optimist North American Championships. In the bigger boats, competitors will include Fraito Lugo, who won the IC-24 Class eight times at St. Thomas' International Rolex Regatta; the Ramos brothers (Robbie and Ronnie) from Campechano and Syndicate who are also Rolex watch winners; Bruno Bruchhof on Geronimo, who won third place in his class at the 2011 BVI Spring Regatta; Jorge Santiago, second place finisher in the IC-24 Class at the 2011 BVI Spring Regatta; and veteran winning skipper of many Don Q's, Michael Serralles. New this year too will be a Match Racing exhibition between Lugo and Santiago.

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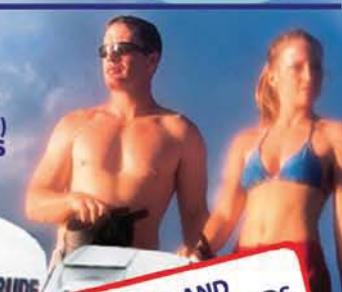
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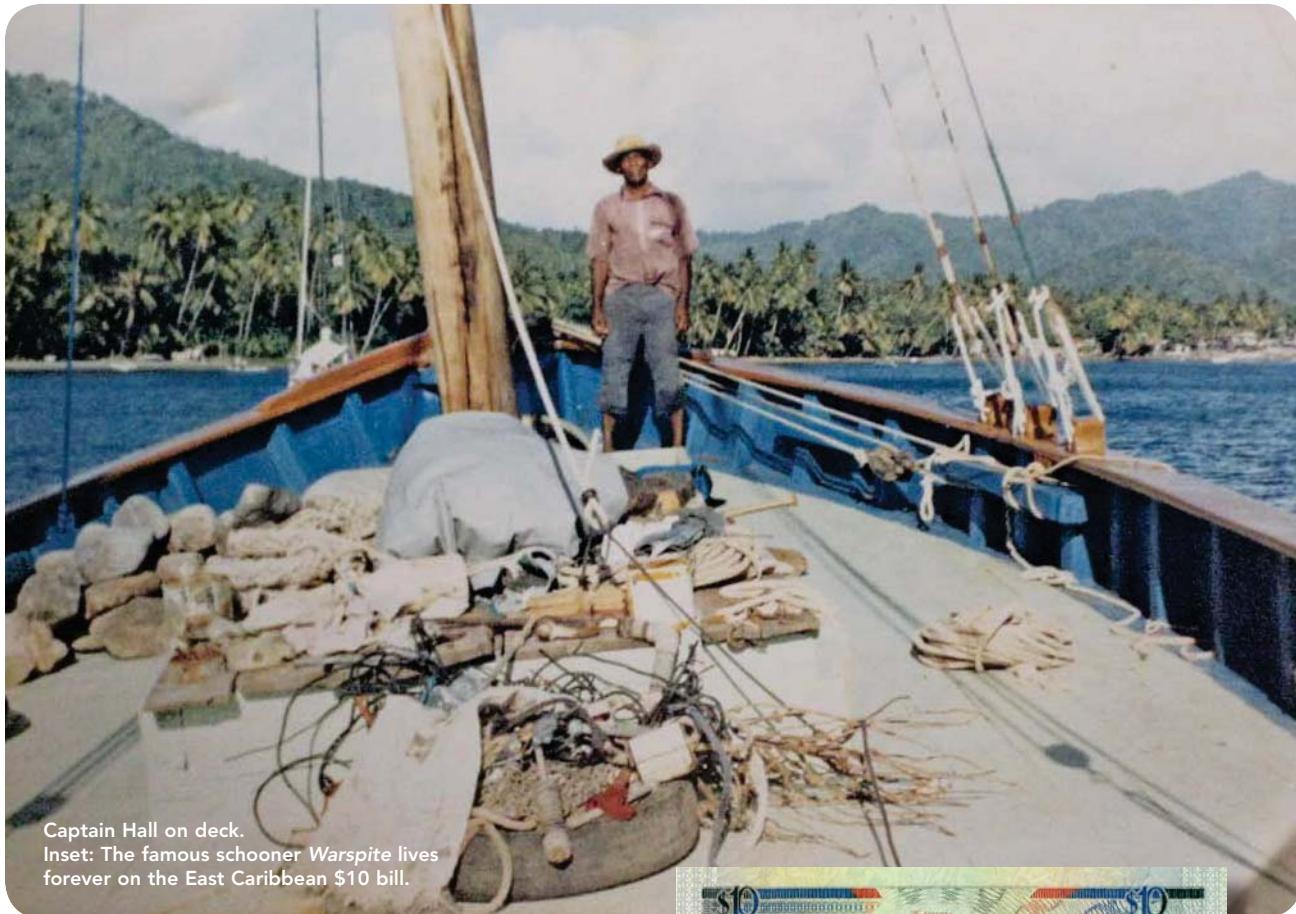
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THE SCHOONER MEN

A CARIBBEAN HISTORY

PHOTOS AND STORY BY JANET HEIN



The last of Anguilla's famous schooners is still sailing the Caribbean but only on the back of the East Caribbean ten dollar bill. The vessel, Warspite, was chosen to adorn the region's money certainly for her grace and beauty but also for the legends she created while transporting cane workers to and from the Dominican Republic.

Early in the last century, the flat, dry island of Anguilla was an unlikely place to build a boat. Without forests or secure harbors, it had little going except for industrious citizens and their need to fish and trade. Boat building, born of necessity, produced dozens of schooners and sloops constructed on the beach. Each was an amazing vessel and the men who captained and crewed them were even more extraordinary.

On a visit to Anguilla I set out to find those old salts, to hear first hand their momentous stories. My quest began at a local bar where, simply by mentioning Warspite, I had names, directions, and more than enough advice. There were, according to my sources, a handful of schooner men. Now in their 70s, 80s, even 90s, they were no longer sailing but still willing and able to talk boats.

I clambered up a goat path to the home of Captain James Edward Hall, known throughout the region as Capt'n

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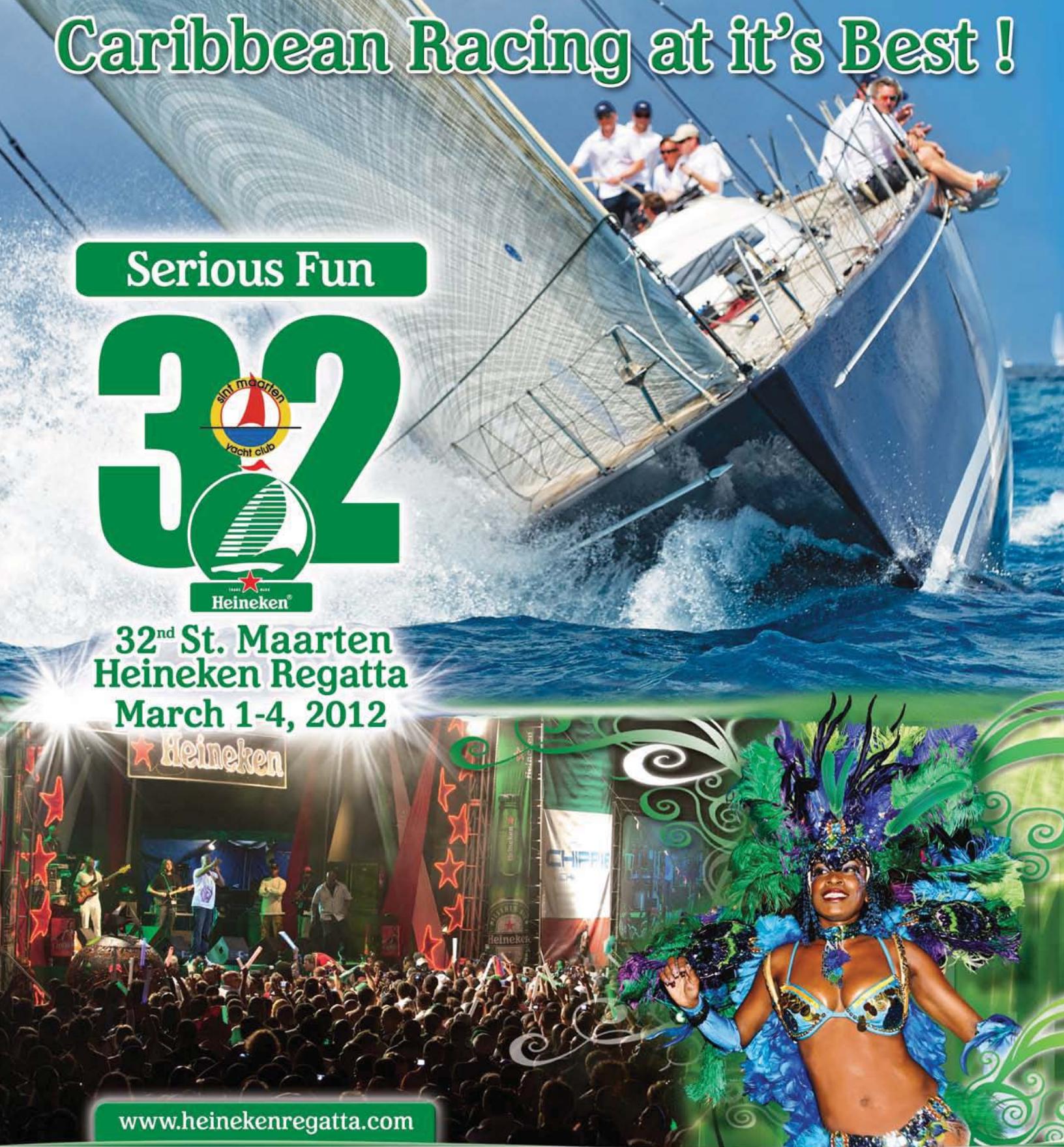
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Hall. He's wise, 78 years young, and has an astonishingly accurate memory. Hall built his last boat, *Faithful Counselor*, in 1983 in Dominica using bits from a hurricane victim. He sailed the boat hard hauling inter-island cargo for almost 20 years until she, too, was taken by a storm.

Sitting with him in his modest home, surrounded by salvaged gear, Capt'n Hall recounted how his interest in boats began. "My father was a brilliant man, the captain of *Festidor*, built in Carriacou."

As a child Capt'n Hall said he hung around with the shipwrights and at 18, set sail as crew aboard the 75ft *Adelaina*. "We would get coals and wood from Dominica and St. Lucia, also copra. We took it all to Barbados 'cause that was cane country."



In Barbados the boat loaded 600 bags of sugar, each weighing 250lb and sailed it to Dominica for a lime juice producer. Room and board was a hammock and salt fish embellished with ground provisions. "No money back then," said Capt'n Hall, "we was workin' for EC\$12 a month."

Next in his life was *Lady Laurel*, an Anguilla schooner launched in 1952. "We rig her out, sail from here to St. Kitt's for registration. We left with the name *Blue Bell F* but in St. Kitts they changed the name." For three years he worked aboard in the Virgin Islands hauling cement, food and furniture. Chuckling, he added, "The trip home from St. Croix took eleven days! She was not fast but she was lucky."

Like women he'd loved, he named a string of other vessels that had occupied a time in his life. "This island built

the strongest vessels," he explained. "Carriacou built the prettiest. They more clever sailors than us."

One can only imagine how many miles Capt'n Hall logged, most without an engine. But he did have 'safety gear' as required by the Grenadian government that consisted of two anchors, a palm, thread, a few yards of canvas, extra food, flour and safety belts. He recounts mischievously, "I borrow belts from another capt'n then sneak 'em back after the official leave."

Even after an illustrious career, he's still dreaming boats. "I'm thinkin' on one right now," he told me. "Thinkin' of getting a boat right now."

After that history lesson I pushed on to the home of octogenarian Freddie Hughes, who described his introduction

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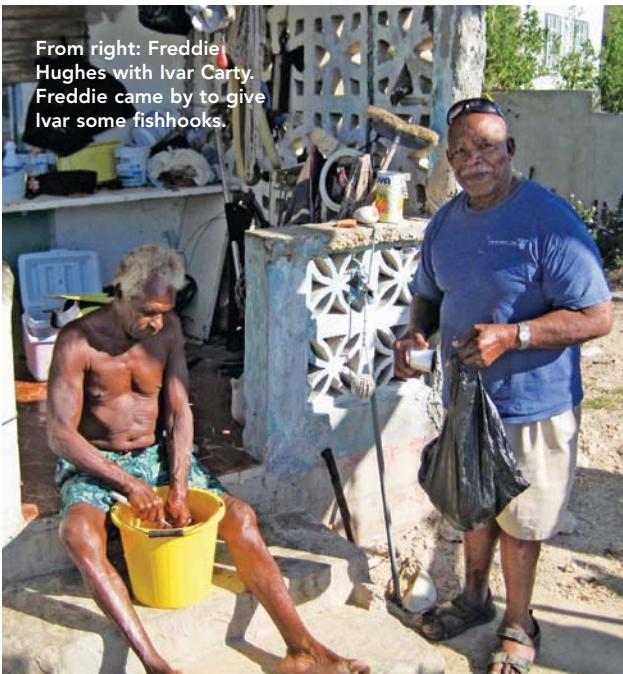
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to the sea. "There was nothing else to do. I was learning shipwright, but I wasn't fast enough. My father was the captain of *Atlantic*. Well, I was there as apprentice; no engine, all sail. As I grow up I decided to own my own boat."

That boat, the Antiguan-built *War Risk*, started Mr. Hughes trading.

"We haul cement, fuel for the rum still, sometimes cows," said Mr. Hughes. "All was a kind of a challenge." He said his wife and family had challenges, too, since he was sometimes gone for nine months at a stretch. "I would cable from Antigua and sometimes reach home before it."

Forecasting weather by simply looking at the sky led to many sea stories. The worst blow for Mr. Hughes happened on *Seagull*, the 80ft sloop he built. "We sail through a storm, loose a mast, went through the hatch. The boom broke and went to the bottom." Other storms broke other masts, sails blew out, all traumatic events to modern sailors but to men like Mr. Hughes, it was just part of the job.

During his 54 years at sea, Freddie Hughes helped create the rich legend of Anguilla boats and men. He, along with Capt'n Hall and others, sailed through a time in history that will only come our way again through the pages of a book.



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

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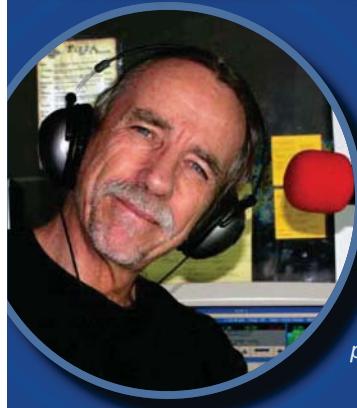
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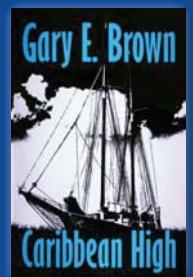
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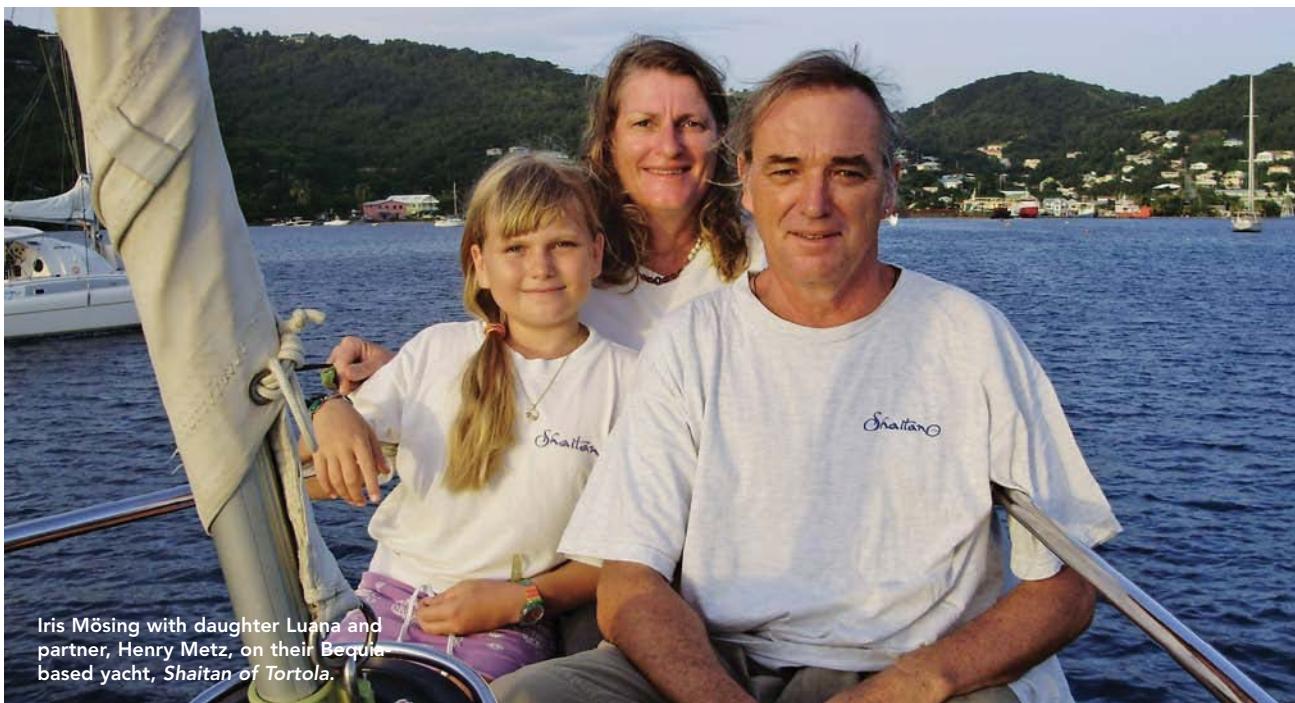
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PROFILE: CHARTER CHEF IRIS MÖSING

YACHT: *SHAITAN OF TORTOLA*

BY CAROL M. BAREUTHER



From the high-powered world of international banking to the low-key idyllic cruising grounds of St. Vincent & the Grenadines, Iris Mösing, long-time partner Henry Metz and ten-year-old daughter, Luana, love chartering their 75-foot ketch, *Shaitan of Tortola*. It's a career and lifestyle where Mösing excels especially as an award-winning chef.

Hailing from Hamburg, Germany, Mösing worked in the heart of the city's banking district and was poised for a promotion that would see her managing over 300 people, when Metz invited her to sail to the Caribbean. This wasn't a whim on Metz's part. Although he had earned a civil engineering degree, experience as a navigator in the German Navy and a short stint in the Caribbean working as a sailing instructor beckoned him to a life on the sea.

"I'd never sailed before and here we went, 36 days from the Canaries to Antigua, on a 29ft sloop with only a sextant for navigation," says Mösing, who like Metz is now a licensed captain.

The two sailed north to St. Thomas with expectations of Metz working as a captain and Mösing as a stewardess. But Mösing's calling as a chef soon proved itself.

"We were in St. Thomas for Christmas and the galley in our 29-footer was too small for a goose, so I made a duck on a little alcohol-fueled cooker with all the trimmings," Mösing explains.

The aroma of the heavenly holiday meal attracted a friend passing by in his dinghy who told her of a chef's job available the very next day. The charter was an immense success, even though, as Mösing says, she didn't speak a word of English and had no idea what Americans liked such as bacon and egg breakfasts.

"This is how we got the idea that we would buy our own yacht and do charter ourselves," says Mösing.

Three years later, in 1989, Mösing and Metz bought a Morgan 50 in Clearwater, Florida, named her *Relax*, sailed her to the Caribbean, sheltered her without a scratch in Culebra during Hurricane Hugo, and showed in the Virgin Islands' Charteryacht League's fall show. It was at this show that Mösing's culinary talents really shone.

"Jan Robinson talked me into entering the Grand Marnier Culinary Competition," she says. Mösing entered a spectacular hazelnut-crusted veal tenderloin with potato croquettes.

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The chef from the Culinary Institute of America in New York, who was flown in to judge, scored a tie between Mösing and another charter chef. On a second tie-breaker tasting, Mösing earned second place as she didn't have a chafing dish to keep her dish warm and at peak flavor. She loved the fun, got hooked on the competition and camaraderie, and over the next several years earned five more medals for placing in the top three with her extraordinary cuisine.

Mösing teamed her natural ability in the galley with the help of friend, German-based Global Master Chef, Markus Haxter, who took her under his wing and helped her to plan her first charter menus. Then in 1995, she and Metz bought *Shaitan of Tortola*, a well-designed vessel with a large galley thanks to a previous owner who loved to cook.

"I have a household refrigerator and two household freezers onboard," Mösing says.

Based out of Bequia, Mösing has sourced out a stable of local farmers who provide her with fresh organic produce on a regular basis. What these fruits and vegetables may lack in picture perfect perfection, they make up in unbelievable flavor.

"Here in the Grenadines, you never know what you'll find when you go to the market," she says. "I make my own breads, sausages and gravies and stocks. My preference is for high-grade US meats, and fish and shellfish come fresh from the fishermen to our yacht."

The galley on *Shaitan of Tortola* is open so that guests can see Mösing at work.

"Some other chefs tell me it's too much work to do it this way, but I love my job," she says.

Indeed, Mösing does work hard. For example, her record for breakfast is 13 orders of Eggs Benedict – including perfectly poached eggs, homemade hollandaise and caviar on top.

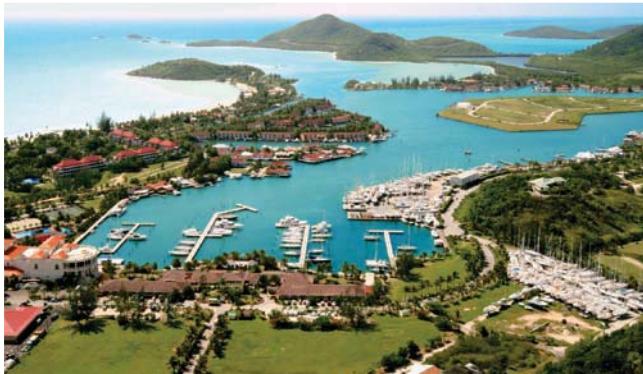
Beyond the food, table-settings on *Shaitan* are lush owing to Mösing growing up and helping with her parents' nursery business.

Mösing has continued, though self-teaching and with the help of culinary-inclined friends, to perfect her skills in the galley. In fact, in 2009, she won third place at the Antigua Charter Yacht Show's Boat International Buffet Brunch Chefs competition for the best use of coffee beans with a homemade coffee liqueur.

"We love to charter and enjoy many repeat guests," says Mösing. "We pick up in St. Lucia because of the international airport, or St. Vincent and sail around the Grenadines. It's beautiful here, so tropical. Not commercialized and the Tobago Cays are magical."



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



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CARRIACOU CHILDREN'S EDUCATION FUND

VOLUNTEERS RAISE RECORD AMOUNT DURING CARRIACOU REGATTA

STORY AND PHOTOS BY LIESBET COLLAERT



Every year around the end of July, laid-back Carriacou turns into a hive of activity with the Carriacou Regatta. Cruisers from all corners of the Caribbean gather in Tyrrel Bay to race on their own sailboats or crew on others, colorful work boats line the beaches and the Carriacou sloops are in top condition. This year was no different as the 46th edition of the regatta got underway on July 24th. What better time for the Carriacou Children's Education Fund (CCEF) to organize their annual fund raising events?

Throughout the year, the CCEF offers free wireless internet (WiFi) in Tyrrel Bay in return for donations, and sailors can drop off items for the auction in July.

When the regatta comes up to speed on the water, the CCEF takes care of a few activities on land. The place to be for these events is the Carriacou Yacht Club. On July 27th, the Annual Pre-Regatta Cruisers' Potluck Barbecue drew a record 66 participants, who brought meat to put on the grill and a tasty dish, exotic salad or scrumptious dessert to share. Entrance fee was EC\$5 per person, drinks

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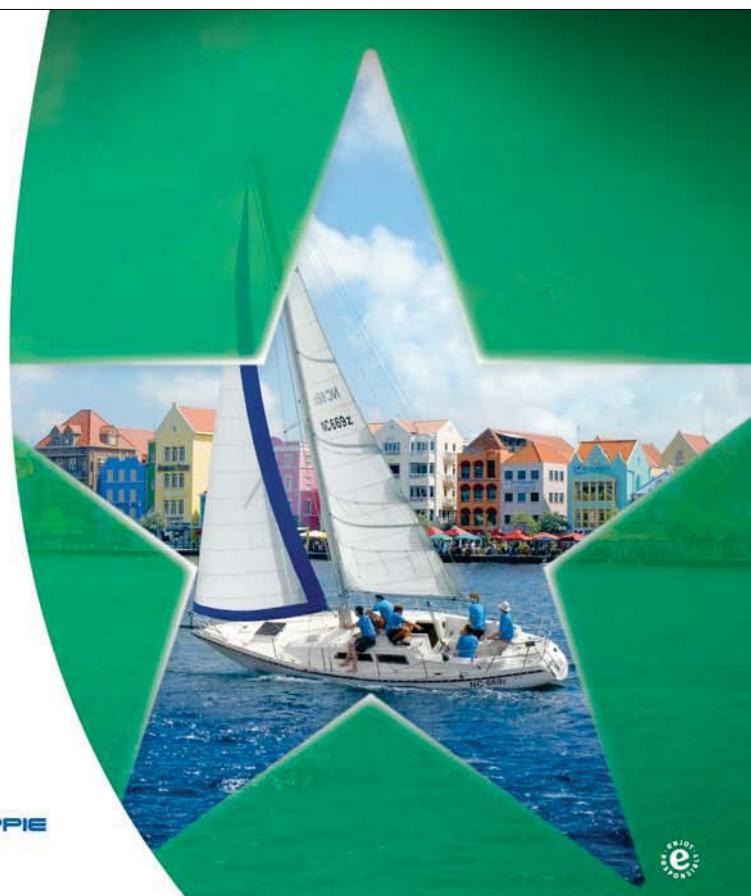
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Throughout the year, the CCEF offers free wireless internet (WiFi) in Tyrrel Bay in return for donations, and sailors can drop off items for the auction in July.

could be purchased at happy hour prices and raffle tickets were on sale. Over the span of this fun evening, EC\$600 (US\$225) was collected.

Proceeds of all CCEF activities go towards school uniforms and supplies, Meals from Keels (lunch for needy Harvey Vale School children) and scholarships to the TA Marryshow Community College. During the regatta period, cruisers donate their skills and talents to raise extra money for the CCEF. This

year anyone could join a yoga session or dominoes tournament in exchange for a contribution of EC\$5.

With the help of volunteers from the sailing vessels *Second Millennium*, *Dreamcatcher*, *Boldly Go*, *Mendocino Queen*, *Horta*, *Foggy Mountain*, *Peter Pan*, *Zeevong* and *Fox-Sea*, and employees from the Yacht Club and Tyrrel Bay Haulout, this year's activities were in competent hands.



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The 11th Annual Auction, being the major CCEF event of the year, attracted a lot of attention on July 29th. A table with cheap books, CDs, DVDs and charts, a bargain table and an expansive selection of items up for bid defined the afternoon. Cruisers and locals received excellent deals while bidding for snorkel and dive gear, dive packages, household items, art work, T-shirts, boat parts, electronics – like a new Wirie (marine WiFi system), an unused MP3 player and a satellite phone. Also on offer were jerry cans, outboard engines, a complete haul-out, a homemade deli cake, a relaxing massage, dinner for two and much more.

Principal Brian Lendore and former principal Patrick Compton of the Hillsborough Secondary School paid respect to everybody involved in improving the education of the Carriacou children.

Proceeds of all CCEF activities go towards school uniforms and supplies, Meals from Keels (lunch for needy Harvey Vale School children) and scholarships to the TA Marryshow Community College.

Contributors and businesses that played a big role in the achievements of the CCEF are: After Hours, All At Sea, AD Prints, Arawak Divers, Caribbean Compass, Carriacou Yacht Club, Lambi Queen, Lazy Turtle Pizzeria, Lumbadive, Massages by Genevieve, Patty's Deli, Regatta Jupa, Slipway Restaurant, Twilight Restaurant, Tyrrel Bay Yacht Haulout, The Wirie, and everyone who makes free WiFi accessible in Tyrrel Bay.

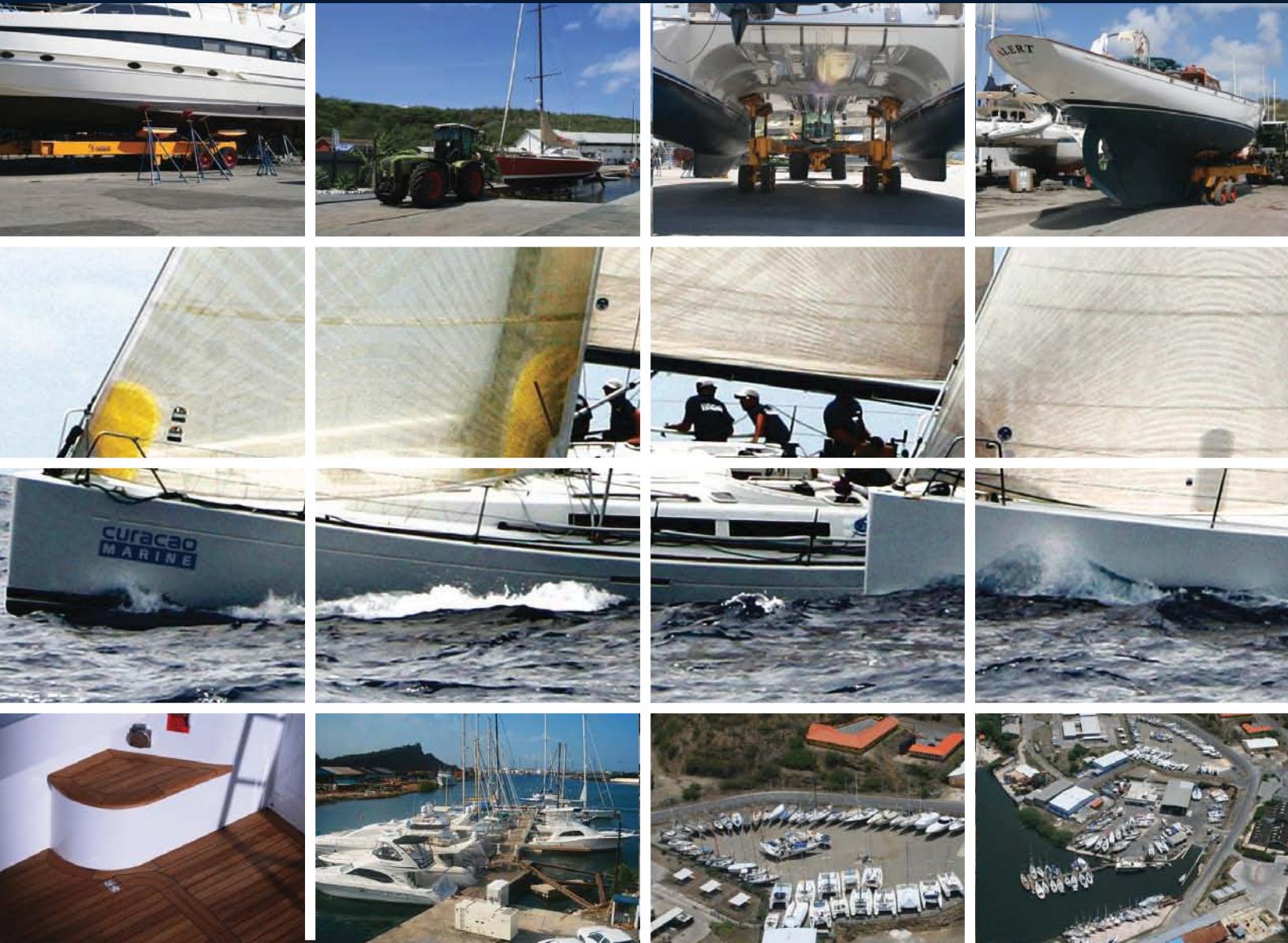
Donations and auction proceeds of the Sue Kingsman Memorial Scholarship Fund will pay for more than two-thirds of the scholarship awards for four students.

While the Carriacou Regatta concluded with a prize giving ceremony, the weeklong fund raising efforts of the CCEF ended with an exciting announcement: Over the past year the record sum of EC\$ 20,842 (US\$ 7,800) was collected and of that, a total of EC\$ 12,759 (US\$ 4,780) was collected during regatta week. This now brings the grand total to an impressive EC\$ 150,000 (US\$ 56,180)! Good news for the driving-force behind the organization and an encouragement for all who visit Tyrrel Bay in the future, to drop off (un)used boat gear or other donations for the kids of Carriacou.



Liesbet Collaert is a former teacher and freelance writer who lives and cruises on S/V Irie with her husband, Mark. For more stories and pictures, check out their website www.itsirie.com and her blog <http://xwaters.com/blogs/liesbets-blog>

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CARIBBEAN MARINAS

ALL AT SEA'S CARIBBEAN MARINA GUIDE

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Antigua	Jolly Harbour Marina	268-462-6042	10'	250'	140	•	110/220	Cable	•	•	•	•	•	•	•	68	•
Aruba	Renaissance Marina Aruba	297-588-0260	13'	200'	50	•	110/220	•	•	•	•	•	•	•	•	16/69	•
Curaçao	Barbara Beach Marina	5999-840-0080	15'	130'	6	•	380V 250A		•	•	•	•	•	•	•	67	FREE
Curaçao	Curaçao Marine	+ 5999 465 8936	13'	120'	30	•	110/220/380		•	•	•	•	•	•	•	67	FREE
Curaçao	Seru Boca	599-767-9042	14'	150'	140	•	127/220	•		•	•	•	•	•	•	67	
D.R.	Casa de Campo Marina	809.523.8646/ 8647	16'	250'	350	•	110/220 v to 60 hz	•	•	•	•	•	•	•	•	68	•
D.R.	Marina Zar Par	809-523-5858	12'	120'	110	•	110/220 308	•	•	•	•	•	•	•	•	5	FREE
D.R.	Ocean World Marina	809-970-3373	12' +	250'	104	•	110/220	•	•	•	•	•	•	•	•	16/68	•
Grenada	Clarkes Court Bay Marina	473-439-2593	13'	60'	52	•	110/220		•	•	•	•	•	•	•	16/74	USB access
Grenada	Grenada Marine	473-443-1667	15'	70'	4	•	110/220		•	•	•	•	•	•	•	16	FREE
Grenada	Le Phare Bleu Marina	473-444-2400	15'	120'	60	•	110/220/480		•	•	•	•	•	•	•	16	FREE
Grenada	Port Louis Marina	473-435-7431	14.76' 90m	90m	170	•	110/208/220/230/240/ 400/480/630V	•		•	•	•	•	•	•	14	FREE
Grenada	Prickly Bay Marina	473-439-5265	17'	200'	10	•	110/220/ 308		•	•	•	•	•	•	•	16	•
Guadeloupe	Marina Bas-du-Fort	590 590 936 620	15.5'	210'	1,100	•	110/220/380		•	•	•	•	•	•	•	9	FREE
Jamaica	Errol Flynn Marina & Shipyard	876-715-6044	32'	600'	33	•	110/220/480 1&3PH 50/60HZ	Cable	•	•	•	•	•	•	•	16/9	FREE
Jost Van Dyke	North Latitude Marina	248-495-9930	12'	50'	N/A	•	N/A		•	•						16	
Puerto Rico	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	Palmas del Mar Yacht Club an IGY destination™	+787 656 7300	14'	175'	158	•	120/208/240/408V; 2 & 3-phase 50, 100 and 200 amps		•	•	•	•	•	•	•	11/16	•
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'	285'	253	•	480V 3 phase 100 amps/ leg; 220V 3 phase 100 amps/leg; 220V 50 amps; 110V 30 amps, 50 & 60hz		•	•	•	•	•	•	•	16	FREE
St. Lucia	The Marina at Marigot Bay	758-451-4275	16'	250'	40	•	110/220/380 50/60 Hz	Cable	•	•	•	•	•	•	•	16/12	•

			Maximum Draft	Maximum Length	# of Slips	Fresh Water	Electrical Supply	Cable / Satellite TV	Diesel Gas	Shower / WC	Laundry	Provisioning	Bar / Restaurant	Security	VHF Channel	Wireless Internet
St. Maarten	Island Water World Marina	599-544-5310	8'	90'	54	●	Available	Cable	● ● ●				●	74	FREE	
St. Maarten	Lagoon Marina Cole Bay Wtrft	599-544-2611	9'	100'	45	●	110/220		●	● ● ●	● ● ●			16	FREE	
St. Maarten	Simpson Bay Marina an IGY destination™	721-544-2309	13'	196'	114	●	480V 3-phase 100 amps/leg; 220V 3-phase 100 amps/leg; 220V 50 amps; 110V 30 amps 60hz		● ● ● ●	● ● ●				16/79A	FREE	
St. Maarten	The Yacht Club at Isle de Sol an IGY destination™	+1 721 544 2408	18'	377'	45		480V 3-phase 100 amps/leg; 380V 3-phase 100 amps/leg; 220V 3- & single-phase; 100 amps/leg; 220V 50 amps 60hz		● ● ● ●	● ● ●				16/78A	FREE	
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	10'	110'	134	●	125/250V 50 amp; 125/250V 100 amp; 220V 3- & single-phase; 100 amps/leg	Cable	● ● ●	● ● ●	● ● ●			16/6	FREE	
St. Thomas	Yacht Haven Grande an IGY destination™	340-774-9500	18'	656'	46	●	120V 30 amps; 208V 100 amps; 240V 50, 100 amps; 480V 100 amps	Cable	● ● ●	● ● ●	● ● ●			16/10	FREE	
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		●	● ●	● ● ●			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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Boston, MA	Boston Yacht Haven an IGY destination™	+1 617 367 5050	22'	300'	100	●	480V, 100 and 200 amps; 240V single-phase; 208V 3-phase, 100 amps; 240V, 50 amps; 120V, 30 amps	Cable	● ● ●	● ● ●	● ● ●			09/16	FREE
Cabo San Lucas, Mexico	Marina Cabo San Lucas an IGY destination™	+52 624 173 9140	18'	200'	380	●	110V 30 amps; 220V 50 amps; 100 amp 3-phase	Cable	● ● ●	● ● ●	● ● ●			88A	FREE
Colombia	Marina Santa Marta an IGY destination™	+57 5 421 5037	11.5'	132'	256	●	110/220V, 60hz		● ● ● ●	● ● ●	● ● ●			16	FREE
Costa Rica	Marina Papagayo an IGY destination™	+506 2690 3600	25'	180'	180	●	120/240V single-phase 30/50 100'amps; 120/208 or 480V 3-phase 100 amps	Cable	● ● ●	● ● ●	● ● ●			16/23	FREE
Montauk, NY	Montauk Yacht Club an IGY destination™	+1 631 668 3100/888-MYC-8668	12'	200'	232	●	110V, 220V; 480V 3-phase	Cable	● ● ●	● ● ●	● ● ●			09	FREE
NY Harbor - Jersey City	Newport Yacht Club/Marina an IGY destination™	+1 201 626 5550	8.25'	163'	154	●	110V, 220V 30/50/100 amps		● ● ●	● ● ●	● ● ●			16/72	FREE

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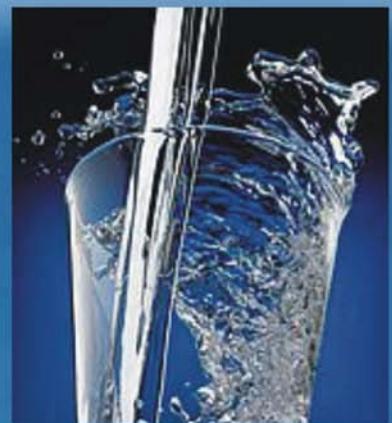
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Curacao Marine	Curaçao	12' N	68' W	599 9 562-8000	9'	120'	33'	193	110/220 380	24/7	40	•			•			
Grenada Marine	Grenada	12° 01:20	61° 40:42	00-1-473-443-1667	12'	75'	31.5'	0	110/220	8-5, M-F; 8-12, Sat	70	•	•	•	•	•	•	•
Jolly Harbour Marina / Boat Yard	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 <small>an IGY destination</small>	St. Lucia	14°04' 32". 72" N	60°56' 55. 63" W	758-452-0324	14'	275'	55'	no limit	110V/60, 220V/50, 480V 3 phase 100 amps/leg; 220V 3 phase 100 amps/leg; 220V40 amps; 100V 30amps; 50 & 60 hz	8am-5pm	75	•	•	•	•	•	•	•
Soper's Hole	Tortola, BVI	18° 23" 46'	-64° 41" 53'	(284) 495-3349	7'	65'	18' and 40'	7'	110/220	8-5, 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	•		•	•	•	•	•
St. Croix Marine	St. Croix, USVI	17° - 45' N	64° - 42' W	340 773-0289	11'	68'	13'-8"	no limit	110v 30amp; 220v 50amp; 3 phase 100amp	8-5, Mon-Sat	60	•	•	•	•	•	•	•
Subbase Drydock	St. Thomas, USVI	18 N	65 W	340-776-2078	15'	180'	54'	no limit	460 three phase/220/110	8-5, 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	7-4, 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	8-5, 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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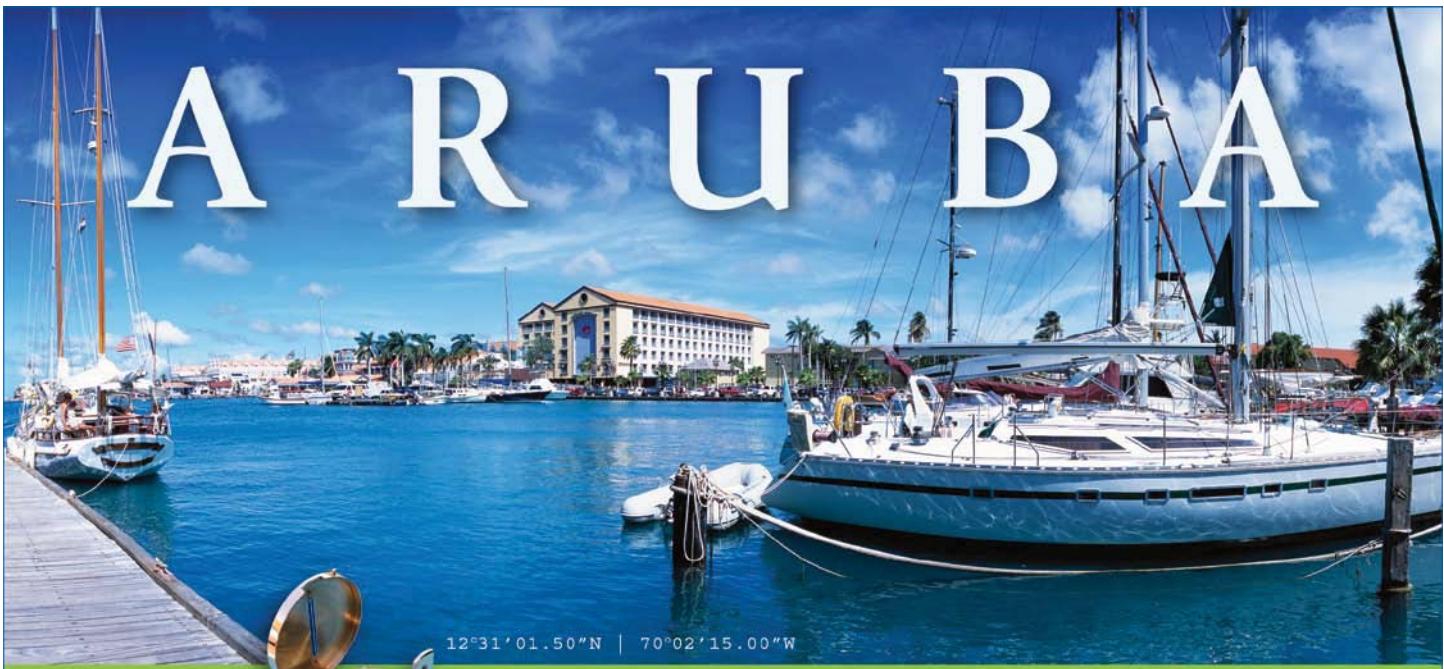
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65' Irwin '83. Charter version w/ 4 dbl cabins +
crew, in the charter business her entire life &
incl's very active business...asking only \$ 395,000



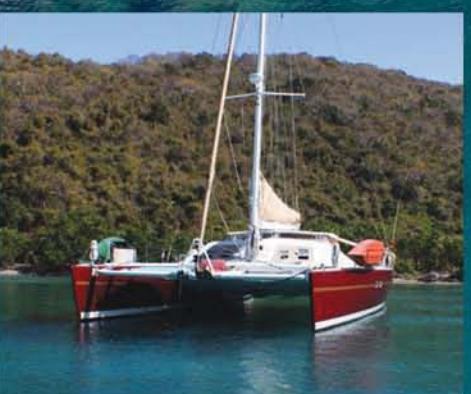
50' St. Frances '05, 4 Doubles + 4 Heads
Owner's Version, Galley Down, Gen, A/C,
Very Low Hours \$595,000



67' Lagoon '99, VERY
Successful Business Included,
8 Guests + Crew \$1.25m



58' Voyage '07 5 dbl guest cabins +2 crew,
galley up. Fully loaded & includes very
active charter business. ONLY \$695,000 !!!



57' Lagoon '97 8 guests + 2 crew. Fresh Awlgrip
2010 New gen in 3/11 Shows EXTREMELY well &
includes active charter biz. Reduced to \$695,000



63' Cheoy Lee '83 TOTAL refit '10/'11 Everything as
new, rebuilt eng's & gen, 5 new a/c units, sails etc. Will
pass rigid survey. Absolute Gem !!! ASKING \$549,000



68' Irwin New Diesel - 0 hrs. All Power
Sails & Winches Gen, A/C, recent survey
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TAYANA 37
Probably the cleanest
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NAUTA 70
Glorious machine in
impeccable condition



Johnson 65 Fly bridge.
Magnificent turnkey vessel.
Priced to sell!!



1977 CSY 44. has to
be seen to be believed.
Immaculate bullet proof
liveaboard cruiser \$109K



2000 Global Flush deck
Pilot House. Aluminum



1992 Reinke Super 10
Aluminium, High
Latitudes cruiser clean



OYSTER 41
Racer Cruiser in
immaculate condition.



1988 Baren's Sea trader.
Steel. Great condition.
\$85K Sail away



2001 Gemini 35 Sport.
Fully equipped
for cruising!



2005 Leopard 43.
Owners version. Spotless,
loaded and immaculate!



34 ft Cat "Chantier Labbe"
Blue water ready.
Just arrived from Europe



Reinke 16 M Bilge Keeler.
Expedition class yacht.
Clean Survey \$299K



Jeanneau 44 SUN MAGIC
owners version. Needs some
varnishing. Sound vessel
\$50K Euro



1998 Hunter legend 40.5
Excellent condition clean
and upgraded. \$125K



1992 Wistock 60 Sloop.
Needs some work.



1999 Voyage Norseman
430. New engines
Great condition.
\$249K Offers!



Sparkman Stephens
inspired ALC 40.
Rolls Royce amongst
yachts.



1987 Telstar Hans
Christian. Magnificent .
Blue water ready with all
the new extras. \$179K



1982 Passport 40.
magnificent condition!
\$98K Offers!



Leopard 42.
Spotless clean and
loaded with all options.
Lying Grenada



Beneteau 400:
Awesomely gorgeous and
better than new



1988 42 Baltic Magnum.
Clean racer Cruiser.



SUN ODYSSEY 44
AWSOME MACHINE!!~



2005 42 Bavaria.
Excellent condition!
Great price! \$132K



2003 Bahia 46.
Just phased out.
new engines, sails.
Clean survey.



Morgan 60
Bullet proof blue water
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2006 Hunter 38.
All the toys.
Immaculate condition.



1992 Dudley Dix Caribea 30
Blue water Pocket Rocket
loaded



2004 Leopard 47.
Better than a new boat
with every option
imaginable. CONCOURS!



Dufour Aperge 30 footer.
Sweet little budget
liveaboard \$26K



1995 Privilege 45. Cat.
In weekly use.
Lying Belize. \$275K



Magnificent 92 on deck
Motor sailer for charter
or world girdling. 12 pax.



1997 Steel Gaff Ketch
Magnificent. UK Sterling



1973 HATTERAS
CONVERTIBLE 53.
COMPLETELY REBUILT
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1983 Sovel 43. Excellent
cruiser racer. Pedigreed
liveaboard for the man who
wants more

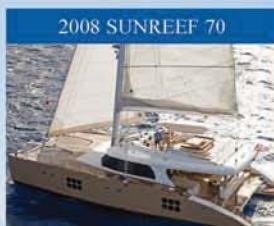
Check out www.littleships.com for more details on these listings and others!

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2008 SUNREEF 70
"Seazen II"
5 Cabins/5 Heads
Asking €1,150,000



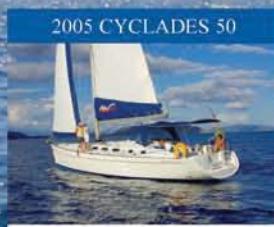
2001 MARQUISES 56
"Victoria"
4 Cabins/4 Heads
Asking \$449,000



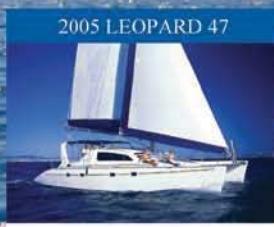
2003 GIB'SEA 51
"Chicago Breeze"
5 Cabins/5 Heads
Asking \$185,000



2003 BENETEAU 50
"Pine"
4 Cabins/ 4 Heads
Asking \$149,000



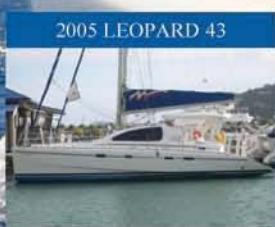
2005 CYCLADES 50
"Joyce Smith"
5 Cabins/3 Heads
Asking \$199,000



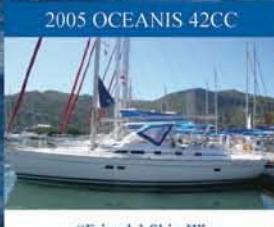
2005 LEOPARD 47
"Never Say Never"
4 Cabins/4 Heads
Asking \$320,00



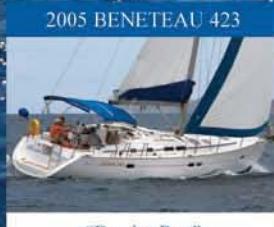
2006 BENETEAU CYCLADES 43
"Sorry"
3 Cabins/3 Heads
Asking \$130,000



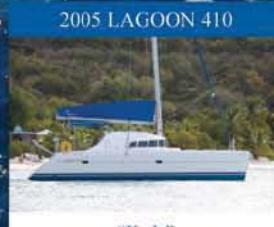
2005 LEOPARD 43
"Pipina"
4 Cabins/4 Heads
Asking \$265,000



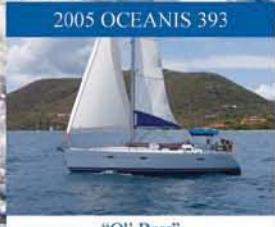
2005 OCEANIS 42CC
"Friends' Ship II"
2 Cabins/ 2 Heads
Asking \$135,000



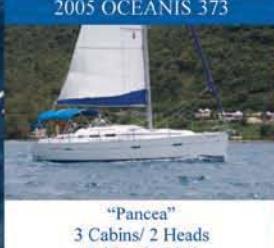
2005 BENETEAU 423
"Dancing Bear"
3 Cabins/3 Heads
Asking \$135,000



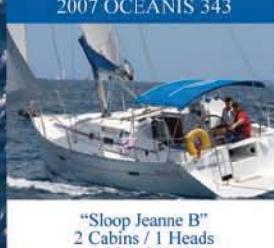
2005 LAGOON 410
"Kudu"
4 Cabins/ 4 Heads
Asking \$245,0



2005 OCEANIS 393
"Ol' Bear"
3 Cabins/ 2 Heads
Asking \$110,000



2005 OCEANIS 373
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Salon. Starting @ \$550K



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Strong, Seaworthy, Beautiful
Asking \$249K



51' Lagoon 500 2006
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Asking \$549.5K



51' Ben. Frers Idylle 15.5 '86
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Asking \$139K



50' Nautor Motor Sailer '78
High Quality Cruiser, Full Refit
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50' Ben. Cyclades 50 2007
Centreline Forward King Berth
Asking \$198K



49' Jeanneau 49DS 2005
Immaculate and Loaded
Asking \$379K



46' Beneteau 461 '97/98/00
Good Sailing Liveaboard
(3) Starting From \$119K



45' Beneteau First 456 1984
Lavished by Private Owners
Asking \$79K



45' Cape George 45 1992
Seaworthy And Fast
Asking \$349K



44' Dean 441 2007
Fit, Finish & Style Not Found
On Average Boats. Asking \$395K



44' Island Packet 1994
Well Equipped Robust Cruiser
Asking \$199K



44' Hunter 44DS 2006
New Engine, New Genset
Asking \$199K



44' Lagoon 440 2006
Full Gen and Air, Amazing Value
(2) Asking \$400K



44' CSY 1978
Lots Of Upgrades, Bargain
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Ocean Ready And Ready To Go!
Asking \$199K



43' Hunter 430 1995
Immaculate, Very Comfortable
Asking \$104K



44' Freedom 44 1982
Classic With Recent Upgrades
Asking \$115K



42' Bavaria 2001
Fast Cruiser, Many Upgrades
Asking \$115K



41' Beneteau Oceanis 411 '00
Great Value, Fully Cruise
Equipped! Asking \$110K



41' Formosa CT 41 1974
Strong Offshore Cruiser
Asking \$89K



40' Fount. Pajot Lavezzi 2004
Amazing Price
Asking \$219K



40' O'Day 1986
Highly Maintained Racer
Cruiser. Asking \$69K



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Asking \$55K



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1989 55' Lagoon
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2000 51' Switch 51
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1993 57' Lagoon
\$450,000



2002 Outremer 55
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2003 Catana 582
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1997 60' FP Marques
\$539,000



2006 43' FP Belize
\$359,000



2010 54' Gold Coast
\$590,000



2004 58' Privilege 585
€750,000



2004 48' Looping
\$450,000



2001 50' Horizon
\$439,000



2008 50' Lagoon
\$749,900



2005 44' Lagoon
\$439,000



1994 53' Catana
\$459,000



2000 47' Catana
€340,000



2006 46' Dolphin
\$529,000



2011 50' M & M
\$1,200,000



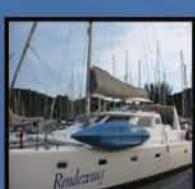
1996 52' Perry
\$510,000



2002 45' Outremer
€345,000



2008 44' FP Orana
€345,000



1998 50' Voyage
\$459,000



1999 43' Catana
\$375,000



1998 55' Kelsall
\$349,000



2010 43' Lerouge
\$250,000



2003 60' FP Eleuthera
\$879,000

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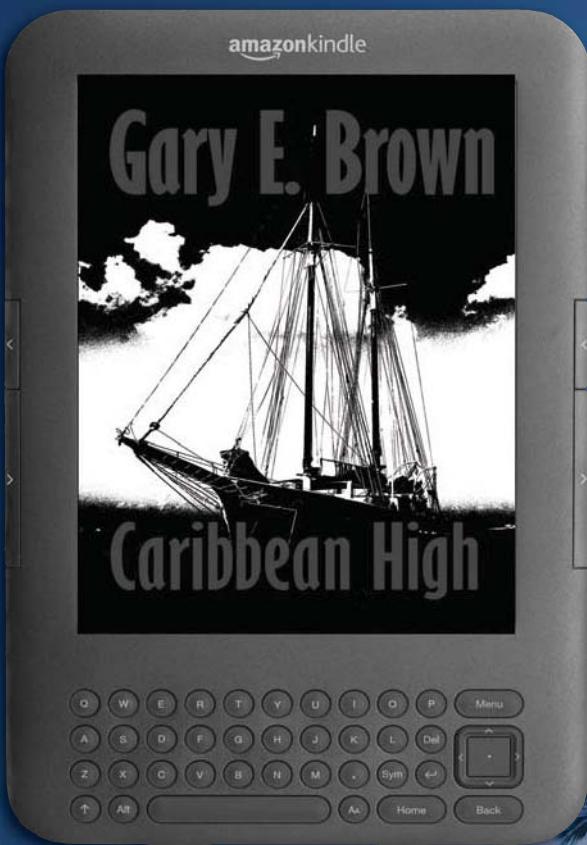
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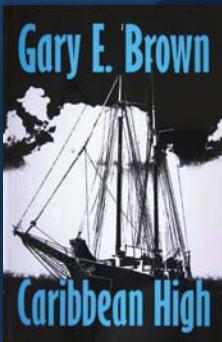
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Picked your book up the other day and now I can't put it down. Fabulous read! – Steve Hammond, Manager of St. Maarten 12MeterChallenge.

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It's the kind of a book that puts you there immediately. By the first paragraph, you are already lost in this other world, a very familiar world if you are a sailor, but even if you're not, you know you're coming along for the ride. And quite a ride it is! – Lisa Burnet, for the St. Maarten Daily Herald Culture and Leisure supplement, *The Weekender*

Caribbean High can be found at Budget Marine Stores throughout the Caribbean. Caribbean High is available in paperback or as an eBook for Kindle or iPad from Amazon.com or Amazon.co.uk. For more news and information about Caribbean High, visit the author's website: <http://garyebrown.net>



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40 Tiara Hardtop Express, 1999
Twin Cats, genset, a/c, full galley
Clean boat w/dinghy \$180,000



52 Tayana Aft Cockpit Cutter, 1989
Owner's layout, fully equipped
Bob Perry designed passage maker \$224,000



49 Bavaria Sloop, 2003
Privately owned, never chartered
Spacious performance cruiser \$230,000



42 Cabo Rico Cutter, 2001
Chuck Paine designed cruiser
Fully equipped, excellent condition \$239,000



34 Mainship Rum Runner Classic, 2006
Twin Yanmars, genset, bow thruster
Ltd. edition hardtop, less than 500 hours \$155,000



48 Cheoy Lee Clipper, 1976
Classic Luders designed ketch
New rigging & sails – 2010, \$110,000



65 Viking Motor Yacht, 1989
Four cabin, galley up, flybridge
Custom aft deck & transom \$450,000

SAIL

72 1990 Custom – Aluminum center cockpit, flush deck cutter	\$699,000
56 1972 Treves Jongert – Steel ketch, partially refit, requires completion.....	\$150,000
53 1968 Gallant – Historic English ketch, strong & fast, rare offering	\$149,500
49 2003 Bavaria – Owner's layout, private , never chartered, low usage	\$230,000
48 1970 Hughes – Classic S&S yawl, solid FRP hull, requires refitting.....	\$49,000
45 1978 Endurance – CC Pilothouse Ketch, ferro cement hull, beautiful	\$125,000
44 1967 Luders – Classic Naval Yawl, partial refit, Perkins, must see	\$75,000
42 1989 Endeavour – Center cockpit, two cabin , two head, genset, a/c	\$119,000
40 1994 Beneteau Oceanis – Repowered 05, new sails and rigging 09-10.....	\$75,000
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37 1981 Tayana – Classic offshore cutter, repowered in 2000, needs TLC	\$39,000
36 1983 Frers – Racing design built by Hinterholler, carbon fiber mast	\$20,000
33 1985 Beneteau – 10 meter racer, custom bulb keel, custom rudder.....	\$20,000
32 1966 Gulf – Solid fiberglass pilothouse, Perkins, good sails and rig	\$25,000
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65 1989 Viking Motor Yacht – GM's, 4 cabin, 3 head, dual helms.....	\$450,000
55 1986 Angel Cockpit Motor Yacht – Cats, dual gens. flybridge & more.....	\$150,000
48 1982 Hatteras Cockpit Motor Yacht – GM's, 2/2 layout, flybridge.....	\$185,000
46 2000 Jefferson Marlago – Twin cats, 3 cabins, galley up, offers	\$165,000
42 1984 Thomas – Passenger boat, COI for 14 pax, charter biz included	\$175,000
38 1967 Camcraft – Aluminum crew boat, completely refit in 2002	\$50,000
34 2002 Mainship Pilot – Single Yanmar, bow thruster, full cabin, clean	\$110,000
30 2007 Renaissance Power Cat – Twin Suzuki 225 hp 4-stroke, offers.....	\$99,000
30 2000 Mainship Pilot – Single Yanmar, bow thruster, full cabin.....	\$79,000
30 2001 Pursuit 3070 – Center console w/T-top, twin Yamaha 250's, head	\$49,000
24 2008 Seaway – Downeast runabout , Yamaha , cuddy cabin, like new	\$78,500

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1983 42'Panoceanic US\$89000.00



**1988 40' Three c's pilot house
for US\$140,000.00**



**1994 45' Vickers 45
US\$45,000.00**



**1979 37' CYS
US\$65,000.00**



**1989 51' Beneteau
(owner's version) US\$160,000.00**

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24' 2007 Tes 720	US\$55,000
30' 1984 Carter 30.....	US\$29,000
32' 1978 Rival MDC.....	US\$35,000
34' 1978 Steel Sloop (ROB)	US\$30,000
36' 1977 Roberts Home Built (located in Barbados).....	US\$40,000
37' 1979 CSY	US\$65,000
37' 1979 Fisher 37.....	US\$75,000
37' 2006 Hallberg Rassy	US\$359,000
37.6' 1987 Topaz	US\$85,000
38' 1997 Beneteau	US\$100,000
38' 2005 Van de Staadt Seal	US\$70,000
39' 1968 Cheoy Lee Off Shore 40	reduced to US\$70,000
40' 1981 Divorne Steel	US\$50,000
41' 1985 Irwin Ketch	(under offer) US\$30,000
42' 1983 Panoceanic	US\$89000
42' 1986 Endeavour.....	US\$98,000
43' 1985 Gitana	US\$115,000
43' 1999 Wauquiez Pilot Saloon.....	EU247,500
44' 1979 Saraband Steel	sold
44' 1990 Jeanneau Sun Magic.....	US\$80,000

45' 1994 Vickers 45.....	US\$45,000
45' 1998 Peterson cutter	US\$189,999
45' 1999 Passport a/c 44	US\$365,000
46' 1988 Comet 460	US\$136,000
46' 2001 Tayana (Vancouver pilot house)	US\$329,000
48' 1981 Viva Nautica	US\$148,500
48' 1985 Amel	US\$65,000
50' 1974 Motor Yacht (locally built)	US\$35,000
50' 1991 Celestial Pilothouse	US\$268,000
51' 1986 Beneteau	US\$225,000
51' 1989 Beneteau (owner's version)	US\$160,000
55' 1979 Herreshoff Marco Polo	US\$170,000
55' 1998 Zerft Motor Sailer (must sell!!!!)	US\$40,000
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33' 1988 Dean Ocean Comber.....	US\$110,000
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46' 2006 Tika Sailing Cat.....	EU138,000
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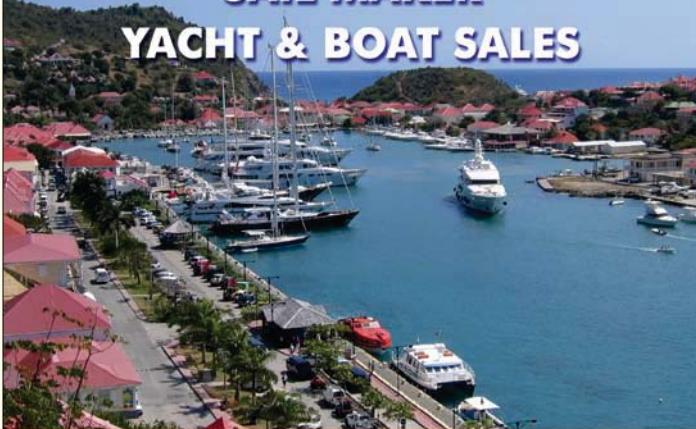


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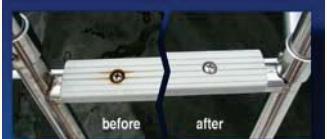
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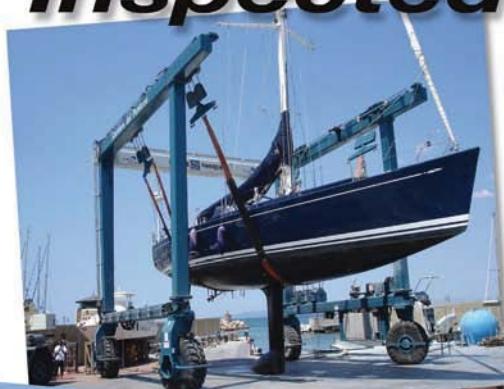

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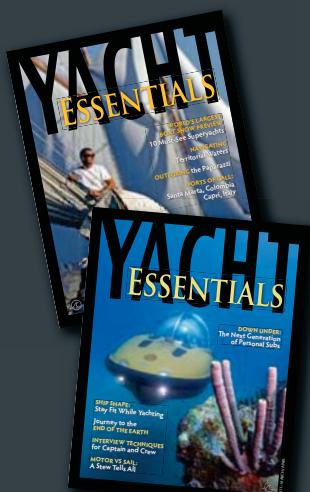
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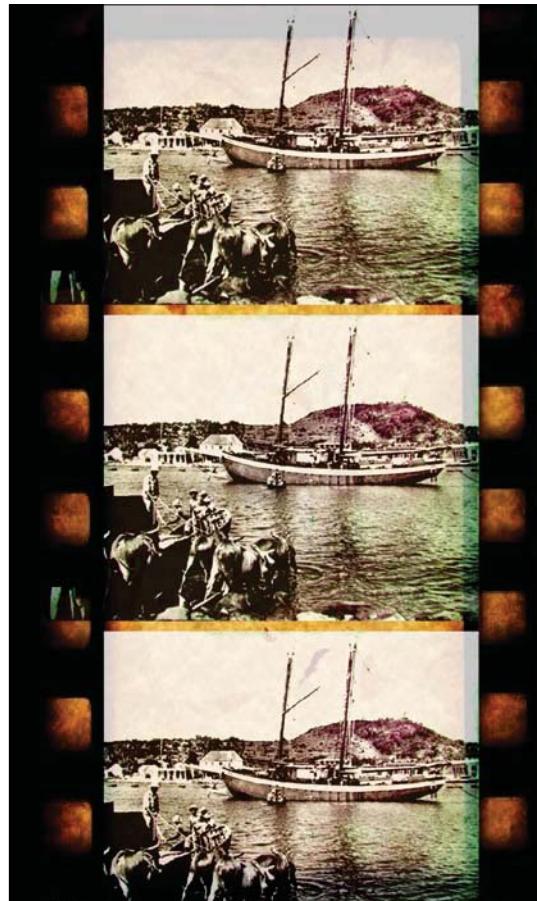
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THE DISH

WHY DOES YOUR BODY LOVE HALLOWEEN?

BY CAP'N JAN ROBINSON

Because when you have finished carving a Jack o' lantern and eating the leftovers, you will feel great! Pumpkin, which in New Zealand is eaten as often as potatoes, is very good for you. The bright orange colored pumpkin is not only low in carbohydrates, but is loaded with vitamin A and antioxidant carotenoids, particularly alpha and beta-carotenes, it's a good source of vitamins A, C, K, and E, and lots of minerals, including potassium, calcium, magnesium, and iron. Pumpkin seeds are a great source of alpha-linolenic acid, a healthy natural fat.

Once you go fresh, you will not want canned!

Usually the Jack-o'lantern pumpkins have thin walls and watery flesh. The varieties better for cooking have thick walls and dense flesh.

Pumpkins are easy to handle and easy to cook once you know how. Here are some helpful methods.

Treat a pumpkin like you would a potato. To boil: Chop in chunks, peel (about 2 x 2 inches) place in a pot of water, bring to a boil and cook until tender. Serve as a side dish as you would a potato. After you have boiled the pumpkin, simply use a hand masher, food processor or blender if you would like to whip it into a pumpkin puree. Or just mash the pumpkin with butter, a little salt and freshly ground black pepper and serve.

To roast: Chop in large chunks, place around your meat when you are roasting meat, a leg of lamb, turkey, etc. To brown, remove meat and pop pumpkin under broiler.

You can store unused portions of the pumpkin in the refrigerator, or freeze in ziplock bags until you are ready to use.

Below are a few recipes for pumpkin and some other delicious recipes to serve with the pumpkin.

ROASTED PORK TENDERLOIN WITH GINGER APRICOT GLAZE

Prep Time: 5 minutes. Cook Time: 45 minutes. Makes 8 servings.

1/2 tsp salt	1-1/2 cups apricot preserves
1 tsp freshly ground pepper	preserves
1 tsp ground thyme	1 tablespoon
2 Tbsp olive oil	Worcestershire sauce
2 pork tenderloins (about 1lb each)	1-1/2 tsp ground ginger

Preheat oven to 375°F. Mix salt, pepper, thyme and olive oil in small bowl. Rub evenly over pork. Place on rack in foil-lined roasting pan. Roast 40 to 45 minutes or until desired done ness. Mix preserves, Worcestershire sauce and ginger in small bowl. Spoon over pork during the last 10 minutes of cooking.

Remove pork and let sit for about 10 minutes. Slice pork and serve with pan juices.

To grill pork tenderloin: Grill pork over indirect or medium heat 25 to 30 minutes or until desired doneness. Spoon preserves mixture over pork during the last 10 minutes of cooking.

Roasted Pumpkin: Peel and cut pumpkin into 2 x 2 inch pieces or thereabouts. Rinse and pat dry. Add to roasting dish with pork tenderloin. Spray with olive oil and sprinkle with salt and pepper.

STEAK WITH BABY BELLA MUSHROOMS

Prep Time: 10 minutes. Cook Time: 7 minutes. Serves: 4.

2 Tbsp olive oil	1 red, yellow or orange bell pepper, chopped
4 (6-oz) strip loin steaks, about 3/4-inch thick	1 Tbsp chopped fresh thyme, plus additional sprigs for garnish
1/2 tsp sea salt	1/2 cup crumbled blue cheese
1/2 fresh ground black pepper	1/2 cup low-sodium beef broth
4 cloves garlic, minced	
1 lb Baby Bella Mushrooms, cleaned, dried and cut into 1/4 inch slices	

In a large skillet (NOT nonstick), heat oil on medium-high. Season both sides of steaks with salt and pepper. Add steaks to skillet and cook about 3-1/2 minutes then turn and cook another 3-1/2 minutes for medium-rare and 4 minutes each side for medium. Transfer steaks to warmed serving plates and let rest for 5 minutes. Meanwhile place same skillet on medium heat. Add garlic and cook, stirring, for 30 seconds. Add mushrooms and bell pepper and sauté until golden and tender. Add broth, deglazing pan by scraping up any browned bits from bottom. Add blue cheese. Cook, stirring occasionally until liquid is reduced, 1 to 2 minutes, and cheese is warmed. Serve steaks with mushroom mixture over top. Garnish with thyme sprigs.

ROASTED PUMPKIN SEEDS

Preparation time: 5 minutes. Cooking time: 25 minutes.

Pumpkin Seeds Oil Sea Salt

Preheat oven to 275°F. Remove seeds from pumpkin and rinse thoroughly under cold water. Pick out the pulp and strings. Pat dry. Place the pumpkin seeds in a single layer on an oiled baking sheet, stirring to coat. Sprinkle with salt and bake until toasted, about 30 minutes, checking and stirring about every 10 minutes until crisp and golden brown. Remove from oven and let cool. Shell and eat or store in an air-tight container and refrigerate until ready to eat. Note: Pumpkin seeds have a nutty flavor. You can also flavor them with sweet and savory spices.



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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