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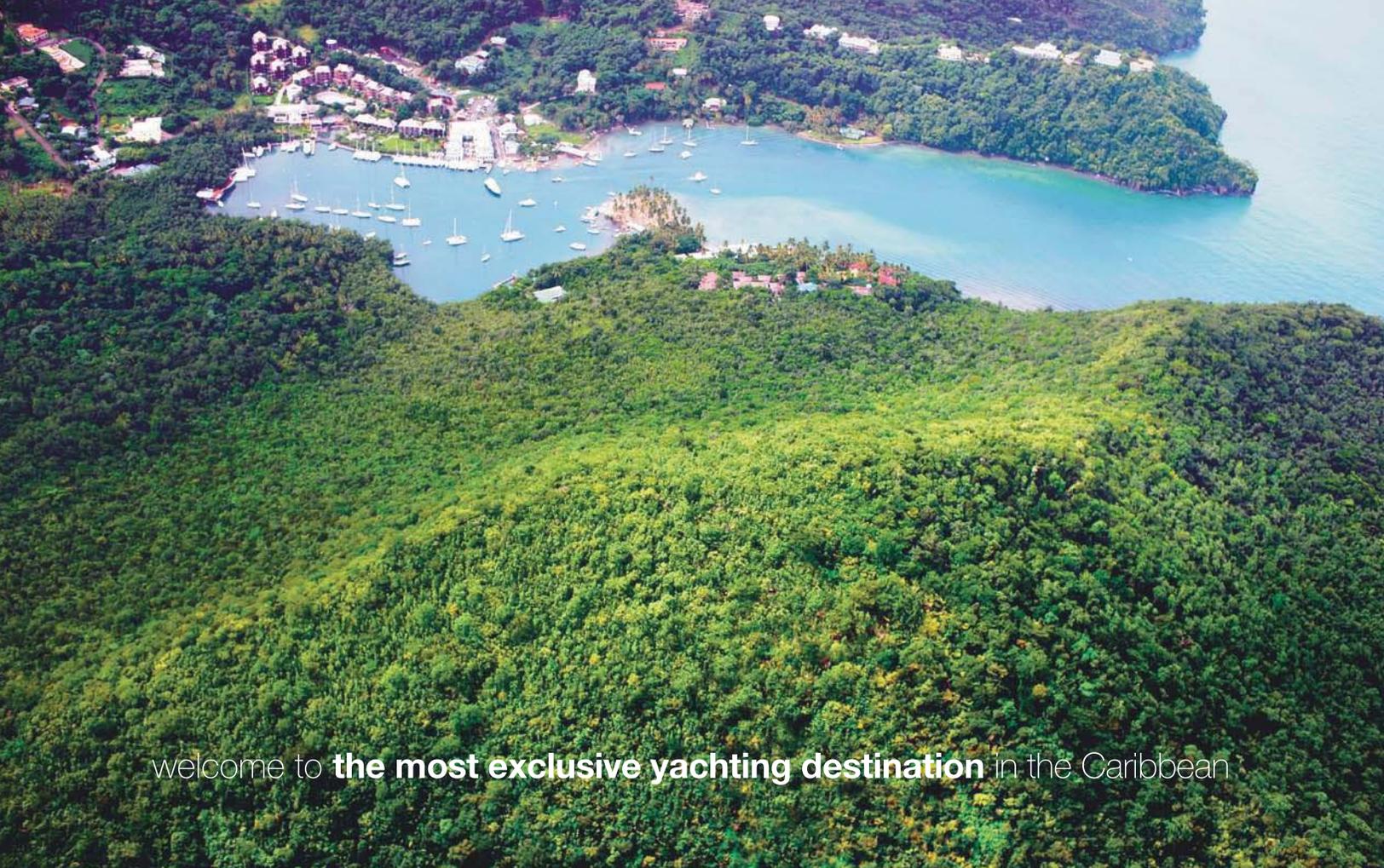
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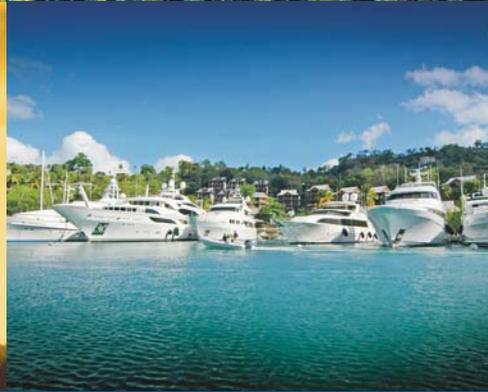
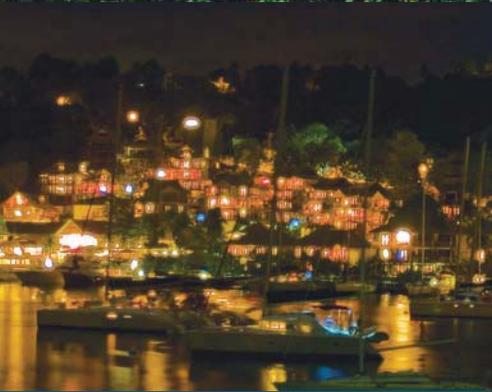
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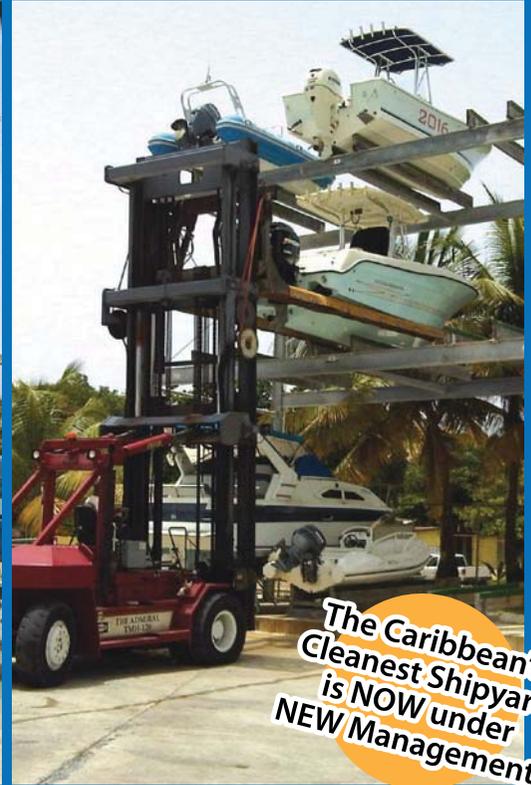


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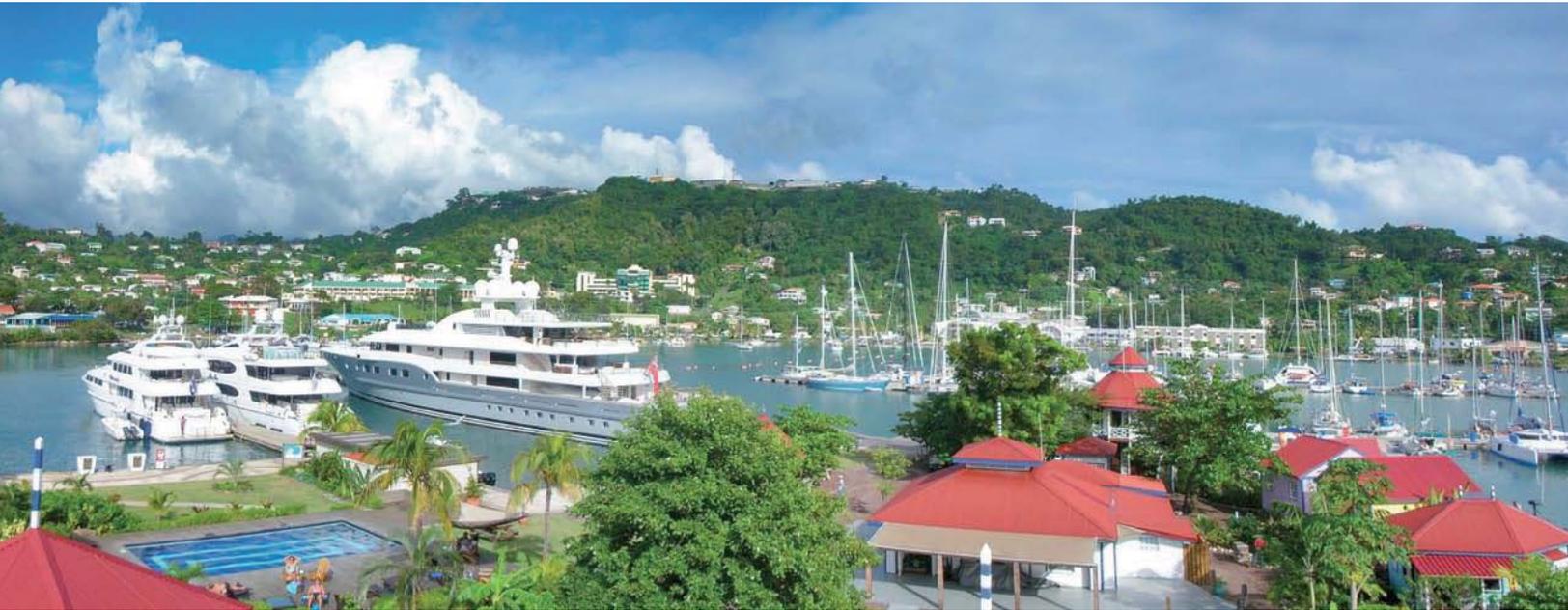
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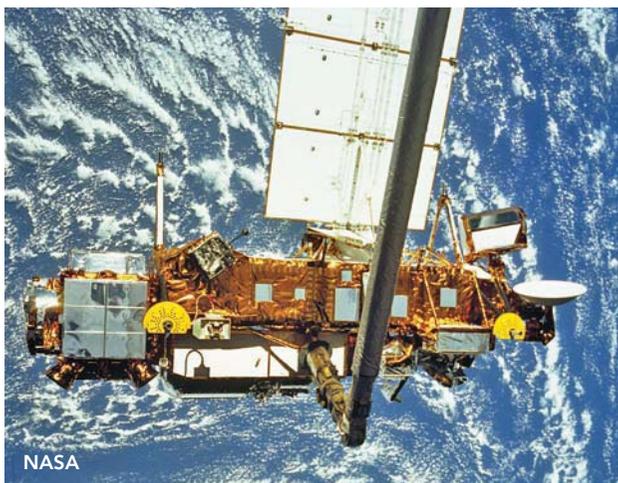
In times of recession, perhaps the best thing you can do is go sailing and, judging by the number of boats taking part in the various offshore rallies, that is just what many people are doing this year!

I have never been one for organized events but the thought of joining one of the rallies grows more attractive as time goes by. The Atlantic Rally for Cruisers, better known as The ARC, is again looking at a record number of boats leaving Las Palmas for St. Lucia in November. Similar can be said for the Caribbean 1500, which is now run by the same organization as The ARC.

In a surprising move, a cruising couple, who have participated in many rallies and sailed thousands of blue-water miles, have gone ahead and started an offshore rally of their own. The Salty Dog Rally has already attracted a nice number of boats and I see no reason why this event won't grow in the future.

Having spoken to lots of people who have taken part in rallies, I have yet to hear one person say they didn't have fun.

For more on this year's slew of offshore rallies, take a look at our features beginning on page 44.



As I sat down to right this month's Editor's Log, the remains of a six-ton UARS satellite plunged into the Pacific Ocean off the US west coast, adding yet more junk to our already hurting seas. Here on St. Martin, I recently took part in the annual Ocean Conservancy International Coastal Clean-up and helped remove a huge amount of garbage, much of it plastic, from one of our most popular beaches. Now

the good news, the amount of trash was down on that of last year. Of course there are plenty of reasons why that could be, but I like to think we are all taking more care when disposing of our junk especially now that it's falling out of the sky.

Getting a boat to move can be difficult enough, but the fun really begins when you can't get a boat to stop. Two embarrassing moments come to mind. The first took place while I worked for a boat builder. It was always a grand time when we launched a new boat and on this particular day the job of launching, and then motoring the yacht into the marina, fell to me.

Our police escort had returned to the station, the crane had lowered the yacht ceremoniously into the commercial harbor and I was ready in the cockpit with the engine running. With the new owner on the bow, I slipped the boat into gear and we began our maiden voyage. Wanting to impress the owner, I increased the engine revs and we entered the marina in fine style. The yacht's temporary berth was at the far corner of the marina, between the high harbor wall and the last finger pier. To get there we had to motor between two long pontoons crowded with boats and their ogling crews. Everything was going perfectly, the proud owner waved his captain's hat towards the onlookers as they complemented him on his lovely new boat and as one of the builders I bathed in the afterglow.

About 50-yards from the berth, I thought it wise to slow down and pulled back on the throttle. It wouldn't move. I pulled harder and the whole throttle assembly came off in my hand. The owner screamed in horror as we charged towards the harbor wall. I was no Captain Ron and we hit the granite with an almighty crack that hurled the owner through the air into the harbor and left the new pulpit pointing skywards like the branches of a tree stuck by lightning.

The second incident involved my wife and a bucket on the end of a rope but at the risk of a divorce, I'll leave that story for another edition ...

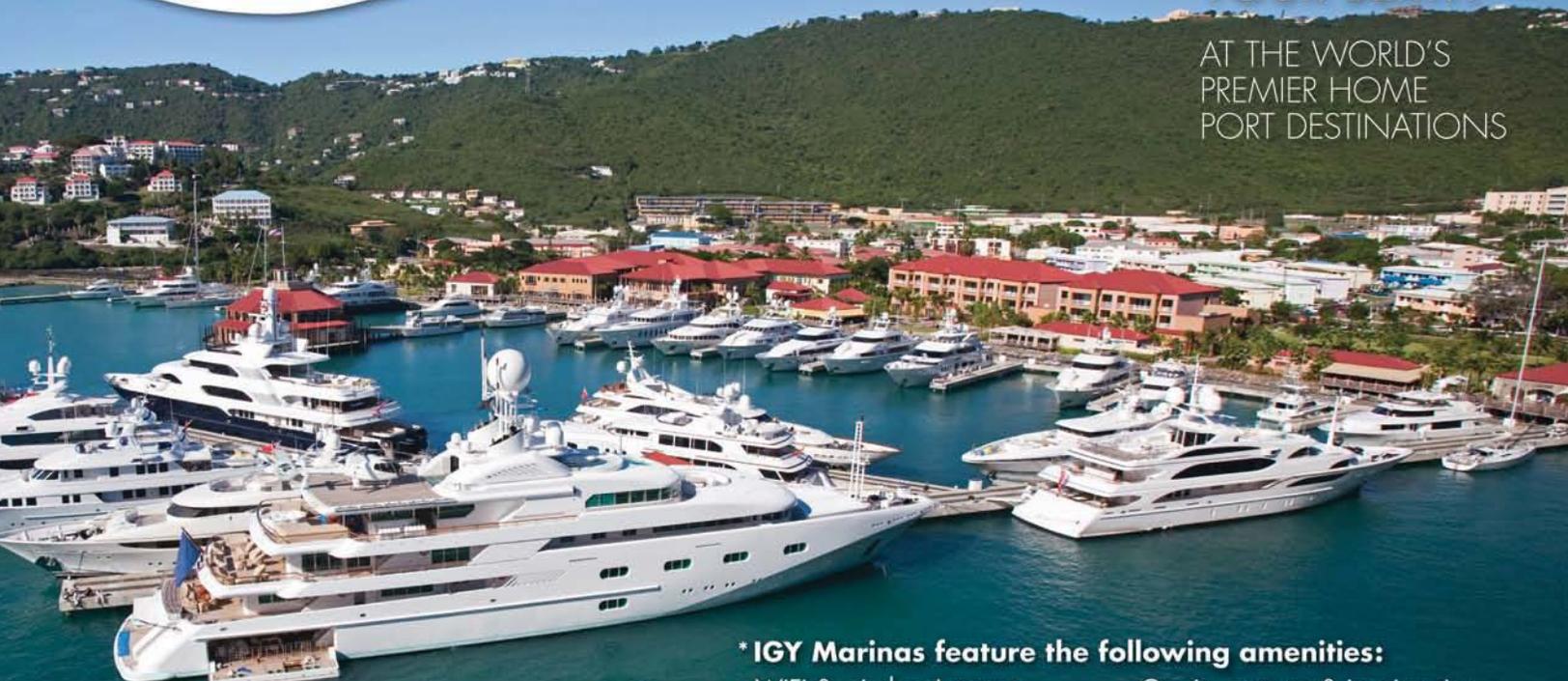


Gary E. Brown,
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THIS ISSUE

THE CARIBBEAN'S WATERFRONT MAGAZINE



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Welcome to the Caribbean

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COVER SHOT: On the crest of a wave! Sotto Vento, ARC 2010.

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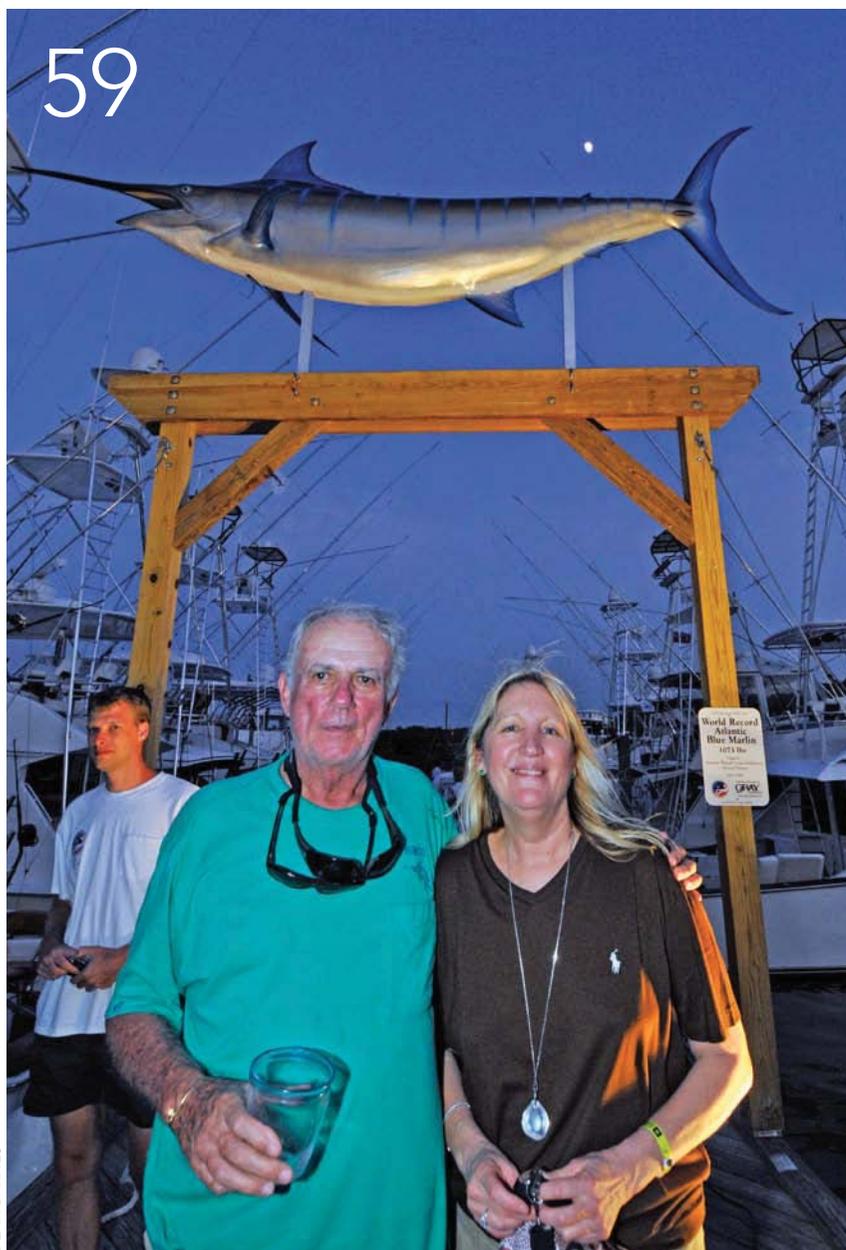
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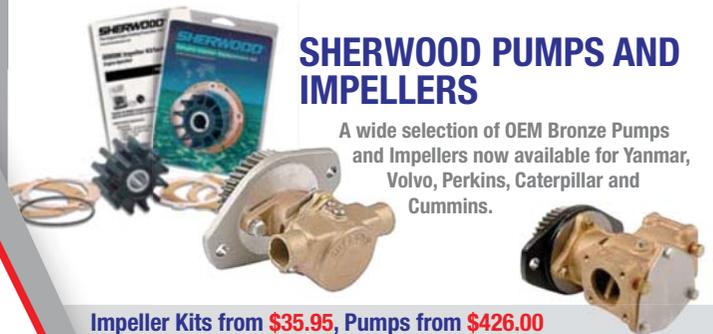


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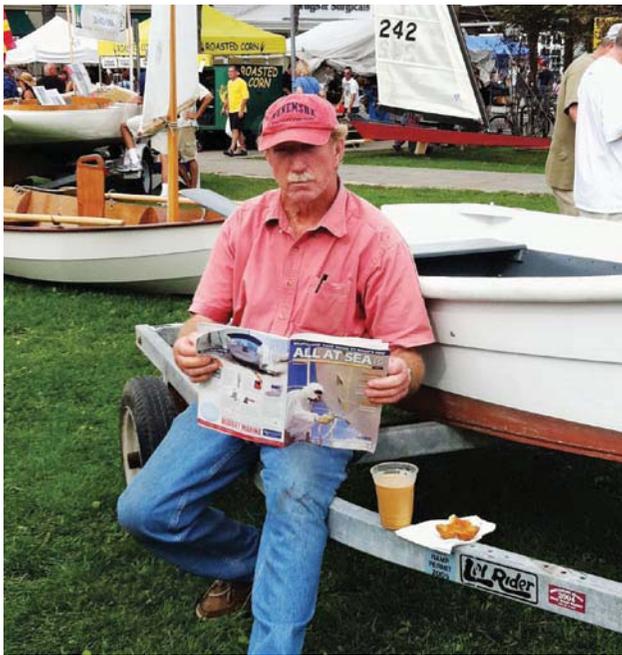
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WHERE IN THE WORLD?

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



John Costello is the owner of Hanff Boatyard in Greenport, Long Island, NY. John, along with his brother George, support and encourage traditional boat building and restoration and have been credited with keeping Greenport's working waterfront unique and authentic.

This photo was taken at the Greenport Maritime Festival, an annual event held every fall. John was taking in the scene with his coffee and muffin while at the same time reading 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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Caribbean Sea



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ESPN coverage to broaden appeal.



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Let's go Hashing in Grenada: Cruiser and locals share mud and mountains

CARIBBEAN NEWS

A BRIEF LOOK INTO THE HAPPENINGS OF OUR WORLD



JANET BROWN/OCEANMEDIA

An-Tiki was towed from the beach by Amcon Lagoon Diving Services.

An-Tiki goes walkabout

Saint Martin – The raft An-Tiki, which was sailed across the Atlantic to St. Maarten in April, broke lose from her moorings during the passing of Tropical Storm Maria and landed on the beach in the Simpson Bay Lagoon. The raft suffered no damage and was later refloated by Amcon Lagoon Diving Services and placed on a secure mooring for the rest of the hurricane season.

David Hildred, who, with Captain Anthony Smith, John Russell and Andrew Bainbridge sailed the raft from the Canary Islands, said a local boatyard had promised to haul the raft for the hurricane season but that offer had fallen through.

Captain Smith thanked Amcon for moving An-Tiki and said that raft and crew hope to continue their voyage to Eleuthera, their original destination in the Bahamas, in the spring.

Back to School Regatta

Nanny Cay, BVI – There are some events that you just have to report on and the Royal BVI Yacht Club Back to School Regatta is one of them. Over the weekend of September 10th–11th an amazing group of youngsters battled through rough seas, high winds, thunder, lightening, rain squalls and capsizes yet managed to finish the regatta smiling.

Although some of the youngsters found conditions a little too rough to carry on, they were encouraged not to give up as it takes some time to build up confidence, especially after a long summer break.

Those looking for inspiration found it in Mia Nicolski from the USVI. Mia, who is only eight-years old and weighs 50lb, was way out of her comfort zone but after some coaching she went on to complete every race. Her skill and determination earned her the sportsmanship medal.

CarriCOOS Data Buoys Update

In September we published an article written by *All At Sea* senior writer Carol M. Bareuther detailing the deployment of CariCOOS data buoys around Puerto Rico and the USVI. As we reported, all CariCOOS buoys, which are critical to the welfare of mariners both commercial and recreational, were deployed on sites selected after extensive consultations with stakeholders in PR and the USVI. In response to this article we were contacted by Professor Jorge E. Corredor, Ph.D., CariCOOS Council Chairman & Observing System Coordinator. Professor Corredor noted that among other assets, CariCOOS also operates a network of hurricane hardened weather stations distributed throughout Puerto Rico and the USVI and said the organization would be grateful if we could assist them by publishing the CariCOOS banner. This we are delighted to do.

For further information, contact: www.caricoos.org 



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Time is of the essence in an emergency, so quickly finding and mounting a spare VHF antenna can make all the difference.

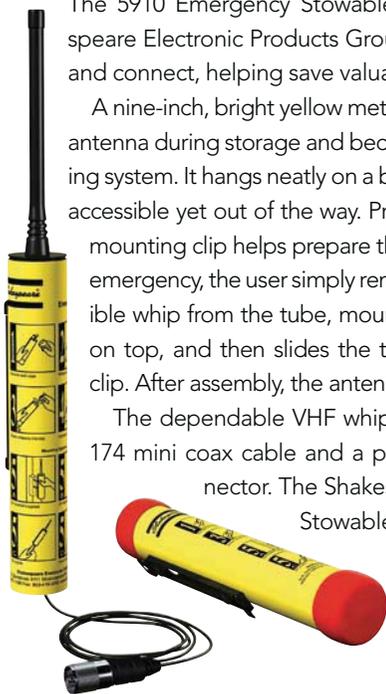
The 5910 Emergency Stowable Antenna from Shakespeare Electronic Products Group is easy to spot, grab, and connect, helping save valuable minutes.

A nine-inch, bright yellow metal tube helps protect the antenna during storage and becomes part of the mounting system. It hangs neatly on a bulkhead, or wherever it's accessible yet out of the way. Pre-installing the included mounting clip helps prepare the antenna for use. In an emergency, the user simply removes the cable and flexible whip from the tube, mounts the antenna securely on top, and then slides the tube onto the mounting clip. After assembly, the antenna is 16in long.

The dependable VHF whip comes with 20' of RG-174 mini coax cable and a pre-installed PL-259 connector. The Shakespeare 5910 Emergency Stowable Antenna is backed by

a two year warranty.

For more information, visit: www.shakespeare-marine.com



Solid lubricant is easy to apply to zippers and snaps

Nothing can be more annoying than trying to undue a seized snap or zipper and have it come away in your hand. That can often happen when snaps and zippers suffer from the corroding effects of rain, dirt and grime, resulting in a mechanism that either sticks or rips the surrounding canvas or plastic. Shurhold's Snap-Stick's water-resistant lubricant helps prevent those minor battles with a quick dab.

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For more information, visit: www.shurhold.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.



ANTIGUA

DECEMBER 5-10

50th Annual Charter Yacht Show
Boat Show
www.antigua-charter-yacht-meeting.com

NOVEMBER 12-13

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



CURACAO

NOVEMBER 10-13

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



DOMINICA

NOVEMBER 11-12

Nature Island Regatta | Sailing Regatta
organisation@triskellcup.com



HAMPTON, VA

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 Regatta
www.stbarthcatacup.com



ST. CROIX, USVI

NOVEMBER 12-13

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



ST. JOHN, USVI

NOVEMBER 23-24

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



ST. MAARTEN / ST. MARTIN

NOVEMBER 5

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

NOVEMBER 25-27

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



ST. THOMAS, USVI

NOVEMBER 6

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

NOVEMBER 4-6

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

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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.

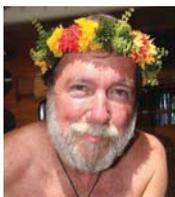
*See Official Rules online at SeaHawkPaints.com/contest



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SELLING OUT TO THE MEDIA MOGULS

—WELL, ALMOST!

BY CAP'N FATTY GOODLANDER



Cap'n Fatty Goodlander at his writing desk aboard *Wild Card*.

I was recently contacted by a Major International Marine Publication, and asked to write a series of articles to attract the younger set.

"...you know the drill, Fatty," its ancient, oh-so-British editor wheezed into the telephone, "something witty and topical ... say, 'Hauling Out with Brittany Spears' or 'Team Racing with Charlie Sheen' or 'Jennifer Aniston Breaks Up with her latest Sailor Boy in St. Barts...'"

"...something to appeal to the kiddies?" I queried.

"Exactly," the editor said. "Put it in their vernacular. Mix in some quotes with Angelina Jolie and Brad-the-Boyfriend. Toss in the F-bomb now and again. Relate the whole spiel to Matt Damon and his African Water Rights campaign. Sprinkle with a few semi-nude pics of George Clooney for good measure. Mention zits. Or tits. Whatever! Make it MTV-ish."

"...so that the average college drop-out would, like, stop lavishing their precious money on Apple Products and, like, buy a 72-foot Oyster ketch for three mil?"

"Precisely," sighed the editor. "Although I'd think a BendyToe 48 would make a slightly better 'beginner's boat' to learn how to sail aboard. But you've got the right idea, Fatty. The average age of our subscriber base is now approaching three digits, while their collective IQ has dipped to around fifty. We must do something drastic or this once-flagship publication will die along with us. So, as distasteful as it may be, we've turned to you to take the pulse of our next generation of loyal subscribers!"

...which was flattering, of course. But it dawned on me just how crazy it was to ask a 59-year old to write for twenty somethings and that the old codger asking was probably so ancient that he lumped us all together, generation-wise. In addition, I loved the 'loyal' comment—this from a man whose corporation was purchased more often than a Liverpool hooker.

However, I caught a faint whiff of condescension clinging to his request. So I decided that a little 'facetime' was in order with the editor. After all, it would be silly to go off half-cocked.

...I've always preferred to be fully-cocked, as most real men do.

But where was I? Ah, yes ...

I dashed to London and grabbed a taxi to their editorial offices. (The taxi fare was far more than I make per magazine feature—but, hey, I'm an artist and thus used to such humiliation.)

On the transatlantic flight—in between flirting with the steward and attempting to spot the nervous air marshal—I studied the publication in question with laser-like attention. By that I mean that I completely ignored its editorial content—and analyzed the ads. Polydent had the back cover. Reader's Digest had a half page. Viagra had a two-page spread. There were smaller ads in the back for 'seagoing elevators and escalators,' mar-less cane tips, waterproof Medical Alert collars, and Gor-tex eating bibs by Henry Lloyd.

Finally, I turned my attention to the editorial content. The first article which caught my eye was: Which Floating Wheel Chair is Right for You? The next article was aimed at the racing crowd, and explained the new Bermuda race class which allowed only 'non-professional sailors with Alzheimer's aboard. (Each participant would be required to wear a PFD with their children's mobile phone numbers pinned to it.)

There was even an article pointing out the merits of bringing along a domestic slave to 'pre-chew the galley fare' for the truly laid-back sailor of advanced years.

And I had to smile at the full page color advertisement featuring Mister America's Cup Himself, Dennis-the-Menace. It was pretty clever. There he was, opulently and coily sprawled in the cockpit of *Stars and Strips* wearing an adult diaper, and the caption-blurb by his chubby little mouth asked the question: What Do You Wear for the America's Cup?

His answer was, "Depends!"

Yes, it was immediately clear to me that they really weren't pitching the publication strictly to teenagers.

One thing I love about the latest crop of these global magazines is that they aren't shy. It is always WORLD this, and WORLD that. For instance, the popular *Greed World*. And there's *Tax Cheat Universe*.

And my personal favorite: Yachting Billionaires—Milky Way Edition.

It turns out the 'editorial conference' I'd demanded at International Publication (IPT) Towers was sparsely attended because many of the other editors already had, well, died. Some were merely embalmed. Still others were cryonically preserved.

The editor who had contacted me was named Richard Louis George. He was typical 'old money', and named after Richard the Lionhearted, Louis the XIV, and King George—all who were famous relative/scammers swinging from his Family Tree. Nor was it easy to sneak my hand through

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all the medical hoses running in and out of him (his office chair/medical bed allowed him only a half-sitting posture), nor to lie and say briskly, "...looking good, Ritchie-babe!"

...yes, he was old. But, still, he retained a few of his marbles. Actually, I found his tales of being in combat as a young man (on the losing side of America's Revolutionary war) rather amusing. But soon we got down to brass tacks.

"...what the hell do these young kids actually want?" he asked.

"Oh, that's easy," I said. "They want to get paid without working, laid without accepting responsibility, and not be bothered by the twisted morality of their elders."

Richie appeared shocked at my glibness. "...How the hell do you know *that*?" he sputtered.

"...in essence, today's kids want to become tomorrow's adults—no matter how futile, dead-end, dreary, boring, and hopeless that route might be," I said, and squinted wisely.

"...Hmmm," he said in a very distinguished, British way, "...sum it up for me Fat Boy? Put it in a nutshell. Be pithy. Throw me a sound-bite..."

"Oh, that's easy," I said. "They want to get paid without working, laid without accepting responsibility, and not be bothered by the twisted morality of their elders."

"You don't have to be an analytic genius to notice that the fastest growing segment of the marine market is the Super-Mega-OMG-yachts. Thus, more and more members of the marine industry are frantically servicing fewer and fewer masters. Also there's a Great Recession in the United States—just a reminder, in case you were so busy counting money that you forgot. Generally-speaking, college kids who have never had a job can't purchase the *Maltese Falcon* to week-end aboard, not unless their credit card limit is exceptionally high. Plus, while it might have been romantic for us flower-power children of the '60s to quit our jobs and go ganja-sailing to the Caribbean—this option isn't quite so romantic if you're starving to death in a Philadelphia soup line. Yes it's hard to 'hunger for the open sea' when you're really hungering for a Big Mac and fries. Freedom is best enjoyed on a full belly. We've given this current generation Big Dreams. They want to soar. Unfortunately, we've economically clipped their wings at the same time. We've selfishly spent their future enjoying our recent past—and now the frustrated, angry pigeons are coming home to roost."

"How depressing," the editor huffed. "That line 'Freedom is best enjoyed on a full belly,' hurt the most. Why can't ordinary citizens realize that that is what they are—ordinary! Why can't they be content going to St. Barts, climbing up

the hills above Gustavia, and looking down on us Chosen Few playing aboard our hyper-yachts? Why can't they grasp that fact that the term 'exclusivity' means excluding *them*?"

I realized we were getting into some deep intellectual territory here—and warned myself not to blurt, "Heavy shit, mon!" as I would have done if we were conversing at, say, Woodstock or in a hot tub at Esalen.

"...I'm just pointing out that the iPad generation is a tad different than the Me-Me-Me-And-Who-the-Hell-Cares-About-the-Rest generation," I said. "I mean, you and I might think of the free-wheeling corporate raiders who recently looted Wall Street as delightfully naughty rogues—but they didn't steal our future."

"...can't they simply let bygones be bygones," he mused wryly. "I mean, all this anger about global warming—don't they realize it was vastly cheaper for us well-headed corporate types to do it that way—that we were, quite naturally, thinking only of our self-interests à la Ayn Rand? I mean, how exactly does having a planet capable of supporting life in the long term equate to short-term corporate equity? *It doesn't!* Is it our fault we shook the money tree a bit too hard? We didn't make these dog-eat-dog rules, we merely accepted them. It's a jungle out there, Fatty! If we hadn't of ripped off this generation, someone else would have ..."

The man had a point. Regardless, I decided I'd had enough. Just because I'd personally sold out years ago didn't mean I had to linger at the funeral.

"I don't think you need a marine writer," I said, "as much as a therapist and undertaker, in that order. I'm tuning in, turning on, and dropping out. Bye!"

A few weeks later I read on the internet that IPT had purchased Lats and Slits, that new racing marine publication that my Buddy Bob was always claiming was so bitch'n. In any event, neither of the publications was in need of my pen and I was assured of maintaining my current level of piss-poor-prosperity unto the grave.

Yes, I am a true child of the 1960s. The only thing I enjoy more than quitting a job—is refusing one.

Editor's note: Cap'n Fatty and Carolyn are currently dumpster-diving behind the better seafood restaurants of the French Riviera. 

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

THE BRIDGE

BY JULIAN PUTLEY

Charlie departed the BVI bound for Florida with a greenhorn, and a big horn (he never stopped talking about girls) on a used 40ft sloop. He told me his story:



We encountered a tropical wave, torrential rain, lightning and strong winds; the autopilot broke and the engine overheated. The cooling systems checked out so we decided to reduce RPMs and that did the trick but still it was a worry.

Eight days later we entered the Fort Lauderdale inlet, doused sails and motored slowly up the waterway. We rounded the last bend and saw our marina 100-yards down the channel and just the other side of the bridge. And the bridge was open! I got Bighorn to take the wheel and quick as a flash I was on the VHF. "Hold the bridge, we're coming through," I pleaded with the bridge keeper.

"You'd better hurry," was the reply.

"Gun it," I said, and we approached the bridge at seven knots. Suddenly steam rose from the engine compartment and the alarm came on. We were now 20-yards from the bridge. Angry motorists were peering down at us—then the engine stopped!

We ghosted under the bridge. The end of our marina T dock was open but should we try for it with no engine? (No reverse = no brakes.) We'd rigged lines and fenders previously; Greenhorn was on the bow with line and movable fender, Bighorn was amidships with aft spring and stern line. Still with some momentum and a slight current we steered at the dock at about two knots. Well, you've never seen a jump like it; Bighorn must have jumped six-feet to reach the dock, he teetered backwards for a second but steadied himself in time to get that essential spring line on. The stern line was next and young Greenhorn was perfect with the fender. The posh marinas in Fort Lauderdale have fancy protective rubber strips on their docks, unlike the Caribbean where unscrupulous topside refinishing companies encourage protruding nails and bolts.

It just happened to be July 4th and that evening a huge fireworks party was happening on the beach. I asked an elderly couple why they were celebrating the queen's birthday in such an extravagant way. "We support our troops," came back the reply. God bless America!



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

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CRUISING!

DO YOU HAVE WHAT IT TAKES?

STORY AND PHOTOS BY ROSIE BURR



Freedom afloat when you let go of the ties

These days, to cast off those dock lines and set sail into the sunset has never been easier. With huge advancements in modern technology and navigational aids, you don't need to be able to read the stars to disappear over the horizon. But it's not just about how much money you have or whether you have the right boat with all the necessary equipment and latest gadgets and gizmos onboard. It's about the need to embrace a different way of life.

Being a cruiser means different things to different people. In a world where consumerism is everything, it's all about letting go of the trappings of society and adapting to a new life. By choosing to be a cruiser, you let go of the support systems that life on land provides and you must adapt to one within a more natural environment where self-sufficiency or deep pockets are a must.

When thinking about life as a live-aboard cruiser, ask yourself some tough questions. For instance, can you live without the security of your country's healthcare service or without your family and network of friends close by?

Many cruisers fly back to their own country to maintain their healthcare status or for treatment despite medical care being cheaper in many parts of the Caribbean. They don't have the same confidence in the local facilities as they do in the services their own country can provide. Or they feel guilt at leaving elderly parents or the pull of new-born grandchildren tugging at their heartstrings back home.

CAN YOU LIVE WITHOUT AN ENDLESS SUPPLY OF WATER AND ELECTRICITY?

Even with a water-maker, generator, wind generator and solar panels you still have to be frugal with what you use. Have you considered what it will be like living with your partner or spouse in a confined area 24/7 after lives ashore with separate jobs etc., allowed you your own time and space and a degree of independence.

DEPENDING ON YOUR BUDGET, ARE YOU PRACTICAL ENOUGH TO BE ABLE TO DEAL WITH THE GENERAL MAINTENANCE OF YOUR BOAT?

Even the wealthy amongst us need to be able to adapt to those unforeseen breakdowns!

We had friends a little younger than retirement age who bought a boat with the idea that they were going to sit in pretty anchorages reading a book and sipping cocktails all the time. The reality for them was that they bought a boat with too many mechanical systems that they didn't understand and couldn't afford someone else to fix. Their resources were being drained and they weren't having fun any more. In the end they sold their boat and moved back ashore.

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Some will never have the courage to sail away and will only dream the dream.

ARE YOU PREPARED FOR THE ANXIETY THAT CAN COME WITH LIVING AFLOAT?

Life at anchor can be precarious with your world rolling wildly with unusual swells caused by distant storms. The weather can hugely affect your lives with storms and squalls causing sleepless nights, especially if you are in a less than adequate anchorage when all you dream about is a bed on land.

CAN YOU STAND THE HOT HUMID DAYS AND THE SWEATY NIGHTS?

Do you have the qualities to cope in an emergency, be it a storm that wasn't forecast, a blown-out mainsail in a rising wind, or a reluctant engine when you're becalmed with reefs all around?

All these questions make cruising sound disagreeable, which is a long way from the truth. The rewards, for the

most part, far outweigh the sacrifices and adjustments that have to be made to live on board. But it does underline that it's not for everyone. Some will never have the courage to sail away and will only dream the dream. Others will try yet find that living aboard doesn't work for them. But at least they tried to live the dream. For those already here, you've done it, you've tried it and you are still going strong. You are one of the few special people that can let go of those lines and head out into the sunset and make it work. For you and for the others you have left behind – you are a cruiser, living dream. 

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

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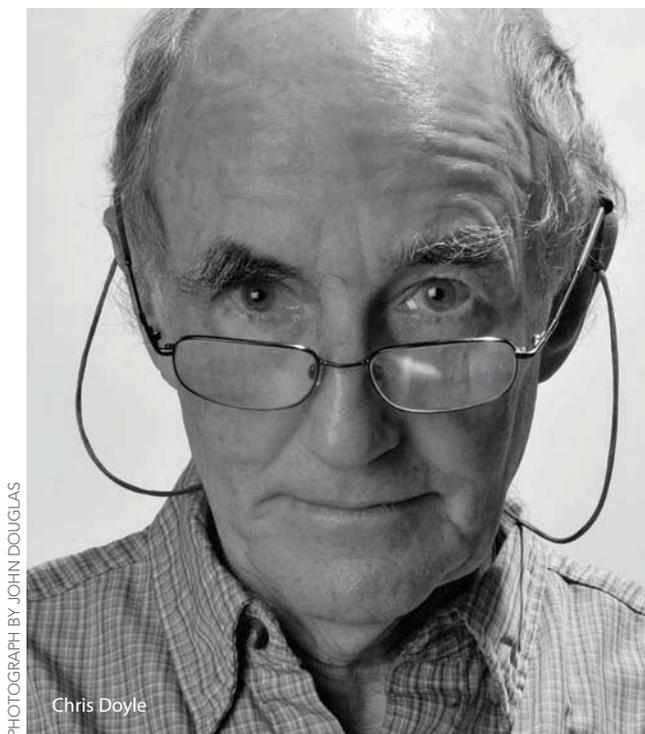
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Longitude: 86° 54' 25" West
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CRUISING GUIDES

A SAILOR'S BEST FRIEND

BY CAROL M. BAREUTHER



PHOTOGRAPH BY JOHN DOUGLAS

Chris Doyle



Frank Virgintino



Bruce Van Sant working hard

There isn't likely a yacht sailing to or around the Caribbean that doesn't have a cruising guide on-board. New-comers want a heads up on passages, anchorages and shore side facilities and old-salts like to keep up with what's new. While researching and writing such a guide might sound like an idyllic pleasure cruise, in reality it takes hard work and diligence to produce something that can really be trusted.

Chris Doyle, who's penned four guides that span from the Leeward Islands to Venezuela, started his guide-writing career in order to fill a need. "I was a charter boat skipper grumbling about all the bareboaters who would arrive in port and want to know where everything was," says Doyle. "I said they needed a better cruising guide and my friend George, who owned a boat called *Tor Helga* in Bequia at the time, said, 'why don't you write one?'"

What essential information should a good cruising guide offer?

"Something that keeps oldster and newbie ocean cruisers safe, comfortable and enjoying their cruises," says Bruce Van Sant, who's written four books including the *Gentle-*

men's Guide to Passages South. "Topics include whatever no one else tells them and might bite them in the behind if they don't know it."

Frank Virgintino, who has authored five guides covering Haiti, Jamaica, Trinidad, the Cayman Islands and Dominican Republic, agrees and adds, "In my opinion, the heart of a good guide addresses cruisers concerns and anxieties as to the cultural and political implications of the Caribbean country they will visit in a practical relevant way followed by an accurate review of rocks, reefs and idiosyncrasies that will be encountered."

Writing and researching a cruising guide starts with a detailed project plan, says Simon Scott, who with wife Nancy, own Dunedin, Florida-based Cruising Guide Publications. "Writing a guide is time consuming and you need to have a strong focus. We were fortunate to have lived and worked in the Virgin Islands for nearly ten years and therefore we knew the area intimately prior to developing the first guide."

Just a few points in the Scott's comprehensive project plan include developing a table of contents, budget, key agency contacts and route. From there, research entails, for example,

physically visiting and surveying every anchorage (a large anchorage can take up to three days to survey) and visiting all shore-side facilities. Some of the key resources the Scott's use is a GPS plotter aboard their vessel supplemented with a hand held GPS for dinghy and ashore use, a depth sounder, Adobe Illustrator for developing sketch charts and the time, patience and money for aerial photography.

Local folks are also an invaluable asset. Doyle found this out when researching Barbuda, which has numerous reefs that are hard to distinguish from grass beds. "I asked George Jeffrey, a local fisherman and good friend, to take me around in his fishing boat and show me every reef he knew around the south coast (and he knew all of them). I took waypoints on each one and plotted them to produce a chart. This south coast area was later more properly surveyed by Hasko from Nautical Publications and it was gratifying to see how similar our charts looked."

Then, there's the actual writing.

"One edition's 'desk time' reached well over 3000 hours in less than three calendar years," shares Van Sant. "The same edition's sea miles ran over 6500 nautical miles and that was mostly gunkholing miles, not just passage making."

The work doesn't end once the guide is completed. There's the updating.

"To keep the guides updated is a 52-week-per-year job that involves sailing, gunkholing, visiting and all forms of research," says Virgintino.

Of course, spending this much time and attention

on a project is bound to provide a few interesting stories along the way. One of the best happened when Virgintino was researching one Caribbean country, diligently shooting photos and writing notes, when the island's Coast Guard arrived, boarded fully armed, and escorted him and his vessel into port.



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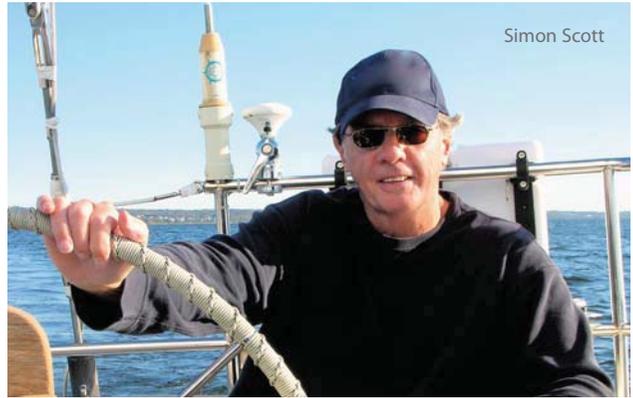
Marine Propulsion Systems



"It turns out that someone had called and indicated that we were mapping the coastline for illegal immigration and that we were now suspects," Virgintino tells. "It took three hours to explain that we were researching and writing a cruising guide, and even after we got that out of the way, the question was, by whose license? They wanted to know what government agency in their country had approved our research. While everyone remained courteous, the situation was not one that was being taken lightly. Subsequently a still higher ranking officer was called in, who was a sailor himself and understood what a cruising guide was, after which we were allowed to depart."

Finally, the best way to use a cruising guide is in preparation.

Pre-cruise, Scott recommends, "Use the planning chart to help plan distances and sailing itineraries. On the water, plan the days sailing and read up on the appropriate navigation and anchorage detail. Keep the guide handy while making your approach. Check out shore-side services or the resource section for local contact information, hiking trails, snorkelling spots and safety information." 



Simon Scott



Nancy Scott

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



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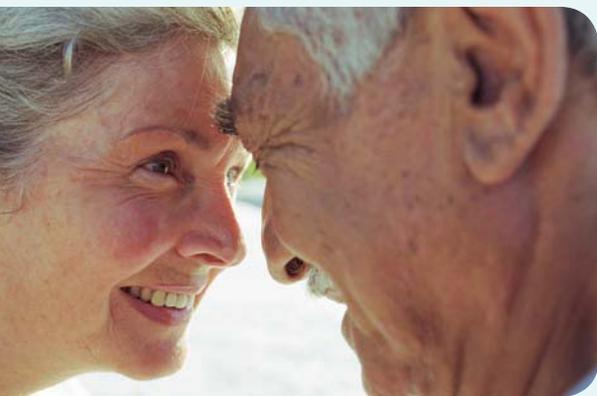
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Several clinical studies prove effectiveness and therapeutical efficiency of HighTone Power Therapy for diabetical polyneuropathy. The effects of this innovative therapy were evaluated in comparison to the conventional electrotherapy.

Under the direction of Prof. Dr. Stephan Martin the German Center of Diabetics (DDZ) Duesseldorf scientifically proved the efficiency of High-Tone 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 neuropathic pain was documented. Also sleep disorders were reduced.

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CELESTIAL PART III

SIGHT REDUCTION

BY ANDY SCHELL

Most books on celestial will offer a 'simple' sight reduction form. Don't use it. Most of these forms are standardized for use with any celestial body, and will contain information not applicable to a sun sight. They will confuse you. Make your own forms instead (or use the one which I devised, available for free download from allatsea.net). The form is in three parts, one for each stage of the sight reduction.

CORRECTING THE SEXTANT

Correct the sextant reading for *index error*, *dip* (height of eye) and *observed altitude*. Read your sextant's instructions on how to correct index error – a properly maintained sextant should have zero error. If it does, it will reveal itself

when the sextant is set on $0^{\circ} 0'$ and pointed towards the horizon; the reflected horizon will appear slightly above or below the actual horizon. Adjust the micrometer drum until both horizons appear as one – the amount of adjustment is your index error: minus (-) if it is *on the arc*, and plus (+) if it is *off the arc*. Height of eye is simply how far off the water you were when you took the sight.

Inside the front cover of the Almanac you will find a table giving minutes of correction corresponding to various dip measurements, in feet and meters. Refer to this, but note that on most cruising sailboats, the dip (your height of eye) will be about six feet, with the corresponding correction about 3'. The altitude correction table is found on the same page. This correction accounts for the thickness of the atmosphere through which the sun's light must



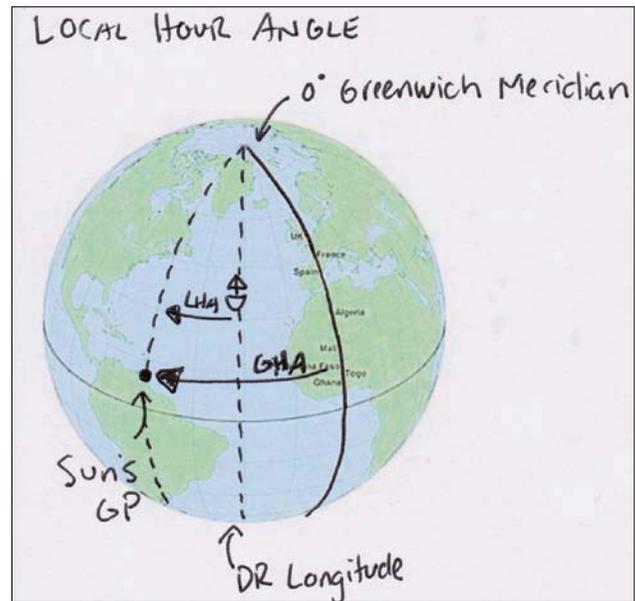
Andy Schell (left) instructs a class in the art of celestial navigation.

travel, and it's being refracted because of it. Think of the grade-school pencil-in-a-glass-of-water example. Find the corresponding range of observed altitude, and record the correction on the form. Note the different tables for different times of the year. Some corrections may be negative, so always put a plus or minus sign before each number to avoid confusion. Total the three corrections, and record the resulting H_o – the observed sextant angle – on the highlighted line. You'll need this number later.

THE SUN'S GP: YOUR WATCH & THE ALMANAC

Perusing the Nautical Almanac, you'll find all kinds of useful information, from the rise and set of the sun and the moon, to information on the 57 most useful navigational stars as well as the best times of the year to view the different planets. All of this information is useful to the navigator. What we need to get started is information on the Geographical Position (GP) of our celestial body – the sun in this case. Find the page corresponding to the date the sight was taken. Each date consists of two full pages of information – stars and planets on the left page, sun and moon on the right. Find the sun column. You will see two columns of information, labeled d (declination) and GHA (Greenwich Hour Angle) at the top, and a column of numbers down the side, corresponding to whole hours of GMT. Locate the hour of GMT when you took the sight, and record the values for d and GHA in their appropriate places on the form. There are two GHA slots on the form – since the 'date page' only includes information for the whole hour of GMT, you'll refer to the 'grey pages' (at the back of the Almanac), which give figures for the minutes and seconds of GMT. Add these figures to the hourly GHA to arrive at the total GHA (recall that the sun travels a full 15° of longitude each hour – and *always* to the west – so the minutes and seconds make a huge difference). Declination changes only negligibly from hour to hour, so one figure here is sufficient.

Next, record your *assumed position* (AP). This figure is simply the *closest whole degree of latitude* from your dead reckoning, plus your DR longitude degrees, but with *the same minutes as your total GHA*. The goal is to end up with a *Local Hour Angle (LHA)*, expressed in whole degrees. Get this figure by subtracting your AP longitude from the total GHA (by making the minutes of your AP longitude the same as the minutes of GHA , the subtraction will cancel them out, leaving a whole number). Where GHA is the sun's position relative to Greenwich (and 000° longitude), LHA is the sun's position relative to you (almost, anyway, – you in this case is an *assumed position* (AP), near to your DR but a spot on the globe with whole degrees of latitude and longitude. The

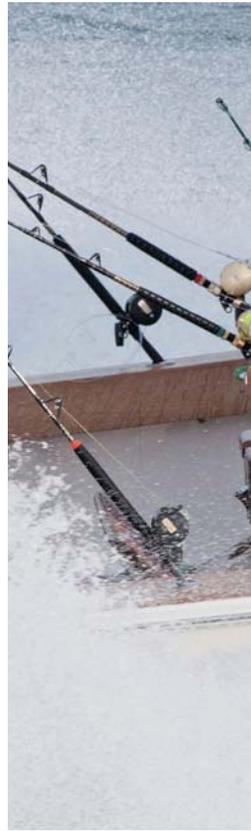


sight reduction tables have been computed to include information on the bearing to the sun (azimuth), as well as what an imaginary sextant *would have read* based on these whole numbers. The navigator then gets his line of position by comparing this imaginary sextant reading to his own, and plotting the difference). Next month, we'll describe exactly how to do that, and bring the celestial series to a close. 

Andy Schell is a professional yacht captain. He contributes regularly to All at Sea and several other sailing publications, and is Chief Editor of the annual Yacht Essentials Portbook. He and his wife Mia recently completed an Atlantic crossing to Ireland via Newfoundland on their yawl Arcturus. Find them online at fathersonsailing.com.



Bimba in action releasing a blue marlin.



CLUB NAUTICO DE SAN JUAN'S INTL **BILLFISH** TOURNAMENT

OVER 30 PRIZES & TROPHIES AWARDED

REPORT SUBMITTED BY CAROL M. BAREUTHER
PHOTOGRAPHY BY MARK SMESTAD

San Juan, Puerto Rico – The statistics are impressive! A total of 185 anglers from 12 countries, fishing from 51 boats, released 84 blue marlin in Club Nautico de San Juan's 58th Annual International Billfish Tournament (IBT), held September 4th – 9th 2011.

"The turn-out of anglers, boats and fish was incredible this year," says Frankie Mirandés, chairman of the 58th IBT.

Mayte won the Top Boat trophy with six blue marlin releases.

"We released two blue marlin the first day, one the second and three today," says Puerto Rico's Jose Cestero, owner and one of four anglers aboard the 60ft Hatteras. "The last 15-minutes of the tournament were tough. Then as soon as we knew we won, we started jumping up and down and turned up the music."

Peje and *Sea Born* finished second and third, respectively, each with five blue marlin releases, *Peje* having reached their five first.

The Top Angler trophy went to Juan B. Soto Balbas who released four blue marlin.

"I'm very happy. I've fished this tournament for 20 years and never won," says Puerto Rico's Balbas, who fished on the 52ft Hatteras, *Bimba*. "Luck, knowing how to fight a marlin, to have patience and not lose your cool, is the secret to my success."

Puerto Rico's Hector Rodriguez Blazquez finished as the second best angler, while Scotland's Trevor Somny ended third. Both men released three blue marlin, with Blazquez releasing his first.

Somny also won Best International Angler.



Lady angler, Fanny Sanabria, on *Bruja* salutes the camera.



Mayte wins Top Boat at 58th International Billfish Tournament.

"We will be back next year," says Somny, who fished with his future son-in-law, Malcolm MacDonald.

Australian anglers, Eric Visser and Tim Gillingham, each released two blue marlin and finished second and third, respectively, in the international angler standings.

Puerto Rico's Stephanie Lebron, angling aboard the 54ft Bertram, *Tati-Way*, earned Best Female with the release of one blue marlin.

"I caught it in the morning of the first day of the tournament," says Lebron, an experienced angler who won the top lady prize in the Cangrejos Yacht Club Billfish Tournament in 2009 and Scrub Island Tournament in the British Virgin Islands in 2010. "I only fish these three tournaments, but I fish often throughout the year. I really enjoy it."

The IBT is a well-orchestrated fishing competition that boasts nightly parties, a spectacular boat parade, special Ladies Program, a Shoot-Out start past the famous El Morro Castle, honorary jet fly-over welcoming the fleet back to shore and a tournament finale Gala Awards Banquet.

New this year, the IBT served as the launch tournament for the International Game Fishing Association (IGFA) year-long Great Marlin Race. Angling teams sponsored ten pop-up archival satellite tags valued at \$4000 and placed these in released Atlantic blue marlin during the tournament. The tags are designed to 'pop-off' the marlin four months after being

placed, float to the surface, and provide researchers with a wealth of data contained in the tags and picked up via ARGOS satellites. The IBT-placed tag that surfaces furthest from where it was deployed will win the race, earning that angler a free entry into the 2012 IBT and recognition by IGFA. This is just one way the world's longest continually-held billfish tournament is doing even more to promote billfish conservation.

IGFA Conservation Director, Jason Schratwieser, who co-directs the Great Marlin Race with Stanford University's, Dr. Randy Kucavar, says, "Seven tags were placed in marlin during the tournament and I have no doubt the avid anglers here in Puerto Rico will place the remaining three in the next week. This program is the perfect opportunity to marry angler passion and science."

Club Nautico de San Juan received a special honor from The Billfish Foundation (TBF), explains Elliot Stark, science and policy specialist. "We came down to present the club with a plaque for TBF's 25th Anniversary. The Club played an integral role in the founding of the foundation back in 1986."

"Expect the tradition to continue next year," invites Mirandés, who hands over the reins to Miguel Donato, who will chair the 59th IBT.

The IBT is a qualifier for the prestigious Rolex/IGFA Offshore Championship that takes place each May.

Visit: www.sanjuaninternational.com for full results

TARPON THUNDER TOURNAMENT

RECORDS SMASHED

REPORT SUBMITTED BY STEVEN VALDEZ



We are the Champions! Team Ramajay accept the winners' trophies at the Sweet Water Marina in Chaguaramas, Trinidad & Tobago.

The 2011 Trinidad and Tobago Game Fishing Association (TTGFA) annual Tourism Development Company (TDC) Tarpon Thunder Tournament saw records being smashed as anglers from Barbados, the United States of America, Canada and Trinidad & Tobago released a record 236 tarpons over three days of fishing in August. The previous record was 166 tarpon, which were released in the 2009 tournament.

Speaking at the prize giving, held at Sweet Water Marina in Chaguaramas, a delighted Tournament Chairman, Richard De Verteuil, noted that a total of 138 anglers participated on 29 boats.

The winning team, *Ramajay* released a staggering 32 tarpon over the five fishing sessions that started on the morning of Friday August 19th and continued through the weekend. Their impressive haul forced last year's champions, team *Mapepire*, to settle for second place with 26 releases. Third place went to team *PRI-d-Jep*; they also had 26 fish but were beaten by *Mapepire* on time.

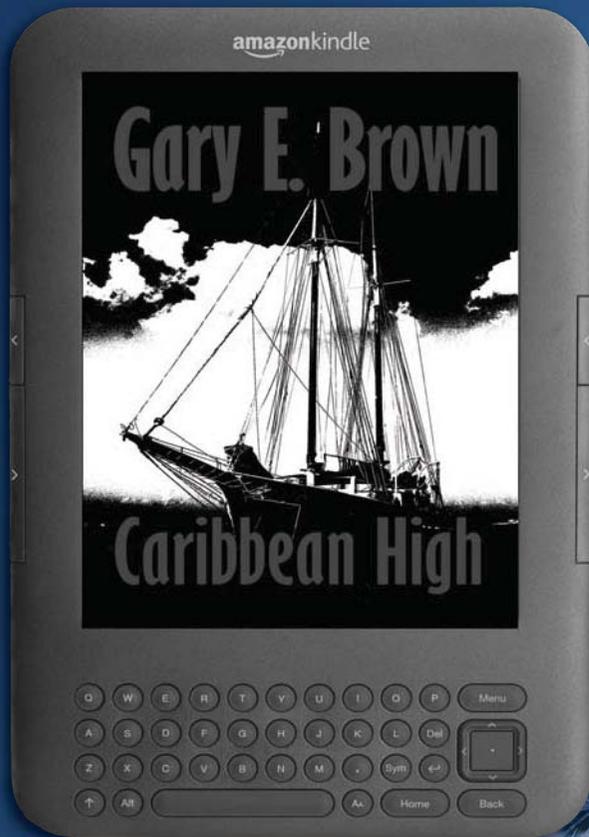
Captain of the winning team Michael Ross along with team members Christian Reece, Blayne Fahrina, Chad Chu Cheong and Josh Lewis started the first morning of the tournament in impressive fashion by releasing nine fish. Six of the nine fish were caught by the skipper of *Ramajay*. However, Josh Lewis and crew were not alone as team *Magic Lady* also released nine fish in the first session.

Several other teams did well on the first morning by catching six fish but it was not good enough to compete against the two leaders. Later that day, during the second session, *Ramajay* took the lead and never looked back. Josh Lewis of *Ramajay* and Adam Conyers of team *PRI-d-Jep* both released 11 Tarpon but Josh had to settle for second best angler because of time. Paul Hamelsmith of team *Mamazelle II* placed third best angler with his ten releases.

The prize for Best Female Angler went to Susan Persad of team *Taz*. Persad released a total of four tarpon. One fish on the first morning took her two and a half hours to release. She was not the only winner on the boat as her team member Bob Schutz won Best Foreign Angler by also releasing four fish. Best Junior Angler was awarded to Jordan Aboud, with last year's top anglers, Joshua Camacho and Matthew Vilain (both of team *Anger Management*), settling for second and third place respectively.

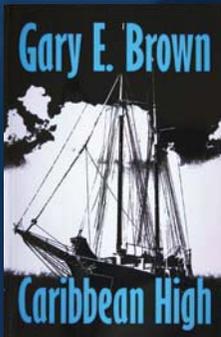
TTGFA's President, Reginald MacLean, thanked all the foreign anglers for taking part and special mention was made of the sponsors for the 2011 Tarpon Thunder Tournament: TDC, Well Services Group of Companies, Carib, Vemco, Blue Waters, Budget Marine, Real Marketing, Tee-Tee Ltd, Reel Tackle & Seafood, Tank & Fuel and Weather Routing Inc.

MacLean went on to remind all participants of the importance of handling the fish properly to ensure that they survive after being released.



Caribbean High

A Novel by Gary E. Brown



☪ When it comes to sailing inkslingers, Gary E. Brown is among the best. He's the voice of experience, and he's got the bar room bruises and ocean miles to prove it. Want a peek at the underbelly of paradise? Here it is. *Caribbean High* is an exciting, thrill-a-page waterfront yarn. – *Cap'n Fatty Goodlander, Editor-at-Large of Cruising World, and author of Chasing the Horizon & Red Sea Run.*

☪ It is as if James Bond becomes a Sea Gypsy and retires to the Caribbean! Packed with humorous ribald partying, a wide assortment of corruption and evil, strong and lasting friendships with love lost, and a frightening tropical storm, Gary Brown's novel is a perfect way to dig your feet into the sand, fill a bucket with cold beers, and read. Or position your favorite reading chair near the fireplace wherever you live, and dream of the Caribbean. – *B.D. Anderson, author of Wet Feet and Island Ice.*

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

☪ *Caribbean High Gets High Marks!* *Caribbean High* is an excellent fast-paced, intricately detailed adventure story with twists and turns throughout. The writing is smooth and logical with NO slow spots – you've got to be on top of your game to keep up. TRUST THIS REVIEW... the 'Modern Action Novel' that follows in the wake of Ian Fleming has brought great writers and even greater protagonist/hero's such as Clive Cussler's Dirk Pitt, Ted Bell's Alexander Hawke, Richard Marcinko's Rogue Warrior, W.E.B. Griffin's Presidential Agent and of course Jack Higgins' Sean Dillon. If you enjoy any of these writers, you will definitely love *Caribbean High*. The author Gary Brown is in fact a sailor who lives in the Caribbean and clearly had his share of experiences—which make this book rich with real life detail. If art imitates life, then Gary Brown has laid the blueprint with *Caribbean High*. Give it a try, I promise you will not be disappointed! – *Charles Southwold*

☪ 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>



flows toward the poles. The air movements toward the equator are called trade winds: warm, steady breezes that blow almost continuously. The rotation of the earth also affects the currents through the Coriolis force. This force causes water to move to the right in the Northern Hemisphere and to the left in the Southern Hemisphere. It exists because ocean water at the equator is moving at the same speed as the Earth. As you move north, there is less friction from the earth beneath it. A wind blowing for ten hours across the ocean will cause the surface waters to flow at about 2% of the wind speed (University of Southern California, earth sciences).

The second effect of the sun is to alter the density of the ocean surface water by changing its temperature and its salinity. If water is cooled or becomes saltier through evaporation, it becomes denser. This can result in the water column becoming unstable, setting up density-dependent currents, also known as the thermohaline (thermo – temperature, haline – salinity) circulation. Ocean currents, flowing under the surface of the ocean, are hidden from immediate detection. These submarine rivers are often called ‘global conveyor belts’. For example, deep water forms in the North Atlantic, sinks, moves south and circulates around Antarctica and then moves northward to the Indian, Pacific, and Atlantic basins. It can take a thousand years for water from the North Atlantic to find its way into the North Pacific.

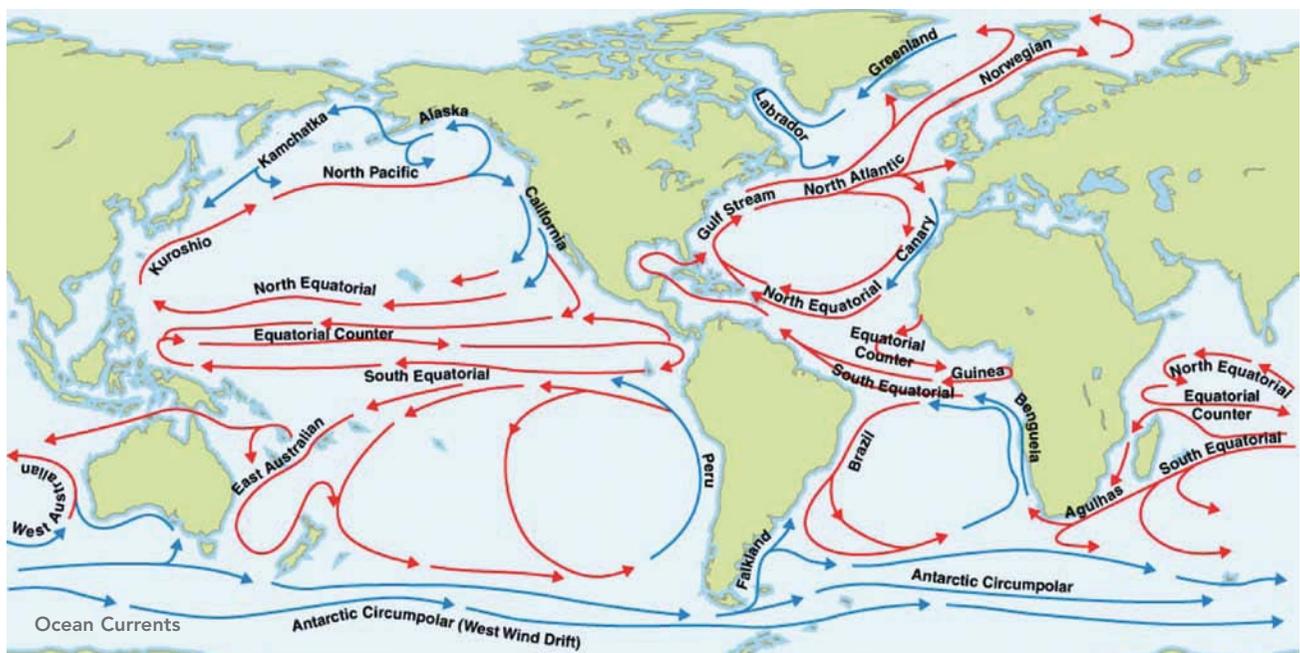
Currents help transfer oxygen from the atmosphere into the deep ocean. The sinking water is very cold and contains high concentrations of dissolved oxygen acquired at the surface (cold water can hold more oxygen than warm water). During their flow, they mix with ‘older’ water that has been away from the surface for a longer time, thus ensur-

ing that the bottom waters of the ocean are supplied with oxygen. Currents also transport nutrients and trash.

The American National Aeronautics and Space Administration (NASA) have developed a visual tool to see and predict currents. The program is called OSCURS (Ocean Surface Current Simulator) and can be found at: <http://oceanmotion.org/html/resources/oscar.htm>.

Now that we have had a brief overview of ocean currents we can understand the development of large ocean eddies called gyres. A gyre is a large system of rotating ocean currents formed by currents generated by surface winds, the movement of the earth and land masses. The major gyres of the earth’s oceans are named for their locations: North Atlantic, South Atlantic, North Pacific, South Pacific and Indian Ocean gyres. The map shows a simplistic drawing of the gyres. There are several smaller gyres; the large gyres contain sub-gyres. For example, the Atlantic and the Pacific Ocean have four gyres each. The gyres rotate in either a clockwise or counter-clockwise direction depending on the hemisphere. The gyres are huge – the size of continents – and it can take years for a piece of flotsam to exit the gyre. For example, the size of the North Atlantic gyre is 1,200 x 3,000 nautical miles, with an 8,000 nautical mile circumference. The orbital period is 3.3 years, but only half of the stuff in the giant gyre will escape in each full revolution; thus there is a one percent chance that a given object would remain adrift after seven orbits – 23 years. These figures are taken from the book *Flotsametrics and the Floating World* (Curt Ebbsemeyer and Eric Scigliano, 2009. HarperCollins Press).

Let’s get back to the tub toys and their story. On January 10th 1992 a ship, sailing from Hong Kong, lost a con-





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tainer overboard and released 29,000 bath toys into the ocean. Caught in the North Pacific Gyre (counter-clockwise ocean current in the Bering Sea, between Alaska and Siberia), the ducks took ten months to begin landing on the shores of Alaska. By 2005 some of the toys washed up on beaches in eastern North America between Maine and Massachusetts. In 2007 the first tub toys were found on beaches in England.

It is not just rubber ducks that get caught in gyres. Trash enters coastal currents and is fed into the gyres creating huge floating islands of garbage. The North Pacific gyre is often called the garbage patch. By all accounts this gyre is a mass of plastic and other debris that resists decomposition. Dead birds can be found with bellies full of plastic debris. 

Devi Sharp is a retired wildlife biologist and is exploring the Caribbean with her husband, Hunter and Bert, their rubber duck, on their sailboat Arctic Tern.



RESOURCES:

To read the full gyrating history of the tub toys try the following websites:

- <http://beachcombersalert.org/RubberDuckies.html>
- http://www.rubaduck.com/news/rubber_duck_news-200302-duckies_around_the_world.htm

For more information about trash and gyre, visit:

- <http://www.greatgarbagepatch.org>
- <http://www.5gyres.org>
- <http://www.greatgarbagepatch.org>
- <http://earthsky.org/water/pacific-ocean-gyre-filled-with-plastic-trash>

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TOP OF THE LINE

BY STEVE ROSENBERG
PHOTOGRAPHY COURTESY OF AWLGRIP



A Lazzara LSX78 coated in Awlcraft SE

Want to know the secret to getting the ultimate topcoat finish? When the eventual two-time America's Cup winner *Courageous* launched in June 1974, admirers agreed that the all-aluminum, 12-metre boat was an elegant sailing vessel. One thing they surely noticed was the stunning sea-foam green topside paintjob that instantly turned heads and distinguished it from the competition.

With all the attention that *Courageous* garnered both as a winner of sailing's most prestigious regatta and as the plaything of media mogul Ted Turner, the paint manufacturer Awlgrip, and its innovative approach to high-grade marine surface coatings got to go along for the ride.

"That yacht got talked about so much during that time that it really brought a lot of attention to our products," said Elenor Ekman, Awlgrip Marketing Manager. "The Awlgrip polyester finishes are designed, of course, to hold up well in a marine environment, but what really made us stand out and built our reputation is our gloss finish. We call that our 'distinction of image,' and the high-gloss, mirror finish looks fantastic even after a year out to sea in full exposure."



As an industry-leading professional-grade topcoat paint line, Awlgrip products are designed using only the highest quality resins and pigments to prevent premature fading and chalking even in the harshest conditions. But, Ekman points out, there are many success factors involved in

getting the 'ultimate' topcoat finish, such as who's applying the finish, where it's being done, and the system being used.

"We can help those applicators that don't have the luxury of a dedicated paint shed to help make the finish as good as possible with things like anti-cratering additives and drying accelerators," Eckman said. "We always try to make it as easy as possible for all of our customers to get involved in the process, and we emphasize training to optimize their skills and understand all the different variables. Our customer training facility is getting rave reviews, and many people are learning new tricks of the trade and how to stay ahead of the game with new solutions."

With an extensive range of products, Awlgrip strives to provide the perfect combination of primer, paint addi-

tives and coatings plus support options for any conditions, whether the work is being done in the Caribbean, the Mediterranean or California, Ekman said.

"We examine the project carefully and make mast-to-keel recommendations, for instance, with our variety of non-skid deck paint, flattening agents, accelerators and maintenance products," said Ekman. "We want everyone to understand the process and how the products work together, so there's continuity and they get the quality result they expect."

Color matching is big business for Awlgrip, which means customers can get exactly the color they desire. Instead of distributors carrying hundreds of different premixed colors a client can bring in a color chip or other representation and the paint can be freshly mixed to that exact specification.

According to Ekman, the most popular topcoat colors shade toward the dark blues and whites, but special effects paints such as metallic flake and designer pearlescent options are becoming more popular in certain applications. As these types of effects became more prevalent in the automotive market, more customers started asking about creating a similar effect on their yachts.

"We took our time to explore all the different technologies involved with the special effects paints," said Ekman. "Our Awlcraft SE is one that we're very excited about, and it's been available for about 18-months. Remember that spraying a car is not like spraying the surface of an 80-foot boat. The trick is to get the metallic flake all laying in the same direction. That definitely requires some expertise to

make it look right with the finish as consistent as possible."

One of the first high-profile projects to utilize Awlcraft SE was the flybridge of Cakewalk, the biggest new build in North America at the time. It's also used on large refit projects with successful results. Ekman says more boatyards are starting to offer the product because of consumer demand, particularly on large sportfishers and superyacht superstructures, because it creates a unique, premium finish. Much like interior decorating trends in the housing market, there seems to be an enthusiasm to experiment these days.

Some of the research and development going on at Awlgrip is more behind-the-scenes, however. For some uses, the acrylic polyurethane Awlcraft 2000, with its faster drying time makes for an easier application, particularly in areas where dust is likely to settle quickly. While the finished product is not quite as hard as the typical Awlgrip finish, it is much easier to repair. And for areas with either voluntary or regulated emissions requirements, the new Awlgrip HS helps meet or exceed local standards, but require special training because of the differences in paint coverage and finish.

Special thanks to Elenor Eckman of Awlgrip Yacht Coatings for her contributions to this article.



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



Customer training session under way at the Awlgrip Paint Application Center.



WORLD CRUISING CLUB

CARIBBEAN 1500 CRUISING RALLY

NEW CHANGES, SAME CRUISING-IN-COMPANY CAMARADERIE

BY CAROL M. BAREUTHER

Changes in departure and arrival venues are just a few of the 'What's New' as the World Cruising Club (WCC) runs its first Caribbean 1500 Cruising Rally this fall, departing November 7th from Hampton, Virginia.

"The first change rally veterans will notice is a move to the Hampton Public Piers and the Crowne Plaza Hotel, with transport provided to Bluewater Yachting Center," says Jeremy Wyatt, the Cowes, England-based WCC director. "This venue allows us to have all of the rally activities in one location, making it easier for ralliers to join in wherever their boat is docked. It also means that we can deliver the pre-start program whatever the weather."

A greater number of social events are on tap in Hampton, including a welcome party hosted by the Hampton Visitors Bureau, ice-breaker drinks and happy hours to help crews get acquainted and a Farewell Party hosted at the Hampton Yacht Club. The pre-start seminar program should be improved with the move to the Crowne Plaza, since this locale provides a better environment for the speakers to share their expert knowledge. This program will include a safety briefing and demonstration and a live demonstration of a life raft, inflatable PFDs and flares.

On the arrival end, British Virgin Islands-bound boats will now be able to sail directly to Nanny Cay Marina on Tortola where BVI Customs & Immigration officials will be on-hand.



Nanny Cay resort and Marina on Tortola British Virgin Islands



Happy ralliers in Hampton

WORLD CRUISING CLUB



Pre-start safety equipment inspection - checking the gimbals

ANDY SCHELL



Reeling in the fish on Sea Falke

WORLD CRUISING CLUB

This makes for a speedier check-in rather than stopping at Soper's Hole first. In addition, the Bahamas Class will now sail to Green Turtle Cay, in Abaco, chosen to make for a safer landfall rather than Marsh Harbour.

"We'll be using the Bluff House Resort and Marina as our home in Green Turtle Cay, which offers great facilities and a very high quality of service to cruisers," says Wyatt.

Fifty-two vessels were registered for this year's Caribbean 1500 as of mid-September, with the fleet expected to grow to 55 or 60 boats by November. This is certainly a healthy fleet size, considering that numbers have ranged from a low of 35 in 2003 to a high of 79 in 2010. The smallest boats so far this year are David Densmore's Valiant 37 *Curlew*, and Dan and

Susan Kain's Island Packet 37, *Wind Dancer*. The largest is Fran Schwenk's Hylas 70 *Archangel*. There are five multihulls; all catamarans. There are three Canadian boats: *Dancing Lizard*, *Nyctea* and *Oceano 2*. The rest of the fleet is flying the US flag.

"Three of the fleet will be using this year's Caribbean 1500 as a warm-up for a bigger adventure," explains Wyatt. "*At Last*, *Ice Wars II* and *Southern Cross* will be joining the 30-strong World ARC fleet in Saint Lucia in January for a fifteen month circumnavigation.

The vast majority of boats are sailing in the fun competition Cruising Division, but there is also a non-competitive cruise-in-company in the Open Division."

As for the ralliers themselves, 16 are returning 'veterans'

Caribbean 1500 Cruising Rally



Scarlet and River Cassidy
from *Starbound*.

WORLD CRUISING CLUB

who have completed one or more previous Caribbean 1500 rallies. Many of the crews will have sailed the Caribbean 1500 in double figures, too. One notable return rallier is Caribbean 1500 founder, Steve Black.

"I'm looking forward to it," says Black, who will sail his Pacer 42, *Madrugada*. "The 1500 has always been the best way to cruise to the Caribbean, and now I can relax and enjoy it with everyone else. I will see lots of old friends and have the chance to meet many new ones. For us, it is a fun race with good parties, a good crew list, and professional weather routing. What more could you want?"

First time ralliers include newly retired biotech CEO Dean Cuplin, who has relinquished one-design racing in San Diego and is using the Caribbean 1500 to start the cruising life with partner, Linda, on their classic Chuck Paine designed Rival Bowman 48, *Amara*. Other first-timers are Mark Bigalke and Eileen Morgan who are taking a sabbatical from work to sail their newly-refitted Cherubini 44 *Wavelength*. Their previous boat was a 22ft Falmouth Cutter which they sailed in the Bahamas; however the

Caribbean 1500 will be the first time that they've spent more than one night on passage.

Bob Woods, who completed a Safety at Sea training and Ocean Sailing Seminar in Annapolis, will also join the rally for the first time aboard his Morris 46 *Lexington* at the recommendation of North Sails instructor and Caribbean 1500 veteran Carolyn Grant. Wood's desire to sail the Caribbean 1500 echoes the sentiments of many who cast off for the first time: "I have started sailing and owning a boat late in life and feel I need to push myself," says Woods. "I am determined not to enjoy my boat sitting in a marina".

The rally will finish with an awards ceremony and safe arrival party on November 17th at Nanny Cay Marina.

For more information, visit: www.worldcruising.com/carib1500



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



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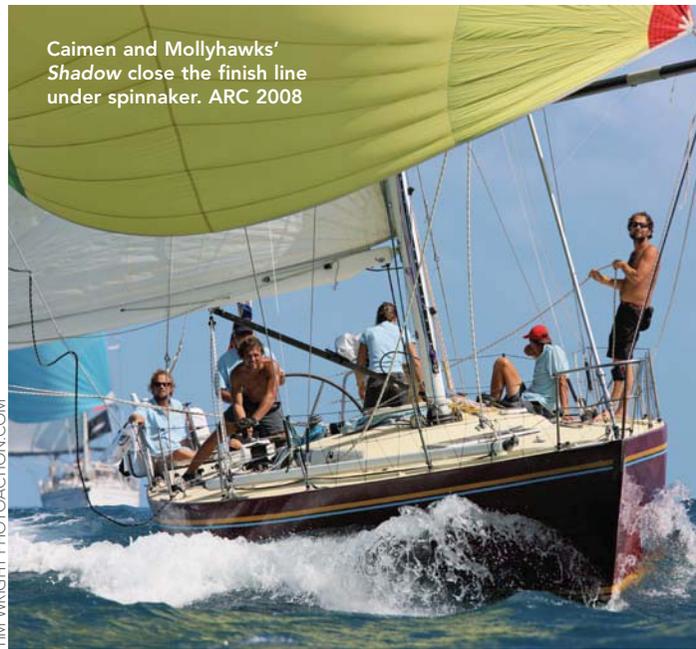
BARRY PICKTHALL



ARC kid's beach party.

CLAIRE PENGELLY

Caimen and Mollyhawks'
Shadow close the finish line
under spinnaker. ARC 2008



TIM WRIGHT PHOTOACTION.COM

THE ATLANTIC RALLY FOR CRUISERS 2011

RECORD NUMBERS HEAD WEST

BY GARY E. BROWN

It's the granddaddy of all offshore rallies and judging by the fleet assembling in Las Palmas this November, it is growing stronger by the year. We are, of course, talking about the ARC – The Atlantic Rally for Cruisers.

Now in its 26th year, the ARC was started by journalist Jimmy Cornell who, in the mid 1980s, was sent by a popular sailing magazine to cover the annual yacht migration from the Canary Islands to the Caribbean, a migration much smaller than it is today.

What Cornell found inspired him and in 1986 the Atlantic Rally for Cruisers was born.

Why do so many sailors want to join this popular rally?

"Without doubt some ARC participants would have crossed the Atlantic without the rally, while others have done so because of the rally," says Andrew Bishop, the man who now heads the World Cruising Club, the owners of the ARC. "The influence of the rally extends beyond the immediate start and finish though, and where we really help is in preparing people to go offshore cruising."

Before taking part in the ARC, says Bishop, sailors often prepare for years, even going as far as contacting the World Cruising Club before they have bought a boat. "They'll come along to our seminars and forums to learn about the practicalities of life aboard and how to select gear and train crew. By the time they cross the line in Las Palmas they're fully prepared; practically and mentally."

By March this year, the ARC was already over subscribed and a waiting list was set up. And with such high numbers, organizers expect 235 boats to start from Las Palmas.

There can be no doubt that when the ARC arrives in town it pumps a large amount of dollars into the local economy.

"We've done a lot of work in measuring the economic impact of the ARC in Gran Canaria, and in 2010 the boat crews spent over \$2m in Las Palmas, not including flights and accommodation ashore," says Bishop. He adds, "We would expect an equivalent level of spending in Saint Lucia, although more is likely to be spent on accommodation and tourism-related activities, and less on preparing the boat."

A welcome surprise is the number of multihulls taking part, with 30 expected on the start line. This breaks another ARC record and makes it the biggest-ever transocean event

for cruising catamarans. The increase has delighted the organizers who say they worked hard to increase the number of multihulls by making more space available in Las Palmas.

This year World Cruising Club increased the number of rallies they organize by taking over the Caribbean 1500. Boats from this rally, along with 13 boats from ARC 2011 and four previous ARC boats, are going on to join the World ARC circumnavigation rally that starts in Saint Lucia in January 2012.

The ARC has always been about sailing and camaraderie. Again, many families will cross the Atlantic this year and their crews will include everyone from toddlers to seniors.

Although many old-hands will be joining the fleet, the ARC is there to help and encourage those making an ocean crossing for the first time. This is something that the ARC is rightly proud of and dates back to the original concept as laid down by founder Jimmy Cornell.

Stringent rules on safety help instill confidence in those making the voyage for the first time.

"Safety is our chief concern," notes Bishop. "And our equipment requirements, at-sea weather forecasts, radio net and pre-departure skippers' briefings are a deciding factor in joining the ARC for many people."

Asked to sum-up this year's rally, Bishop had this to offer those taking part: "You are going to undertake something amazing, crossing an ocean using the power of the wind, dependent on your own skills and abilities. Although you'll be following in the wakes of thousands of sailors both ancient and modern, your adventure will be unique, and you'll be able to count yourself a member of a special group of people."

The 26th ARC leaves Las Palmas de Gran Canaria on November 20th. *For details or to enter ARC 2012, visit: www.worldcruising.com*



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: <http://garyebrown.net>

AVAST YOU SALTY DOGS

NEW RALLY DEPARTS FOR CARIBBEAN THIS FALL

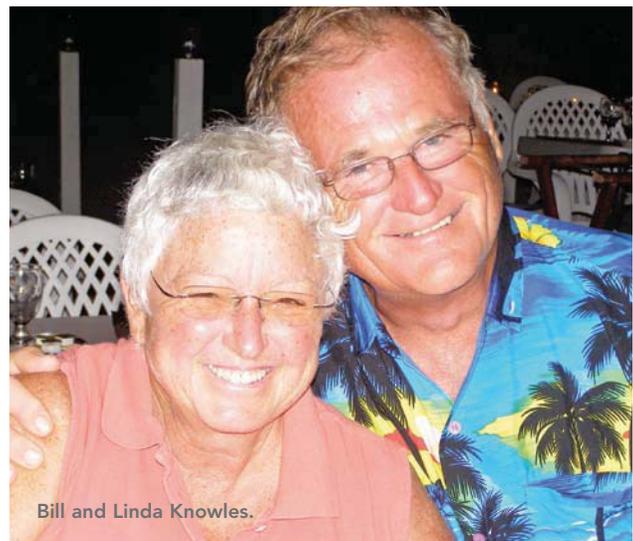
BY CAROL M. BAREUTHER



Brie – a true
'Salty Dog'.

If you've sailed offshore to the Caribbean at least once, then you're invited to join a brand new cruising rally. The first annual Salty Dog Rally is being organized by Bill and Linda Knowles, who cruise from New England to the Caribbean each year aboard their Jeanneau 54, *Sapphire*, with 10-year-old Jack Russell terrier, Brie.

"We've done the Caribbean 1500 Cruising Rally a number of times, but this year's departure date of November 7th is one reason why we decided to start our own rally," explains Bill Knowles. "In my opinion, this is too late. A three or four day delay could set departure back to November 11th or 12th. Add the seven to ten-day trip and you are into Thanksgiving week. Many people have previous commitments for this week and it's possible to lose crew. We plan to leave earlier, weather permitting, on November 1st instead."



Bill and Linda Knowles.

Secondly, Knowles adds, "We've done the trip for so many years with the 1500 that we thought it would be fun to do on our own with other experienced sailors."

The fact that the Salty Dog Rally is only open to experienced sailors lent to its name.

"Our dog Brie has at least 20,000 ocean miles under her belt, so you could say she's an experienced sailor or real salty dog," says Knowles. "We really liked the name and thought it perfect for the rally."

The term 'salty dog' does indeed mean an experienced sailor, according to the Dictionary of Navy Slang.

The idea for the rally took root this summer. It grew into reality when Blue Water Sailing signed on as sponsor to provide free weather routing services and organizations like the Seven Seas Cruising Association helped to spread the word.

"We hope the Salty Dog Rally will become a tradition that will continue year after year."

"The goal is to have a good time," says Knowles. "I'm not charging anything because I don't want to be financially responsible. It's an 'on your own in a group' type of rally."

Nine boats had signed up for the rally by mid-September. These included two Jeanneau 54s, a Hylas 54, Farr 50, Beneteau 49 and couple of monohulls in the 40 to 44-foot range. There are no multihulls. The cruisers hail from California, New England and Baltimore. One other boat has a canine crew, while yet another boasts kids on board. Knowles expects 10 to 15 boats to have signed-up by rally start.

As of mid-September, Knowles was still deliberating between a Hampton start from the Bluewater Yachting Center or Norfolk start from Bay Point Marina. Both facilities are cruiser-friendly facilities, offering dockage discounts to ralliers, with restaurants, provisioning and other shopping nearby. The destination will be the British Virgin Islands of Tortola, either Soper's Hole or Nanny Cay Marina.

"We'll be offering an offshore rally net on single-sideband at 7am and 7pm daily, potluck socials and a Dutch-treat closing dinner at either the Jolly Roger in Soper's Hole or Peg Leg's at Nanny Cay."

Knowles says the group may get together again in the spring and head back north.

"We hope the Salty Dog Rally will become a tradition that will continue year after year," says Knowles.

For more information, Email: wpksapphire@aol.com ☎

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



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From Gary E. Brown, Editorial Director of All At Sea Magazine:

At last here's an up to date in-depth guide for those making a voyage to the Caribbean. Rich in detail and packed with drawings and maps, not only will this book help you get to one of the world's most beautiful cruising grounds, Virgintino will keep you entertained while doing it.

From Sally Erdle, Editor of Caribbean Compass:

Like respected authors before him, Frank Virgintino presents comprehensive advice on just about everything North American sailors will need to know get to the Caribbean safely and enjoy a cruise here. The big difference is that Virgintino takes a wide-angled look at sailing to and cruising in the Caribbean — the WHOLE Caribbean. This was last done by Hart and Stone in 1976 (revised in 1991), and Virgintino's fresh perspective on the big picture is a gift. Virgintino urges cruisers to get off "the beaten paths" (thorny or not) and consider a number of viable routes from various jumping-off points on the East Coast to various "entrances" into, and landfalls in, the Caribbean. His division of the Caribbean into four quadrants is a neat and functional way of comprehending this vast cruising area, and of getting over the idea that the Lesser Antilles alone are "the Caribbean." Kudos to "A Thinking Man's Guide" for its wide embrace of the entire Caribbean!



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ANTILLES SCHOOL SAILING TEAM

YOUNGSTERS MAKING WAVES ON NEW ENGLAND'S SUMMER CIRCUIT

BY ARLENE R. MARTEL

PHOTOGRAPHY BY SPECTRUM PHOTO/FRAN GRENON WWW.SPECTRUMPHOTOFG.COM/IBBR



Antilles School Sailing Team skipper Alec Tayler on the hunt against Jeremy Herrin of Sarasota Youth Sailing at the 2011 Buzzards Bay Regatta.

Spurning conventional summer 'Va-K' pursuits for the grueling international racing circuit, this latest crop of talented high school athletes from the St. Thomas, U.S. Virgin Islands-based Antilles School Sailing Team headed to New England last summer, where they turned in a Gold Fleet-winning performance at the 9th annual C.J. Buckley Jr. Team Race Regatta (August 1-3) off Goddard Memorial Park in East Greenwich, RI.

Contested by 36 teams, the Greenwich Bay Sailing Association's C.J. Buckley served as the Club 420 Association's 2011 National Jr. Team Race Championship. Under the scrutiny of Antilles coach Kimberly Murtha, skipper/crew teams (1) Alec Tayler/Taylor Ladd; (2) Ian Barrows /Jordan Ladd; and (3) Kyle



Antilles School sailors unfurl USVI colors to celebrate success against a near-record Laser Radial entry at the 2011 Buzzards Bay Regatta. From left: Kyle Brego (4th), Alec Tayler (11th), Ian Barrows (3rd).

AP

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Ian Barrows of St. Thomas maximizes every lift to pull away from the Laser Radial pack on Day Two of the 2011 Buzzards Bay Regatta off Padanarum Harbor.

Brego/Ian Coyle, utilized RI's diverse conditions to sharpen team skills for the 2011-2012 interscholastic schedules.

St. Thomas' Tayler earned the Sportsmanship Award, judged by the nation's top college coaches and sailors. The 16-year-old jumpstarted summer in Newport, RI, finishing sixth among 27 Laser Radials at June's 2011 Brooke Gonzalez Advanced Racing Clinic, arguably the East Coast's most intensive workshop.

Crewing for freshly-graduated Antilles captain William Bailey, Tayler and Barrows scored an impressive sixth at CA's Balboa Yacht Club, battling the world's sharpest match racers-in-training at the 45th Annual Governor's Cup International Junior Match Racing Championship (July 19-24).

Determined to join Antilles mates at the East Greenwich Yacht Club, returning St. Thomas senior Nikki Barnes secured a slot as skipper alternate; while St. John's 16-year-old Brego flew from France's 2011 World Laser Radial Youth Championship, where 375 top-gun Laser Radial youth represented 44 countries.

Hauling still-damp gear from RI, Brego, Barrows, and Tayler sped north to MA, with barely a day to spare for laundry, or the Buzzards Bay Regatta (August 5-7) kick-off.

Hosted at alternating venues by the south coast's largest clubs – the venerable New Bedford Yacht Club (odd years) on South Dartmouth's Padanaram Harbor and Beverly Yacht

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The BBR is a popular stopover for high school and college sailors. It's regarded as New England's highest caliber multi-class regatta and best attended one-design contest, scoring more than 362 boats total in 2011, a solid choice as Laser District 7 Championship for Laser Radials/Standards.

The St. Thomas Yacht Club sailors needn't have rushed, however, as Day One's fluky 5-7 knot breezes postponed racing until the afternoon. Southwesterly winds allowed a solitary Laser Radial start that saw Barrows hunting through the 77-boat fleet to a 14th place finish, followed by Tayler in 34th. Brego's black flag at the crowded 77-boat start line proved costly.

Saturday scored four starts under partly-cloudy skies, steered by steadier 10 to 15-knot winds that favored Barrows' aggressive tactics and secured Ian's third place finish. Brego rebounded, nipping Barrows' heels for fourth. Tayler improved steadily, finishing in 11th position.

Small Craft Warnings, torrential rains, gusts to 25 knots, and building seas Sunday kept Laser Radials and others at the docks on Day Three, locking in Saturday's scoring as final.

While big-boaters sailed to glory in 'washing machine-like conditions' on Buzzards Bay, Barrows and Brego collected trophies, de-rigged in the rain, then shifted focus toward Narragansett Bay, the Newport, RI venue for US SAILING's prestigious 2011 U.S. Youth Sailing Championship – Radials (August 14-18).

The 'Big Kahuna' on August's schedule, the New York Yacht Club, Sail Newport and Ida Lewis Yacht Club-hosted 'Youth Championship' spotlights 133 invitation-only competitors in Laser, Laser Radial, Club 420, and 29ers.

Scoring 10 races for the Laser Radial Series, Barrows earned an impressive third place trophy, out-sailing high-profile national competitors. Brego clawed back from 20th on Wednesday to grab the last Top Ten slot within the 23-boat fleet.

William Bailey's fourth finish in the 18-boat Laser Standard fleet marked a bittersweet rite of passage for Antilles' former captain, who leaves high school classmates and cherishes sailing buddies in his wake as he heads to Boston College.

Clearly, the torch of has been passed to yet another talented Antilles Sailing Team, a tightly-knit bunch of globe-trotting kids with world-class ambitions, parents willing to sell 'Rubber Ducky Race' tickets, 'Spuds for Sailing' and 22,000 hot dogs annually to support them. 

Arlene R. Martel is a marine industry media consultant, regatta director and author of USVI: America's Virgin Islands.



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AMERICAN YACHT HARBOR MARINA

RECORD MARLIN ON PERMANENT DISPLAY

BY CAROL M. BAREUTHER

There's a new nautical tourism attraction on St. Thomas. It's the perfect place to have your picture taken, especially if you're an avid angler.

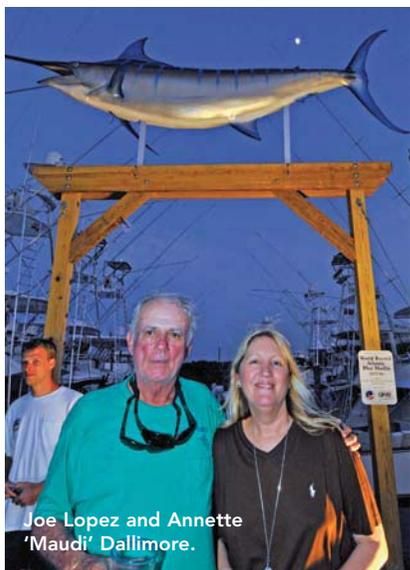
In August, a replica of the 1073lb blue marlin caught by Annette 'Maudi' Dallimore on July 6 1982 was mounted on a specially-built frame at the head of 'A' dock at the American Yacht Harbor Marina (AYH) in Red Hook.

"It took two weeks to design and build the frame," says marina manager, Joseph Walling, "and eight guys to stand the marlin up on top."

The project started when Florida-based photographer, Richard Gibson, who has traveled to the territory for over two decades to shoot the fantastic blue marlin bite, had the idea to commemorate this still-standing Women's IGFA 'All-tackle' world-record blue marlin catch.

"Richard told us the story about Maudi and asked if we would build her fish," says Bill Dobbelaer, general manager of Gray Taxidermy in Pompano Beach, Florida. "We gladly accepted the challenge. We spent four months building the fish using top quality materials like Imron paint to give it an 'alive' look, as well as longevity, in the St. Thomas sun."

Dallimore flew from Australia for the 'fish raising' as did her former husband, Joe Lopez, who jetted down from Florida. Lopez was at the helm of the 43ft Merritt Prowess when Dallimore caught her magnificent marlin.



Joe Lopez and Annette 'Maudi' Dallimore.

DEAN BARNES

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

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SINT MAARTEN HEINEKEN REGATTA

ESPN COVERAGE TO BROADEN APPEAL

BY ROBERT LUCKOCK



PHOTOGRAPH BY ROBERT LUCKOCK

Vice-President and General Manager of ESPN Caribbean, Bernard Stewart.

Any time a major sports television network takes interest in an island produced event it should be cause for celebration. In this case it's the world renowned Sint Maarten Heineken Regatta that piqued ESPN Caribbean's interest and for the first time in the regatta's history the 2011 event was filmed and aired internationally to positive reviews.

ESPN's interpretation of the 31st regatta was praised for its well-rounded coverage and accessibility to the casual viewer that opens up potential to attract a wider range of audiences.

The regatta organisation already has a well oiled publicity machine but ESPN's participation has the potential to broaden the event's appeal to all corners of the globe. Regatta Director Heather Tackling disclosed in August the regatta and ESPN was close to signing a five year deal.

"Having ESPN show interest and produce a programme about the Sint Maarten Heineken Regatta not only sheds light on the event but also on the island and the region," she said. "We are excited ESPN sees the value in Caribbean racing and that it is willing to make a commitment of five years to the event. It will allow the island and the regatta to use this exposure to advance the regatta. We are working very closely with the staff to ensure the programme brings across the experience of Caribbean racing and we look forward to a great long term partnership."

Vice-President and General Manager of ESPN Caribbean Bernard Stewart was special guest of the Sint Maarten Yacht Club at a special screening of ESPN's video documentary in June. Among audience members were Minister of Tourism Franklin Meyers, Managing Director of Heineken John Leone, Managing Director of St. Maarten Cable TV Beulah

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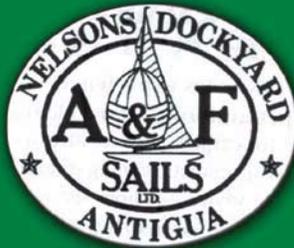


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St. Maarten / St. Martin

Jonis, officials from the Marine Trades Association, and Regatta Director Heather Tackling.

Stewart, no stranger to St. Maarten, was formerly with ESPN in Asia for ten years. He became interested in getting ESPN involved in the island following discussions with St. Maarten Cable TV last year.

"When I was offered the Caribbean assignment by ESPN I found out few Fortune 500 companies have a really strong strategic view of what to do with Caribbean businesses," he explained. "It was an opportunity for me to step in and use the toolbox I developed over time to find out if there's real business here and to let people know who we are."

Asked what attracted ESPN to the island, he said: "You have an event going on for 31 years with 200 entries from around the world each year, thousands of visitors, a major sponsor is involved, and the whole community is behind it. Forget the genre, how could you not be involved? I think the regatta was one of those quiet stories that grew and grew. Sport has a way of giving you compelling stories."

"Having ESPN show interest and produce a programme about the Sint Maarten Heineken Regatta not only sheds light on the event but also on the island and the region."

Stewart said in addition to the English language version of the video, ESPN is making a Spanish language version of the 31st regatta for Latin America in high definition that will target around 28 million viewers.

"Who knows how far this can go," he added. "With the right kind of participation and right story telling we can place the coverage on a variety of our networks around the world. The advantage of a partnership with Minister Meyers and the tourism board is that they have the same goals as us. We want to speak to the same people. They want to tell people to come to St. Maarten. If we all work together on this we can check off the boxes that will be beneficial for everyone."

The 31st regatta was seen by 2.2million viewers on ESPN in Australia and the Pacific Rim. Another six million watched it on ESPN in the Middle East, North Africa, Africa and Israel, while 800,000 saw it in the Caribbean region.

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

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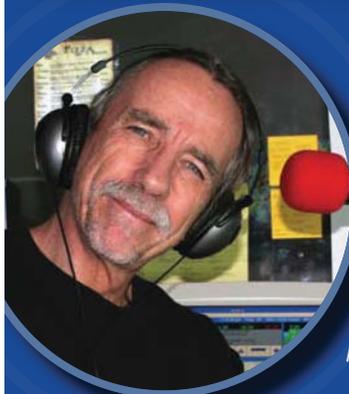
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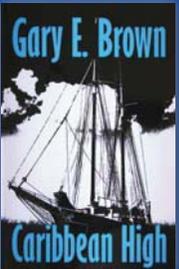


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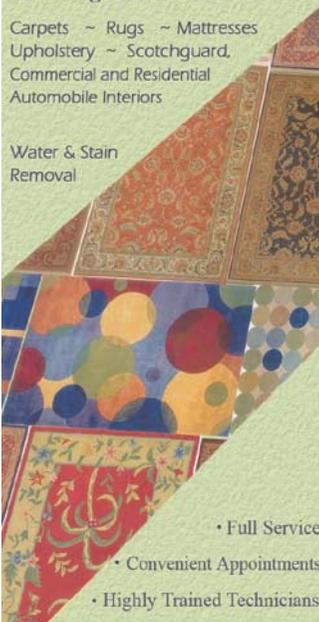
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SPORT FISHING PROFILE

ANTIGUA'S CAPTAIN MICHAEL 'MICKEY' HALL

BY CAROL M. BAREUTHER

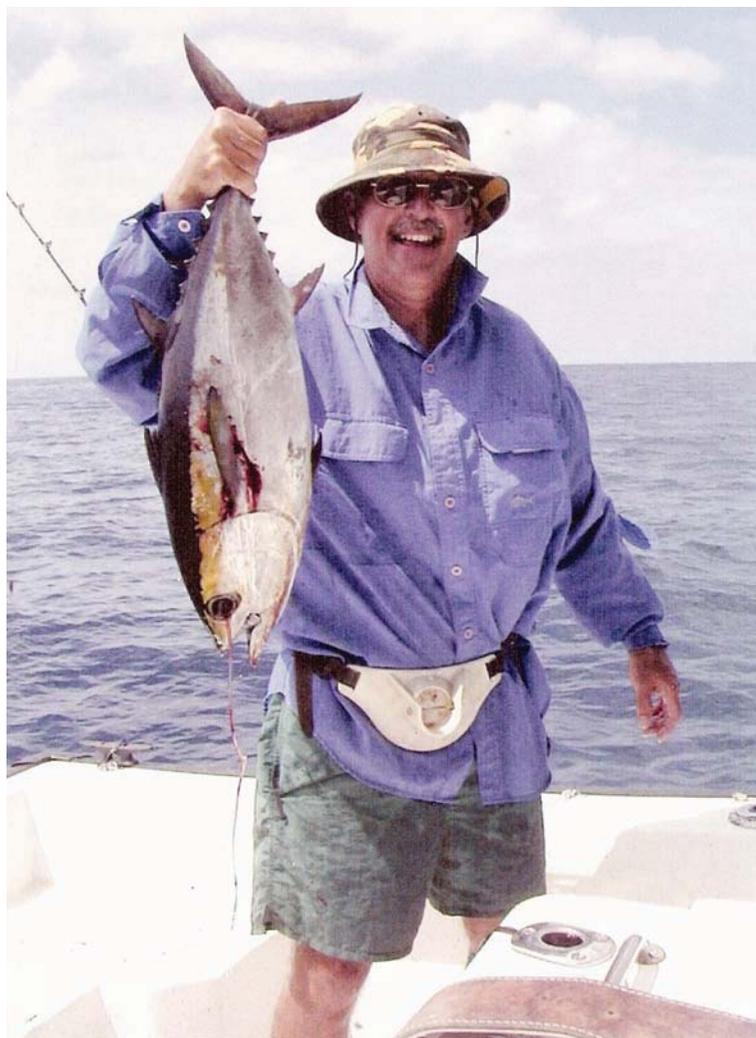
Fishing has always been a family affair for Captain Michael 'Mickey' Hall, one of Antigua's most experienced and winning sports fishermen.

"I started fishing at age seven with my late father, the Honorable Robert Hall, and with my brothers and sometimes my mother," says Hall. "My first efforts actually involved skin diving both as a reef diver and open water diver taking part in the Pan Am Airways tournaments. We targeted reef species and pelagic and normally would go from the boat."

Hall's sports fishing education took a leap forward during his teenage years under the tutelage of the late Ralph Camacho, Antigua's first sports fisherman.

"We all attended fishing tournaments from an early age during the late '60s and early '70s," Hall explains. "My brother Vernon then got his own boat and we fished tournaments with our wives whose names are all recorded in the Antigua & Barbuda Sport Fishing Club's records."

Today, Hall says, his favorite type of fishing is live baiting for pelagics on the drop-off using strong spinning gear. He also enjoys deep-sea trolling for wahoo, tuna and dolphin. Wahoo is his favorite specie to catch, followed by black fin tuna as a close second. His preferred equipment is a rod in the 20lb to 30lb class and a Shimano Baitrunner 6500 series reel loaded with 20lb Suffix yellow monofilament line.



"My best fishing day was winning a tournament in 1998 with the largest of a few different species, also a few second prizes along with the largest fish in the Ladies and Juniors divisions."

"My best fish story happened when I brought an 80lb yellowfin tuna to gaff only to discover that the fish had actually survived being pierced through and through by a large billfish and that the wound had actually begun to heal over," Hall tells. "I sent a picture of it to the magazine *Florida Sportsman* and it was published."

Hall caught a sizeable wahoo during another good day of fishing. Ironically, he hooked up the fish while making a close pass to another fishing vessel whose angler's line went off at the same time.

"We came to find we were both hooked up to the same fish," he says. "The big question was who hooked it first. Probably one of the lines went down the other and the hook slid along and ended up in the fish's mouth."

Hall fishes in all the Antigua & Barbuda Sport Fishing Club's tournaments.

"I've done well in the local ones, having won the Sporting Divisions (all other species except marlin) on a number of occasions with all my family as crew," says Hall. "In fact, my best fishing



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day was winning a tournament in 1998 with the largest of a few different species, also a few second prizes along with the largest fish in the Ladies and Juniors divisions."

He has also won prizes in tournaments held in Nevis, Montserrat, Barbuda, and St. Maarten.

"Tournament fishing has led to life-long friendships both locally and on the neighboring islands through camaraderie," Hall says.

Hall fishes from his 32ft Carrera center console, *Scally Wag*.

"I had the boat custom made to position the console a bit further forward to give a lot more room in the fighting/landing aft area," Hall explains. "It has six rod holders on the gunwales. It also has the speed – thanks to the two Suzuki 250 four strokes – to get to the grounds and return in good time with a great ride."

Antigua's best fishing grounds are on the northwest, east and west of the island. However, Hall says "it takes years to truly learn the different bottom structures where a winning fish can be found."

Antigua's best fishing grounds are on the northwest, east and west of the island. However, Hall says "it takes years to truly learn the different bottom structures where a winning fish can be found."

Visiting anglers, he advises, should pay close attention to their GPS/fish finders when near these structures. He suggests zooming in to get a much closer grasp of what's on the bottom and then work the area at different compass headings to find the bite and then remember it for the duration of the day's outing.

Even though this recommendation sounds like a lot of work, it's the aspect of what Hall calls 'total relaxation' that attracts him to sports fishing.

"Whether we come home with fish or not," he says, "just being out there is most gratifying and hearing a screaming trolling reel is sweet music like no other." 

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



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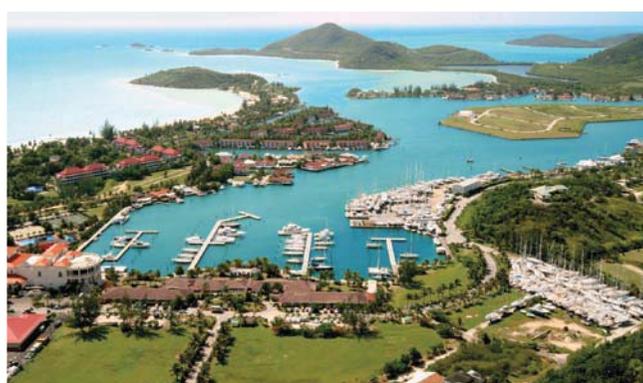


The incredibly popular 700th hash drew over 600 walkers and runners

Many cruisers spend hurricane season in Grenada's capital St. Georges or in the bays along the south coast. So many boats make for a very active cruising community and a busy Cruisers' Net on VHF channel 68, six mornings a week. We can all join yoga sessions, play dominoes, watch sports on big screen TV's in different bars, go on organized island tours, join shopping trips, gossip over cocktails and beers during various happy hours, or pick from a whole array of other, cruiser-friendly happenings. For people wanting to do or try something entirely different, there's a activity that is growing in popularity, not only with cruisers, but also with the local population. This event is called a 'hash' and it takes place every Saturday during the summer and often twice-a-week during the winter season. Everyone is welcome.

A hash is an aggressive walk or run that takes you through forests and pretty countryside, up and over hills, past rivers and through pastures. Greeting local land-owners and mooing cows, you'll enjoy expansive views and a personal workout, while following a marked trail and – possibly – sliding in the mud. People of all ages, nationalities, cultures, religions, backgrounds and strength participate in the hash and no competition is involved. Everybody walks or runs at his or her own pace, achieving their goal of reaching the finish or turning back to the starting point where Caribbean beer and affordable Grenadian food is available.

The Hash House Harriers is a worldwide organization with 'branches' (known as kennels) all over the world. Currently, 1976 hash groups, located in 1292 cities and 185 countries, are registered, amongst which are many from the Caribbean.



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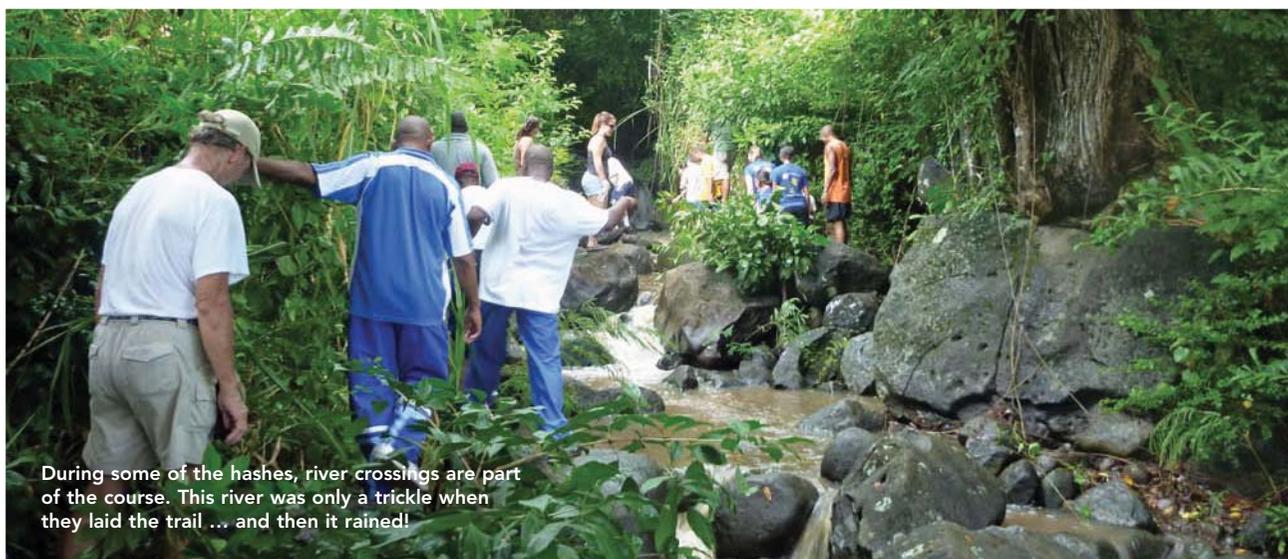
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During some of the hashes, river crossings are part of the course. This river was only a trickle when they laid the trail ... and then it rained!



One of the views on hash 700



Hash 700 ends with a pretty sunset in Grand Mal

The act of hashing was invented in 1938 in Kuala Lumpur, where three British expats wanted to enjoy some physical activity without changing their beer drinking routines. So, they ran a trail, set with flour, that ended at a drinking establishment where the calories lost during the exercise came back in the form of beer, and camaraderie ensued.

Hashing has its own rules and traditions. Hashers, dubbed 'drinkers with a running problem', receive hash names and use terms like, 'are you?' when trying to determine whether they are on the right trail, 'on on' when indicating they are on the right trail, and 'on in' when reaching the end of the trail. A first time hasher is a virgin and at the end of your trial hash, you receive a Certificate of Loss of Virginitiy. Other traditions worth mentioning – and involving beer – are the breaking in of new shoes and the christening of virgins. In Grenada, every hash takes place in a different location and HHH signs point you to the start of the event. Buses for cruisers are organized and leave from different anchorages to reach that Saturday's destination safely and timely.

When you decide to join a hash in Grenada, be ready to

sweat, have fun, try local delicacies – in liquid or solid form – and meet new friends. After a short introduction by the Hash Master, you are set loose to follow a shredded paper trail (beware of the false trails) through Grenada's stunning interior to arrive at the point you started with new memories and interesting stories to tell. Proof of the island's Hash House Harriers' success was its 700th edition at the beginning of September. More than 600 hashers showed up, amongst them were a record number of 100 cruisers, and Grenada's Prime Minister, Tillman Thomas, who thoroughly enjoyed the event.

If you would like some exercise away from your boat, off the beaten track while exploring parts of Grenada you would otherwise miss, then a hash is exactly what you are looking for. ☺

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, visit: www.itsirie.com and her blog: <http://xwaters.com/blogs/liesbets-blog>

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Northern Aruba from above! The view from a Heli-tours helicopter. At left: Civilization as seen from the swim-up bar.

GO ON, SPOIL YOURSELF

STORY AND PHOTOS BY LENA PADUKOVA

If the ABC islands were drinks, Bonaire would be a freshly-made, starkly green Mojito. Curaçao would be a sophisticated blue-coloured cocktail. And Aruba would be a frozen strawberry colada, pink with three maraschino cherries on top.

With its lush west coast pearled by hotels, and the boney-dry east side beaches ragged and torn by the seas into peculiar shapes of bridges and pools, Aruba is often ignored by cruisers who perhaps see only a tourism-spoiled plastic charter paradise. But think twice before you decide to sail by Aruba, because you are sure to regret it.

If you are in the area, you are probably on your way westward towards Colombia and Panama, or setting off northbound. Either way, you are looking at spending several days at sea. You may choose to turn east from Curaçao or Bonaire, and head for Grenada, beating against the wind,

seas and current—a harsh trip. Whatever your course, you deserve a stop at Aruba for some rest and pampering. The island, off the South American coast, pulsates with high level services and entertainment shaped by years in the competitive business of caring for charter tourists.

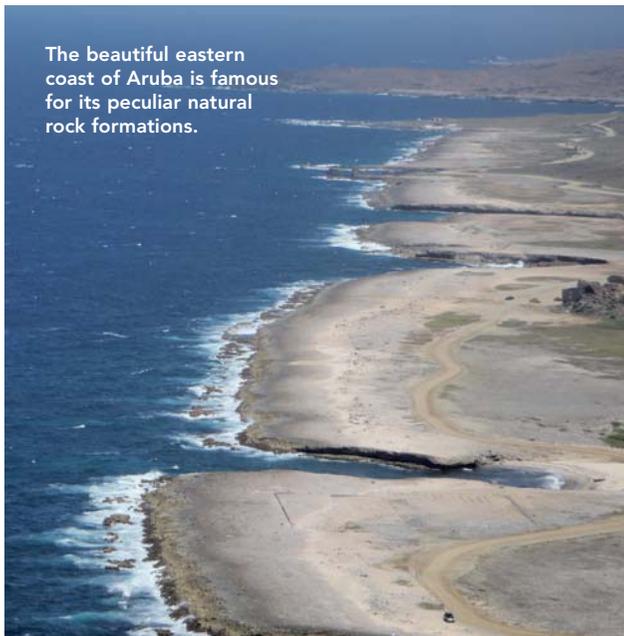
As you arrive at the Renaissance Marina in Oranjestad, you will receive a pleasant surprise. For exactly the same fee as you might pay for an ordinary marina berth, say, in St Maarten or Grenada, you get free access to fabulous swimming pools, a brand-new air-conditioned gym, a tennis court, power-boat rides to a small island with private beaches, not to mention the WiFi and showers. The garbage disposal is also included in the price. Bright green iguanas the size of a small dog greet you as you walk along the pontoon, together with the splashing colours of tropical fish in the harbour. Happy hour at the swim-up bar, just a few meters away, tops it all off.

All of the usual Western suspects – Taco Bell, Pizza Hut, Starbucks – are here, among hundreds of other places you may or may not have heard of. Visitors from Holland will be delighted to see familiar snacks, the sushi is grand, around the corner is a special menu with expertly grilled Chateau-briand, and just about any place you visit will treat you with nice cuisine, two-for-one drinks, and flawless service.

Apart from the sudden luxury that you fight hard not to get too used to, Aruba is also good for practical things. There is plenty of sightseeing and activities – abandoned gold mines, historical places, caves with natural light, wreck diving and more, in fact enough to keep you busy for every day you spend on the island.

At the chandlery near the Renaissance marina, you will find a surprisingly wide array of gear and possibly some of those hard to find extras you have been looking for. My stroll through the chandlery turned up everything from lifeslings to absolutely enormous game fishing gear, decent dry-bags and boat repair kits. The shelves of the book exchange go all the way up to the ceiling of the store.

The local supermarket, although a little weak on fresh meat, offers a great variety of foods, including, surprisingly, ready-to-eat Indian Paneer curries that have an amazing shelf-life and cook in just 90 seconds, perfect for a long ocean crossing.



The beautiful eastern coast of Aruba is famous for its peculiar natural rock formations.

Lena Padukova is a former IT-professional who left cold Stockholm for the adventures of world-wide sailing. She is the captain of S/Y Space, cruising the Caribbean somewhere near you.





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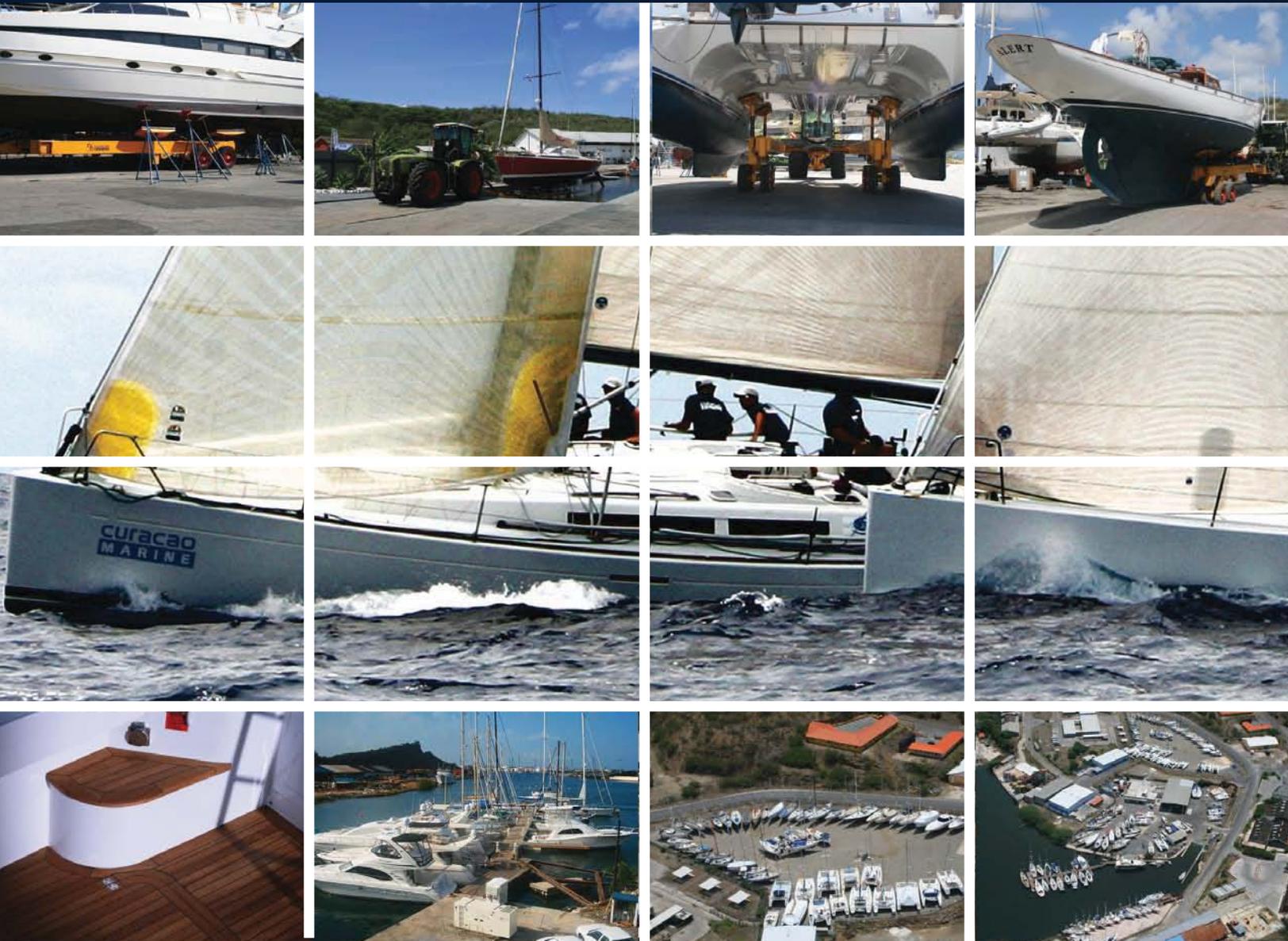








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CARIBBEAN MARINAS

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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 hrz	•	•	•	•	•	•	•	•	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	14.7'	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 <small>an IGY destination™</small>	+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 <small>an IGY destination™</small>	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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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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1986 Jeanneau Trinidad.
Deep keel racer cruiser.
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Racer Cruiser
OFFERS!



1988 Barena Sea trader.
Steel. Great condition.
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2001 Gemini 35 Sport.
Fully equipped
for cruising!



2005 Leopard 43.
Owners version. Spotless,
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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!



1994 Roberts 45
Bullet proof. Blue water
circumnavigator. Needs
new mast \$99K Offers



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
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2003 Bahia 46.
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new engines, sails.
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Immaculate condition.



1992 Dudley Dix Caribbea 30
Blue water Pocket Rocket
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1985 Soverel 41
Blue water racer cruiser
Excellent value
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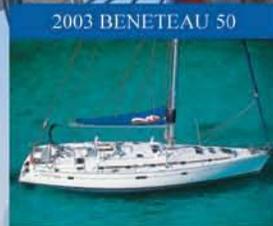
2001 MARQUISES 56

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



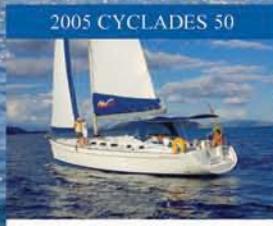
2003 GIB'SEA 51

"Chicago Breeze"
5 Cabins/5 Heads
Asking \$185,000



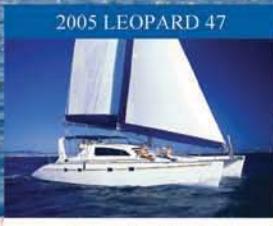
2003 BENETEAU 50

"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 \$320,000



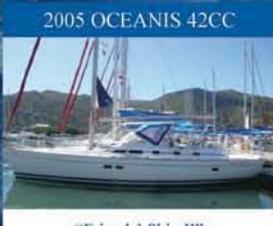
2006 BENETEAU CYCLADES 43

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



2005 LEOPARD 43

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



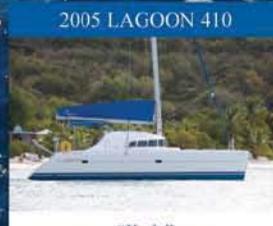
2005 OCEANIS 42CC

"Friends' Ship II"
2 Cabins / 2 Heads
Asking \$135,000



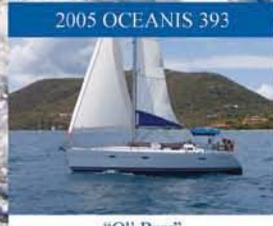
2005 BENETEAU 423

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



2005 LAGOON 410

"Kudu"
4 Cabins/ 4 Heads
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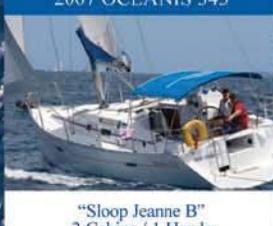
2005 OCEANIS 393

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



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"Pancea"
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52 Tayana Aft Cockpit Cutter, 1989
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49 Bavaria Sloop, 2003
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 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
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 Custom aft deck & transom \$450,000

SAIL

- 72 1990 Custom – Aluminum center cockpit, flush deck cutter\$699,000
- 56 1972 Trewes 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
- 38 1978 Van de Stadt – Steel passage maker, new sails, 05 engine & more.... \$69,000
- 37 1981 Tayana – Classic offshore cutter, repowered in 2000, needs TLC..... \$29,000
- 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

- 32 1996 Catalina – Spacious sloop, Yanmar, new sails & electronics 2008 \$55,000

POWER

- 65 1989 Viking Motor Yacht – GM's, 4 cabin, 3 head, dual helms.....\$450,000
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- 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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Incredible Late Model Value Asking \$289K



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47' Beneteau Oceanis 473 '05
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46' Beneteau 461 '97/98/'00
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45' Cape George 45 1992
Seaworthy and Fast Asking \$349K



44' Island Packet 1994
Well Equipped Robust Cruiser Asking \$184K



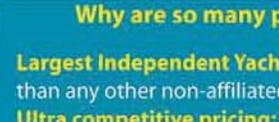
44' Hunter 44DS 2004/'06
(1) Private, (1) Ex-Charter (2) Starting From \$189K



44' Lagoon 440 2006
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44' CSY 1978
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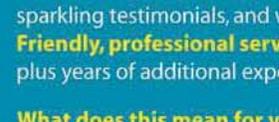
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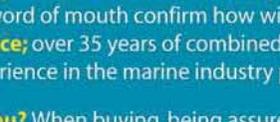
44' Mason 1987
Ocean Ready And Ready To Go! Asking \$199K



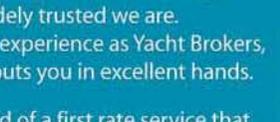
44' Freedom 44 1982
Classic With Recent Upgrades Asking \$115K



43' Shannon 43PH MKII 2002
Exceptional Quality, Rare Pilothouse. Asking \$400K



42' Bavaria 2001
Fast Cruiser, Many Upgrades Asking \$99K



42' Hunter Passage 1995
Centerline Queen Bunk Asking \$119K



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



43' Beneteau Idylle 13.5 1984
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42' Bavaria 2001
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42' Hunter Passage 1995
Centerline Queen Bunk Asking \$119K



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41' Beneteau Oceanis 411 '01
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41' Beneteau Oceanis 411 '01
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40' Robertson & Caine 40 '09
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38' Freedom 1986/88
Best Value on the Market (2) Starting From \$69K



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Beautiful Ron Holland Design Asking \$99K



37' Peterson 1977
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36' Fount. Pajot Mahe '07/'08
Great Layout, Lowest on Market (2) Starting from \$189K

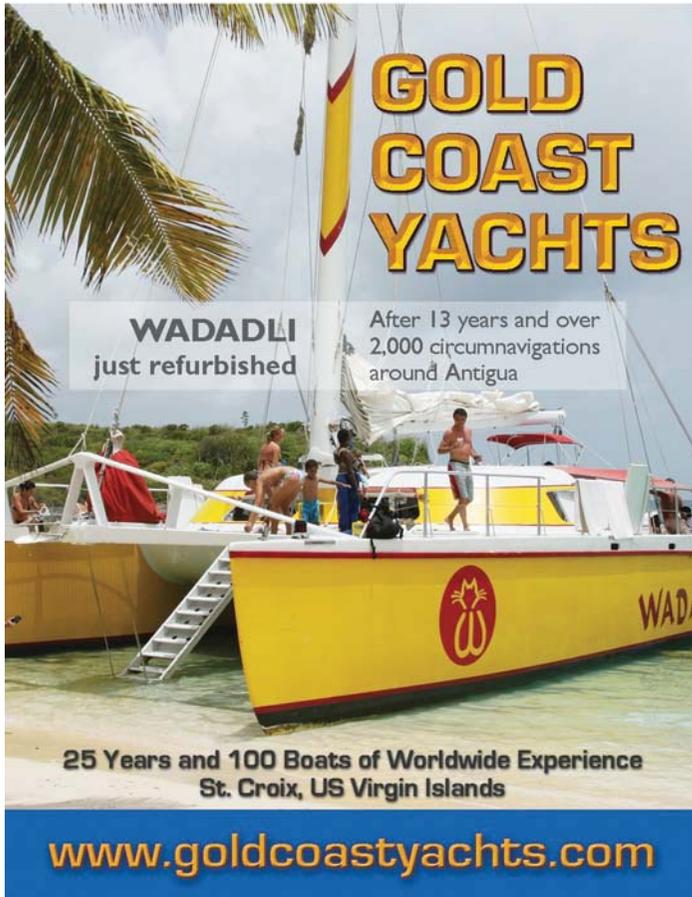


36' Beneteau Oceanis 361 '00
Well Maintained Island Cruiser Asking \$73K



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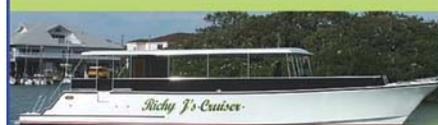
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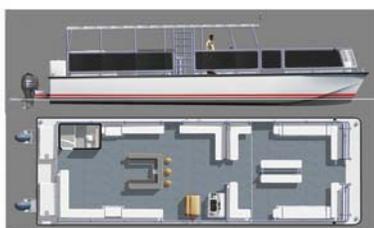
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30' 2001 Scarab Sport
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44' 1987 Marine Trading
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\$72,000



43' 1986 Pan Oceanic
\$110,000



38' 1967 Le Comte
\$88,500

SAIL	POWER	
36' '80 Albin Stratus 75K w/business\$45K	26' '87 Whale Boat, Diesel, CG cert..... \$18K	42' '71 Grand Banks MY, CG Cert 42 pass.\$74.5K
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44' '77 CSY Sloop, new rigging.....\$99K	39' '98 Mainship Trawler, twin diesels.....\$79.9K	55' '06 Dyna Craft MY, 3 strms, 700HP Cats..\$750K
	40' '02 Oliver Marine Express Cruiser... \$250K	

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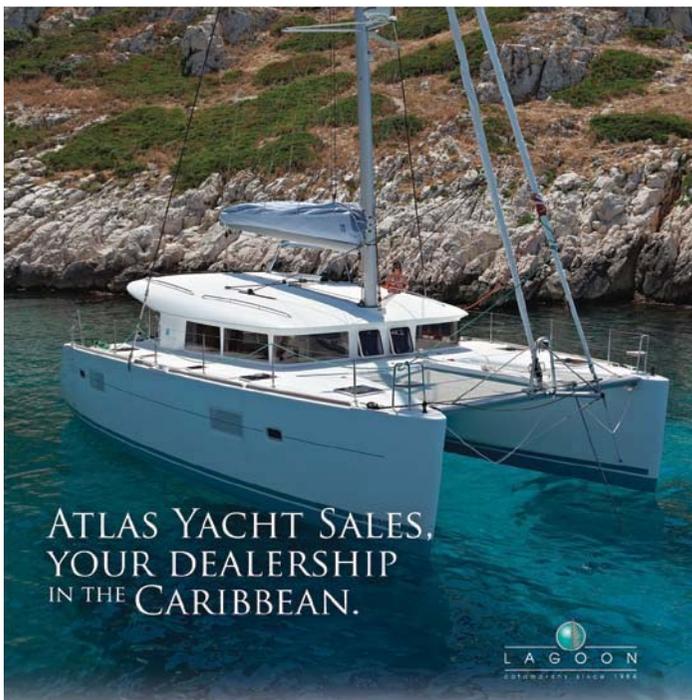


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27 1972 Bianca US\$22,000.00 (must sell)



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34'	1978 Steel Sloop (ROB)	US\$30,000
36'	1977 Roberts Home Built (located in Barbados)	US\$40,000
37'	1979 CSY	US\$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
42'	1983 Panoceanic	US\$89,000
42'	1986 Endeavour	US\$98,000
43'	1985 Gitana	US\$115,000
43'	1999 Wauquez Pilot Saloon	EU\$247,500
44'	1990 Jeanneau Sun Magic	US\$80,000
45'	1994 Vickers 45	US\$40,000

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\$145,000
55'	1979 Herreshoff Marco Polo	US\$170,000
55'	1998 Zerft Motor Sailer (must sell!!!)	US\$40,000
56'	1973 Visch Motor Yacht	US\$175,000
72'	1997 Kim's Yacht Company Ketch	US\$280,000

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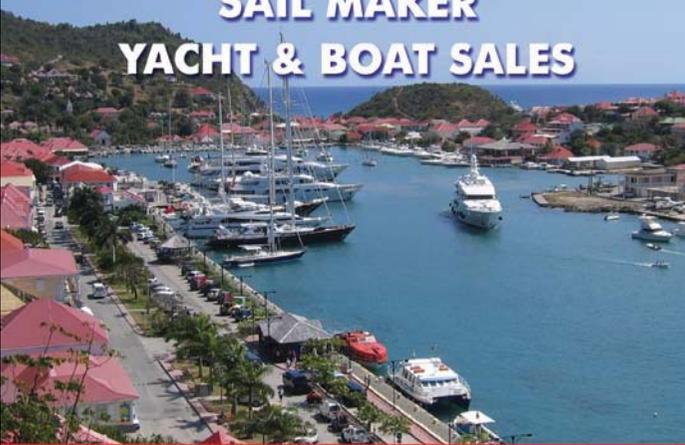
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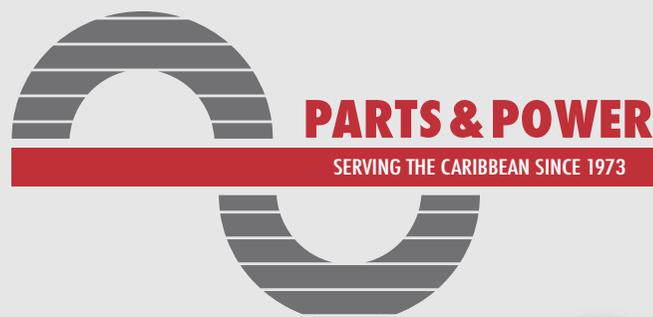
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Services

CARIBBEAN ARTIST TERI JONES IS ACCEPTING COMMISSIONS FOR BOAT PAINTINGS for the 2011-12 season. For a quote visit Teri on S/V Sea Otter in St. Thomas this winter or send a picture of your boat to teriartist@msn.com. www.terijones.com 1-340-998-4524

Wanted

WANTED: CARRIACOU CHILDREN'S EDUCATION FUND NEEDS DONATIONS of boat gear and other goods that could be included in the annual fund raising auction, clean used clothing for children and adults, school supplies and cold hard cash. Leave donations with the staff at the Carriacou Yacht Club, Tyrrel Bay. Tyrrel Bay provides free WiFi, through the generosity of several local businesses: contributions in thanks for this free WiFi go to CCEF. This will be our eleventh year: to date, the nearly \$130,000 raised has provided school uniforms, free lunch for hungry children, scholarships to the Carriacou branch of TA Marryshow Community College, and grants for building computer labs at three primary schools. We are making a difference!! And you can help that effort. Major fund raising activities July 26-29, 2011, directly preceding Carriacou Regatta Festival. For more info, contact ccefinfo@gmail.com



THE DISH

WELCOME TO THE CARIBBEAN

BY CAP'N JAN ROBINSON

The original inhabitants of the Caribbean were the Arawak/Taino Indians. Their diet centered around meat or fish, with the latter being eaten either raw or only partially cooked. The coastal natives relied heavily on fish where the natives inland relied more on agriculture for their diet.

The Caribbean Islands bring together a unique collection of foods blended with herbs and spices. These recipes have evolved through the years and most of them are very simple.

Watch some of the recipes being prepared on TV. <http://www.wcnc.com/charlotte-today/Captain-Jan-Robinsons-terrific-tuna-129958278.html>

COCONUT CHIPS

Preparation time: 15 minutes. Cook time: 25 minutes. Serves: 4

1 whole coconut **1 oz unsalted butter**

Freshly ground sea salt

Preheat oven to 375°F. Using a corkscrew, bore holes in the eyes of the coconut and drain the liquid into a bowl. Place coconut in a small baking tray and bake about 12 minutes or until the coconut shell cracks. Remove coconut meat from the shell and peel off the outside brown skin, Using a vegetable slicer or peeler, shave coconut into thin slices. Butter a baking sheet and arrange the slices on it. Bake in oven until they are light brown, about 10 minutes. Remove from oven and sprinkle with salt.

Note: Chips can be served warm or at room temperature.

TERRIFIC TUNA

Preparation time: 5 minutes. Marinating time: 45 minutes

Cook time: 4 minutes. Serves: 6

6 (6 oz) sushi-grade ahi tuna steaks **1/2 cup extra virgin olive oil**
1/4 cup fresh grated ginger **1/2 cup low sodium soy sauce**
1/3 cup minced jalapeños **1/4 cup dark rum**

Place tuna steaks in shallow baking dish (not metal). Mix all other ingredients together, pour over steaks and marinate for at least 45 minutes in refrigerator, turning steaks 2 or 3 times. Remove tuna from dish and BBQ on hot grill 2 minutes each side, or heat (on high heat) a little canola or olive oil in a heavy bottom, preferably a cast iron skillet, and cook 2 minutes each side. Do not overcook. *Serving suggestions: MANGO SALSA, WILD NUTTED RICE and SAUTEED ASPARAGUS.*

The reason I picked this recipe...I love it because it is simple and tasty! Cook a couple of extra steaks so you can make a wonderful tuna salad another day. You will never want to eat canned tuna again!

MANGO SALSA

Preparation time: 15 minutes.

Chilling time: 30 minutes or overnight. Serves: 6

1 ripe mango (about 1-1/2 cups), seed removed and diced
1/2 cup red onion, finely chopped (or green onions)

2 limes, juiced

2 Tbsp chopped fresh mint or cilantro

1 Jalapeño chili, minced, optional

Salt and pepper to taste

In a bowl gently mix together diced mango, onion, lime juice, mint or cilantro, salt and pepper. Chill. Better if made ahead for flavors to mingle.

LAMB CUTLETS WITH MINT SAUCE

Preparation time: 15 minutes. Marinating time: 2 hours

Cook time: 10 minutes. Serves: 4

8 – 12 lamb cutlets

3 Tbsp olive oil

1 Tbsp fresh rosemary

3 cloves garlic, minced

Salt and pepper to taste

MINT SAUCE:

1/4 cup chopped fresh mint leaves

Boiling water

1 Tbsp sugar

1/2 cup malt vinegar or cider

Salt to taste

In a bowl combine the oil, rosemary, garlic, salt and pepper. Place cutlets in a shallow baking dish and pour over the oil mixture and let marinate for a couple of hours in a cool place. Heat a large skillet or use a broiler. The cutlets should cook for about two minutes on each side.

Mint Sauce: Put mint in a jug. Cover with boiling water, add sugar, vinegar and salt taste. Serve sauce (warm or cold) over cutlets.

WILD NUTTED RICE

Preparation time: 5 minutes. Cook time: 45 minutes. Serves: 6

1 cup uncooked wild rice, washed

2/3 cup orange juice

2/3 cup chicken broth

1-1/2 cups water

1/2 tsp salt

1/3 cup pecan pieces

2 Tbsp orange zest

2 tsp olive oil or butter

Place wild rice in a saucepan with orange juice, chicken broth, water and salt; bring to a boil. Reduce heat. Simmer covered for about 45 minutes or until tender but not mushy. Uncover. Fluff with a fork. Add pecan pieces and simmer for an additional couple of minutes, then drain any excess liquid. Add orange zest and olive oil. Serve at room temperature.

Note: This rice dish goes well with fish, chicken or meat. 🍴

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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